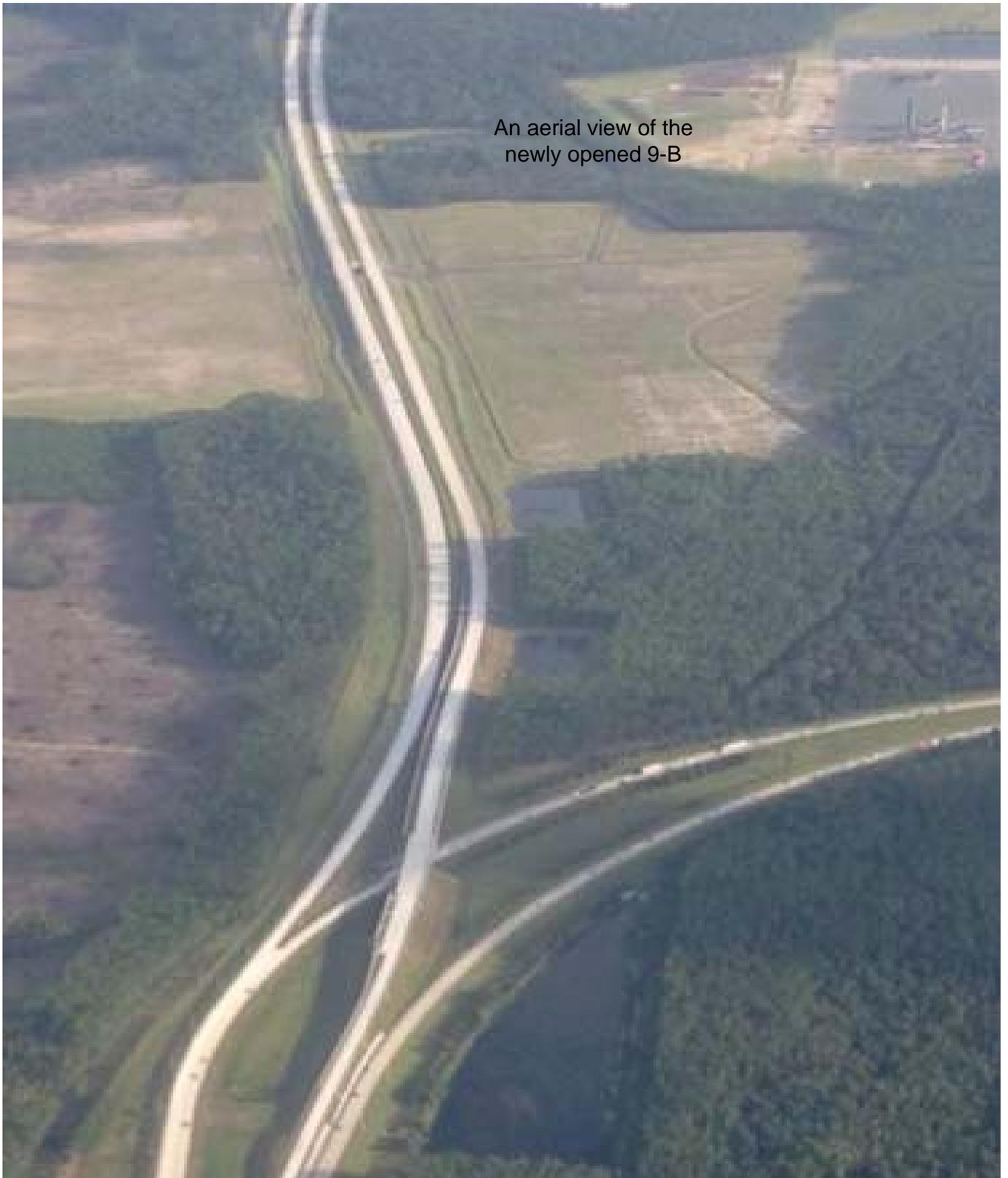




DISTRICT TWO ITS NEWSLETTER



September 2013 Issue 71



An aerial view of the newly opened 9-B



NOTES FROM THE DISTRICT 2 ITS ENGINEER

Summer has almost passed and I can't wait for the cooling to begin! Don't know if it's because I am getting older but it seems that each year doing yard work has become tougher due to the higher temperatures. It's lucky for me that this has become a good reason to do work assignments during the weekend rather than fighting the bitter heat. Unfortunately, I can no longer use the Jaguar games as an excuse because by the 2nd quarter the outcome seems inevitable. So, "thank you ITS" for saving me from one of my least favorite chores of the year!

