

Idea No.	Title	Date	Your Innovative Idea	FDOT Response
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 1st 2017.
102	Congestion in Jax/St Augustine	8/2/2017	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.	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.
104	School Buses/Drop Off	11/3/2017	Several areas especially around school grounds, there is severe traffic congestion during the morning drop off and afternoon pick up times. At most schools in several districts, it is a policy for students that live within a 2 mile radius to walk to school, outside this area the bus will pick up students at designated bus stops. Many parents don't feel comfortable letting their kids walk to school so they will drive them to the school creating additional traffic congestion. I would suggest that parents can have the option to drive their children to a nearby bus stops rather than need to drive to the school. If seating capacity is an issue, there can be school sponsored car pools run by the PTA or the district to encourage the practice.	After speaking with several school transportation folks last week during my meetings, I had a bit of good info that I could share with him. They were ok with high school students using public transit. If elementary or middle school students were involved, there would need to be additional staff onboard each bus to ensure they didn't get off at one of their many stops. They would also need to watch out for the "stranger danger" issue mixing students and adults. However, I told him that I would share his observation with the local CTSTs. We also spoke about park and walk locations and how it takes just one person in the community to get something like that started. I encouraged him to continue to contribute his ideas and thanked him.
105	Express Bus	11/14/2017	Express Bus Service from Miramar or Pines Blvd using I-75 express lanes to Palmetto (826). Maybe stop in Hialeah Metro Rail Station, then Doral, South Dadeland and back. There is lots of morning traffic from NW to S. Dadeland and beyond. There should be parking for people to drop off cars and get on the bus. If there are 10 people on one bus, that is 10 less cars on the road.	Thank you for your recommendation for additional express services in Miami-Dade County. The existing services on the I-95 Express Lanes have been very successful, and the Department will continue to work with our local partners (Miami-Dade Department of Transportation and Public Works, and Broward County Transit) to further develop the Express Bus Service network in South Florida. We will share this specific recommendation with our teams at FDOT District Six in Miami and District Four in Fort Lauderdale for consideration and collaboration with our partners.

107	Passing Lane Only on Interstate	2/9/2018	<p>I have lived in the Tampa Bay area since 1984. I was a truck driver from 1985-1987. Before 1984 I lived in the Tri-State of NY, NJ, PA. I drive I-4 and I-75 every week. During my drive on these 2 roads I observe many, many people driving in the fast lane, many times below the speed limit completely unaware that this lane is for passing only. Traffic backs up behind them and this promotes road rage and reckless driving. Either you have a car tailgating within just a few feet or other cars zig zagging in the right lanes that contain fewer cars. In many states it is painted on the road "Passing lane only." It is insane driving on these roads under the current conditions. This would be a simple fix. Also, many ramps entering and exiting I-4 are one lane. I have also seen in other states with signs and flashing green lights saying "maintain speed." Brilliant!!! It works. I-4 entrance ramps South bound on I-75 and I-275 back up for miles. All it takes is one nervous driver slowing to 25 mph to cause a backup in prime time driving.</p>	<p>Thank you for your suggestion related to helping drivers understand the rules of the road related to driving too slowly in the left lanes.</p> <p>Current Florida Law (FS 316.081) does not require that the "Left-Lane is for Passing Only". Many other states do have specific language that state "Keep Right Except to Pass". In Florida, the law is slower traffic keep right. Therefore, the Florida Department of Transportation cannot implement your first suggestion to install "Passing Lane Only" markings on Florida roadways.</p> <p>Our current 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 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>Your second suggestion is to install "signs and flashing green lights saying "maintain speed", which you stated is used in others states. We follow the US DOT Federal Highway Administration's - Manual on Uniform Traffic Control Devices. That manual has no authorized use of flashing green signal indications.</p> <p>The Department continues to make safety on Florida's roads the highest priority and thank you again for reaching out.</p>
109	Mass Transit Like Disney	3/15/2018	<p>Create a mass transit system that is similar to the monorail at Disney that will have multiple stops in Brandon, Riverview, North Tampa, South Tampa, West Tampa, etc. that feeds into Downtown and other surrounding areas. The Crosstown is so poorly designed for the amount of cars that are trying to feed into downtown each morning and alternate routes are just as bad. I live in Fishhawk and it takes me an hour and 10 minutes to get to work each morning one way. There are so many new home developments going in and no mass transit system to support all of the additional cars that will be commuting to and from Tampa. It currently takes me 15-20 minutes to travel one mile to get out of Fishhawk each morning.</p>	<p>The Tampa Bay Regional Transit Feasibility Plan (RTFP) has identified critical transit connections within the Tampa Bay region (Dark and Light Blue Lines in map below). All the locations cited in the submitted idea are part of these critical connections. Various premium transit technologies, including commuter rail, light rail and Bus Rapid Transit, were evaluated for these connections during the screening phase. While we recognize all these connections are in need of substantial improvement from existing service or premium transit technology, our financial capability could not afford us to implement them all at the same time. The RTFP team is currently working with transportation agencies and local governments within the region to identify the most feasible project(s) to move forward with. All the latest updates are posted on the website http://tbrregionaltransit.com/</p>

