August 20, 2014

The Workshop began at 1:00 p.m.

1.   Opening Remarks

Secretary Prasad opened the meeting and welcomed attendees. Due to technical difficulties, the meeting was delayed 15 minutes.

2.   Service Recognition

Ms. Robin Naitove, Comptroller, and Mr. Larry Ferguson, Performance Management were recognized for their years of service to the Department. Mr. Bob Romig was also recognized for his service to the Department and his new position with the Florida Transportation Commission.

3.   Review and Approval of Workshop Minutes

The July 2014 Workshop minutes were approved as submitted.

4.   Policies and Procedures
       Tana Ashbaker

The following policies/procedures were approved.

375-030-007-j Professional Services Consultant Work Performance Evaluation
Production Support: Bob Crim

630-020-005-a Proprietary Products Review and Certification
Specification & Estimates: Karen Byram

5.   Interchange Access Process
       Jennifer Fortunas, Systems Planning
       Nick Finch, FHWA

Jennifer Fortunas of the Systems Planning Office and Nick Finch, FHWA, presented on the interchange access request process. Mr. Finch presented the process from a Federal perspective and Ms. Fortunas presented on the State process, procedure, and guidance.

6.   Federal Requirements Cost Impact Analysis
       Ken Morefield, Strategic Initiatives
       McKinsey and Company

Ken Morefield introduced McKinsey and Company who then made a presentation on the objective, goals and results of their study on the impacts of using the federal project development process versus using the state process for the development of highway projects by the Department. Study indicates that using the federal development process increases the average length of pre-construction phases (PD&E and Design) by 1.8 to 3.5 times, thus increasing cost.

7.   Bicycle / Pedestrian Focused Initiative Update
        Trenda McPherson, Safety

        Trenda McPherson, State Bicycle/Pedestrian Safety Program Manager presented an
        update on Florida's Bicycle Pedestrian Focused Initiative. The presentation included the
        strategic resource allocation method that is being used for the program, updated
        progress made by Florida's Pedestrian and Bicycle Safety Coalition, and outlined High
        Visibility Enforcement, Education, Engineering, and EMS activities. During the law
        enforcement segment, Major JR Burton was introduced and spoke briefly about law
        enforcement training (roll call video). Ms. McPherson followed by outlining the data
        driven approach to problem resolution which specifically targets the right demographics
        in the right areas with the right messages, gave an update on recent events, showcased
        new marketing strategies, and presented the program evaluation which reflects Florida's
        drop from #1 to #5 in the nation for pedestrian fatalities for the first time in over 19 years.

8.   Pedestrian Focused Initiatives
        Michael Shepard, Design
        Joe Santos, Safety

        Joe Santos provided an update of District action on addressing pedestrian safety at the
        top ten high crash intersections and top ten high crash corridors in each of the seven (7)
        Districts. Mr. Santos has met with each District once a month since May to discuss both
        immediate and long term improvements at the 140 sites. Mr. Santos will continue
        monthly discussions with each District on their pedestrian high crash locations and
        report progress on implementation efforts in October 2014.

        Michael Shepard, State Roadway Design Engineer, presented a Roadway Design
        Update on Florida's Bicycle Pedestrian Focused Initiative. The presentation included
        updates on upcoming Roundabout training and the request that future technical support
        from the Districts be coordinated through Central Office.

        He provided updates on the draft "FDOT Complete Streets Policy, NACTO Urban Street
        Design Guide and US Bike Routes". He discussed changing lane width criteria for low
        speed Urban Arterials to 11' and options for wider bike lanes, including buffered bike
        lanes. He provided an update on lighting for pedestrians at signalized intersections,
        including a crash summary for the top 20 intersections with nighttime pedestrian
        crashes.
        Follow-up action is to complete the crash analysis on the top 20 Intersections and
        program retrofit projects on the final projects selected. The target date for
        implementation is six (6) months. Mr. Shepard closed with providing an overview of four
        (4) options under development for pedestrian channelization.

9.   I75 University Parkway Diverging Diamond Interchange
        Keven Ingle, District 1

        This project showcases innovation with the Diverging Diamond interchange (DDI). The
        DDI increase capacity of the interchange by 10%-30% and has a crash reduction of up
        to 60% compared to traditional diamond interchanges. It is worth noting that severity of
        crashes is drastically reduced also. The DDI works by directing traffic to the left side of

the roadway through the interchange therefore making the left turn movements free flow, this reduces this signal from a four phase to a two phase. Design speed for a DDI is typically 25 to 30 miles per hour and the angle of intersection should be as close 40 degrees as possible. Bicyclists stay to the right of the travel lane and pedestrians are directed to the median through the interchange. The DDI is superior for pedestrian safety as all but two movements are signal protected. Interchanges with a high volume of opposing left turns are good candidates for this interchange.

Due to an interruption of network service, the Executive Workshop was continued and completed on August 21, 2014, at the District Staff meeting.

10.   Freight Mobility and Trade Plan
       Ed Lee, Freight and Logistics Operation

       Ed Lee from the Freight Logistics and Passenger Operations Office made a presentation on the draft Investment Element of the Florida Freight Mobility and Trade Plan. Mr. Lee provided information on the legal mandates for the plan and walked the Executive Board through the chapters of the document. The focus of the discussion was the prioritization of freight projects across all modes of transportation. The plan identifies and prioritizes 787 projects totaling $33.6 billion in needed freight improvements.

Mode	Cost (1000s)	# of Projects
Air	$1,287,074	169
Highway	$27,429,250	456
Rail	$1,442,223	71
Seaport	$2,870,043	72
Spaceport	$624,969	19
TOTAL	$33,653,559	787

       Also discussed were the various sources of funding that could be used for these projects, as well as a discussion of a follow-up review of Department design standards to accommodate freight movement.

11.   Information Technology Strategic Plan Update
       Tom McCullion, OIS

       The Florida Department of Transportation (FDOT) undertook an initiative to develop an Enterprise-wide Information Technology (IT) Strategy. In order to support this initiative, the Office of Information Systems (OIS) sponsored a critical assessment of the Department's information technology capabilities, personnel, and infrastructure. The intent of the process was to align the Department's technology assets with its functional business units (Central Offices, District Offices, Intelligent Transportation System, and Turnpike Enterprise), responsible for planning, designing, building, and maintaining Florida's transportation systems.

Improving the IT service delivery structure and management processes offer opportunities for the Department to realize greater efficiencies, improve cost-effectiveness, and support more robust service delivery.

The strategy formulation process has highlighted five areas for improvement that will enhance the Department's ability to continue to meet its goals and objectives. Recommendations for each area are contained in this document. Three items*, Governance, Information Management, and Standards stand out and warrant immediate consideration. The five areas are:

1. Governance*;
2. Information Management* ;
3. Standards*;
4. Enterprise Architecture; and
5. Budget.

In the next three weeks OIS will present to the Secretaries a detailed Strategic Implementation Plan and clear next steps as to how this effort can be supported to make it a success.