On the week of September 2nd I attended a face-to-face Statewide ITS Working Group meeting that's been a long time coming. Over the past few years we've had these meetings on videoconference but it was never quite the same. No bantering or conceptual thoughts over video, just interjections and frustration when multiple conversations occurred. It got to the point that there was more confusion at the end of the meeting than when it first began. This became a point of contention for the ITS Engineers because of the complex nature of our business and everyone's effort to meet the CPR goals of our State Secretary of Transportation (CPR - Consistent, Predictable, Repeatable).

The meeting began on the afternoon of September 4th with a mild mannered start to our discussions. Within about an hour there was "fire and brimstone" throughout the room as many attendees vented about their frustrations with the current environment of the ITS program. Please keep in mind that this type of behavior is not a bad thing, especially in such a complex industry where multiple issues are interconnected. It was like a brainstorming session where everyone threw out their ideas with the hope of reaching a consensus by the end of the day.

A number of positive outcomes were the result and each District has begun implementing several changes over the past few weeks. One challenge was how we maintain a consistent inventory process for the thousands of pieces of equipment we have in each of the TMCs and the field. Every District had a method and software package in place but the approach to categorizing equipment varied from one location to the next. After an hour of discussion a solution was agreed upon that resolved many of the concerns raised over the past few months.

Other challenges that were addressed include analyzing the various maintenance contracts within each District, dealing with an expanding deployment without additional operational dollars, increasing the number of ITS policies/procedures, expectations when using the ITS Facility Management tool and the limited number of consultant personnel with ITS expertise in construction inspection. There were several more topics of discussion the following day but the point is we actually had the opportunity to toss ideas around simultaneously. This was a much different method for sharing ideas when compared to videoconferencing where thoughts are shared sequentially and the less boisterous folks get left out of the discussion.

Hopefully you now understand the benefits of having ITS meetings face-to-face but there's much more to it than you would think. The discussions did not end in the room but extended through breaks, lunch and dinner. These were the most beneficial discussions for me because I had the chance to bounce ideas off of my peers while gaining some very valuable information on some of the "little things" they are doing. This is where the rubber meets the road, thereby providing me with the opportunity to be more effective when doing my job.

Continued on following page



NOTES FROM THE DISTRICT 2 ITS ENGINEER CONTINUED

Some of the things I learned outside meeting hours included District Five switching their cabinets to a key coded system. This will assist in tracking who accesses the ITS cabinets and at what time, hence allowing us to determine the last person to enter the cabinet if problems should arise. It will also reduce the potential for network threats or vandalism since the #2 key we currently use is a universal access lock that thousands of traffic personnel carry.

District One (Bartow) provided me with information on how to address policies when trying to execute a multi-year service agreement. The current standard is to go year to year however some of the technical agreements we have make this difficult. Gaining this type of information will save me countless hours with the Procurement office. I also learned that District Seven (Tampa) is currently facing difficulties in developing specifications for Design/Build projects that incorporate ITS. I am facing many of the same challenges and got some ideas from our discussion on how to resolve the issue.

Likewise, District Six (Miami) provided a wealth of knowledge regarding their Express Lanes project and pitfalls that we need to avoid. There were things I'd heard about through the grapevine but it's much better when you hear it directly from the person dealing with the issues. Over breakfast, District Four (Ft. Lauderdale) was very informative on their I-595 project that involves a private concessionaire handling ITS construction, maintenance and operations over an entire system. It was informative to hear the obstacles they faced when trying to integrate that I-595 system with the existing one along I-95.

