



2060 FLORIDA TRANSPORTATION PLAN  
**QUALITY OF LIFE &  
ENVIRONMENTAL STEWARDSHIP**  
2013 PERFORMANCE REPORT

---

**(This Page Intentionally Left Blank)**



*This report is part of the Performance-Based Planning and Programming Process used by the Florida Department of Transportation (FDOT). For a description of that process, updates to this report and other transportation performance reporting initiatives of FDOT, go to [FDOTPerforms.org](http://FDOTPerforms.org).*

## **BY THE NUMBERS**

Quality of Life and Environmental Stewardship are key goals of the Florida Transportation Plan. FDOT delivers its transportation program as stewards of financial resources and of our state's many environmental and community assets. Key performance highlights include:

- Over the past decade Florida advanced more than 150 transportation enhancement /transportation alternatives type projects
- Since 1992 over half a billion dollars have been invested in Florida projects for these transportation enhancement/transportation alternatives categories: bicycle and pedestrian facilities, landscaping, preservation of abandoned railway corridors, rehabilitation/operation of historic transportation facilities, and control and removal of outdoor advertising
- An April 2013 analysis of MPO transportation planning indicated a wide range of improvements over prior reviews in areas such as land use, public participation and optimizing the performance of existing facilities
- All areas within Florida are now air quality attainment areas
- Visitors are satisfied with Florida's overall transportation system—with approximately 90 percent either satisfied or very satisfied over the 2000 to 2011 time period: those indicating being very satisfied increased substantially from 30 percent to 39 percent over that period
- Three out of every four Florida residents surveyed indicate that travel time between cities and towns is satisfactory—agreement went from 67 percent to 75 percent between 2000 and 2011, with strong agreement increasing from 5 percent to 12 percent
- Commercial vehicle drivers express satisfaction with Florida intercity travel time, with the percent satisfied increasing from 68 percent in 2000 to 78 percent in 2011—those commercial drivers indicating being very satisfied increased from 5 percent to 11 percent over the same period
- The Department carries out its role as an environmental steward in many ways including increasing the tonnage of recycled pavement from about 570 thousand tons in 2005 to over 940 thousand tons in 2013—an approximately 65 percent increase in less than a decade



## OUR GOALS

### **MAKE TRANSPORTATION DECISIONS TO SUPPORT AND ENHANCE LIVABLE COMMUNITIES**

### **MAKE TRANSPORTATION DECISIONS TO PROMOTE RESPONSIBLE ENVIRONMENTAL STEWARDSHIP**

Transportation investments can contribute greatly to our quality of life while affecting the human and natural environment in both positive and negative ways. The transportation decision-making process considers the varied potential impacts of alternative transportation investments. Transportation planners, environmental specialists, and engineers have myriad data and analytical tools to evaluate the beneficial and adverse environmental effects of alternative approaches to transportation projects. This provides the means for promoting the former while avoiding or mitigating the latter effects.

Transportation planning also should be integrated with planning for land use, development, and environmental resources for maximum effectiveness. Transportation decisions should be made with careful attention to enriching the quality of life for the public while ensuring responsible stewardship of the natural, physical, and socio-cultural environment.

## OUR OBJECTIVES

The Florida Department of Transportation sets objectives and strategies to implement the goals of the *2060 Florida Transportation Plan*. Each objective is advanced through varied strategies. The following objectives provide the policy framework for connecting the Department's budget and work program to the *2060 Florida Transportation Plan's* quality of life and environmental stewardship goals.

- Make transportation decisions in the context of community interests, plans, values and visions
- Enhance the Florida travel experience
- Deliver a transportation system that supports quality of life and environmental stewardship

The best transportation investments enhance quality of life, provide options for mobility, and are compatible and consistent with the needs and desires of the communities they serve. Transportation planning and project development can occur in ways that enhance livable communities through responsible environmental stewardship.



## **OBJECTIVE: Make Transportation Decisions in the Context of Community Interests, Plans, Values and Visions**

The Department has made great strides to ensure that transportation planning and project design meaningfully engage people and result in projects that are harmonious with community values and vision. The Department has an action orientation toward collaboration and community involvement. This positive approach stresses that transportation improvements can bolster quality of life and community character, rather than detracting from them.

