

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
1	Implement a Bus Rapid Transit system	9/23/2015	Implement a Bus Rapid Transit system on our clogged arterials.	This idea is consistent with and supportive of the department's current efforts. Bus Rapid Transit (BRT) can greatly increase the person throughput capacity of congested arterials, particularly when the buses are able to operate outside of the congested traffic flow. There are two BRT systems currently operating in Florida: The South Dade Busway in Miami, and the LYMMO downtown circulator in Orlando, both built with substantial FDOT support. In each case, the buses are operated by the local transit agencies and use dedicated bus only lanes. The Miami busway was extended south to Homestead, and there are two new corridor extensions under construction for the LYMMO system. In other parts of the state, FDOT is working with local transit agencies, and in some cases helping to conduct studies and support the development of new BRT systems in Jacksonville, Orlando, Broward County, Pinellas, Miami-Dade County and other urbanized areas.
2	Mobile/web application that allows motorists to tag specific locations that require attention	9/23/2015	Commission a mobile/web application that allows motorists to tag specific locations that require attention (Potholes and various hazards) – effectively crowd-sourcing the task of maintenance prioritization.	The Department has a data sharing agreement with Waze. As part of this, the Department receives pothole locations in the Waze data feed. Currently, the Department is only using Waze data for operations, but this could be expanded in the future to include sending maintenance related information to the different maintenance offices. It is important to note that the Waze data sharing agreement only allows the Department to use this data, and it cannot be shared with cities, counties, or other State agencies. Expanding usage of the Waze data will be considered after the Waze data feed is further integrated into the Department's operations.
3	Benefits for bike paths or buffered bike lanes	9/23/2015	Have an incentive program where a county or city gets special benefits like money or breaks on something else if they instant and maintain a certain amount of bike paths or buffered bike lanes where appropriate.	With the exception where the Florida Legislature specifically authorizes programs for specific uses, Florida Statutes prohibit state funding to be spent on local roads. Federal funds, through the FDOT's Local Agency Program (LAP) may be used for bike lanes/paths on local roads. These projects are prioritized at the local level. We are working with stakeholders and the public to develop the process for the new Shared Use Non-motorized (SUN) Trail Program, created during the 2015 legislative session. As part of program development, the amount of local financial contribution toward a trail project is being considered as a selection criteria for a project to receive SUN Trail funding. The submitted Innovation Challenge idea will be added to the formal comments in support of this criteria.
4	Use the mobile app Waze to allow your Road Rangers	9/24/2015	Use the mobile app Waze to allow your road rangers to find broken down cars and road hazards faster.	The Department has a data sharing agreement with Waze. As part of this, the Department receives information on vehicles stopped on the shoulder and other road hazards. This information is provided to the Department's Statewide Advanced Traffic Management Software, SunGuide®. Traffic Management Center operators can then use the SunGuide software to dispatch road rangers to assist motorists, assist with crashes, or assist with other road hazards. This concept is already implemented by the Department.

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5	Synergy between FDOT and local governments	9/24/2015	<p>Solving our transportation issues requires a synergy between FDOT and local governments, leadership, funding reform, and implementation of new technologies. We should establish a framework to help local governments create more effective public transportation systems, pedestrian and bicycle infrastructure networks, and more efficient street networks. FDOT should work with these local governments to help finance these smaller improvements that have larger impacts than to focus the bulk of our limited resources on new road construction and costly widening projects. Funding is a fundamental issue with our transportation system. We should move away from a gas tax to a vehicle-miles-traveled tax. Properly marketed to the public, this could help generate additional revenue and provide a more steady revenue stream than a gasoline tax. As all road users of similar vehicle types would be paying an equal amount of tax, the system is fairer than a gasoline tax which often overburdens lower-income households. Unifying our alternative transportation systems is imperative. Using technology to create a universal fare card for all public transportation within the state would make our alternative transit systems more effective and efficient for users. A single pass could be used for Tri-Rail, SunRail, Metrorail, as well as regional bus systems by debiting from users and crediting agencies appropriately. Technology should also be implemented to more effectively communicate arrival/departure times for transportation options and deliver needed messages and alerts. Studies have proven that people tend to believe they've waited longer for buses when they didn't know how long they were going to have to wait and uncertainty is a detractor from utilization of public transit. We should also ensure we invest in bicycle and pedestrian infrastructure. Building systems like bicycle infrastructure in a piecemeal fashion is ineffective and can be a costly boondoggle. Regions should identify hubs like urban cores and transit centers and create connected and protected bicycle infrastructure from those hubs to one another and to adjacent residential and employment centers. FDOT should see this is an investment in the savings of highway maintenance costs by reducing congestion and work to help cities get an initial connected system in place, off which they can expand. We should also work with cities to make public transit more effective. Focusing on well-traveled routes and increasing frequency generates more revenue and reduces state and local subsidies. By eliminating some less frequently used routes, money can be saved and, with technology, some areas can instead be serviced by an on-demand door-to-door service. For urban bus systems, like the LYNX Grapefruit line in Orlando, investing in reconfiguring the interior of buses to more similarly resemble private bus services like Leap in San Francisco, and including services like Wi-Fi and electronic charging areas, we can bring a new demographic to public transportation which encourages use of other services like commuter rail. We should also invest in bus rapid transit which is a more cost-effective means of creating a strong mass transit system, although it should be a gold-standard system with elevated station platforms for quick loading/unloading, dedicated lanes, and prioritized signaling. Finally, as not only Florida but all of the US is experiencing a huge cultural demographic change as Millennials and Baby Boomers alike are looking for more livable and walkable communities, FDOT should invest in employing members of the Millennial generation who embody the ideals of this generation and have a finger on the pulse of new and innovative methods of creating better places, being more efficient, and transporting people more effectively.</p>	<p>Thank you for contacting the Florida Department of Transportation and submitting comments on how the Department can be more innovative. In your comments you discuss building a cooperative relationship with our local governments, addressing how transportation in Florida is funded, and how our investments can support alternate modes of transportation such as biking, walking and public transportation. Your comments are very timely and reflect much of what is currently being discussed with our partners. The Florida Department of Transportation is working very closely with our local governments through federally established Metropolitan Planning Organizations. These planning organizations include representatives from local governments that help to prioritize local projects and guide state investments. These organizations are also very important to our transportation network, because most assets such as seaports, airports and transit systems are the property of local governments who operate them with funding assistance from the state. The collaborative planning process undertaken by the state, in coordination with these local planning organizations, helps to identify opportunities and prepare for mobility demands, changes in demographics, as well as support economic development initiatives such as the ones you describe. You can follow our planning processes at www.FloridaTransportationPlan.com and find opportunities to participate and get involved.</p>
6	Quicker implementation of statewide roundabout initiative	9/24/2015	<p>I know there is a statewide roundabout initiative that has picked up speed lately, but I would love to see more of them at a quicker pace (including existing intersections) on state facilities but especially city and county facilities. Instead of giving so many LAP or enhancement dollars for sidewalk and bike lanes I think we need to address the critical issues of user delay and our infrastructure in Florida.</p>	<p>The FDOT is actively promoting the implementation of roundabouts in locations where they are appropriate. Evaluation of a roundabout alternative is required for all projects on the state highway system that involve new construction or reconstruction. Roundabout evaluation is also required for projects that propose new signalization or require a change in un-signalized intersection control to address crashes. Through this change in policy, FDOT is seeing a significant increase in the number of proposed roundabouts. FDOT is promoting the benefits of roundabouts to transportation engineers and planners throughout the state through continuing education classes and seminars. FDOT is also heavily involved in public outreach and education to inform the general public of the many operational and safety benefits of roundabouts."</p>
7	Interact with the public on social media instead of just pushing information out.	9/24/2015	<p>Interact with the public on social media instead of just pushing information out. Answering questions and showing a more "human" side to the department in social media interactions would go a long way with the public.</p>	<p>Thank you for taking the time to submit your suggestion regarding interactions with the public on FDOT social media accounts. As a state agency, we must ensure that records are retained in accordance with Florida Statute Chapter 119, the state's Public Records Law. Two-way communications that take place outside of the Department's networks are often difficult to document and may even be overlooked (especially those that may be posted in the overnight and weekend hours). So, to ensure that all communications are retained in accordance with the state statute and addressed in a timely fashion, the Department encourages staff to use the agency's primary communication tools, such as e-mail or phone.</p>

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8	Please invest in better, consistent and efficient public transit	9/24/2015	Please invest in better, consistent and efficient public transit in major cities, as well as larger high-speed connectivity throughout the state, instead of building more highways. That's all.	<p>This idea is consistent with and supportive of the department's current efforts. FDOT provides significant funding support for all of Florida's public transit agencies through the Public Transit Block Grant Program, and through a number of federal and state discretionary transit funding programs. In addition, the department helps fund and develop major Bus Rapid Transit projects and new rail transit lines and extensions. Two recent rail projects built with substantial funding from FDOT include the Airport Extension project of the Miami Metrorail system. This 2.4 heavy rail extension links the Miami International Airport with the Miami Metrorail, providing direct access to and from the airport to much of Miami-Dade County. FDOT also has played the lead role in the project development, construction, and operation of the SunRail commuter rail system in Central Florida. We have just executed a Full Funding Grant Agreement with the Federal Transit Administration to build a new 17-mile extension south into Osceola County, and are working with our local and federal partners to further extend the system north into Deland, and east into Orlando International Airport. We are helping to fund and develop a new modern streetcar system, known as "The Wave" in Fort Lauderdale, and we're working with Miami-Dade County to develop a new rail transit system to connect downtown Miami with Miami Beach. We are also working with our local partners in the Tampa Bay area to possibly extend the TECO streetcar system in downtown Tampa. Regarding high-speed connectivity throughout the state, the department has coordinated with the private All Aboard Florida AAF team which is building a new high speed rail passenger service which will connect Miami, Fort Lauderdale, and Palm Beach to the Orlando International Airport. And we are working with Tri-Rail in South Florida to extend service into the All Aboard Florida Terminal in downtown Miami, which will provide last mile connectivity for passengers of AAF</p>
9	Develop and construct a statewide transportation system (possibly rail) and have them connect to all the major hubs in the state	9/24/2015	<p>Develop and construct a statewide transportation system (possibly rail) and have them connect to all the major hubs in the state (South Florida, West Florida, Central Florida, and North Florida). I know currently there is a train system (Amtrak) and that was a decent system but very old fashioned and not well supported. With the new rail system, travel should be fast, easy, and interconnected on all levels. Interconnected by having immediate forms of public transportation be available at the stations to transport travelers to their respective destinations within their visiting city. I know the state is currently developing something known as a All Aboard Florida but I believe that only serves the east coast of Florida to Orlando. Also, I'm not to sure how much multimodal options are available once off the train. Florida is rapidly growing in population and for its population it is light years behind with its public transit. Instead of waiting until the system fails, which I'm pretty sure has already occurred, we should put off the system of failure with forward thinking development. Emulate high density regions who operate a successful multimodal transportation, such as the country of Japan (high speed rails and ped and bike friendly).</p>	<p>Florida currently has over 2,700 miles of railroads that carried nearly 90 million tons of freight and Amtrak transported 1.1 million passengers in 2013. Amtrak routes in Florida currently cover major hubs in Florida including Jacksonville, Orlando, Tampa, and Southeast Florida from West Palm Beach to Miami In addition, there are various multimodal connections to continue a trip beyond rail including ever-evolving commuter rail options and connections to buses and other transit options.</p> <p>Public transportation is evolving quickly with the introduction of the new SunRail commuter rail, bus rapid transit options being considered across the state, and the increased use of technologies to manage various systems. The Department is always looking ahead to new forms of transit and passenger rail – such as models in Asia and Europe – for ideas and possible future applications. All Aboard Florida is a private passenger rail project being developed by Florida East Coast Industries, which has been a new experience for FDOT as well as the United States. The Department has worked very hard to integrate this unique transportation option into the statewide passenger and freight rail system to ensure connectivity and efficiency. To get involved in future commuter rail and transit plans, please contact the Rail Office at 850-414-4500.</p> <p>Development patterns absolutely impact the feasibility of high speed rail and bike/pedestrian options. To get involved in local and regional planning efforts, please contact Metropolitan Regional and Plans Support in our Planning Office at 850-414-5246.</p> <p>One of the major challenges of developing new rail systems and connections is the high capital investment cost. As an example, the proposed rail option between Tampa and Orlando that was being considered a few years ago was estimated to cost over \$3.5 billion. Florida, like most states, has limited funding to address a broad range of transportation improvements. Additionally, there are significant operational costs once a new rail system is built. The reality is that funding for transportation infrastructure is limited, and FDOT will do our best to make investment decisions to best improve all statewide transportation systems.</p>

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10	Adjustments to roadway signage	9/24/2015	Hello. Thanks for providing this feedback ability. This concerns signage. Not everyone relates to road designations as numbers only, please also include names. Applies to exit signs, distance to the exit signage, and the electronic signs. Thanks.	The Manual on Uniform Traffic Control Devices contains the basic principles that govern the design and use of traffic control devices for all streets, highways, bikeways, and private roads open to public travel regardless of type or class or the public agency, official, or owner having jurisdiction. This Manual's text specifies the restriction on the use of a device if it is intended for limited application or for a specific system. Highway Route signs are limited by size, number of digits and auxiliary arrow or word plaque, such as EAST, WEST etc. Street Names can be used with Guide Signs, such as the large green overhead signs seen on interstates. Exit signs are also limited to the word Exit, numeric digits and an arrow at the point of exiting an interstate. Guide signs that precede the exit ramp give information about the exit destination. Electronic message signs can provide dynamic messages that meet certain criteria, street names, distances and roadway conditions upstream are all permissible.
11	Pay for a parking meter and/or parking garage with your SunPass account	9/24/2015	Being able to pay for a parking meter and/or parking garage with your SunPass account. SunPass holders would either have a card along with the car transponder that could be swiped at meters and garage entrances or the transponder would be made to be recognizable when near such devices.	Today, SunPass is available for payment at five major airport parking facilities - Miami International, Fort Lauderdale International, Palm Beach International, Orlando International, Tampa International. We continue to pursue similar opportunities at other public parking facilities. We are currently in discussions with Sun life Stadium in Miami and Orlando Magic in Orlando to offer SunPass to pay for parking. Using a key fob application for metered parking has not been developed and presents unique challenges. Vandalism at the meter, security of the key fob and technology infrastructure (i.e., fiber network) needed to support it are just a few to consider. We will continue to analyze the ability to offer this application to our SunPass customers.
12	Digital Signatures	9/25/2015	Digital Signature will significantly reduce the "paper shuffle" and document storage requirements, and it's not new technology. An innovation would be to make a commitment to go "paperless" for most documents within the next 5 years. To do so effectively, FDOT will need to adopt a commercial Digital Signature solution enterprise wide. We use Digital Signatures now, but we lack the ability to route and manage documents needing signature to multiple parties, both inside and outside of the agency. We need a system to aid that process, preferably one where the documents can be placed, routed, managed, parties notified, and secured in the cloud. Solutions are out there; we should procure one.	First of all thank you for suggesting this challenge. You will be happy to find out that FDOT is currently in the froes of doing just what this Innovation Challenge suggests. In 2012 an innovator expert team was formulated from participants from all Districts and the Central Office including the following areas: Construction Administration, Contract Administration and Information Management. Since then, FDOT personnel have been slowly obtaining the ability to digitally sign documents as well as identifying and changing policies and procedures required to make it happen. Documents are already beginning to flow through the system without printing and scanning. At the same time the team executed a procurement to obtain hosted services for collaboration of stakeholders on construction projects. This procurement was geared toward having an off-the-shelf dynamically configurable product. A contract was awarded in May of 2014. Internal development with this dynamically configurable product has produced a collaboration tool for all stakeholders on construction projects to share information and exchange paperless documents. This platform is SharePoint 2013 based and compatible with just about everything. Exploration of using mobile devices is also occurring. FDOT is planning to go completely paperless on construction projects, to the farthest extent possible, by July 2016. All correspondence on construction projects will be paperless and will require digital signatures. Since this endeavor began we are starting to have spinoff suggestions that take this idea further with all internal documents and approvals. We believe that this is a great idea and that all Agencies, local and across the USA, should take up the challenge as well.