The Orlando Expressway Authority, Florida's Turnpike Enterprise and District Three (Chipley)

also shared a wealth of information regarding tasks they are currently doing that have not gone down the pipeline. Each and every piece of information I obtained in this face-to-face meeting was the equivalent to conducting two years of monthly video conferencing. Word is that this will become more frequent over the next few years and my hope is that it can be extended over an extra day so that we have the opportunity to cover all the bases.

I will end as I began, "woe to those **hapless Jaguars!**" I stress **hapless** because that was what the XFINITY television guide posted on the channel preview for what was showing. I decided to call my brother in Orlando when I saw this and learned the same caption was on his television programming. It's been a tough month for me with the Jaguars, Bucs and USF Bulls all reaching some level of futility over the first quarter of the season. Guess I should be glad since it's cooling off lately and I can now get back to my chores in the yard.

Pete Vega
District 2 ITS Engineer



www.FL511.com



NORTH FLORIDA TPO

Coordination on the RTMC ground-breaking event has begun with the North Florida TPO and we anticipate that the date will be sometime in January 2014. We've hit some minor "speed bumps" in the project that are currently being addressed but I am confident we can overcome many of these issues with some logical thinking. In trying to produce the best design we included some features that will benefit the facility in the future with regard to operational costs. Like any type design there is always the anticipation of "give and take" to stay within budget and we are now at the point where we'll need to make some succinct decisions.

As for the Bluetooth devices, the NFTPO is providing some additional funds so this work can be completed. As we examined the situation we realized that minor issues on several different roadways has led to less than desired results. These issues and completion of the deployment will be addressed with the funding they provided. An upgrade to the software will be shown to us the first week of October with a focus on the Origin/Destination data that is so valuable to Planning personnel. I anticipate that once we get over these hurdles the national spotlight will begin to shine on our area as we become the benchmark for other areas of the country.

The rest of the North Florida TPO projects are underway. Over the next year or so the North Florida ITS Coalition will begin to develop further ITS projects for the future. The one area in my mind that we need to tackle is rail since it has such a significant impact on our roadway system. If we can develop some sort of integrated data sharing with the rail lines in North Florida then we will truly have a symbiotic relationship with all modes of transportation in our region. The ultimate goal is to put this information at the hands of the user so they can make wise decisions on the mode of travel they plan to take.

MAINTENANCE

The numerous thunderstorms and associated lightning strikes have caused quite a few device failures this month. Traffic Control Devices (TCD), the ITS Maintenance Contractor, has been busy repairing devices from one storm and gearing up for response to the next. This is a normal occurrence throughout the summer months of the year, but one thing to note is the grounding upgrades performed last year have reduced the number of failures significantly.

TCD replaced a 350 foot run of composite cable with fiber optic cable. The cable ran from a DMS to a CCTV camera near Pecan Park Road. This site had been having an excessive number of Ethernet switches going bad and after reviewing the site TCD determined it was most likely due to excessive voltage (lightning strikes) entering the cabinet by way of the composite cable. Since the installation of the new fiber optic cable, this site has not had any damage. The ITS Maintenance Section will continue to monitor this site to ensure the issue has been resolved.

TCD also connected the fiber optic cable at Martin Luther King Jr. Boulevard this month. This cabinet was destroyed during a car accident several months back. Because the cabinet was destroyed, a CCTV and several MVDS near that location were not able to communicate back to the Traffic Management Center and were therefore rendered out of service. It took quite a while to get the cabinet, various devices, and all of the parts and pieces needed to get the site operational. The connection of the fiber optic cable was the last piece of the puzzle and since the fiber was connected the site has been operating flawlessly.

The North Florida Transportation Planning Organization (NFTPO) is in the process of



providing additional funding to continue the deployment of BlueTOAD devices on the arterial roadways around Jacksonville. Over the past two years TCD has been installing these devices around the North Florida region to allow TMC operators to monitor travel times along arterial roadway segments. Due to funding constraints we have not been able to install any more of these devices for several months, but thanks to these potential funds provided by the NFTPO, we now have enough money to install the remaining devices. Once all devices are deployed and operational, North Florida will have the largest deployment of these devices in the United States.