The *2060 Florida Transportation Plan* was developed with the hands-on involvement of many varied stakeholders with extensive regional input through workshops around the state. We continue to build on that direction by improving our public involvement efforts through surveys and research of best practices nationally. The Context Sensitive Solutions Policy instituted by the Department in 2008 established a strong linkage between transportation project development and community visions. The Department, for example, completed over 1,500 Transportation Enhancement (TE)/Transportation Alternatives (TA) projects over the past decade—such as bike paths and sidewalks that have enriched many communities demonstrating how transportation can connect people in varied ways.

### **Transportation Alternatives**

The Department is supporting community visions and values by implementing projects through the federally-funded Transportation Alternatives (TA) program<sup>1</sup>. TAs can include community-based projects which expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. TA projects can expand travel choice, strengthen the local economy, improve the quality of life, and protect the environment. These projects can include on- and off-road pedestrian and bicycle facilities, improving access to public transportation to enhance mobility, community improvement activities, environmental mitigation, recreational trails, and safe routes to school projects.

To illustrate Florida's commitment to our citizen's quality of life, the Department coordinated with numerous local governments over the past two decades to provide opportunities to enhance community visions and interests through TA style projects. **Table 1** shows the level of funds that were programmed by the top five TE categories (predecessor to the TA program) between 1992 and 2012. Over a half billion dollars were programmed for these top five categories,

---

<sup>1</sup> The TA program replaced funding from the Transportation Enhancement (TE), Recreational Trails, Safe Routes to School, as well as several other discretionary programs, combining them into a single funding source under MAP-21.



demonstrating the tremendous investment the Department undertook in coordinating with local governments to improve the quality of life throughout Florida.

**Table 1: Transportation Enhancement Programmed Funds – Top Five Categories**

<b>Program Categories</b>	<b>Amount (\$)</b>
Pedestrian and Bike Facilities	\$346,627,605
Landscaping	\$94,327,258
Preservation of Abandoned Railway Corridors	\$42,899,874
Rehabilitation/Operation of Historic Transportation Facilities	\$40,128,326
Control and Removal of Outdoor Advertising	\$19,048,144
<b>Total Top 5 TE Categories</b>	<b>\$543, 031,207</b>

Source: Florida State Profile—National Transportation Alternatives Clearinghouse

The Department receives an average allocation of about \$50 million per year for the TA program. Since 2000, the Department has coordinated with metropolitan planning organizations (MPOs) and local governments to fund 1,530 TE projects totaling more than \$617 million for all program categories.

The Department is also collaborating with various communities such as those in Lee and Broward County to implement Complete Streets, which is a philosophy for streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel for users of all ages and abilities regardless of their mode of transportation. Complete Streets as defined by a national coalition that advocates this approach is that Complete Streets are:

*... for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.*

### **Community Involvement**

The Department has a successful history of providing opportunities for the public and our many partners to be engaged and involved in the transportation decision-making process. The



Department's Public Involvement Policy calls for "information exchange activities in all functional areas using various techniques adapted to local area conditions and project requirements." We recognize the importance of flexibility in our efforts to effectively address unique community needs and desires. Community involvement is a way of doing business for the Department. It is not unusual to go above and beyond the requirements of various state and federal laws and regulations to ensure that stakeholders truly have a sense of ownership for Department funded projects.

The Department updated the 2060 Florida Transportation Plan (FTP) through extensive partner/public involvement to receive input from interested stakeholders. A 29-member steering committee composed of key partners, supported by four advisory groups, guided the process. Two statewide webinars with more than 800 attendees let participants know how they could become involved in the Plan's update. Twelve regional workshops were held throughout the state where nearly 550 participants attended to provide input. Throughout the process, nearly 300 briefings were held with statewide, regional and local partners with more than 10,000 Floridians participating throughout the process. The Department continued its extensive public outreach efforts up through the adoption of the 2060 FTP.

A series of research projects have reviewed national literature on public engagement, surveyed activities in other states, assessed the status of public involvement in our own state, and identified performance measures to help us better understand the strengths and opportunities in our public involvement processes. Future research will provide survey instruments and tools for the districts and MPOs to use to evaluate their own efforts.