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13	Multiple Ideas - Ferry, Business Connections to roadways, Interstate Interchanges with traffic lights	9/25/2015	<p>I have a few ideas that I have listed below, some are more general and others are more specific:</p> <ul style="list-style-type: none"> - In Duval County, south of downtown and north of the Buckman Bridge: This is a location that has been the subject of a proposed bridge for decades. Instead, I believe it would be an ideal region for a permanent ferry service. The US DOT offers much opportunities for funding for starting new ferry services. The Department could assist with soliciting input from the public, local employers, such as the Naval Hospital at NAS Jax, and retailers such as Publix near the Ortega River. Although the capacity of a ferry or water taxi might seem small compared to a bridge, I believe it is an effective catalyst in changing travel patterns. In addition, currently there are several federal funding systems to assist with this, however, a strong consensus needs to be built first. - On State Roads and Arterials around the state: These locations become developed quickly by business and retailers, and the access management tends to be an afterthought. There are many projects that aim to address the access by making major changes to the state road. Instead, I believe that the Department could encourage local businesses to begin sharing infrastructure such as driveways, culverts, and parking lots; where they currently do not share. Rather than widen the road or add excessive turn lanes, the Department could set up a fund, and allow business to compete for improvements to be done on their parcels. It would be up to the business owners to work together and present a concept to the Department. Especially on corridors where multiple driveways exist, one site improvement on a corridor could encourage other business owners to take part. Even though these are land use issues, their effect trickle back onto the State's network. Improvements on private lots and educating stakeholders could be something that saves the Department and taxpayers many millions of dollars. - At Interstate Interchanges: At most of these locations, the off-ramps end at signalized intersections. These intersections require constant power, which often leads to multiples of utility lines and mast arms. For interchanges where the signals are mounted to an overpass (see I-295 at Old St. Augustine Road), I believe it is feasible to operate these signals on renewable energy such as solar or wind. Many items along the interstate system are powered with solar energy, such as ITS signs and some lighting. I think a shift into reliably powering these signalized intersections with solar energy will help by eliminating excessive utility poles. In return, the lack of needing extra utility poles will help make the parcels near these sights more desirable. It is a trend if one looks at interchanges throughout the state (and US), that the land within a few hundred yards of on-ramps/off-ramps tend to stay vacant, however, the development moves roughly 1/4 mile from these interchanges. This creates wasted space, and requires multiples of intersections, signals, curb and gutter, and retention ponds. These sites could begin to see a shift development styles if the interchanges and utility locations are coordinated within the same project. 	<p>A new crossing in this vicinity has been discussed many times in the past. The problem with the crossing is generally not the bridge/ferry crossing but rather the impacts to neighborhoods on either side of the St. Johns River that would occur by building a road from US-17 to the river and from the river to SR-13. Roadway priorities in the Jacksonville area are set by the North Florida Transportation Planning Organization (NFTPO). The NFTPO would have to prioritize this corridor for it to advance to a planning study.</p> <p>The Department's Access Management Criteria specifies driveway and median opening spacing along the State Highway System and encourages the utilization of shared use driveways. We work closely with developers to ensure that shared use driveways are constructed as often as practical. However, the Department cannot require property owners to share access or parking facilities since we do not have any direct authority over local land use and zoning criteria. Those responsibilities fall to the local governments. The local governments would probably be the most appropriate entity to incentivize or require shared use driveways since the Department has no control over land use or zoning decisions.</p> <p>The Department utilizes solar powered signs and other devices when they are available. Many of our flashing beacons, speed feedback signs and other warning signs are currently solar powered. As industry develops other reliable solar and wind powered traffic control devices, the Department will certainly evaluate them for use on the State Highway System.</p> <p>The Department acquires limited access right of way adjacent to our interstate interchanges to ensure traffic flows efficiently as possible. Having high intensity development within ¼ mile of the interchange on/off ramps creates congestion and results in crash problems. For these reasons we require the first major access point to the state highway system to be at least ¼ mile from the end of the on/off ramps.</p>
14	Traffic Signal Change Patterns	9/25/2015	<p>Allow the traffic lights in downtown Orlando to change to on demand on nights and weekends. There are so many signals that stop you for no reason. Fern Creek is a great example.</p>	<p>Thank you for contacting the Florida Department of Transportation with your suggestion. While there are sometimes specific reasons why the traffic signals work in a particular manner there are often opportunities for significant improvement. FDOT Traffic Operations will discuss your suggestion with the City of Orlando, the agency that operates and maintains these traffic signals. Recently, FDOT has significantly increased funding for traffic signal maintenance agreements with local governments with performance measures included.</p>
15	Public Transit Schedules Available	9/26/2015	<p>All transit systems that receive state funding should make their PUBLIC schedule data available and accessible on their websites (or on a central website) so that the market - whether that's google or local app-developers can easily create tools to help the public access this information through various platforms. Currently, an interested developer would need to submit public records requests for the data and go through other hurdles just so that they can create an app for public good when the transit agency can't or won't create one themselves.</p>	<p>Thank you for contacting the Florida Department of Transportation with your suggestion. While there are sometimes specific reasons why the traffic signals work in a particular manner there are often opportunities for significant improvement. FDOT Traffic Operations group will discuss your suggestion with the City of Orlando, the agency that operates and maintains these traffic signals. FDOT has recently significantly increased funding for traffic signal maintenance agreements with local governments with performance measures included.</p>

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16	Orlando road development - I-4 Construction	9/26/2015	How about stop trying to re-invent the city for imaginary people that don't exist? We don't want anything that you are doing. We want parking. We want trains that go all directions. We want 24 hour transportation. We want for all these lights and spectacles to be forgotten about. We want to sleep without hearing your pummeling and drilling. We don't want to play sports under a highway. We don't want Alden Rd. to be closed for another multiplex. We want our view back. We want you to stop chopping down trees. We hate fake suspension bridges. How about you take it down a notch?	<p>It appears this comment is speaking to plans the city of Orlando has to create an environment under I-4 that replaces the current parking lots with alternatives to create a more livable environment. The Department will continue to work with the city and its elected officials to let the city of Orlando decide how they want their city to develop.</p> <p>As far as "trains that go in all directions" and "24 hour transportation" the Department continues to work with our local funding partners to expand SunRail east/west to Orlando International Airport. We expect that project to go to project development phase in the next year. The Department has also advised the local funding partners the costs for expanding SunRail service additional hours. So far, there has been no commitment to provide the funds needed to expand the service hours.</p> <p>Assuming that the reference to sleep without pummeling and drilling refers to night work on I-4 or other projects, unfortunately, we are always trying to balance the need to not impact the traveling public at peak traffic periods with the challenge of doing work that impacts people when they are trying to sleep. Since we cannot shut I-4 down completely, we will continue to try to find ways to minimize construction impacts when we can, if we are made aware.</p> <p>Any trees being removed for I-4 (or any other project) are those that conflict with proposed construction. Once work is complete, we will try to restore landscaping where we can.</p>
17	Parking under highways	9/26/2015	Put Rhodes under the highway is. Lifted I was with parts underneath them. Lifted highways around Lake Ericas to add park space underneath ramps.	No response - need more information
18	Traffic Signal Change Patterns	9/28/2015	My city has sensors put at traffic lights (such as thermal) so that way you don't have to wait five minutes at a traffic light with no cars coming the green way. What if you guys implemented something similar to that on lights around the state.	<p>Vehicle detection technologies at signalized intersections has improved considerably since the inception of inductive loops in the roadways. The first thermal camera approved to be used in Florida was in March, 2008, and was leading edge technology and very expensive. Since then, cost has been declining while other manufactures have been submitting competing products.</p> <p>Furthermore, the Department, FDOT implements roadway and intersection construction in a five-year work program. After construction is complete, the "maintaining agencies", Counties and Municipalities, take over the maintenance of signalized intersections within their jurisdictional boundaries. A drive to maintain and improve vehicular detection at signalized intersections comes from public and private interest, such as your observation. We strive to implement the most effective technologies that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our communities.</p>
19	Recycled plastic for pavement	9/28/2015	How about using recycled plastic for pavement? http://archinect.com/news/article/131579411/rotterdam-considers-paving-its-roads-with-recycled-plastic	<p>An interesting idea but still in the very early stages. They have been asked, and plan to address some of my key concerns: • How will you achieve acceptable friction of the final surface? • How do you join the segments? • How is UV degradation prevented? • Will there be sufficient supply for larger scale projects? The various websites indicate Rotterdam is anxious to pilot the idea, but VolkerWessels is not ready to produce it yet. They indicate they are doing further research to work out the issues. FDOT will continue to check the status. Thank you for bringing it to the Department's attention.</p>
20	Combine all your road construction information into one central statewide database	9/28/2015	Combine all your road construction information (and all lane, ramp and road closures) into one central statewide database with a publicly accessible and user friendly website. Keeping it split among districts and individual construction projects is confusing and redundant. Could combine this with FL511.	<p>The Florida Department of Transportation (FDOT) is working on a statewide construction/lane closure database...based on an initiative from District 4, in Ft. Lauderdale. Once this is completed, we will address interfacing it with our SunGuide software system and www.FL511.com. Currently, Traffic Management center operators have to manually enter these events into the system. Also, the FDOT Public Information Office is looking at publishing this on their web site.</p>

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21	Ability to view traffic issues from the past.	9/29/2015	Sir/Ma'am: As an employer, it would sometimes be nice to have the ability to view traffic issues from the past. This would basically be all the info you provide currently each day (cameras, reports, etc.). The information is already there (the day-of), so why not just archive it and allow someone to view it up to a month later? Occasionally there are many things going on and it is often only until later that this information could be useful to us, but it appears it is unavailable after the fact. I think the feature would be easy to add and might be helpful in some cases to determine if an employee is not managing time properly, or legitimately having a very real traffic issue. If anything, perhaps you could forward this with whom this idea may be considered...Thanks	We are in the real-time traffic monitoring business and do not record the camera images. We also have real time traffic information on our web site www.FL511.com but do not store the large volume of data storage that would require to look back at an instance in time what the traffic conditions were on a particular segment of instrumented corridor
22	Highways should be constructed without a median to allow for a Road Zipper technology	9/29/2015	All future highways should be constructed without a median to allow for a Road Zipper technology (https://www.youtube.com/watch?v=hMkLcAstxgA) to constantly maximize traffic efficiency. This technology could reflow traffic due to accidents as well as standard congestion and would require a faster "lane transition" protocol due to the longer stretches of road needed to be effective.	This technology is currently on our Approved Product List (APL) as the Quickchange Moveable Barrier approved for temporary work zone applications. Our Program Management, Design, and Traffic Engineering and Operations Offices have reviewed the idea to construct all future highways without a median and instead use this technology. We do not recommend this for the following reasons: Medians provide safety, environmental, and aesthetic benefits to the community that cannot be replaced by this technology. -The technology would not be feasible on arterials requiring full vehicle access to adjacent properties. The technology would prevent proper access management which is an important safety strategy on arterials. -The technology would not be feasible on arterials requiring pedestrian access to adjacent properties. In addition, raised medians provide an important safety opportunity for pedestrian refuge. -The technology would not be feasible on long corridor segments. -The technology would have limited usefulness on corridor segments that do not have a well-defined inbound and outbound directional distribution of traffic. -Due to our quick-clearance policy for clearing crashes from the road, the technology would have limited usefulness for this application.
23	A suggestion to relieve congestion on I-275 in St. Petersburg, FL	9/30/2015	A suggestion to relieve congestion on I-275 in St. Petersburg, FL from just south of 54th Avenue South to just north of 4th street: add a bridge from the central St. Petersburg area straight across to Ruskin area and have a connector to Tampa, Brandon, and I-4. because currently if you work in any of the large businesses in the Carillon Center which is the last exit headed North in St. Petersburg on I-275 or if you have to travel to Tampa or Brandon to work everybody has to take the same I-275 stretch to get there, there are no alternatives. I live in central St. Petersburg and was working in Brandon, and just a few weeks ago the was a 6 car accident on I-275 right after the Dale Mabry exit and just before the Armenia exit and that caused my usual 45-60 minute drive to take 2 hours and 15 minutes. There are too many cars forced to take a limited number of routes. Make at least one more Bridge to help ease the congestion.	Thank you for your suggestion. There are 4 different crossings of the bay from Pinellas County to Hillsborough County. There is the Courtney Campbell Causeway, the I-275 Howard Frankland Bridge crossing (you referenced in your email), Gandy with the connection to the Selmon Expressway, and the Sunshine Skyway bridge. In the future, the Tampa Bay Express lanes will alleviate more of the congestion on the I-275 corridor. Any new bridges (if deemed cost feasible and approved from an environmental perspective) would be tolled. At this time there are not any studies proposed nor prioritized by the local and regional planning organizations to pursue this option.
24	Signal prioritization for public busses, light rail, infrastructure for automated vehicles, electric car charging stations, better sidewalks and crosswalk signals, and better traffic management systems.	10/1/2015	If we put a moratorium on building new highway lanes (whether tolled or general use) we can free up money and effort for creating and building new innovative. Some of the innovations I would like to see implemented in Florida, specifically District 7, are; signal prioritization for public busses, light rail, infrastructure for automated vehicles, electric car charging stations, better sidewalks and crosswalk signals, and better traffic management systems.	Thank you for your suggestions. Generally, placing moratoriums on any one mode can be problematic for an integrated transportation system. Your comments however, recognize the opportunity to strengthen other transportation modes, mobility management and connectivity between systems. As the Department works towards focused initiatives such as Complete Streets, we have an opportunity to address and include some of the innovations you listed.

