

What was the innovative idea or suggestion you submitted in the past?	What are your ideas or suggestions for those areas that would make working with FDOT more efficient from your perspective?	If you were running that area within FDOT, what innovative processes or strategies would you employ to make FDOT more effective or efficient?	Reviewer's Comments
<p>Transfer all District planning functions to the MPOs, rural planning functions to the RPCs, and the Statewide planning function to a revised version of the MPO Advisory Council.</p>	<p>Transfer all District planning functions to the MPOs, rural planning functions to the RPCs, and the Statewide planning function to a revised version of the MPO Advisory Council.</p>	<p>Outsource all planning and design functions to the MPOs and focus FDOT on construction and maintenance</p>	<p>Many MPOs have the opportunity to participate in planning functions. They typically do corridor studies, bicycle and pedestrian plans, and other studies. RPCs have done plans for many of the rural counties. All of these plans feed into the appropriate central office planning function, which often takes a statewide perspective. They also have input into many of the Departments plans such as the SIS plan, Freight plan and FTP. MPOs can become LAP certified to do design studies.</p>
<p>To convene a workshop for local government and agencies interested in submitting funding applications for the Transportation Alternatives Program to ensure that everyone understands the submittal requirements, project evaluation, constructability and feasibility reviews, and the relationship of TA candidate projects to the work program gaming cycle.</p>	<p>We support FDOT's initiatives regarding bicycle/pedestrian safety and complete streets policy. We have also followed the development of the Department's freight roadway design considerations and think that if these endeavors are embraced at the district level, they will help MPO's and FDOT agree on the contexts in which to employ context sensitive design. The more we can agree up front on specific project parameters, the less likelihood disagreements and delays will occur about the design of projects.</p>	<p>The initiatives noted under question 5 above. I would also like to encourage the Department to re-think the concept of setting speed limits within urbanized areas. Roadways designed to accommodate higher speeds are not always the best solution in densely populated areas where many types of users are likely to be on the roadway. The difference between a roadway designed for 35 mph vs 45 mph can make a huge difference to the livability of the surrounding area, not to mention the safety and survivability of vulnerable users, and the trade-off of slightly longer travel times may be worth it.</p>	<p>Regarding a statewide workshop for TA Program. In the past, the SEMO office has explored the possibility of a statewide workshop. Since the process varies somewhat by District and many of the Districts hold a workshop. Should you think this needs to be explored, please contact Mariano Berrios in SEMO.</p>
<p>Combining project planning and early design into a planning-design phase akin to design/build.</p>	<p>Combine project planning and design (up to 30%). Defines project better so cost est. are better, public understands project better, unworkable ideas can be dropped before too much time/money spent.</p>		<p>This suggestion is addressed through the Efficient Transportation Decision Making (ETDM) process which attempts to better coordinate the planning and PD&amp;E phases of project development. The ETDM process uses two screening phases, a planning screening and a programming screening with the objective of clearly defining the scope of work for a project, including the necessary engineering analysis in the PD&amp;E phase. This is intended to drop non-viable projects prior to starting PD&amp;E, and evaluate alternatives early for those projects advancing to also screen out designs that are not feasible. This same approach is being reinforced by the newly formed State Wide Acceleration and Transformation (SWAT) teams to evaluate projects early for state only funding.</p>
<p>I suggested that the quarterly video conferences for MPOs that require MPOs to go to the nearest district office be done over the internet as a web meeting. We do not need to see each other for these meetings and it would eliminate the need to travel.</p>	<p>Our District Staff is very accommodating and easy to work with.</p>	<p>I would not change processes or strategies. Visionary leaders who see are willing to step outside the box and step up to challenges to find workable solutions instead of saying no, make all the difference. It makes doing our job a pleasure.</p>	<p>The suggestion to hold video conferences over an internet web meeting service has been considered by the Office of Policy Planning. There are limits to participation in both the GoToMeeting and GoToWebinar for a participant interaction. The possibility of holding some of the quarterly video conferences by an internet alternative is likely in the near future.</p>