### *Safe Mobility for Life Program*

The Department participates in the Safe Mobility for Life Program (formerly The Elder Road Use Program) which promotes transportation safety for seniors. Recent progress includes:

- An Aging Road User Survey is conducted every year (2011 is our baseline)
- More aging road users have heard of the Safe Mobility for Life Coalition (11% in 2013 as compared to 10% in 2012)
- 15% of respondents are preparing for when they can no longer safely drive

The Department strives to ensure that our communication with the public is purposeful and easy to understand. The Plain Language Initiative resulted in office-by-office review of documents and written materials to assure we are creating communication which is clear, concise and easily understood. In addition, we have developed a web page which lists all meeting notices required to be posted by Florida Statute. The reader can view all meeting notices or just those in a specific geographical area.



## **Community Visions**

A community's vision and values help to guide enhancements to the existing community and future development. Major transportation decisions should be made in the context of long range visions about the future growth and development of Florida's regions and, ideally, the state as a whole. Visioning is occurring at all levels: locally, regionally and statewide. At its core is the recognition that vision and values have meaning to people, that a unique sense of place matters a lot and should be reflected or incorporated in projects and programs.

Locally, visions are developed through comprehensive plans and through metropolitan planning organization plans. These plans present a future based on developing infrastructure and providing services suited to human-scale development. As local or metropolitan plans, these efforts are closest to impacting individual citizens' lives.

Regionally, visions are developed for areas that typically share common economic, environmental, or cultural ties. Regional visions provide a framework for multiple community visions. The Department plays a particularly important role in the visioning processes at the regional and statewide levels by providing a "shared" transportation facilities and services perspective that crosses and serves multiple jurisdictions and interests.

Elements of regional visions pertaining to public sector policies and investments should be implemented through changes to strategic regional policy plans, local government comprehensive plans, long range transportation plans, resource agency plans, economic development plans, and other plans. As regional visioning matures, regions should develop new approaches to governance and decision making to help move desired outcomes from concept to implementation in a timely and efficient manner. For instance:

- Central Florida embarked on an 18-month visioning process to create a Shared Growth Vision where nearly 20,000 Central Florida residents were involved in creating a vision for how the region can grow through 2050, when the population is expected to double from 3.5 million to 7.2 million people.
- The East Central Florida Regional Planning Council, on behalf of twenty six partners that comprise the East Central Florida Sustainable Communities Consortium, was awarded a \$2.4 million a Housing and Urban Development Sustainable Communities Initiative regional planning grant to plan for sustainable transit oriented development and affordable housing around future SunRail station locations.
- MPOs are encouraged to further regional visions through their long range transportation planning process and in the plan product.



### **Improved Long Range Regional Planning**

In April 2013 the Center for Urban Transportation Research prepared a review of MPO Long Range Transportation Plans (LRTPs) for the Department and the Florida Metropolitan Planning Organization Advisory Council (MPOAC). It included many observations about the regional transportation planning process across Florida's 26 MPOs. A few points are noted below from the study that are indicative of the advance of transportation planning, particularly in relation to communities, quality of life, the environments, and multi modalism:

- Public participation efforts continue to evolve with the use of social media and recognition that some approaches prove more effective than others
- Environmental justice was commonly addressed and a handful of MPOs directly analyzed the benefit to populations protected by Title VI
- Safety and security remained relevant in most LRTPs
- LRTPs continue to improve in terms of readability and reader-friendly formats
- Attention to the transportation/land use connection was evident in many LRTPs
- Plans emphasized and reinforced regional planning efforts

The report also made this most important conclusion: many MPOs described the 2035 plan as a major change or shift from previous plans due to various factors such as addressing multiple modes, emphasizing transit, testing land use scenarios, and/or optimizing the performance of existing facilities.

### **Context Sensitive Solutions**

The Department is committed to providing projects that are supportive of community visions. To that end a Context Sensitive Solutions (CSS) design policy was instituted. It provides a proactive, collaborative and interdisciplinary approach to planning and developing transportation projects and activities for all modes appropriate to scale, cost, location, and schedule. CSS takes into account the views of stakeholders and the local area in which the project will be located, operated, and maintained. CSS considers the physical setting in which a project or activity is to be implemented and seeks to enhance and conserve community defining features and environmental resources.