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
25	Tri rail run more south and north	10/12/2015	Make Tri rail run more south and north	<p>Tri-Rail is a commuter rail service linking Miami, Fort Lauderdale, and West Palm Beach, Florida. It is managed by the South Florida Regional Transportation Authority (SFRTA) using former CSX rails now owned by the Florida Department of Transportation (FDOT). The 70.9-mile-long system has 18 stations and connects to Amtrak at numerous locations, the Metrorail system and the Miami International Airport at the southern termini. The Tri-Rail system map can be found at the following website: http://www.tri-rail.com/ . SFRTA is studying various opportunities to expand service; these opportunities can be found at the following website: http://www.sfirta.fl.gov/current-projects.aspx . Additionally, FDOT is studying the re-introduction of passenger service along approximately 82 miles of FEC rail line from Miami to Jupiter in Northern Palm Beach. This new service would be integrated with the existing Tri-Rail service via proposed rail connections between the corridors. More information regarding this study can be found at the following website: http://www.tri-railcoastallinkstudy.com/ .</p>
26	Highway Bottleneck - Manatee County, three major highways converge in Palmetto, US19, US301, and US41.	10/12/2015	<p>In Manatee County, three major highways converge in Palmetto, US19, US301, and US41. Each highway has two lanes, totaling 6 lanes, of southbound traffic merging into a two lane (southbound) route extending through Bradenton. This section of roadway has been a bottleneck for years and years. Traffic continues to grow and lengthy backups are a daily occurrence. I would like to offer a solution that would certainly relieve the congestion and provide a backup corridor whenever I-75 is closed down. Several years ago, US301 southbound from Bradenton was re-routed to Sarasota with a four lane divided highway, the major alignment started at 38th Avenue East in Bradenton. It passes the Sarasota-Bradenton International Airport, through northern Sarasota and numerous industrial parks. If you look at a map of Manatee County, you will see that if you extend US301 north from 38th Avenue East, there exists a perfect route to Port Manatee. The route would go north replacing 27th Street East, across the Manatee River, and continue north replacing Ellenton-Gillette Road, extending to Buckeye Road. I am confident that Buckeye Road will be the logical interstate access from Port Manatee. The route would provide an excellent solution to traffic congestion in Palmetto and Bradenton and easy access to industrial areas from Port Manatee to Sarasota. As a previous employee of Manatee County E.M.S., I have seen what happens to I-75 when a significant event causes the closure of a lane of traffic (sometimes both lanes). Traffic backs up for miles and miles...hours and hours. Companies that use I-75 as a delivery route can not afford to have their shipments delayed by these closures. Tourists and visitors become frustrated by the traffic jam. My proposal offers a four-lane alternate route to I-75 yet bypassing urban and downtown areas. The Sarasota-Bradenton area can no longer depend on the Desoto Bridge to handle north and southbound traffic that increases by the day. I dread the day when the Desoto Bridge has to be replaced or repaired with no alternative route except the Green Bridge. The traffic through Bradenton and Palmetto will be a nightmare! Now is the time to plan and build this project as there are existing roads in place that only need to be expanded. After reviewing environmental concerns about building a bridge over the Manatee River, due to industrial impact, the area for crossing has already been severely damaged. A new bridge would have minimal impact. I am aware of the new Rye Bridge under construction, but I feel that it will have minimal impact on urban congestion and will be insignificant (only two lanes) during a significant event on I-75. Manatee County is undergoing significant growth and needs another major north-south route. A northern extension of US301 would do exactly that. I have always been impressed by the foresight used by government officials of Manatee County. I site their excellent water system (Lake Manatee), Manatee County Area Transit, county-wide trash collection, and now an advanced traffic signal management system. A north bound extension of US301 is just what Manatee and Sarasota Counties need to alleviate the ever-increasing traffic in our communities. Thank you for giving me this opportunity to offer my input.</p>	<p>Thank you for providing your insight into the issues of congestion, delay and reliability of travel along I-75 in Manatee County and across the bridges that connect the cities of Bradenton and Palmetto. Your concerns are shared by the Florida Department of Transportation (FDOT). The Department is currently studying these issues through the Central Manatee Network Alternatives Analysis. The Central Manatee Network Alternatives Analysis study is intended to assist FDOT and its local partners in defining a program of projects that improve local access and regional mobility, safety, economic development and quality of life for the residents of Bradenton and Palmetto.</p> <p>The study is taking a holistic, multimodal approach and evaluating investments in vehicular, pedestrian, bicycle and transit infrastructure and will identify short and long term roadway investments, including:</p> <ul style="list-style-type: none"> •Operations & Maintenance, - things like intelligent transportation systems (ITS), adaptive traffic control systems, special event plans, transit preference, incident management, etc.; •Capacity – improving intersections, adding lanes, adding new facilities; and •Safety improvements. <p>The study team is currently completing the first phase of the study, which involves an extensive data collection effort. As part of this effort, FDOT is reaching out to local residents through public meetings and a mail-in survey to learn of their issues and ideas.</p> <p>In the second phase of the study, the study team will develop solution alternatives, and evaluate the impact and benefits of these alternatives. In this regard, your input is well timed. Your suggestions have been forwarded to the Department’s project manager, as has your contact information. We hope that you will stay engaged in the process and continue to provide input as the study progresses. The project web site can be reached at: http://www.swflroads.com/study/CMNAA .</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
27	Expand the Miami metro rail	10/13/2015	we need to expand the Miami metro rail do to that Miami is Florida's biggest city, so I would say that metro rail will be able to bring new jobs and economic development.	<p>The original concept was to have Metrorail routes throughout Miami-Dade County. Unfortunately, only a few of these routes were built because of the high capital cost of construction and operation. It is currently estimated that a Metrorail type of transit system cost approximately \$250 Million per mile to construct.</p> <p>Miami Dade Transit, the Department of Transportation and the MPO, along with other transportation partners are developing short and longer terms transit initiatives that will provide the citizens and tourist to Miami-Dade County with transit options (bus, trolley, modern street car, light and heavy rail systems).</p>
28	Design shoulder pavement markings that could interact with a vehicle	10/14/2015	Technology in vehicles has come a long ways. I would like to see the department design shoulder pavement markings that could interact with a vehicle to give a warning when a driver could potentially run off the road whether in inclement weather, driver error, or to avoid animals coming onto the roads.	<p>The Department's current policy to address run-off-the-road and lane departure crashes is the requirement to install audible and vibratory markings on all flush shoulder rural roadways where the posted speed is 50 mph or greater. For Interstate roadways and limited access facilities, the construction of shoulder ground-in rumble strips is required. The Department is proactively engaged in new technologies as they become feasible including vehicle-to-infrastructure communications, in-roadway longitudinal warning systems and crowdsourcing data sharing.</p> <p>In addition to the above, the National Highway Traffic Safety Administration (NHTSA) is conducting research and developing standards for in-vehicle crash avoidance systems. Many vehicles today have some of these driver warning systems installed, such as vibrating seats and dashboard warning lights, when lane departure is detected.</p>
29	Millennials and Department demographics	10/14/2015	Millennials are proving to be quite challenging to the current structure of the Department. The millennial work force is the future of the Department and steps need to be put in place now to fit the Department to its workforce. Millennials do not acknowledge their errors so they do not correct them. The current "Organizational Development" management system needs to be re-strengthened back to the 1970's style of every sub-section in the Department also, checking the work of the previous section before doing its work... Millennials do not read procedures or instructions that are more than a short paragraph long. The Department's instructional materials need to be revisited. A "Tweet" like format of 140 characters per concept, rather than pages to define a procedure should be adopted. Many industries are now struggling to function with new and unexpected workforce realities. It is projected that many industries will be re-hiring, as much, as one-third of their workforce from already retired workers, back into the work force, to help cope with challenged quality production. The Department must prepare now for both young and older workers, each of, which have vastly different workplace requirements.	<p>We appreciate your comment to the Department concerning this matter. Every organization faces the challenge of growing and evolving with new technology and a changing workforce. To embrace such changes, organizations must evaluate current structures and practices to determine how to better adapt to the evolving workforce and technology in order to be more innovative and exceptional. The Department is actively preparing to be flexible and responsive to the changing nature of the workforce. We have identified that approximately half of our employees are either already retirement eligible or will be within the next 10 years.</p> <p>Some of the actions that have already been taken include implementing the Governor's Plain Language Initiative to allow for more concise communication as well as consolidating Departmental procedures. In July of 2014, the Department created a task team that includes Millennials to address employee satisfaction issues with realistic plans that recognize organizational, legal, and budget constraints. Recommendations from this task team are made to executive management on how we can adapt our culture to support the changing workforce. Items that this team has been tasked with include:</p> <ul style="list-style-type: none"> •Analyzing the Employee Survey results for the Office of Design •Implementing changes to functional area business plans based on Employee Survey feedback •Reviewing the Awards & Recognition Program •Researching collaborative workspaces •Providing feedback on what Civil Integrated Management will look like for the Department <p>The Department looks forward to the positive changes that these and future initiatives will bring.</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
30	Why do we continue to manually collect Roadway Characteristics Inventory (RCI) Data?	10/15/2015	<p>Why do we continue to manually collect Roadway Characteristics Inventory (RCI) Data? Please reference the RCI Features and Characteristics Handbook. Maintenance dedicates significant resources to physically view and count each and every feature in our right of way; this is a cycle that repeats itself every 5 years. We compile micro-accurate data to use in a macro budget allocation and distribution process. I believe we have enough data to develop per lane mile conversion factors (based upon the facility type) to streamline the process; doing so would be fair to every District and allow the existing resources to be better used to maintain our facilities and better serve our customers.</p>	<p>Data is collected and reported from the Roadway Characteristics Inventory (RCI) database for multiple purposes. Roadway data is provided to Federal Highway Administration (FHWA) annually through the Highway Performance Monitoring System (HPMS) and is used in the Conditions & Performance Report submitted to Congress every two years. HPMS data is required per 23 CFR 420.105(b) to provide data that supports FHWA's responsibilities to Congress and the public. There are other Administration and Code of Federal Regulations cited in the HPMS Field Manual in Chapter 1. The RCI data for Maintenance also identifies items that require cyclical maintenance and inspection. See Feature 460 – Attenuators as an example. It includes the Inspection Date, Repair Date, Condition, Location, Type and Model Number. This detail information, in addition of being used by Maintenance, is used by others such as Safety, Public Information Office, Legal, etc. We agree that some items are being collected in a manner that makes it more difficult to provide data analysis and reporting. For that reason, we are looking at all characteristics during the Geospatial Roadway Data Strategic Framework (for RCI Requirements) Project. The Department uses information from RCI to improve mobility for people and freight into and through our State on a safe Transportation System. We are glad that you are interested in seeing time and effort expended wisely. Please take a look at the Geospatial project. We welcome your participation and input to help us improve data collection processes, data accuracies, and rethink how we operate.</p> <p>2015-12-01: Additional response requested: We appreciate your interest in the Departments roadway data. Let us address your concerns...</p> <p>HPMS: First of all, we disagree with the statement that "The Departments Roadway Characteristics Inventory (RCI) is not a measure of extent, performance, condition, or use;" because RCI is the major source of information used in the development of the HPMS Report to Federal Highway. Detailed data is provided to Federal Highway on all State Highway System (SHS) roads and all city and county roads functionally classified above local or on the National Highway System and this data is in the RCI System.</p> <p>All data that is considered "General Usage" has the potential for being used in the HPMS data submittal to Federal Highway. The following is meant to be only a brief description of a few features that are used for HPMS...</p> <ul style="list-style-type: none"> •Feature 121 is used to identify the functional classifications of all roadways •Feature 112 is used to identify the National Highway System (NHS), Surface Transportation Program (STP), etc. •Feature 212 is used for length and approximate lane widths; •Feature 215 is used to derive the median information; •Feature 214 is used to calculate the predominant shoulder type and width •Feature 118 is used to provide sample information for over 4,000 HPMS Samples statewide •Feature 125 is used to provide roadway surface conditions (more detailed data is submitted directly into HPMS for the International Roughness Index (IRI), Rutting, Faulting, and Cracking because it is required at 1/10 mile increments at the minimum) •Feature 331 is used to provide the traffic data for the Annual Average Daily Traffic (AADT), Direction, Truck, and Peak Hour factors are used as well. The AADT is used to calculate the Vehicle Miles Traveled (VMT) which is used for Air Emissions

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
	Continuation of Item 30			<p>Moreover, the information is used by Work Program when submitting projects to Federal Highway for reimbursement. It is also used in conjunction with the Bridge Inventory since the Linear Referencing System (LRS) is derived by the Roadway IDs with the mileage. This information is required by Federal Highway with ever increasing requirements to be more specific. The usage of the data is more vast then can be described in this response.</p> <p>Besides HPMS: In response to the statement, "RCI is a compilation of raw data depicting the type and number of features that FDOT has in its inventory (signs, striping, inlets, reflective pavement markers, striping, delineators, etc...)." The RCI System has more than mentioned; it is more than just the data collected by Maintenance. It's usage extends beyond the limits that it appears you are part of on a routine basis. Typically, the data collectors/providers are not the data consumers/users and vice versa. That is one of the difficulties that we face and we are making efforts to educate our staff. True, "the department has other metrics that measure those [condition] items (MRP, PCS, ADT) ". The Maintenance Rating Program (MRP) is important for the routine efforts to ensure we are properly maintaining the SHS. The RCI information is also used to create the random sample points for the Maintenance Rating Program. The Pavement Condition Survey (PCS) is the key in assessing the highway pavements' ability to carry the traffic for SHS roadways. However, the MRP and the PCS are not extended to the other roadways that are reported to Federal Highway via HPMS. As for the AADTs, they are reported via HPMS annually for all count sites and for the permanent sites they are additionally reported monthly through the Traffic Volume Trends (TVT).</p> <p>If we are interpreting the concern, at the core of the Innovation Challenge received from you, is really... Is there a "value [that] we are getting from the current business practices"? The answer is yes, but we want to do better. We are looking at incorporating inspection type information in the re-write of the RCI. It may/may not exist directly in RCI, however, the goal is a seamless transition to a separate system (if it is not directly reported in RCI). Instead of "lump sum totals" of sign panels, guardrail, etc. per mile, we are looking at specific locations to improve accuracy, response to emergencies, and a higher degree of accountability.</p> <p>It's important to note, we are to maintain the SHS with a "zero based budget". One cannot simply say, that a mile on the Dolphin's Expressway has the same assets as on the Palmetto Expressway. To do so, would be detrimental to our ability to maintain the SHS. The same is true for assets on I-10 through a rural part of the state or a segment of I-75 through rural areas (e.g. south of the fork to Turnpike). Both are rural, but each has variations of assets that demonstrate they each are unique. We do not see using a standard cost per mile by rural or urban, by type of facility, or by region as the proper way to determine our annual budget.</p> <p>As you mentioned, signs, guardrails, and attenuators are inspected more frequent than the cyclical re-inventory schedule. Once we change our inventory collection to a more specific locations, we expect that is where there will be the opportunity for savings, especially, if the inspection is then considered data collection. This makes good business sense and we agree that this is the direction to go. In addition to all of the information above, we are looking to leverage technology in all facets of data collection, inputting, reporting, visualizing, and simply using data. The technology is there, now it's time to push the limits on how we can effectively use it. Help from individuals like yourself in identifying improvements is essential and thank you for your desire to improve what we do!</p>
31	Online access to vehicle registration and renewals	10/18/2015	Online access to vehicle registration and renewals that are related to a drivers license. Online system that allows users to reduce the need for going into D.O.T. Offices by having ways to resolve transactions online.	This is handled through DHSMV. http://www.flhsmv.gov/