110	Streamline consultant access	5/11/2018	<p>Consultants are required to fill out an AARF request in each district upon the execution of a new contract. Often times, consultants have access in other districts that cause issues in the process. This issues are either the wrong request was submitted (new user vs cross district access) or previous access is changed with the new request. In addition, password resets need to be requested of your project manager. This can add additional confusion if working in multiple districts. Lastly, Issues have arisen where the consultants initial contract closes (likely from one district) and their KN is revoked due to the contract closing, yet they are still working on projects in another district. Idea: Establish a central data base for access requests, not dependent on district contracts. District PMs are burdened already, yet simple requests for password changes have to funnel through them. Establishing a system to reset a password would reduce the additional effort on both sides to solve a simple issue.</p>	<p>•It is important that an AARF gets submitted to ensure consultants and staff has access to only what's needed to perform their jobs and the department is aware of those access privileges. The department will initiate the Identity and Access Management and Governance (IAMG) project starting July 2018 and will run for two years. It should address the cross-district access concerns.</p> <p>Lastly, Issues have arisen where the consultants initial contract closes (likely from one district) and their KN is revoked due to the contract closing, yet they are still working on projects in another district.</p> <p>Establish a central data base for access requests, not dependent on district contracts.</p> <ul style="list-style-type: none"> •The Identity and Access Management and Governance (IAMG) project will address the storage of access requests and move away from district dependencies. The IAMG project is scheduled to begin in July 2018 and is a two year project. •Consultants with an AARF record on file that contains an approved RACF (mainframe) or Network (Active Directory) access can use Hitachi's Password Manager. They must first enroll and setup security questions before using Password Manager. Consultants outside of DOT can use the telephone component (IVR) to change their password if the network is not available. Hitachi Password Manager is a self-serve password reset application which works very much like People First and most websites. Hitachi's Password Manager gives you the ability to securely reset your Network (Windows) or RACF (Mainframe) password or unlock your account without the need to contact technical support or place a service desk call.
112	Transit Systems/Metrorail	11/29/2018	<p>Why has Broward County not incorporated Miami-Dade's transit systems they have had for decades, the MetroMover & MetroRail that are above ground. Metromover cars arrive frequently—every 90 seconds during rush hours & every three minutes during off-peak hours. Why would you cause more traffic by putting new systems on the ground level? That is very inefficient & time consuming. Second, why has Broward County not incorporated the same policy as Miami-Dade County residents, whose annual income is \$18,210 or less can ride Transit free. Miami-Dade County residents, whose annual income is between \$18,210 and \$24,280 can ride Metrobus and Metrorail for half the price with the Commuter-Reduced Fare EASY Card. There is no excuse for any of these to not be implemented after decades of use in Miami. Third, why hasn't Florida built the high-speed rail like Japan has had for decades. We could travel from Miami to Tallahassee in less than 4 hours. As well, no excuse for not doing this. Please respond back to me. I will never consent to my information being sold to third parties.</p>	<p>Thank you for providing your thoughts and ideas for increased mass transit in Broward County. The Florida Department of Transportation works with local agency partners to help develop locally selected and prioritized projects. Broward County has plans for increased transit services, and with new revenues from the recent voter referendum, they have more options in terms of the types of projects which may be affordable to build and operate. With regard to high-speed rail in Florida, this project has been pursued at the state level on several occasions. Currently, the private Brightline intercity rail system, which operates between Miami and West Palm Beach, is being extended to Orlando, and potentially to Tampa as well.</p>
113	Structures Materials	12/6/2018	<p>Wagners CFT has been working with FDOT's Senior Structures Design Engineer and Sr. Testing engineer for approval to provide Structural FRP materials in FDOT projects. We have developed standard square shapes that, when bonded together, create high capacity beams, girders, and piles. We are nearing final product approval and are looking for small to medium span bridge candidates to construct one of Florida's first FRP Bridges. The benefits are outstanding especially near marine environments as the materials will withstand the harsh Florida extremes while maintaining an expected design life of 100 years. We are excited at the opportunity to showcase our materials and look forward to working with FDOT in a near future project! I have been working with Hillsborough County and they have expressed an interest in having a beta test even on a secondary road bridge.</p>	<p>Based on what information we have received from the vendor, the Department is not ready to move forward with a vehicular bridge project. These materials are acceptable for use in fender systems, boardwalks, etc with SDO approval. They should submit any completed research that evaluated the built up sections used to produce bridge sections. Based on our evaluation of this research, we will determine if further research is required to satisfy our needs or if we can move directly into a project. We would also like to review any independent reports on the bridges that have been built in other states. Based on what I know and what I have seen of other FRP systems, I would envision that further research will be required prior to designing a FDOT project with this technology.</p>