### **Community Effects**

The human environment can be affected both positively and negatively by transportation actions. Decisions made by the Department and other transportation agencies can impact issues such as access and mobility, land use, housing, the economy, and aesthetics; shaping



how people live, work and play. The Department, as part of the National Environmental Policy Act (NEPA) process, proactively addresses the significance of these effects through its Sociocultural Effects Evaluation process in an effort to identify, avoid, minimize or mitigate potentially unacceptable consequences of a proposed transportation action and when possible enhance the community at the same time. Using demographic data and public input provided through the process allows the Department to understand community goals and values to better address community concerns. The Department follows an established community impact assessment in project development to ensure that the impacts of project alternatives—including community/neighborhood and social impacts, are known and addressed.

FDOT districts coordinate with MPOs and local governments to collect existing data and the results of earlier community outreach. For example, a sociocultural effects evaluation of a major interstate project identified that access to schools could be an issue, leading to close coordination with the school district’s Safe Routes to Schools program.

### **Strategies for Supporting Community Interests, Plans, Values & Visions**

The Department will help ensure that the objective related to supporting community interests, plans, values and visions is achieved through these actions:

- Provide local and regional entities with the tools to support environmental stewardship
- Provide opportunities for stakeholders and partners to offer input in the transportation decision-making process

### **OBJECTIVE: Enhance the Florida Travel Experience**

Transportation is far more than getting from “point A to point B,” as important as that is. The Department realizes that the travel experience itself has significant value for transportation system users, particularly in light of Florida’s great natural beauty. Indeed, the journey is as important as the destination. This fairly new focus on enhancing the Florida Travel Experience is opportunity laden and provides an important reminder that performance—at its very core—is very much in the eye of the traveler/system user.

The Department has an extensive range of officially designated Scenic Highways that cover nearly half of the state’s counties. Scenic Highway designation is special. It is only given to those transportation routes with unique assets for enhancing the experience of travelers, including scenic vistas and

#### *Historic Bridges Enhance Travel Experience*

The Department has updated its inventory and evaluation of Florida’s historic highway bridges. This involved the evaluation of over 4,000 bridges and the identification of 166 significant historic structures.



portals to other unique community features; features that are protected and conserved by local communities. We are also making major strides in improving our Highway Beautification Program, including planting large trees that provide natural beauty with the benefit of reducing noise and water runoff.

### **Scenic Highways**

The Department's Scenic Highways Program promotes Florida as an attractive destination for travelers, with cultural, historical, archeological, recreational, natural and scenic qualities. Among the 26 Florida Scenic Highways (a total of 1,452 miles traversing 43 percent of Florida's counties), six have received National Scenic Byway designation and one has received the special All-American Road designation. For more information go to <http://www.floridascenichighways.com/>.

Florida's designated scenic highways promote a heightened awareness of the state's exceptional resources and unique history through educational and visual experiences. The program was developed "to preserve, maintain, protect and enhance Florida's outstanding cultural, historical, archeological, recreational, natural and scenic resources." It is voluntary and grass-roots based, involving strong local citizen and government support to help meet its objectives. The program is perhaps best summarized by its mission statement: "The Florida Scenic Highways Program will preserve, enhance and maintain the intrinsic resources of scenic corridors through a sustainable balance of conservation and land use." Through community-based consensus and partnerships, the program will promote economic prosperity and broaden the traveler's overall recreational and educational experience.

#### ***FDOT Continues to Expand Scenic Highways***

The Scenic Sumter Heritage Byway was designated in May 2013 FDOT. It includes 62 miles of roadway from State Road (SR) 50 to SR 44 and includes many historic and scenic intrinsic resources.

### **Highway Beautification**

The Department's Highway Beautification Program is being "re-engineered" to make Florida an attractive place for its residents, tourists and businesses. It is the policy of the Department to conserve, protect, restore, and enhance Florida's natural resources and scenic beauty. Under this policy, Florida strives towards having the nation's most beautiful highways; safe roadsides that are durable, and ecologically and economically sustainable; and measurable returns on its investment.