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
32	Changeable direction flow using the HOV lanes	10/27/2015	changeable direction flow using the HOV lanes.. like currently in use today from VA to DC	<p>Reversible Lanes similar to the ones in VA and DC are considered where appropriate. These lanes are a variation of express lanes. Express Lanes are a required Transportation System Management and Operations (TSM&O) strategy for all additional capacity on existing limited access facilities on the State Highway System. These lanes offer a choice for drivers in those corridors with congestion. They also allow a fixed route for public transit buses, providing a more reliable trip in the express lanes.</p> <p>Contra Flow or reversible lanes are a type of express lane that is analyzed based on the project specifics. 595 express is an example of a facility where the traffic flow in the morning and afternoon was heavy enough in one direction to warrant reversible lanes. Each project is studied to understand the O&D characteristics and the proportion of traffic flow in the peak direction to understand if a reversible express lane is the best suited solution.</p> <p>In the state of Florida operational HOV lanes were located only on the I-95 Corridor from Miami Dade County through Palm Beach County. These HOV lanes are in the process of being converted to Express Lanes and as part of that conversion the consideration of reversible flow was given, but the traffic patterns did not warrant this solution. Traffic along I-95 tends to be almost a 50/50 split in each direction during the morning and evening peak periods.</p> <p>Various express lane projects are being studied around the state and as part of the planning for these express lane projects, reversible flow is a consideration when the traffic characteristics warrant such a solution.</p>
33	Performance Measures	10/28/2015	The term "performance measures" currently covers a broad range of measures depending on the context, such as planning, programming, safety, operations, construction and maintenance which are all attempting to quantify the quality of product that we are providing to transportation consumers in the state of Florida. For these performance measures there should be coordination and collaboration between the different "silos" to ensure that the information being produced is meaningful and consistent. If two offices are reporting the same measure we should not be duplicating efforts and wasting resources, and a single methodology should be applied to ensure consistent reporting. This team should also consider the programming implications of performance measures, there is no sense in reporting on something that we are doing well or poorly if we can not correlate it to activities of the department, or use that information to impact project level decisions. We should ensure that our measures are consistent with the goals of the department. This should be separate from the more administrative internal performance measures of the department. The Department is very data rich, and we are able to report on a million different factors, the challenge is putting that information to use to keep the department striving to improve.	<p>FDOT reports on Florida's transportation system performance through our Annual Performance Report. The report and related materials are readily available and prominent as one of the six main menu items on our Internet home page. We report in five areas - safety, maintenance, mobility, economy and environment - with core measures and supporting measures in each area.</p> <p>Our Annual Performance Report is developed through a process that engages the FDOT Central Office and District Offices. Performance workshops are held in June/July to identify new areas of reporting, new data sources and other improvements. Drafts of the 2015 Performance Report are currently being reviewed and the final report is anticipated to be completed in January 2016. The report is part of our broader "Performance-Based Planning and Programming Process" which is described in a two-page framework document. In addition, we have a Performance Management/Measurement Policy adopted in 2014. The report is aligned with the Department's Mission and the goals of the Florida Transportation Plan.</p> <p>Thank you for your interest in this important area. For more information, contact the Office of Policy Planning at 850-414-4802.</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
34	Marketing Demographics with Safety Campaigns	10/29/2015	<p>A coworker and I were recently working on a project for a conference our office is attending. We were hoping to create a map illustrating the relationship between the rate of crashes related to distracted driving and the strength of distracted driving social media campaigns, by FL county. To measure the strength of such social media safety campaigns, we used R to access Twitter and Instagram's API to mine posts mentioning phrases/hashtags developed by various campaigns, including the FDOT's "Put It Down: dnt txt n drv" campaign. To our unfortunate surprise, our search yielded extremely few results; this means that there seems to be a very limited social media presence/reach for the distracted driving campaign (and possibly other campaigns). When I looked into the campaign's initiatives, it mentioned communication efforts focused on "public awareness and education activities targeting at-risk demographics and geographic locations". More metropolitan counties, especially those with a higher percentage of young drivers, tend to be more at-risk for certain behaviors. Social media is a fantastic way to connect with these demographics because it is both a primary communication tool and has the means to GEOGRAPHICALLY AND DEMOGRAPHICALLY TARGET AUDIENCES so that your campaign has the most reach and impact. Utilizing targeted marketing of our safety campaigns on social media would dramatically reach more of the respective target audiences for each of our safety campaigns. For example - when I created an account with Pandora (the streaming music website/app), certain information I had to enter (my state or zip code, my age, my gender) resulted in ads that related to my age and south Florida geography. My Pandora ads include messages from Broward and Miami-Dade Colleges, regional restaurants and events, and Spanish-language programs. Facebook uses similar info to target the ads that appear on the banner at the right of your newsfeed or as "sponsored". Instagram uses similar info when suggesting posts or accounts to "follow". Social media has tailored its marketing options to target audiences down to details like zip code, college major, or favorite hobbies. And often, this type of media is less costly than traditional print advertising or promotional tchotchkes but has a more effective reach. If we identified our target audiences for our safety campaigns and their respective media outlets of choice, our campaigns would carry more weight and have stronger influence than posters advertising with flip phones or sponsorship of baseball games at Dick Howser stadium. By diverting resources from outdated means of communication with outdated messages to more accurately-placed public safety messages that truly address the citizens most afflicted with a particular risk, we can spend the same or less money while making a bigger difference. Ultimately, I'm just bitter that I didn't get the data I needed to make a good map but I hope that addressing the lack of presence our safety campaigns have on social media results in safer roads, safer drivers and pedestrians, and a safer state.</p>	FDOT Safety Office contacted the person suggesting the idea. No further action needed.

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
35	Landscaping using native plants	11/6/2015	<p>Re: Landscaping As a 45 year resident of South Florida I feel that FDOT does the area a disservice by not using only native plants in their landscaping. South Florida is not tropical but rather sub-tropical and extremely unique in the world. There is no other place that has the unique combination of plants that we have. Why use plants seen in other parts of the world when we have our own majestic palms: the royal palm, 3 species of thatch palm, cabbage palm, Sargent’s cherry (buccaneer) palm and Paurotis (Everglades) palm (which were used very effectively along Northlake Blvd. in West Palm Beach County). Paradise trees, satin leaf trees, tamarind, sea grape, pigeon plum, and buttonwood are all outstanding and beautiful native trees not often found in other parts of the world. Also native palms do not have the diseases we are seeing wiping out the non native palms. We should promote our uniqueness and not try to look like everyone else’s idea of what Florida should look like. Please consider using only natives in your palette of plants starting with the Jupiter-Indiantown intersection and continuing southward on I-95 and throughout the state. We are a large state with many ecosystems and the landscaping on our roadways shows off our biodiversity to everyone.</p>	<p>Thank you for contacting the Department to inquire about and suggest the exclusive use of native plants on all roadway landscape projects. Though many Floridians agree with this preference, many do not. The Department has no policy or requirements on the use of native plants. Design decisions about individual projects are made on a project by project basis, taking into consideration many contexts and site specific conditions.</p> <p>Statutorily, the Department is required to use Florida Friendly practices.</p> <p>335.167 State highway construction and maintenance; Florida-friendly landscaping.— (1) The department shall use and require the use of Florida-friendly landscaping practices, as defined in s. 373.185, in the construction and maintenance of all new state highways, wayside parks, access roads, welcome stations, and other state highway rights-of-way constructed upon or acquired after June 30, 2009.</p> <p>373.185 Local Florida-friendly landscaping ordinances.— (1) As used in this section, the term: (b) “Florida-friendly landscaping” means quality landscapes that conserve water, protect the environment, are adaptable to local conditions, and are drought tolerant. The principles of such landscaping include planting the right plant in the right place, efficient watering, appropriate fertilization, mulching, attraction of wildlife, responsible management of yard pests, recycling yard waste, reduction of storm water runoff, and waterfront protection. Additional components include practices such as landscape planning and design, soil analysis, the appropriate use of solid waste compost, minimizing the use of irrigation, and proper maintenance.</p> <p>When local governments convey their preference for native plants, the department tries to provide what is desired. You may want to reach out to your local elected officials to let them know your preference, and ask if this can become a community preference, and be conveyed to the Department. Please contact the State Transportation Landscape Architect if you have additional questions or want to discuss this in greater detail.</p>
36	Tube Transportation System	11/20/2015	<p>Create and implement an evacuated tube transportation system that integrates with existing rail-lines while developing and engineering new flow patterns to increase the productivity and economy of Florida.</p>	<p>When FDOT evaluates a corridor, it looks at all options to ensure that the most efficient cost effective delivery method is used working with its local, federal, and private partners. Please see link to article related to tube system: http://www.gizmag.com/terraspan-vacuum-tube-train-supersonic-ultra-fast/23267/</p>
38	Public/School Transit	12/4/2015	<p>In the urbanized areas - combine public transit with school transit. Why have separate services. There is numerous funding sources for public transit however funding is limited for school transit.</p>	<p>This proposal has been explored by local governments over the years, and where public transit schedules and routes are convenient for students, a number of jurisdictions support (and possibly subsidize) their students riding the public transit buses and rail systems. Thank you for your suggestion. As both public transit and school bus services are locally owned and operated, we can share this recommendation with our local partners.</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
40	Lighting, Road Quality, Airports, Commuter Rail	12/11/2015	<p>Our road conditions and the lack of lighting on our roads have reached third world levels. It is embarrassing. I have friends visiting me from overseas, some from war torn nations, and as much as things are bad over there, and as much as they admire America and Florida, they are surprised at the low quality of our roads, lack of street lighting on them and the low quality of our airport and the bad treatment they get once they arrive at our airports, and lack of commuter rail in our cities. We need to fix these issues NOW! Make sure the materials used to repair and build new roads are the best and make sure ALL streets have lighting, as they should, specially within city limits. Also we need rail and better airports.</p>	<p>Airports The United States has the most complex and safest aviation system in the world. Florida is the second busiest aviation state in the country with four large-hub commercial service airports. Each large-hub airport accounts for more than one-percent of the nation’s total passenger enplanements. In 2013, more than 140 million international and domestic passengers utilized Florida’s 20 commercial service airports. Each and every day, Orlando International Airport sees over 100K people pass through its doors. All Florida airports are owned and operated by local government who strive to provide the traveling air passenger a safe and pleasant experience. FDOT, along with our airport partners, are working diligently and responsibly to update and upgrade airport terminal buildings when sufficient financial resources are available. Though it may take longer by doing so, airport terminal buildings in Florida are gradually transforming to keep pace with the needs of tomorrow’s traveling international and domestic air passenger.</p> <p>It is unfortunate your friend’s Florida airport experience did not meet their expectation. Airport managers welcome feedback from the traveling public. We encourage you and your friend to reach out and contact any of the commercial service airport managers and describe your experience at their airport, including any experiences with Customs and Boarder Protection (CBP) or the Transportation Security Administration (TSA). Ask for a tour and see what goes on behind the scenes.</p> <p>Lighting Florida has recently modified its policy for pedestrian lighting which will increase the number of roadways in Florida that have continuous roadway lighting.</p>
41	Make Sidewalk Concrete 6"	2/15/2016	<p>During construction of signalized intersections and other locations where there is a high probability that trucks will be parking on the sidewalk, which under normal circumstances is 4" it should be done with 6" concrete, the additional cost would be recoup by not having this sidewalk fail.</p>	<p>Construction will bring this issue up to both the Maintenance and Design Offices for their consideration. Maintenance will be able to assess the frequency at which existing sidewalk is damaged due to trucks parking or driving over it. Based on findings of the Maintenance Office, the Roadway Design Office can adjust design standards if it is found that a change is needed. Given that the cost of 6 inch sidewalk is 20 – 25% higher than the price for 4 inch sidewalk, the benefit to cost will also be considered.</p>
42	Consider Future Repairs	2/15/2016	<p>Roadways and other elements are being built with out consideration for the future repairs that would be required in the future. The State is using PCMS to let the public know about future work, there is really no good place to put them, most of the time these locations will be the same, time after time. Areas should be prepared to be able to receive this items.</p>	<p>Sometimes right of way space is limited and the location of the Portable Changeable Message Sign (PCMS) is located as best as can possibly be accommodated. In addition, PCMS are located near the work, so predetermining these locations would not be possible and these devices are designed to be mobile, compact and placed alongside travel lanes. It is not cost feasible to purchase additional right of way to accommodate for the future placement of a PCMS to alert of an upcoming project.</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
43	Wrong Way Drivers	3/18/2016	<p>Over the years living in Florida. There has been so many lives taken sure to wrong way drivers on the interstates. With our technology that determines when someone runs a red light out ever or toll by plate method. I don't see why we can't determine when someone enters the interstates the wrong way. And upon doing so a spike strip pops up and flattens the tires to prevent entry. Would like to hear back on my idea. Thank you for your time.</p>	<p>Thank you for the opportunity to comment on the suggestion to use spikes for wrong-way driving (WWD) mitigation. In fact, among the many suggestions we get, the stand-out idea happens to be this: the use of spikes that can flatten the tires. For a few reasons, we have not pursued this in the past. Here they are:</p> <ol style="list-style-type: none"> 1. A summary paper analysis from TxDOT provides reasons against spike strip concept. Among the several reasons, the document (available at this link http://www.transguide.dot.state.tx.us/sat/wwd/content/EngineeringAnalysisSpikeStrips.pdf) notes that the tire spikes are designed for low-speed locations and are effective in areas such as parking lots and at toll booths. Interestingly, testing showed that even after modifying the shape of the spikes, the tires did not deflate and that in some cases they broke to leave stubs on the pavement causing potential concerns with the right-way drivers. 2. Please see this document from the FHWA (https://www.fhwa.dot.gov/publications/publicroads/02sep/06.cfm.) Here is a screen shot of the relevant section. Key notes: <ol style="list-style-type: none"> a. These devices were found to be impractical and in some cases cause more concerns than solving a problem. b. Spikes, even when modified with fishhook shape, did not cause tires to deflate fast enough to prevent a vehicle from entering the freeway. c. Spikes broke in heavy traffic, leaving stubs which damages tires of the right-way vehicles. d. In 1989, Copelan (who published on WWD) surveyed all 50 states and got 40 responses all of whom did not support using similar devices. <p>For these reasons, we are approaching the concern with other ways to provide warning message to wrong-way drivers.</p>
44	Transit	3/18/2016	<p>Struggling to keep up with the demands of automotive transport within urban areas is a losing proposition. Autonomous vehicles will only make this worse, as it will increase miles driven/vehicle. The US DOT (Manetta report) has indicated Personal Rapid Transit (personal automated people movers) as a proven and viable technology, which is in need of government investment to build a viable industry. The technology is synergistic with existing mass transit modes.</p> <p>What is needed are pilot projects to demonstrate the benefits. Funding of local municipal transit districts is already consumed trying to keep up using incumbent technologies. FL DOT should provide development funding for a small number (1 or 2) local pilot projects in cooperation with local district planning activities. Success could give other districts the evidence they need to justify risking the new approach as part of their planning. In this way a small amount of state DOT funds can have very high leverage.</p>	<p>Thank you for submitting your recommendation regarding Personal Rapid Transit (PRT) to the FDOT Transportation Innovation Challenge. We are certainly aware of the concept of PRT, as it has been envisioned and written about since the 1950s, and has been built and tested in the University of West Virginia Morgantown system.</p> <p>With regard to the funding of pilot projects for this and other transit technologies, FDOT's model would be to assist local sponsors of a specific project or technology which could demonstrate value to the community, and which would have the support of the local policy makers for not only capital contributions, but also a commitment on the part of the local agencies to operate the system. We would welcome specific proposals for further discussion.</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
45	Speed Signs	3/18/2016	Hi, I don't know if this is right forum for my suggestion, but I'll try. I am from Finland visiting USA for 9 month. My opinion about speed signs, when you enter to the HW there should be a speed sign before entering junction, so you can adjust your speed to same speed as the rest on the HW are driving. Traffic will be smoother and safer that way. Works like zipper =)	FDOT requires speed limit signs at the points of change from one speed limit to another and beyond major intersections. This in accordance with the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD). Therefore, the suggestion to install speed limit signs on the on-ramp is not consistent with Florida or national standards for speed limit signs. However, speed limit signs may be installed on the mainline highway immediately after the on-ramp.
46	Accelerated Bridge Construction	4/7/2016	We have been promoting the Accelerated Bridge Construction (ABC) Permanent Steel Sheet Pile System that is capable of carrying the vertical loads of single span bridges. We have completed a lot of research that tells us the system works and will provide a great alternative or complement to the other systems out there. If nothing else it will help to foster healthy competition and therefore project savings. In turn this will stretch the highway tax dollars further and may even send more projects through to design then to completion as a result. Can we provide more information on this system so it can be included on your list of innovative solutions?	To set up a time to come and discuss the design and construction procedures to FDOT, please contact the State Structures Design Engineer, at 850-414-4267. This office will discuss the process of what is needed to place this technology or any technology on FDOT's approved list.
47	SLDs	5/5/2016	My idea is for a digital version of the SLD. The SLD incorporates the Roadway Characteristics Inventory into a very simplistic and informative view of the roadway. I would like to see the SLD digitized so that you could you could apply the information in layers. This would allow the dissemination of more info without overcrowding the views. You would be able to add items such as contract limits, turnouts, ROW limits and other drainage components. These are currently not available on the SLD's. These views would be very helpful for maintenance and maintenance contractors. As well we would be able to be more efficient in correctly inventorying the characteristics of the roadway.	We have been looking at what other State DOTs are doing and we have an idea of where we want to go, which is very close to your suggestion. As a part of the RCI re-write, we will be changing the SLD into a digital product that has the ability to view features in layers and also the ability to make edits. This will be very similar to what you find in a GIS based mapping system. Only the features you want to see will be visible and this will allow us to expand the number of attributes available.

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
48	Pine Island Bridge	5/5/2016	Hello I would like suggest a bridge project idea. Pine Island, FL population is growing and there has been plans of adding a second bridge to and from the island. I suggest building another bridge from Cape Coral Pkwy Cape Coral, FL to Pirate Landing Ln Pine Island, FL. Please save and send my idea to the right place. Thanks.	<p>In consideration of a new second bridge to Pine Island from Pirate Landing Lane to Cape Coral Parkway, there are numerous potential social, natural and physical environmental impacts associated with a new bridge crossing in this location or within the vicinity of the location proposed. However, most important would be identifying the need for the new crossing given that there is an existing bridge along SR 78 (Pine Island Road) (Matlacha bridge) to the north which currently serves the residents, businesses, recreation and open space uses on Pine Island. The identification of the need, which would occur through the appropriate entities that include Lee County, the City of Cape Coral, and the Lee MPO, is the first step in the consideration of the new second bridge. At this time, the need for the new second bridge is not identified in The Lee Plan (as amended through April 2016), the City of Cape Coral Comprehensive Plan, or the Lee MPO 2040 Transportation Plan. Pine Island is identified as a Coastal High Hazard Area within the Lee Plan (as amended through April 2016). In fact, the Lee Plan, Goal 106: Limitation of Public Expenditures in Coastal High Hazard Areas, restricts the expenditure of funds in these areas and Goal 109: Evacuation and Shelter, Policy 109.1.4 states that "For the purposes of accommodating hurricane evacuation, a new bridge to Pine Island is strongly discouraged due to the costs, design constraints, and potential growth patterns within Greater Pine Island."</p> <p>If the appropriate entities identify the need and determine that the consideration of a second bridge should move forward, the next step would be to complete a Feasibility or Planning level study, which would include further analysis and defining of the purpose and need, identification of finances required to implement the project, coordination with stakeholders/property owners/agencies and an Alternative Corridor Evaluation (ACE) in order to determine the feasibility and viability of the project and a decision regarding advancement to the National Environmental Policy Act (NEPA)/Project Development and Environment (PD&E) process. If the new second bridge were determined to be feasible and viable, there would be a potential for significant environmental impacts. Therefore, in accordance with NEPA, the anticipated Class of Action (COA) would be an Environmental Impact Statement (EIS).</p> <p>Some of the potential social, natural and physical impacts include:</p> <ul style="list-style-type: none"> • Along Pirate Landing Lane on the Pine Island side: minimal development, Power Substation on N. side, Water Treatment Plant on S. side • Along Cape Coral Parkway, City of Cape Coral mainland side: Dense residential development, High potential for controversy, High potential for noise impacts, Residential relocations • Natural environment potential impacts: Large areas of mangroves, Seagrass beds, NMFS Essential fish Habitat, Small-tooth sawfish NMFS critical habitat, USFWS Consultation Areas (American crocodile, West Indian manatee, Florida scrub-jay, Piping plover), USFWS wood stork Core Foraging Area (619041) • Special designation water bodies: Class II and III, Matlacha Pass Aquatic Preserve, Outstanding Florida Water • Conservation/Recreational resources: Charlotte Harbor Preserve State Park and trail, Paddling trails within waterway (2), Pine Island Flatwoods Preserve, Calusa Land Trust and Nature Preserve of Pine Island, Matlacha Pass National Wildlife Refuge

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
49	Sustainability	5/17/2016	<p>Secretary Foxx has challenged DOT leaders to elevate sustainability efforts throughout its operations to achieve greater cost-savings, efficiency, and operational resilience throughout DOT's 55,000 employees. The Department Of Transportation successes represent the hard work and commitment of all employees across all DOT organizations: Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), , Federal Motor Carrier Safety Administration, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), Maritime Administration (MARAD), National Highway Traffic Safety Administration, Office of Inspector General (OIG), Office of the Secretary of Transportation (OST), Pipeline and Hazardous Materials Safety Administration (PHMSA), Saint Lawrence Seaway Development Corporation (SLSDC), Surface Transportation Board (STB).</p> <p>Our local partners in south Florida such as Broward MPOs, Broward County and many city governments in South Florida have been very active through initiatives, processes, policy and land use changes to implement sustainability principles into business plans and practices.</p> <p>State DOTs including California, Oregon, Michigan, Illinois, District of Columbia, Colorado, Washington, Vermont, Idaho and New York already incorporated sustainability organizational into business plan and best practices.</p> <p>AASHTO highlights sustainability and environmental stewardship among state DOTs (read more at: http://www.equipmentworld.com/aashto-highlights-sustainability-and-environmental-stewardship-among-state-dots/#sthash.fzElwDbs.dpuf)</p> <p>To fully integrate sustainability into the Department's decisions and practices in planning, designing, constructing, maintaining and operating system. FDOT will also have to model and advance sustainability in managing its internal resources.</p> <p>It is important for FTODS to recognize the importance of resource management and project development in a way to fulfill the social (community), access to economic opportunities, mobility, population growth, land use limitations, congestion, limited financial resources and without compromising the needs and opportunities of future generations.</p> <p>A transportation system which supports a sustainability is one that: (1) Allows individual, organizations and business transportation needs to be met in a manner consistent with human, mobility, ecosystem health with equity within and between generations. (2) Is safe, affordable, accessible, operates efficiently, offers choice of transport mode, and supports a vibrant economy. (3) Protects and preserves the environment by limiting transportation emissions and wastes, minimizes the consumption of resources and enhances the existing environment as practicable. (4) Drives innovation and job creation. (5) Provides energy independence</p> <p>Sustainability Strategies - I am proposing for FDOT to advance and formalize sustainability by implementing the following strategies: Establish District and Central OFFICE Sustainability Coordinators recognizing the need for such a position may vary by District. Develop, advocate and advance Department sustainability goals, objectives and strategies through interaction with Central Office and District employees, program areas, workgroups and external stakeholders. Incorporate sustainability concepts into the Department's procedures, investments, policies, manuals, specifications, programs, projects and practices. Use the Sustainability</p>	<p>We appreciate the suggested strategies for advancing and formalizing sustainability in FDOT. The department has worked for many years to develop programs and practices to support a sustainable approach to our work through a wide range of efforts. Just a few include: implementation of recycled materials during project development, pilot efforts to use FDOT drainage storm water to support water supply needs, and providing comprehensive solutions to address the impacts of state transportation projects through the department's nationally recognized environmental screening and review process.</p> <p>The new Florida Transportation Plan (FTP) Policy Element, completed in December 2015, encompasses several emphasis areas to address sustainability from many perspectives. They include:</p> <ul style="list-style-type: none"> •Reduce the footprint of Florida's transportation system by optimizing the use of existing transportation infrastructure, incorporating new technologies, and using permeable, recycled, and other "green" materials. •Retrofit, adapt or provide more diversity in the location of critical infrastructure to reduce vulnerability to extreme weather and other environmental conditions. •Continue coordination between transportation planning and environmental planning, including wildlife corridors, water quantity and quality, air quality including greenhouse gas emissions, noise and recreational space. •Better align large-scale transportation and conservation planning to maintain, and where possible, restore and enhance the integrity and connectivity of regionally significant lands and waters to avoid, to the extent feasible, negative impacts on these lands and waters. •Provide quality transportation options to meet mobility expectations from a more diverse population of residents and visitors, including people who are aging in place, have limited mobility, and unable to drive or own a car, or choose not to own a car. <p>The FTP guides the work of the department. The FTP update process will continue this year with development of an Implementation Element to identify appropriate action steps. Sustainability approaches have already been integral to various program areas across FDOT and are built in to the way the department does business by incorporation into planning, procedures, policies, manuals, research, etc. Nonetheless, as we look ahead, the suggested strategies below will be incorporated as comments in the public process for the development of the FTP Implementation Element.</p> <p>Thanks for the input and interest in helping FDOT be as innovative as possible at serving Florida's transportation needs.</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
50	DocuSign Digital Signatures	5/17/2016	<p>I still think DocuSign is the way to go for this work and not the digital certificates or signatures like we are doing in FINAL Design Plans for Professional Engineering signing and sealing.</p> <p>If you signed a mortgage, car loan etc. at a bank .. They all use DOCUsign.</p> <p>Keep our workflows moving by requesting signatures online in minutes Save money by eliminating cost related to printing, faxing and overnighting documents Manage all of our forms and contracts from one central location online Never miss a signature or initial with the guided error-proof signing experience Increase constituent and employee satisfaction by allowing them to sign anywhere, on any device! Lessen the use of email to send large documents back and forth to free up data usage.</p>	<p>There is a pilot project being developed within one of the Offices utilizing DocuSign. Some Offices within the Agency are already ahead of the curve when it comes to becoming paperless and thus have already launched into Digital Signatures. Others Offices are catching up. Evaluations for the future use of digital signatures have to made based on a variety of factors. Ultimately, there may not be a one size fits all answer but multiple options based on business need.</p> <p>We don't think it would be prudent to start yet another team on this effort.</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
51	Travel Demand Management	5/20/2016	<p>Travel Demand Management (TDM) E-work application - In the last 10 years, technology has advanced to a degree where offsite work has proven to be more cost effective, efficient and reduces traffic congestion. In this global and electronic age, corporate policies Organizations are evolving and implementing telecommuting policies in order to be more efficient and able to compete. Highly skilled people can be hired or contracted from a much broader pool of applicants who use the limited tools of the traditional office and recognized much higher efficiency working remotely maximizing resource utilization. Resource utilization must include telecommuting as part of the tool set to advance an organization. We live in a performance based society. Successful management recognize that productivity is based on results not work location. For the purpose of this document, e-work will be used to describe the evolution of telecommuting to its current form and capabilities. Management in highly successful organizations have discovered that traditional office work is not synonymous maximum performance. E-work empowers employees to take charge of their work performance as it builds trust and expectations between the employee and management. Telecommuting is an outdated term in the age sophisticated Information and communications technologies (ICT). ICT in itself evolved from information technology (IT), which stresses the role of unified communications, cloud based computing and the integration of telecommunications (telephone lines and wireless signals), computers as well as necessary enterprise software, middleware, cloud storage, tracking applications, and audio-visual systems enabling users to access, monitor, store, transmit, communicate and manipulate information. E-work is a component of a Travel Demand Management (TDM). TDM strategies are techniques or programs to reduce the demand for Single Occupant Vehicle (SOV) travel. TDM strategies improve air quality by decreasing vehicle trips and vehicle miles traveled (VMT) through the implementation of alternate transportation strategies. Promotion of employee trip reduction programs, development of transportation management plans, and establishment of ""auto-free zones"" fit into the category of TDM strategies. E-work can play a role in combating both traffic congestion and air pollution by providing employees with an important alternative to driving alone to work at peak hours every day. Working from home even one or two days a week, or one or two days a month, can not only ease congestion and improve employee morale, but also improve air quality. E-work is receiving increased attention due to the National Telecommuting and Air Quality Act of 1999 (HR 2084/Public Law 106-69, Section 365) that introduces a market-based incentive program to encourage telecommuting. The pollution-credit program allows businesses with teleworkers to gain pollution credits that can be sold to other businesses. Secretary Foxx has challenged DOT leaders to elevate sustainability efforts throughout its operations to achieve greater cost-savings, efficiency, and operational resilience. Many Federal agencies including FHWA has mandated e work to be implemented to for its employees and provides e work training to its supervisors and Managers. E-Work has been adopted by Florida Statute, Policy and applications: Florida Department of Transportation: Section 20.2340(a) and 334.048(3), Florida Statutes (FS) - Effective February 20, 2013 Florida Department of Revenue Policy DOR-1080-010B – Effective September 8, 2015</p>	<p>As an agency, we are not ready to make major changes. We would continue to look at the requests on a case by case basis.</p> <p>1) Telecommuting innovative idea</p> <p>a) There would have to be specific, measureable products for any position that was approved for this – accountability would have to be rock solid</p> <p>b) Not looking to generate any new policy on this, approach this as a one-off type thing</p> <p>While not all positions are eligible or suitable for working from home, DOT does have a Telework Program procedure in place for some positions, provided certain criteria are met and a Telework Agreement is approved by all required signatories, prior to the telework beginning.</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
52	Safety in School Zones	5/20/2016	Department of Children and Families is established by Section 20.19, Florida Statutes – Effective March 5, 2013 Section 110.171, F.S., State Employee Telework Program	<p>Traffic control devices are designed to be easily understood and visible. Our existing school zone signing and markings are designed accordingly with the Manual on Uniform Traffic Control Devices (MUTCD). The current design standards provide for uniformity at each location since this provides the safest and most effective traffic control. Designs that are not uniform could cause confusion for pedestrians and drivers. Any requests that deviate from the MUTCD, would require a Request for Experimentation.</p> <p>Our current design standard for pavement markings that provide extra emphasis at school zones is the use of the word 'SCHOOL' as a pavement marking. We also allow flashing beacons on multilane roads to increase the conspicuity at school zone locations.</p> <p>In response to the use of colored pavement, the current guidance that we follow, the MUTCD paragraph 3 of Section 3G.01, limits the use of colored pavement used as a traffic control device to the colors yellow and white and crosswalk lines are limited to the color white per the MUTCD Section 3B.18.</p> <p>For some additional information, please see the following resource document from the Federal Highway Administration regarding their position on the application of colored pavement: http://mutcd.fhwa.dot.gov/resources/interpretations/3_09_24.htm</p> <p>The 'Conclusion' section indicates that there are no other allowable options except for what is mentioned in the Letter:</p> <p>All other colors for use on highway pavement in the right-of-way are either disallowed or are experimental as described above, unless the colored pavement is a purely aesthetic treatment and makes no discernible attempt to communicate with a roadway user. The 'Conclusion' also references back to the MUTCD Paragraph 3 of Section 3G.01 (http://mutcd.fhwa.dot.gov/htm/2009/part3/part3g.htm) which limits the use of Yellow:</p> <p>Yellow pavement color shall be used only for flush or raised median islands separating traffic flows in opposite directions or for left-hand shoulders of roadways of divided highways or one-way streets or ramps. We would be happy to review the samples mentioned in your submission.</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
54	Petition for Cost of Living Increases	6/17/2016	<p>In practice, the Department of Children and Families has taken a leadership in successfully implementing and transforming entire working units into e-work locations within the last three years. Florida Statue and Department policy has created of e-work opportunities for state employees. E-work has been found to benefit Florida society by reducing energy consumption, decreasing environmental pollution and reducing traffic congestion. Additionally, e-work has been found to benefit employers and employees by reducing office costs, increased efficiency, saving commuting costs, eliminating wasted time in traffic, reducing congestion and allowing flexibility in work schedules. E-work is a truly a multi-tier sustainability practice! Benefits of telecommuting can include:</p> <ul style="list-style-type: none"> • Reduce traffic congestion by intentionally removing cars from the road during high demand periods • Save on office space and parking for each employee that works remotely (Telework Coalition estimates cost saving for office space average \$10,000 per year per worker). Future growth would also not be limited by available office space. Sublease surplus office and parking space. • Improve Air Quality • Increased productivity (including better time management and work quality) • Improved employee morale (including reduced stress and a better work/family balance) • Reduced overhead and operational expenses of the employer including real estate associated costs • Improved employee retention and recruitment • Reduced use of sick or personal time among employees • Increased flexibility for employees to meet family needs. • Improved morale and performance. • Reduced employee turnover. • Recruiting incentive. • Reduced commuting time and expense. • Reduced energy consumption 	<p>If an employee wants to contact their elected representatives to advocate for an issue, they should do so on their own time, not the Department's. Issues the Department ultimately lobbies for or against falls under the jurisdiction of the Secretary, Chief of Staff and the Legislative Programs Office. Prohibited by statute:</p> <p>104.31 Political activities of state, county, and municipal officers and employees.—</p> <p>(1) No officer or employee of the state, or of any county or municipality thereof, except as hereinafter exempted from provisions hereof, shall:</p> <p>(a) Use his or her official authority or influence for the purpose of interfering with an election or a nomination of office or coercing or influencing another person's vote or affecting the result thereof.</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
55	Various Issues	6/17/2016	<p>Fleet - Create a Public-Private-Partnership with a Rental Car Company or Dealership STATEWIDE so we can retire vehicles with sticky steering wheels, chipped paint and 200k+ mileage. Every one of our vehicles should have an in-dash GPS unit. We shouldn't have to bring personal (handheld) GPS devices to navigate around the State.</p> <p>Interviews/Vacancies - Within the DOT, when an individual commits to an interview there should be contact within a week of the selection decision where those that didn't get the position are notified via phone (not an automated email). There are ways to jump straight to an individual's voicemail and the awkward phone call can be avoided. Policy should change to reflect this. SO MUCH goes into preparing for an interview and taking time off to participate in an interview. A phone call within a week of the interview conclusion should be made. Interviews Part II - We all know there are times when interviews are given just to go through the motion. The hiring committee has an idea of who they want to hire and interview folks for the sake of meeting set criteria. This should stop. It's disingenuous to potential job seekers and a colossal waste of time to everyone involved. Promotion from within ould improve morale. Rest Areas/Weigh Stations - advertising dollars could be generated and used to upgrade these facilities. Whether it's signage sold to advertise a business or full blown ownership of the facilities leased to companies who "brand" them, with requirements to upgrade facility flooring, restrooms, etc. Work from home - We could eliminate leases and utilities bills if positions that don't require immediate supervision were allowed to work from home. Supervisors should have to account for how they manage their subordinates. Not only through the yearly DOT survey, but actually have to account for their progression.</p>	<p>Fleet - The Department is considering all options to solve the issue of an aging and high mileage passenger vehicle fleet. Several studies have been performed by experts under contract with the Department to review this issue and provide possible solutions. The Department will continue to keep passenger vehicles well maintained and replace vehicles as much as possible. The Department is looking into GPS devices to assist in vehicle inventory and maintenance. These devices, however, will not provide routing capabilities at this time. The devices with routing capabilities are available but they are cost prohibitive. The Department will continue to look at available technology and cost improvements.</p> <p>Interviews/Vacancies - While it is good business practice to timely and verbally notify internal applicants who were interviewed that they were not selected after a hiring decision has been made, there may be extenuating circumstances for which neither is an option. For that reason, a policy directive would be impractical. Supervisors are always encouraged to reach out and notify applicants personally, when possible. In any event, the People First system does provide written notification to all applicants after a selection has been made.</p> <p>Interviews Part II - As outlined in the Department's Recruitment and Selection procedure, there are multiple options available to hiring managers when they need to fill a vacancy, some of which include opportunities for internal applicants only. Whereas some positions require the position to be advertised, there are instances where a direct appointment may be considered. Hiring managers should recommend the most appropriate option to their leadership, as applicable.</p> <p>Rest Areas/Weigh Stations - The Department has entered into a sponsorship agreement with GEICO to provide "Safe Phone Zones" at rest areas and service plazas. The revenue generated from this sponsorship is used to offset the costs of maintenance and operations of these facilities. There are federal rules and regulations which prohibit advertising at rest areas and weigh stations except in very specific instances. The Department performs work needs assessments to prioritize and program work to be performed at rest areas and weigh stations on an annual basis. These work needs sometimes include complete facility replacement.</p> <p>Work from home - While not all positions are eligible or suitable for working from home, DOT does have a Telework Program procedure in place for some positions, provided certain criteria are met and a Telework Agreement is approved by all required signatories, prior to the telework beginning.</p>
56	Funding for Historic Districts	6/17/2016	<p>Create unique funding opportunities for historic districts looking to fund transp related projects and create a metric uniquely for historic districts that determines whether or not the project becomes funded. Especially for historic areas in rural areas - developments (funding opportunities) can lead to an economic boom and promote long term sustainability and impact tourism development. Rural areas and historic areas are often overlooked.</p>	<p>Thank you for your suggestion to create a unique program for funding historic districts' transportation needs. We appreciate your input and advocacy for road improvements. As you may know, FDOT programs are established in statute through legislative bill actions which originate with state representatives and senators. Since legislative changes take time, you may wish to pursue other actions in the short run. Individuals and public entities can pursue prioritization of local projects through their transportation planning organization (MPO/TPO). The planning organization can immediately consider including projects in their transportation plan submitted each year to FDOT for funding action. We hope this information is helpful.</p>
57	Crosswalk Usage	6/17/2016	<p>My idea is to provide the transit orientated passengers with an incentive to use the designated crosswalks when crossing the road. The passengers would have a device like a key fob or an app on their phone that they can scan at the crosswalk after they depart the bus or train. They can either accrue bus/train route credit or receive coupons from the local businesses. By doing so, the passenger has an incentive to use the designated crosswalks.</p>	<p>Thank you for submitting this innovative and interesting idea. At signalized intersections, bus stops are preferably located on the far side of the intersection so that passengers departing from the bus can access the nearby crosswalk and use the pushbutton to activate pedestrian signal. However, there are bus stops that are located at mid-blocks or in between signalized intersections. Marked crosswalks alone at these locations are discouraged without other active pedestrian treatments such as Rectangular Rapid Flashing Beacons or Pedestrian Hybrid beacons. Your idea will need to be considered by both, State and local Transit Service providers to implement a program for transit credits/coupons via smartphone apps or key fob. From a Traffic Operations prospective, we have no objection and will support this idea.</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
58	Mobile Phone Statements	6/24/2016	Every month we receive a printed statement for every single FDOT cell phone. We review and sign these stating we have had no personal phone calls. We even do this when the phone has had no calls made or received. These signed statements are retained for at least one year. I propose to have these sent electronically to us and respond by email to save thousands of pieces of paper a year. Also consider not forwarding the bills when there were no calls made or received.	This is a great idea. The technology does exist to automat this process. OIT will establish a task team to ask questions and do research, in order to find a process that will work better and more efficiently than the current process. OIT is aware that at least one District has automated some of this process and those processes will be examined by the task team.
59	Guardrail vs. Plants	6/24/2016	Medians on the State Highway System present safety and financial concerns for the Department. Depending on roadway geometry and design speed, medians often require guardrails to prevent crossover collisions. These guardrails must be maintained, repaired after impact, and can themselves pose a safety hazard. I would like for the Department to fund a research study to evaluate the crash-worthiness of vegetation as a impact attenuator and redirector. There may exist species of native plants that could be installed in medians that would absorb energy from errant vehicles. While they may never completely replace traditional guardrails, they could add another option to the designer's toolkit. Ideally, species could be identified for various habitats around the State. The species would have to be low maintenance and not prone to developing thick, woody trunks. Benefits could be improved safety, improved aesthetics, and reduced maintenance costs by reducing guardrail repairs and eliminating mowing.	Thank you for your suggestion to evaluate the crash-worthiness of plants as an impact attenuator and redirector. Over many years of looking for ways to put roadside plants to work, this innovative idea has been considered for further study. Unfortunately, due to the variable nature of plants there is not a consistent, predictable, and repeatable method within the Manual for Assessing Safety Hardware (MASH) for testing the performance of plants. Plants, even of the same species at the same location, will perform differently due to the variability of plant characteristics and environmental conditions over time. There are just too many variables to test. Variable such as weather conditions, soil conditions, biological forces, plant arrangement, installation techniques, and maintenance practices, have led transportation researchers to determine that such a study is impractical. In places where guardrail is not necessary or appropriate, plants are frequently used to limit access or slow vehicles. It's likely this practice will continue.
60	Passenger Rail	6/24/2016	STOP planning to build more roads . . . it hasn't been successful for the 30+ years I've lived here and you're always behind the curve ball. Utilize the land instead to put in RAIL. Review the link below; maybe our community needs to join in with Miami, Lauderdale, WPB, and Orlando and get ONBOARD . . . http://www.allaboardflorida.com	Your suggestion to consider different modal options aligns closely with the planning that FDOT has done in coordination with our many partners to develop the Florida Transportation Plan. The plan, which was updated earlier this year, recognizes the need to plan for a range of transportation modes, including rail, and now includes a new goal area focused on providing more transportation choices for people and freight. We urge you to follow the transportation planning process and get involved through your local Metropolitan Planning Organization to participate in developing transportation solutions. With regard to "All Aboard Florida", it is a privately owned and operated company. We encourage you to partner with your municipal leaders to reach out to "All Aboard Florida" for possible expansion opportunities into your community. You can learn more about the Florida Transportation Plan at www.floridatransportationplan.com .
62	Dangerous intersection	7/1/2016	The intersection at Washington Street and Hwy 27 in Minneola is an accident waiting to happen. When the traffic light changes to the traffic to head east and west on Washington Street making a left turn make a jack rabbit run to jump out in front of the traffic that is going straight. A possible solution would be to make the right turn lanes right turns/straight and have the left turn lane solely left turn, then change the light pattern to have an arrow for left prior to having the straight lane move forward. The light at Bloxom and Hwy 50 in Clermont is a great example of what I am suggesting	We conducted a traffic operational study in 2015 at US 27 and Washington Avenue in Minneola. The main reason for the study was related to side street left turns. We did not find a crash trend related to side street left turns, nor did we find justification to change how the side streets operate with the traffic signal. The current lane and traffic signal configuration for Washington Avenue best supports the unique traffic patterns on Washington Avenue, especially with the skewed intersection geometry. Also, changing the eastbound lane configuration as suggested would create an unacceptable (lateral) offset through the intersection.