Now and for the next few years the Department will implement roadside beautification projects using large trees, and few if any shrubs. This will help make Florida an attractive place to do business, to attract visitors and businesses to invest more time and money in Florida. With thoughtful site specific design, this Consistent, Predictable, and Repeatable approach will produce the highest visual impact and distinctive sense of place at the lowest design,

construction, and maintenance cost. Tall trees generously and safely placed at the most highly traveled interchanges and gateways into and through the state (Florida's most visible landscapes) will instantly create a welcoming and enjoyable experience; the first and lasting impression of the state and individual communities.

For the future, as the economy strengthens and as the highest priority roadside landscapes are being completed, beautification can be routinely integrated into the processes used to plan, design, construct, and maintain roadways—roadways that accommodate bold performing landscapes that enhance private enterprise and public health and safety. Roadside landscape projects can mimic natural processes that manage stormwater, filter air, shade pedestrians, conserve energy, provide habitat, and be beautiful. Bold leadership at all levels within the Department can make it possible to create and sustain memorable landscapes that contribute to Florida's overall well-being.

### **Customer Satisfaction**

Since 2000, the Department has surveyed Florida residents, visitors, commercial drivers, and government officials about what we are doing right and what we can do better in providing transportation products and services to them. These survey results help us track our progress in improving customer satisfaction.

From August 2011 to March 2012, the Department conducted its most recent biennial customer satisfaction surveys. More than 6,500 FDOT customers responded to our surveys. They included Florida residents (2,881), visitors to Florida (400), government officials (408), and commercial drivers (2,831). As with the previous surveys, these groups rated their satisfaction

### *Importance and Scope of Highway Roadsides*

FDOT is responsible for the management and care of 186,000 acres; ½ of one percent (one of every 200 acres) of the entire land area of Florida.

Unlike a contiguous parcel of this size, state highway roadsides are a network of living edges, touching and linking nearly every natural and agricultural resource in the state. The impact of roadside management decisions extends far beyond the road's edge, often for several hundred yards, and impacts nearly twenty times that amount of the surrounding environment.

Source: University of Florida 2012 report to FDOT Environmental Management Office



with several aspects of the State Highway System: the visibility of roadway signs and markings, construction zones, traffic flow, rest areas and airports, and overall satisfaction with the transportation system.

The 2011/2012 survey results overall are comparable to those of the previous customer surveys. Since 2000, satisfaction steadily improved in key areas such as access to businesses during construction, timeliness of completing construction projects, as well as local input on roadway design and statewide plans. Improvements in satisfaction have also been observed with safety, travel time, congestion and overall transportation system.

The following are some highlights from the Department's customer surveys that relate to the performance objective of enhancing the Florida travel experience—it includes residents, visitors and commercial vehicle operators. For a complete review of the Department's customer survey results, please visit the Florida Customer Satisfaction Survey webpage at: <http://www.dot.state.fl.us/planning/customers/>.

### Florida Visitors

Florida Visitor Customer Survey Results / Highlights from 2000 to 2011:

- Spacing of exits and crossroad signs allows enough time for travel decisions—improved from 88 percent either strongly agreeing in 2000 or agreeing to 94 percent in 2011
- Strong agreement with roadside sign visibility improved from 29 percent to 42 percent with a total of 95 percent being either in strong agreement or agreement by 2011
- Roadway striping and marking visibility at night being good—81 percent strongly agreeing or agreeing in 2000; by 2011 that increased to 87 percent agreement with strong agreement increasing markedly from 22 percent to 33 percent
- Travel time between cities and towns visiting being satisfactory—agreement went from 86 percent to 88 percent between 2000 and 2011; notably, strong agreement increased significantly from 14 percent to 26 percent
- Surveyed visitors indicate a dramatic increase in roadside conditions—81 percent agreeing that roadsides are attractive in 2000; by 2011 that increased to 84 percent, but those who strongly agreed climbed from 12 percent to 29 percent over the period
- Visitors are satisfied with Florida's overall transportation system—with approximately 90 percent either satisfied or very satisfied over the period from 2000 to 2011, but with those being very satisfied increasing substantially from 30 percent to 39 percent over that time frame



### Florida Residents

Florida Resident Customer Survey Results / Highlights from 2000 to 2011:

- Spacing of exits and crossroad signs for travel decision making improved from 87 percent to 89 percent agreeing that spacing allows enough time for travel decisions, with strong agreement climbing from 13 percent to 22 percent over the same period
- Residents agreement that road sign visibility being adequate went from 89 percent to 91 percent with strong agreement climbing from 14 percent to 24 percent
- Those indicating that visibility of roadway marking and striping at night to be good went from 64 percent to 67 percent, and those who strongly agreed increased from 8 percent to 13 percent
- Travel time between cities and towns being satisfactory went from 67 percent agreement to 75 percent agreement between 2000 to 2011, with strong agreement going from 5 percent to 12 percent
- Roadside condition attractiveness level of agreement remained essentially flat over the period, going from 72 percent to 71 percent agreement, however those who indicated strongly that roadside conditions are attractive went from 4 percent to 7 percent of those surveyed
- Overall satisfaction with Florida's Transportation System decreased slightly from 69 percent agreement to 67 percent agreement between 2000 to 2011; however those who expressed that they were very satisfied with the system climbed from 3 percent to 7 percent over the same time period

### Commercial Vehicle Drivers

Commercial Vehicle Driver Survey Results / Highlights from 2000 to 2011:

- Commercial vehicle drivers indicating satisfaction with intercity travel time increased from 68 percent to 78 percent between 2000 to 2011—and those drivers indicating being very satisfied increased 5 percent to 11 percent
- Satisfaction with road smoothness went from 69 percent to 73 percent—with an increase from 7 percent to 13 percent being very satisfied with road smoothness over the 2000 to 2011 time period

### **Strategies for Enhancing the Florida Travel Experience**

The Department will help ensure the objective related to enhancing the Florida travel experience is achieved through these actions:

- Monitor and improve satisfaction in key areas important to our customers
- Promote and implement programs such as Scenic Highways and highway beautification



## **OBJECTIVE: Deliver a Transportation System That Supports Quality of Life and Environmental Stewardship**

As good stewards of public resources, the Department strives to reconcile transportation improvements with surrounding environmental assets as efficiently as possible to maximize the amount of funding available to improve the State's transportation infrastructure. The Department has made significant progress addressing that challenge through our Efficient Transportation Decision-Making Process (ETDM) and Project Development & Environment (PD&E) process. As we collaborate with environmental resource agencies this process helps achieve consensus on outcomes as cost-effectively as possible.

Process improvements have also translated into project improvements ranging from bridge replacements that preserve important historic assets to establishing roadway lighting schemes that minimize impacts to protected species. The Department's performance in this area will continue to be one that strives to go above and beyond, by achieving cost-effective solutions collaboratively with resource agencies. Mobility that respects the environment will serve to enhance and protect Florida's unique quality of life for the long-term.

The Department works with environmental resource agencies to create linkages between land use, transportation, cultural, and environmental planning initiatives. One way this has been accomplished is through the ETDM process, which is Florida's streamlining initiative to provide early involvement of environmental resource and permitting agencies, along with the public, in planning and developing transportation improvements. Resource and regulatory agencies serve as members of an Environmental Technical Advisory Team to perform early project screenings through the use of a web-based Environmental Screening Tool. These screenings inform the Department and local governments of potential environmental issues within the vicinity of a proposed project. Along with agency-specific data, comments from the agencies and the public are used by the Department to identify and subsequently avoid or minimize potential impacts to natural and cultural resources. Between 2003 and 2011, 519 projects have been screened through the ETDM process.

### *Air Quality*

All areas of Florida are now air quality attainment areas. Orange County; Duval County; the Tampa Bay area including Hillsborough and Pinellas Counties; and Southeast Florida including Miami-Dade, Broward, and Palm Beach Counties continue to be classified by the Environmental Protection Agency as attainment/maintenance areas for the pollutant ozone and a portion of Hillsborough County is a maintenance area for lead.



Florida's PD&E process was developed to ensure that the design of transportation projects appropriately reflects and incorporates the unique engineering, natural and community characteristics of the local area. The Department created the process to ensure that transportation projects follow the policies and procedures which fulfill the requirements of NEPA and similar state laws, which assures consideration of the physical and human environment in the planning and delivery of transportation projects. Through the PD&E process the Department has developed mechanisms by which early consultation, coordination and communication with stakeholders address potential issues.