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
63	Signing	7/1/2016	<p>North Florida has numerous 2 lane US Highways that are "under signed". North Florida is fraught with hills with limited sight radii that are unsigned. While it is apparently not a major issue, appropriate signage would be a good idea. Some "DO NOT PASS - LIMITED SIGHT" would be a good idea. Or perhaps "HILLS - LIMITED SIGHT FOR THE NEXT x MILES" would reduce the costs. The lines are painted which says to me that the FDOT is aware of the issue, but drivers are not willing to obey the paint as much as the signage.</p>	<p>Thank you for taking the time to send us your idea regarding limited sight distances on hills on North Florida roadways. The Florida Department of Transportation (FDOT) recognizes that it is very important that care be given to the placement of warning signs as indicated in Chapter 10 of the FDOT Manual on Uniform Traffic Studies.</p> <p>Current standards for determining the location and extent of no-passing zones are set forth in the Manual for Uniform Traffic Control Section 3B.02. Current standards require the pavement markings as you've mentioned. The addition of signage is used when an engineering study indicates the need for additional emphasis. In such instances, we may utilize the 'HILL BLOCKS VIEW' or 'DO NOT PASS' signs for example, as appropriate, in accordance with Chapter 11 of the FDOT Manual on Uniform Traffic Studies.</p> <p>The FDOT has recently undertaken a major project to review and update signage for curves that are identified with a higher level of risk for crashes. This statewide curve project may lead to improvement opportunities with sight distance issues for associated hills.</p>
64	Paved shoulders/signals/signs	7/8/2016	<p>(1) Outside paved shoulders on rural highways are not wide enough. Many other states utilize 10' paved shoulders with a milled-in rumble strip immediately adjacent to the solid white edge line. This would result in improved safety for both bicyclists and motorists. (2) Most other states require a 4' paved inside shoulder with milled-in rumble strip on multi-lane rural roadways, instead of grass being immediately beside the solid yellow edge line. (3) FDOT needs to copy several other states (California, Wisconsin, Illinois, Arizona, etc.) in traffic signal design- FDOT basically uses the minimum amount of signal heads to meet basic MUTCD requirements. For example, in Wisconsin, supplemental signal heads are required adjacent to stop bars, and also at the far left corner of intersections so a signal head is still visible even when following behind a semi truck. Compare Florida's intersection crash rate to Wisconsin's. (4) FDOT's route marking signage is usually terrible. Why is it so hard to follow the MUTCD when it comes to route signage?</p>	<p>Outside Shoulder: A five foot outside paved shoulder is the required width on all non-interstate flush shoulder roadways on the state highway system. The minimum paved shoulder width was increased from four feet to the current five feet approximately 15 years ago to increase safely for cyclists. Recently the paved shoulder width was increased to seven feet (buffered bike lane) for roadways in, or within one mile of the urban boundary. FDOT criteria for outside paved shoulder widths exceed those of most other states. The criteria for the states mentioned; California paved shoulder width ranges 4- 8 feet, Arizona 6-10 feet, and Wisconsin and Illinois have similar criteria to Florida. A change in our criteria is not warranted.</p> <p>Inside Shoulder: Inside paved shoulders are not required on the state highway system except for special conditions and on facilities with four through lanes. This matches AASHTO requirements and that of most other states. California, Arizona and Illinois have criteria for minimum paved shoulder width ranging 2-4 feet. Wisconsin, like Florida, defers to AASHTO. A change in our criteria is not warranted.</p> <p>Roadway Departure: The effective shoulder width (edge of travel lane to shoulder break) yields the greatest safety benefit to errant vehicles that depart the roadway. FDOT criteria meets or exceeds AASHTO recommendations for total shoulder width. Florida also utilizes several warning devices to make drivers aware that they are crossing over centerline or outside lane line striping. These include rumble strips (ground-in and raised), rumble striping, and profiled thermoplastic. FDOT's policy on the use of rumble striping has been shown nationally to significantly reduce roadway departure crashes. FDOT continues to research and implement proven mitigation measures to reduce roadway departures.</p>

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				<p>Signals: On the State highway system and in accordance with the Department's Plans Preparation Manual, a 3-section signal head is required over the center of each through lane for intersection approaches of two or more lanes. This is above the minimum of two signal heads at any intersection through movement approach required by the MUTCD. Also, Florida follows the MUTCD for placement of supplementary signal heads when conditions are met, such as inadequate site distance on intersection approaches or when the primary signal faces for the major movement are more than 180 feet beyond the stop line.</p> <p>Route Signs: Florida has adopted the FHWA's MUTCD 2009 and strives to provide a guide signing system that informs and guides motorists to needed signed facilities and motorists' services while promoting safety and efficiency along the State Highway System. In situations where improvements are needed on the State Highway System, the Department follows the MUTCD guidelines. As such, the principles of traffic control devices are used to determine if the addition of a traffic control device including signs would prove effective by fulfilling a need. Conditions for additional signage are not always met. A traffic sign should be installed only if it fulfills a specific need. Guide signs should be installed when they are essential to the motorist or beneficial to a significant number of drivers. The Department makes every effort to remain in compliance with the MUTCD requirements.</p>
65	Bicycle Infrastructure	7/8/2016	<p>How about providing good infrastructure to promote bicycling commuting? I am talking infrastructure that separates motor traffic from bicycles...a painted line on the ground does not cut it... as most (over 95%) motorists in Florida do not respect painted lines. A real separation will make bicycling safe and allow more people to use it. how about a bicycle super highway that will allow travel between broward and north dade or doral areas. what an improvement that would be.</p>	<p>We have separated facilities already, and they are getting better! The Department provides for shared use paths, and these provide a bicycle/pedestrian way completely separated from motor vehicle traffic, as described by the writer. Due to the high design speeds of shared use paths, they are not appropriate for urban conditions where more frequent intersections and smaller block sizes are more common.</p> <p>The Department is preparing a new Urban Shared Use Path facility type with lower design speeds and enhanced intersection design criteria for use in more urban conditions, based on FHWA's Separated Bike Lane Planning and Design Guide. The Department is also preparing a Context Classification system as part of the Complete Streets Implementation effort, which will allow us to identify locations where the different types of shared use path can be appropriately used.</p> <p>We anticipate the context classification system and the Urban Shared Use Path designs will be released at the end of 2017. In the meantime, Central Office is working with District Bike/Ped Coordinators to install Urban Shared Use Paths as pilot projects on specific projects, on a case-by-case basis.</p>

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				<p>The writer is correct that a pavement marking alone provides no protective ability. Any safety benefit of a marked bicycle lane comes from the skill of the cyclist, the width of the bike lane, and the intersection design, not from the white pavement marking line itself. The Department has recently made the 7 foot buffered bike lane standard. Compared to the old 4 foot bike lane, the buffered bike lane includes the minimum 3 foot passing distance and increased cyclist operating space. It provides a much greater level of comfort and will allow and encourage cyclists to make wiser decisions when riding on the roadway.</p> <p>The lack of separated bicycle facilities is typically not a design issue – we have plenty of good designs for bicycle facilities of various types. The problem is more commonly lack of planning for and funding of these facilities, manifested as a lack of physical space for them in the roadway cross section. Separated facilities, such as shared use paths, require additional right of way, construction cost, and maintenance cost, and must be carefully planned and routed. A regional and statewide approach to provision of these facilities, such as is now being provided by SUNTrail, is critical to the solution. Once suitable design options are added to the Department's palette of facilities options, it's likely we'll see them being requested and implemented more often, though.</p> <p>For existing roadways, lane elimination projects and corridor redevelopment provide the greatest opportunities for short-term provision of separated facilities, but these must often compete with desires for on-street parking, transit facilities, and wider sidewalks. On at least one occasion, the Department's proposal for an Urban Shared Use path has been rejected by local government due to impacts on on-street parking. As the Department solidifies our Context Classification system of facilities design, these sorts of conflicts should be mitigated over time.</p>
66	Consolidating Systems	7/14/2016	<p>As an intern and based on the short time I have been working with FDOT, I have experienced and valued the different systems/applications/programs the department have in order to proceed with project advertisement to vendors, encumbrance of contracts and the approval of its money. However, the programs seem to have no communication with each other and I think it would be easier if all these systems, such as FACTS, FLAIR, Contract Funds Management System and others were consolidated in one program or application. This would reduce the amount of time logging-in in different systems and dealing with dissimilar interfaces and also make the work more efficient.</p>	<p>The merging of these four applications into one application would not be simple, as they are owned by two different state agencies: Department of Financial Services and FDOT. FDOT maintains CFM and the FDOT FACTS application, so a connection between the two may be feasible. To see how feasible this connection could be, there would need to be additional research done on both applications as well as the business requirements that would need to be met. The inclusion of FLAIR and DFS FACTS into this connection indirectly would also have to be further analyzed, but it does not seem likely that there could be a direct connection.</p> <p>Your suggestions about merging these applications has been shared with the business office's responsible for these systems and functions.</p>
67	Solar Panels on Roadways	7/29/2016	<p>We should consider implementing a test roadway for the new technology of Solar Panel Roadways there is endless possibilities with this technology. www.solarroadways.com</p>	<p>The project is underway. We are starting with a literature review and desk scan of existing practice, pilots, and technologies. The intent is to move to a pilot phase pending review of technology(s) feasible to the purpose.</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
68	Drive Right	8/12/2016	<p>The project is designed to help educate our customers on proper driving etiquette and the laws regarding slower traffic keeping right on the Florida Turnpike and throughout the state. The potential results would be better traffic flow and a reduction in aggressive driving accidents. Our Digital Messaging System (DMS) could be used to convey the message directly to the drivers on the Florida Turnpike as well as various roadside billboards.</p>	<p>Our approach to ‘Left Lane Awareness’ and ‘Keep Right’ awareness is through on-going efforts with a focus on public education in lieu of static signs, as follows:</p> <ul style="list-style-type: none"> • Our State Safety Office is developing Public Service Announcements and posters for Rest Areas and Service Plazas. Part of the goal with the campaign is to help motorists to understand the law. Some motorists likely don’t understand the law – they may misunderstand “normal speed of traffic” vs. speed limit. • We currently use our Dynamic Message Signs to display the rules of the road in an ongoing effort to improve safety and efficiency. As such, we display the messages ‘SLOWER TRAFFIC-KEEP RIGHT-MINIMUM FINE \$121’ and ‘SLOWER TRAFFIC KEEP RIGHT – IT’S THE LAW’ statewide on a regular basis. <p>The Department continues to make safety on Florida’s roads the highest priority and thank you again for reaching out.</p>
69	Safe Stop Areas	8/12/2016	<p>The idea is to help protect our FHP troopers and our customers from oncoming traffic. Too many times the troopers are put in danger on the roadways while performing routine traffic stops and our customers can be in danger in a variety of different emergency and nonemergency stops. The project would utilize the splits in our guardrails or under bridges where a turn-in could be created. The results would not only save lives but also increase the flow of traffic.</p>	<p>This idea is already being addressed by our Design and Traffic Operations Offices. Please visit this site for more information or to follow the progress. http://fdotsp.dot.state.fl.us/sites/executive/Innovators/Lists/Innovative%20Idea%20Collector/DispForm.aspx?ID=175&Source=http%3A%2F%2Fdotsp%2Edot%2Estate%2Efl%2Eus%2Fsites%2Fexecutive%2FInnovators%2FSitePages%2FHome%2Easpx&ContentTypeId=0x0100B16C397428BC1A4DA7A3C576CA719181</p>
70	Materials-Geotechnical	8/12/2016	<p>I would suggest that the Materials Lab-Geotechnical Engineering section make a spreadsheet available on their website that makes filling out the Geotechnical Request Form easier. When I go to make a request I don't know what tests are required for particular types of work, leading me to ask around the office. I inevitably end up contacting someone from the Geotech Lab because no one in Design/Structures is sure. We also get these questions from Consultants at times. I believe this would save a lot of time on both the Design and Materials Lab sides.</p>	<p>This idea was discussed with the Geotechnical Laboratory Manager and the agreement will be amended concerning the referenced spreadsheet and add a page that outlines the standard tests required for material types being submitted (for samples submitted to the geotechnical lab through the laboratory chain of custody form). This amendment should be done by the end of October 2016 and will be distribution via the same distribution list as the original.</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
71	Data Collection	8/12/2016	<p>Problem or Concern Currently collecting data on individuals routes, modes of transit, and how those interplay on our network is very cumbersome, done rarely with low turnout and costs a lot of time and money. This leads to very little data, and with low accuracy when discussing the county or region as a whole.</p> <p>Proposed Solution Use existing partnerships with tech giants, like Waze, to share data further. Build relationships with others in the tech industry to gain data from multiple sources. Not only traffic/congestion or accident information but also the routes individuals use and where they commute to and from.</p> <p>Benefit If Waze, Apple or Google Maps shared the routes that individuals take, we could have a constant stream of data showing where people commute to and from, at what times, and how that interplays with the built network that is being used. Knowing the Point A and Point B helps us to see truly where people are trying to go and how we can update or create new facilities, including transit, to best serve our constituents effectively.</p> <p>Impacted Parties This can directly feed TSM&O initiatives, Traffic Ops, Planning studies and modeling initiatives including the Household Travel Survey.</p> <p>Timeframe of Implementation The timeframe would be based on communication and agreements made with the tech industry to gain the data that they already have and collect, and what data we could provide to them to make this agreement mutually beneficial.</p>	<p>This suggestion brings up very good points towards the need for better transportation data for decision making. DOT's across the country are solving the data gap issues through new data purchases and agreements, which is new territory. Current agreements do not allow the sharing of data publicly, so working with our legal counsel and the data vendors would be a good strategy to discover what we can really do with these types of data. From there, DOT's must understand the proprietary nature and the investment risks involved to get the most up to date and accurate datasets. DOT's traffic collected data has traditional purposes that are nationally accepted and free for public consumption. Bringing these worlds together from the public and private sector may improve DOT's traditional methods of data collection. Successes could be achieved by making data more accessible to all users. Open data is creating opportunities of understanding, improvements, and realization. The concerns of effort, cost and accuracy are undoubtedly driving this need for efficient resolutions. To take the next steps to a solution to gain the trust with data vendors, there should be more focus on creating successes of how their data is supporting the Department's mission while protecting their information legally. Partnership with WAZE allowed us to have a two-way street opportunity, receiving and giving data for incidents. Purchase agreements for HERE data has allowed us to open the door for on-system and off-system roadways, which is giving DOT's a new way of looking at the linear referenced data and its unique challenge of finding out what is federally mandated and acceptable. If we can continue to capitalize on these data successes, it will allow the results to open the doors to more flexible policy change.</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
73	Dial-A-Ride	8/12/2016	<p>Allow me to be frank here; I have lived in worked with the elderly my entire life and I know how difficult it is for them to get around at all. Especially when it comes to venturing out. Although the usual Dial-A-Ride and a few other, limited transits exist to remedy the situation. The cost to ride either is a problem for low income elderly. Specifically, the elderly raising grand children (who are the sole caregivers.) My grandmother raised me and I cared for her until the day she died. There are many days we took Dial-A-Ride to get to her to countless Doctor appointments (when I didn't have to call the Paramedics due to frequent crisis.) I'd use what little money I had (which wasn't much during the times I wasn't old enough to get a job.) I'd have to beg for a dollar or two to pay for my grandmother and myself to ride the Dial-A-Ride. Sometimes, I just couldn't get the money from others (who grew tired of me asking,) when I just did not have any more money. I'd call around to find a ride and sometimes someone would pick up- other times the phone would just... ring forever. I'd reschedule Doctor's appointments. And that irritated a few of the physicians that made time for my grandmother in there busy schedules. We'd miss three and four appointments in a row. I can't tell you how many times I've had to smooth things over, (and let me tell you, hardships come a dime a dozen, so you can imagine the backlash.) Now, I understand that nothing is free in this world; on the contrary there are exceptions. I think the elderly should not have to pay for public transit. No? Please take a look at the free transit available to college students all day everyday.) And it is mainly because co-eds are either drunk or too high to function. Now, the youth is more than capable of getting around intoxicated or not. I've seen masses of my peers jaywalk across the street like zombies (and even then they can move quick regardless of stupor.) Do you see what I mean? I'm all for the free transit when it comes to that kind of ridiculousness, but here is what I'm thinking: Half of that available free transit should go to eldercare. I've got a few ideas of my own to even out "the playing field." All roads lead somewhere, no one person is more important than the other. But, priorities exist and common sense is a luxury all of us can afford. Re-evaluation, please considerate it.</p>	<p>Thank you very much for your recommendations regarding free transit for eldercare. We recognize the difficulties many seniors may have in paying for transportation services. By federal law, transit agencies must offer fares to seniors and the disabled on their regular bus and rail routes for no more than ½ of the full fare charged to other passengers. On complementary paratransit services for trips which cannot be made on the fixed route services, fares for the much more expensive door to door services must not exceed twice the cost of the fixed route service fare. There are a number of transit agencies in Florida which do choose to not charge a fare for seniors, Miami-Dade Transit being one of them, GoLine in Indian River County being another. Other agencies may decide to lower or eliminate fares as a matter of local policy and budgets, decided on usually by their local Board of County Commissioners. The State of Florida provides grants to local agencies to assist them in developing and carrying out their services, but we do not set local fare collection policies. We would urge you to contact the oversight board of your local transit agency to discuss your views on this issue.</p> <p>Regarding the point about college students riding for free, these services are paid for by the college students through a transportation fee they pay to the University based on their number of credit hours. Schools such as the University of Florida and Florida State University collect the transportation fee along with student tuition, then contract directly with the local bus transit agency to provide free service to their students by showing their student identification.</p> <p>Thank you again for sharing your experiences and recommendations with us on this important issue.</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
74	Emergency Management	8/12/2016	<p>In the job function related to Emergency Management, focus on the restoration of the transportation system is paramount to life safety. Part of any recovery effort begins with an accurate assessment of damaged roadway/appurtenances. The time required to restore an effective transportation system becomes a key component of success and failure.</p> <p>I believe that the following job functions would benefit from implementing this innovation Damage assessment/record keeping Detailed Damages Assessment Report (DDIR)- FHWA Environmental Permit approvals Project scope development Contract execution</p> <p>I believe that allowing the use of automated drones with LIDAR would speed up the recovery times during any emergency event. Today our operations require in-house personnel to make site visits take measurements, and prepare estimates. These current activities are being done with various measuring instruments, photographing damage areas, tracked on paper and require return visits to the office to prepare drafting more paper documents for the execution of contracts to affect repairs.</p> <p>These services could be contracted out to vendors that have the ability to pre-deploy assets outside of an impacted area and rapidly deploy resources. The ""estimates"" of damages should be much more accurate when LIDAR drones are allowed to be deployed and will yield much better plans that affect the repairs.</p> <p>I am not even a novice when it comes to this technology but I have a pretty good bet that our Surveying and Mapping Office folks have more knowledge about this and are willing to tackle this challenge.</p>	<p>Using drones or what we call Unmanned Autonomous Vehicles (UAV) which covers mobile air, land, and sea systems, is a very good idea. The Surveying & Mapping Office (SMO) has a long history supporting the Department Emergency Management office with manned collection of aerial imagery. We currently have a statewide contract with Woolpert and ACA to provide emergency remote sensing imagery. The contract includes manned and UAV systems. The systems use a variety of imagery sensors for collection of topographic features, and bathymetric for waterways and coastal areas. We also have an in-house pilot who is also certified by the FAA as a remote pilot that can operate aerial UAVs. Should the need arise we are in a good position to facilitate the collection of necessary imagery for damage assessment, asset management, design, and other critical remote sensing needs using a variety of manned and unmanned mobile sensor platforms.</p>
76	EDMS	8/18/2016	<p>One of the requirements for documents uploaded to EDMS is that all scanned documents be imaged at a minimum of 300 X 300 dpi (dots per square inch). My suggestion is that all printers used to scan documents have the resolution default be 300 X 300 dpi. The current default is 200 X 200 leaving the user to have to remember to change the resolution each time a document is scanned. This would ensure EDMS compliance and make the EDMS documents easier to read. I checked 3 printers in our building and all have the 200 X 200 dpi setting as the default. I think this could be accomplished with a program change by the printer repair contractor. I also believe this practice should be implemented agency wide.</p>	<p>The Office of Information Technology reported that this item is on track for completion by the end of November with having all networked Multifunctional Scanner/Copier/printers set to scan 300X300 by default. The central office in the Burns building has been completed and working on the Rhyne building & Springhill road. The Districts are at various levels of completion. D5's Innovation Team is handling and coordinating this idea for D5's district.</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
77	Safety Message on VMB	8/25/2016	TYPE IN TEXT WIPE OUT NEXT	<p>Thank you for taking the time to send us your “Type in Text, Wipe out Next” safety message idea.</p> <p>The Department has standard “No Texting” messages that we regularly display in rotation around the State on our Dynamic Message Signs (DMS) in conformance with Federal guidelines. Federal guidelines require that DMS messages must:</p> <ul style="list-style-type: none"> •Fulfill a need; •Command attention; •Convey a clear, simple meaning; •Command respect from road users; and •Give adequate time for proper response. <p>Indirect and/or unconventional syntax of sign text does not convey a clear, simple meaning or command respect.</p> <p>The Department continues to make safety on Florida’s roads the highest priority and thank you again for your suggestion.</p>
79	License Test Prep During Work Hours	8/25/2016	Provide employees with the exam preparation resources to acquire their FE, PE, SE, AICP and LEED licenses and certifications. For example, Texas DOT has contacted with Test Masters to provide employees with free onsite PE exam preparation classes during working hours. Certification preparation is the most important for professional development tool and should be provided by the employer. The course offering could include flexible class schedules structured around convenience including on site location or preferred location on weekdays, weekend or online courses.	Unfortunately this isn’t an area where the Department has a lot of discretion. The Legislature has specifically authorized all state agencies to pay for bar dues and continuing education for agency lawyers and prohibited paying for other licensing and certifications. FDOT does have the ability to pay training and education specifically tied to an employee’s job duties/position description. Given the importance of training for the work we do, we have encouraged and routinely approve training requests for this type of training.
82	Road Congestion	9/9/2016	On weekday afternoons, US-17 southbound (Roosevelt Blvd.) becomes very congested between NAS Jacksonville and I-295 due to the large volume of traffic leaving base to get on I-295. All traffic getting on I-295 has to move into one lane that begins just south of the Collins Road intersection, causing traffic to back up sometimes for miles. This issue could be partially alleviated by making this right-most lane always have a green light through the next intersection (I-295 N off-ramp and Roosevelt). This would allow traffic to constantly move onto I-295 and reduce congestion on Roosevelt. Let me know if this idea is feasible; it seems simple to implement and could make the drive home easier for a lot of people.	Thank you for your recommendation to improve the I-295/US-17 interchange operation. Your idea is excellent and has been incorporated into FDOT’s future interchange improvement project for I-295/US-17 (Project Number 435575-1). FDOT is currently working with public involvement and coordinating with the Federal Highway Administration to get permission to modify the interchange. Design of the concept is funded and scheduled to start in fiscal year 2017/2018 (July 2017). The project is not currently funded for right-of-way acquisition or construction but is a high priority for future funding. If you have any questions or comments about the project, please contact FDOT’s project Manager Eric Shimer at 904-360-5661 or eric.shimer@dot.state.fl.us .