### **Coastal Roadway Environmentally Sensitive Lighting Initiative**

Roadway lighting can interfere with sea turtle nesting, affecting the breeding success of sea turtles, which are listed as endangered under the Endangered Species Act. In 2011, the Federal Highway Administration (FHWA) identified the Department's Coastal Roadway Environmentally Sensitive Lighting Initiative as an Exemplary Ecosystem Initiative, highlighting the project's innovative approach to wildlife preservation and its use of cutting-edge science to achieve significant, high-quality results to reduce or eliminate impacts to sea turtles. This initiative incorporated specially designed roadway lighting that reduced or eliminated impacts to adjacent sea turtle nesting beaches through an embedded roadway lighting design system implemented along State Road A1A (SR A1A) in Boca Raton.

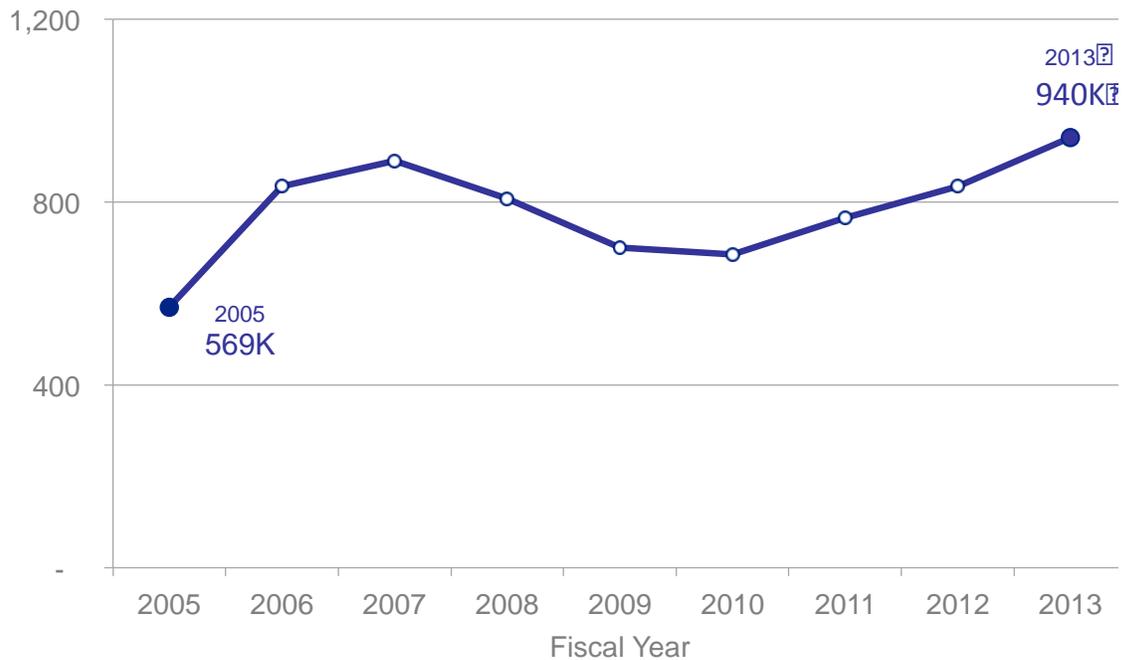
The embedded roadway lighting system was also awarded the Engineering Excellence Award by the Florida Institute of Consulting Engineers, and the American Council of Engineering Companies. Another component of the lighting initiative was a street light retrofit in Broward County in which the Department retrofitted existing lighting structures rather than replacing them. This cost-effective strategy earned the Department recognition from the State of Florida Prudential-Davis Productivity Awards Program.

### ***Recycled Materials***

Roadway construction and reconstruction is increasingly turning to recycled materials for cost savings and environmental benefits. The estimated amount of recycled asphalt pavement used in the past 10 years has almost doubled (see **Figure 1**). Steel, concrete, fill and other materials are occasionally recycled in the numerous construction projects underway annually to build and maintain the Florida roadway system.



**Figure 1: FDOT Recycled Pavement (thousands)**



### **Strategies for Supporting Quality of Life & Environmental Stewardship**

The Department will help ensure the objective related to supporting quality of life and environmental stewardship is achieved through these actions:

- Consider integration of environmental stewardship throughout transportation decision-making in project delivery
- Assure stewardship is accomplished through standardized processes and consistent approaches
- Optimize mitigation approaches for unavoidable impacts