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
84	Transit	9/27/2016	<p>Tampa is one of the largest cities of the state of Florida and therefore I think It should have a better public transportation. I am a college student and also a part time worker, and I know that me and many other people would be very delighted to know that our city was going to invest in a more efficient type of massive public transportation such as a metro. A metro would greatly improve this problem, and buses could still be in circulation by making them some part of the same transportation system. Another option can be articulated buses, with their own lanes which would not also improve the time that buses take from one station to another but also would have a positive impact on traffic in general. In conclusion, a better system can encourage more people to try it and probably not use cars, it could be a great milestone in city's development since this could put Tampa as a part of a green city by reducing car pollution, traffic, and also can have a very positive social impact since people would interact more with one another. Thank you.</p>	<p>Thank you for your note recommending better public transportation in the Tampa area. The Florida Department of Transportation assists all urban areas in Florida with the development and operation of their local transit systems. You may be aware that Tampa is currently working on a state funded plan to identify premium transit corridors. A number of alignments and technology alternatives are being considered, including light rail and Bus Rapid Transit. Ultimately the local area, whether that be Hillsborough County, the City of Tampa, TBARTA, etc., must step forward with funding to pay for a portion of the cost of building the system, and must commit to operating the system for the life of the infrastructure. Several areas in Florida have been able to develop and support premium transit, such as the Orlando area with SunRail; South Florida with Tri-Rail, Metrorail, Metromover, and The Wave Modern Streetcar; and Jacksonville with their Skyway system and network of Bus Rapid Transit corridors. Pinellas County is now working with the Department in advancing a new Bus Rapid Transit line from downtown St. Petersburg to the beaches. We are certainly hopeful that we will be able to assist the Tampa area as they select and support the development of needed transportation options for their residents and visitors.</p>
85	Florida Rail Map	10/20/2016	<p>Please develop a Florida Rail Map app. A very good example would be the android map app called: Korea Rail Map - Seoul & Busan. I was in the army stationed in Korea and this map was very helpful in getting me around Korea. This would keep everyone informed about delays and if the track is closed out due to repairs. Thank you for your time.</p>	<p>Florida passenger rail service providers have web sites with interactive maps and downloadable apps with the following features:</p> <ul style="list-style-type: none"> • Plan your trip (train arrival and departure times) • Locate your nearest train station • Calculate fares (includes transfers, discounts, etc.) • Receive notification on service interruptions • Access information to get you to popular South Florida destinations (beaches, malls, attractions) • Obtain general information (parking, bicycle lockers, customer service) <p>These web sites and services can be found:</p> <ul style="list-style-type: none"> • Amtrak: https://www.amtrak.com/south-train-routes • SunRail: http://www.sunrail.com/map/ • TriRail: http://www.tri-rail.com/rider-information/smart-phone-app/

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
88	SunPass	11/30/2016	I have a credit on Toll-by-Plate and just purchased a SunPass. I would like to transfer the Toll-by-Plate credit to my SunPass account but I haven't found any method of doing that. Please add this option to either SunPass or Toll-by-Plate.	<p>I received your email in reference to you having a credit on your Toll-by-Plate account and you just purchased a SunPass. I understand you would like to transfer the Toll-by-Plate credit to your SunPass account but haven't found any method of doing that. This has been a source of discussion, however, our accounting requirements stipulate credit card purchases need to go back to the credit card provided the expiration date is still current. If the original form of payment is a check, collection or retail replenishment (money services), we would request a refund via check and have it applied to the newly created SunPass account – this could take a few days but it's a consideration. Below is our Senior Call Center Manager's contact information if you would like to discuss it further or if there is anything else he can do to assist you. Carlos is the most knowledgeable person related to our SunPass Operations and always happy to help. Thank you.</p> <p>Carlos Vargas Senior Call Center Manager SunPass - Florida's Turnpike Enterprise Office - (561) 488-5447 Cell - (561) 449-9174</p> <p>Floyd "Buzz" Holland, CPM Director of Toll Systems Florida Department of Transportation, Florida's Turnpike Enterprise Office (561) 488-5376 , Cell (561) 239-6264 floyd.holland@dot.state.fl.us</p>
89	Light Rail	12/16/2016	Florida DOT should incentivize its cities to use light rail to connect their downtown areas with their suburbs. As Florida's population continues to grow, the traffic jams already experienced by cities and emerging urban areas will only get progressively worse. Florida is an ideal environment for light rail because of its flat terrain, making it cost effective. They would be ideal for our elderly population, who desire to continue getting around their communities, but often lose their ability to drive a car safely in old age. They are then either forced to drive unsafely or beg a ride off of a family member, which really aren't good options for them. The bus systems don't meet their needs. They are hard to get on and off, loud, and seen as unsafe by many residents. These small trains would also mitigate emissions, keeping our airways cleaner, especially if they were powered by clean electricity. They would help free up the roads for people making short trips, rather than a daily commute. Eventually, they could help provide a transportation alternative for those who want to visit Florida and cannot rent a car. I hope you will think about implementing light rail in Florida! For context, I'm from Sarasota, and I think this would be highly useful in the Tampa Bay, St. Pete, and Sarasota areas.	Thank you for your idea recommending light rail in Florida cities to connect downtowns with their suburbs. The Florida Department of Transportation (FDOT) assists urban areas in Florida by supporting the development and operation of their local transit systems. Currently, there are a number of urbanized areas planning and designing rail transit projects here in Florida. Various alignments and technology alternatives are being considered, including light rail and Bus Rapid Transit. Ultimately the local area, whether that be the county, city or transportation authority, must initiate the effort and step forward with funding to pay for a portion of the cost of building the system. To receive state capital funds, the locals must also commit to operating and maintaining the system. Several areas in Florida have been able to develop and support premium transit, such as the Orlando area with SunRail; South Florida with Tri-Rail, Metrorail, Metromover, and The Wave Modern Streetcar; and Jacksonville with their Skyway system and network of Bus Rapid Transit corridors. Pinellas County is now working with the Department in advancing a new Bus Rapid Transit line from downtown St. Petersburg to the beaches, and Tampa is currently working on a state funded plan to identify premium transit corridors. We are certainly hopeful that we will be able to assist other areas as they select and support the development of needed transportation options for their residents and visitors.

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
90	Intersection Improvement	1/9/2017	<p>The intersection of RT 233 & RT 580, located in Oldsmar, could benefit from the addition of an arrow light. When making a left turn from St. Petersburg Drive West onto Forest Lakes Blvd, a left turn arrow would create a safer situation due to traffic volume, size and angle of the intersections. If this is not the proper forum to make such a suggestion please let me know.</p>	<p>Thank you for your patience. We have reviewed the intersection of RT 233 (Forest Lakes Blvd. / St. Petersburg Dr. W) and SR 580 to determine if the traffic conditions warrant the installation of a northbound left turn arrow for St. Petersburg Drive. Our findings and recommendations are provided below:</p> <ul style="list-style-type: none"> •This intersection is operating at or above capacity during the afternoon peak hour. The major movements are the eastbound/westbound through traffic on SR 580, the southbound right turns from Forest Lakes Blvd. to SR 580, and the eastbound to northbound left turns from SR 580 to Forest Lakes Blvd. •The minor movements are the westbound left turns from SR 580 to St. Petersburg Dr., southbound through lane and left turns from Forest Lakes Blvd., and the northbound through lane left lane; and right lane from St. Petersburg Dr. •The northbound approach has only one lane for through and left turn traffic and a close review of the right-of-way shows that it would be very difficult to add a separate left turn lane. •During the afternoon peak hour, the eastbound to northbound left turn queue at times backs up past the left turn lane and extends into the thru lane thereby reducing the capacity of the eastbound thru traffic. •The southbound to westbound right turn queue at times extends all the way to Tampa Rd. impacting the turning traffic at this intersection. •Field observation shows that the northbound left turning vehicles that arrived during the red interval cleared the intersection before the onset of the red interval. There were only two cycles where they were not able to clear in one signal cycle. •Adding a left turn arrow for the northbound to westbound traffic will create a significant impact to the major movements and decrease the level of service for all traffic using this intersection. •Further, if a left turn arrow is installed, it would create additional delay for the northbound thru and left turn traffic. This is due to blockage of thru traffic when the first vehicle in the queue is a thru vehicle when the green arrow lights up. •A review of crash history for the past four years does not show a crash problem for the northbound left turn traffic. •There is an option, during times of extreme congestion, for the northbound left turning traffic to turn right - travel east for about 1800 feet and make a U-turn to travel west on SR 580. Studies have shown that it is safer to make a right turn then a U-turn in lieu of a left turn especially on a 4-lane highway. <p>In conclusion, it is not feasible to add an arrow for the northbound left turning traffic due to volumes, crash experience, and intersection geometry.</p>
92	Trains & Transit	1/20/2017	<p>It will be great to have train services such as Amtrak from Northeast Florida (Panhandle) to the southeast sections such as Tampa, center (Orlando) as well as to southern part of the state such as Miami also including the west coast going through Tallahassee and going through Jacksonville and other places in the west coast (Daytona, San Augustine, etc.) Florida transit should link many of the beautiful Florida cities. I think that this will bring more tourism to our state. Thank you.</p>	<p>The current situation for passenger rail service in Florida includes an Amtrak route of approximately 490 miles reaching from Nassau County/Jacksonville area that runs almost parallel with I-95 down to Orange County/Orlando area and runs west almost parallel with I-4 to Hillsborough County/Tampa area and runs south almost parallel with US-27 to Miami-Dade area. In addition, the Fixing America's Surface Transportation (FAST) Act requires the U.S. DOT Secretary to develop a working group (Gulf Coast Passenger Rail Working Group) to evaluate the restoration of intercity passenger rail service between New Orleans, LA to Orlando, FL. This route captures the route of interest from Pensacola to Jacksonville and down to Orlando as stated in the Amtrak route approximation above. The Gulf Coast Working Group (September 2, 2016 letter to the Senate) states that ridership along this route in Florida increased 13% from 2004-2015. As a note, innovative efforts for this route would have to take into account CSXT recommendations to FRA identifying necessary improvement for the Gulf Coast route at an estimated cost of \$2 billion.</p>

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
97	wind turbines on high mast lights	3/24/2017	Would it be possible to place small wind turbines on high mast lights? The state could then net-meter the lighting fixtures to help offset other costs within the department.	<p>From a structural standpoint: The current high mast light poles are not designed for the weight, harmonics or drag that would be imparted on the pole and would cause major movements and unforeseen stresses in the pole itself, thereby creating a situation that would be unacceptable for existing poles. Future poles might be able to be designed for this additional load, but until we see details, we cannot discuss the effects this would have on the pole or the added cost to support the additional loads.</p> <p>From a maintenance standpoint: These would become an additional issue during a hurricane event as we have to lower the lights prior to the event so we would have to have a quick way to lower them or remove them prior to the event. They could create additional issues when performing inspection of the high mast light pole.</p>
98	I 95 Broward County	3/24/2017	I-95 Broward County Florida the entrance ramp from Sunrise Boulevard I-95 south and the exit ramp for Broward Boulevard I-95 south are too close together. Please consider placing the exit ramp from Broward for Broward Boulevard before the Sunrise Boulevard exit. I believe that with today's technology there is room between the existing ramps and the CSX railroad for a single lane. Eliminating access to Broward Boulevard from the Sunrise Boulevard entrance ramp would also reduce the amount of congestion in this area. Reducing this congestion would also greatly affect the flow of traffic onto the 595 split.	<p>In addition to express lane projects, D4 has two active projects in this area.</p> <ul style="list-style-type: none"> The I-95 @ Sunrise Blvd. Interchange project is entering the design phase. This project proposes improvements to both the southbound off-ramp and southbound on-ramp to I-95 on the west side of the interchange. This project includes providing additional turn lanes on the ramps, but does not include any I-95 mainline improvements. I-95 @ Broward Blvd. Interchange – this PD&E study proposes modifications to the Broward Blvd. interchange and also includes an operational assessment/feasibility study for the interaction of traffic between Broward Blvd. and Sunrise Blvd. The PD&E study is in the process of conducting their traffic analysis and developing alternatives. The team will evaluate opportunities to improve mainline and interchange operations between these two interchanges based on this assessment. Although there are several constraints, the concepts of braided ramp or a collector distributor connections between Broward Blvd. and Sunrise Blvd. will be evaluated as part of this study to address the concerns (potential weave issues) raised in this submittal.
99	Ramp Meters	3/24/2017	Ramp meters in the central Florida (Orlando area). South metro from US 27 north to Ultimate I-4 project. Should improve traffic flow.	Thank you for the suggestion to consider ramp metering, which can be an effective tool to reduce interstate congestion and improve safety. We are including ramp metering in the current I-4 Ultimate project at several interchanges between John Young Pkwy and Princeton Street. We will consider them at more locations as projects continue. As we do, we have to consider it isn't as simple as just adding the ramp signal devices though, we also have to predict expected queue lengths on the ramps and determine how this will all work with the traffic signals at the ramp entry points.
101	School Zone Traffic Light	6/9/2017	Any traffic light within a school zone should have an extra yellow light and sign to indicate that such zone is active. I see people who forget that they are in an active school zone after a full stop on a red light and they just sped up. As a father of two children going to school I strongly support my suggestion.	School zones and signalized intersections are independent traffic control devices, and the use of one neither requires nor precludes the use of the other. However and whenever possible, if a school crossing is warranted, it should be located at a signalized intersection. In Florida, combining a signalized intersection within a reduced speed school zone is discouraged due to precisely what you have observed. The Department's new Speed Zoning Manual contains standards, guidelines and procedures for establishing reduced speed school zones, and as mentioned above, combining signalized intersections within an established school zone is discouraged. The new Standards will become effective July 1, 2017.

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
102	Congestion in Jax/St Augustine	8/2/2017	<p>Thank you for taking the time to read my suggestion. I commute on I95 Monday through Friday from International Golf Parkway near St. Augustine to the new 9B extension of 295 near Jacksonville. The congestion has increased significantly in the past few years on this stretch of highway, likely due to the housing expansion in St. Johns County. However, based on my daily observations, the primary congestion issue is semi-trucks travelling in the middle lane at or below the speed limit. While what they are doing is perfectly legal, anyone who travels I95 knows that this activity creates a hazard during rush hour times with people trying to pass on the left and right. Further, when the trucks take up the middle AND right lanes travelling at or below the speed limit, cars who are not up to speed for the far left lane attempt to pass in the far left lane causing significant congestion, tying up all three lanes. I understand that express toll lanes are planned for that stretch of highway which may help. My suggestion is restricting semi-trucks to the far right lane from St. Augustine to the Jacksonville Airport from 7-9:30 AM and 3:30-6 PM. This would keep slower traffic to the right, possibly allowing a better flow in the middle and far left lanes. I also feel that the restriction would make this stretch of road safer, keeping the semi-trucks to the right and out of the way. It may slow merging onto the highway at the on-ramps if there is a string of semi-trucks in a row, but that already happens due to the amount of traffic on this stretch of road. Please consider a short-term pilot project when the public schools are in session to try this idea, as this is when traffic is worst.</p>	<p>Currently, there is an express lane project in design for the segment of I-95 from International Golf Parkway to the Duval County Line. This project will add an additional two express lanes in each direction and utilize a concrete barrier wall to separate the general use lanes from the express lanes. Trucks will not be permitted in the express lanes. Restricting the trucks to the outside lane could create issues as you mentioned with vehicles merging from the interchanges and weaving across the trucks as well as make it impossible for trucks to pass each other. The express lane project will alleviate this issue and is scheduled for construction in 2023.</p>