Kevin Jackson
ITS Field Specialist

CONSTRUCTION

The Contractor for the Phase 7 Project on the I-295 East Beltway, starting at Atlantic Boulevard and going north to the I-95 Interchange, has completed construction. The project is now in the Integration and Testing phase, which will last for the next two months. During that time the devices will be interconnected and tested as a system then connected back to the TMC via the existing ITS Network on I-95. TMC operations staff should begin seeing new CCTV video images in October and have full control over all devices in November. This project also provided connection points for JaxPort to connect their fiber optic network at their Security Office to the FDOT ITS fiber optic network. This connection and additional work to interconnect all of the JaxPort terminals is being done on the JaxPort Fiber Installation Project detailed below.

As noted previously, the contract award for the Phase 9 Project, on SR 9A from Atlantic Blvd going south to the southern SR 9A/I-95 Interchange, will be re-advertised. The work to revise the contract plans and specifications to

meet the new requirements has begun. The project is now scheduled to Let in May 2014.

The Arterial Dynamic Message Sign (ADMS) Project has installed ADMS on several of the major local roadways around the southern portion of Jacksonville along I-95. All of the ADMS have completed their mandatory testing period and Final Acceptance has been granted for the project. These ADMS will be used to provide traveler information to motorists regarding current traffic conditions on both the major arterial roadways and I-95.

The I-10 Interchange ITS Project, which includes the installation of fiber optic cable, CCTVs and MVDS within the area of the I-10/I-95 Interchange, is progressing. The contractor has continued to install conduit and pull boxes. The contractor has submitted items for their power services and device poles and is expected to be receiving these materials soon. This project has a contract duration of 300 days and should be completed in February 2014.

The JaxPort Fiber Installation Project, which includes the installation of fiber optic cable which will connect FDOT to the JaxPort Talleyrand and Blount Island Terminals, began construction on September 22nd. The contractor has installed all of their Maintenance of Traffic (MOT) signs throughout the project corridors. They are currently installing underground conduit and will soon start on directional boring of conduit. This project has several bridges and railroads to cross, which is normally the most difficult areas to install conduit. The contractor recently installed conduit across the Dames Point Bridge on the Phase 7 contract, so we don't anticipate they will have trouble with these much smaller bridges.

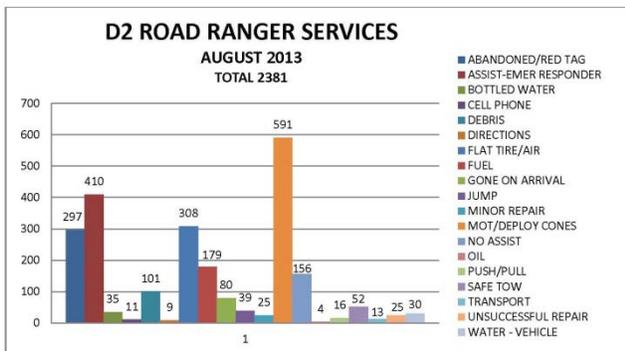
John Kell
District 2 ITS Construction Project Manager



ROAD RANGER UPDATE

Last month the Road Ranger Operators stayed busy assisting stranded motorists and other incident responders providing a total of 2, 381 services. As you can see from the chart below, they changed a lot of tires and gave out quite a bit of fuel. Another frequently performed service is assisting with the abandoned vehicles left on our interstates which is a help to FHP and helps speed up the removal of these vehicles making the travel lanes safer for all motorists.

As mentioned in our last newsletter, we began providing arterial safe tows on some of our arterial roads last month to assist JSO and FHP. In the one month, six safe tows were called. We will continue to provide this service as it is a benefit for all involved. By using the Road Ranger Operator Arterial Safe Tow with stranded vehicles we get motorists' vehicles out of the travel lanes and make incident scenes safer for our incident responders and motorists.



Road Ranger Service Patrol Contractors Greg Gaylord and Marshall Adkison are still looking for additional sponsors for this program. If more funds can be acquired we could extend the Road Ranger routes by adding additional vehicles, more Rangers and increased hours. Since this program is valuable to our incident management, everyone would benefit, motorists and incident responders alike.

RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

Our RISC vendors were not called to an incident in August but remain ready to respond if needed. It is great to know we have this “Tool” in our incident management “Toolbox”.

FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE:

The First Coast TIM Team held its monthly meeting at the FDOT Urban Office Training Center, 2198 Edison Avenue, at 10:00 A.M. on September 17, 2013. The agencies represented were: Metric Engineering, Transfield, FDOT Jacksonville Maintenance, Florida Highway Patrol, Florida Department of Environmental Protection, FDOT ITS/Traffic Management Center, Jacksonville Sheriff’s Office, St. John’s County Sheriff’s Office, Nassau County Sheriff’s Office, Walt’s Wrecker, Jacksonville Fire Rescue Department, Jacksonville Fire Rescue Communications (911), Eisman Russo/KCCS, DBI Services, ASAP Towing, Jorgensen Contract Services, Arcadis USA, Allen’s Towing, City of Jacksonville Environmental, Jacksonville Sheriff’s Office Communications, Miracle Towing, St. John’s County Fire Rescue, FDOT Emergency Operations Office, and St. Augustine FDOT Maintenance.

Along with debriefing crashes occurring in the last 2 months and agency reports, Craig Carnes announced the score (92.2%) of our 2013 FHWA Traffic Incident Management Team Assessment. The areas where we did not receive a “High” score were discussed by the Team and we agreed to work in these areas to improve our total incident management practices. I presented a presentation on Rapid Incident Scene Clearance (RISC) to refresh our knowledge of this program as this program is a great help with clearance times. I would like to thank everyone for your attendance and

Continued on following page



FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE continued

participation to our team meetings as we are very productive when all incident responders are represented. This is why we have such a great team. You are appreciated!

Remember, our next meeting will be on November 19th.

ALACHUA-BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

All incident responder agencies are encouraged to mark the date of October 9th to attend the next Alachua-Bradford TIM Team meeting to be held at the FDOT Gainesville Operations Office, 5301 N.E. 39th Ave. at 10:00 A.M. Remember we need all of us to have a successful meeting. We will be debriefing incidents as well as having reports from all agencies.

One item we will be discussing is the success our team is having with the **SHRP Train the Trainer Classes**. Already we have had a training led by Joe Raulerson with the Gainesville Police Department. Chris Gilbert with Alachua Environmental Services and Craig Carnes with Metric Engineering assisted with the training of ten attendees from the Gainesville Police Department Traffic Division. The training included 4 hours of classroom training with over 30 minutes tabletop “hands on” incidents. Since this was such a success, the Gainesville Police Department plans to train all personnel beginning in early 2014. Alachua Fire Rescue is also planning to train all personnel as soon as plans can be completed.

(See pictures to right of training)

On Wednesday, September 25th, Harvey Spencer, with the assistance of Craig Carnes and Bruce Strickland will be conducting this training in Cross City, Dixie County. As with all our trainings, the agenda will include:

- Vehicle parking
- Vehicle lighting
- Safety vests
- Maintenance of Traffic
- Lane naming conventions
- Overviews of “struck by” incidents and how to avoid
- Causes of distracted driving





District 2 TRAFFIC INCIDENT MANAGEMENT TEAM MISSION:

The Florida Department of Transportation District Two's Traffic Incident Management Teams through partnering efforts strive to continuously reduce incident scene clearance times to deter congestion and improve safety. The Teams' objective is to exceed the Open Roads Policy thus ensuring mobility, economic prosperity, and quality of life.

District 2 TRAFFIC INCIDENT MANAGEMENT TEAM VISION:

Through cooperation, communication and training the Teams intend to reduce incident scene clearance times by 10% each year through 2015.

TRAFFIC INCIDENT MANAGEMENT 2013 MEETING SCHEDULE

FIRST COAST TIM TEAM MEETING
FDOT URBAN OFFICE TRAINING CENTER
2198 EDISON AVENUE- JACKSONVILLE
904-360-5400

NOVEMBER 19, 2013

ALACHUA/BRADFORD TIM TEAM MEETING

FDOT GAINESVILLE OPERATIONS OFFICE
5301 N.E. 39TH AVE- GAINESVILLE
352-381-4300

OCTOBER 9, 2013 DECEMBER 11, 2013

ANNOUNCEMENTS:

TRAFFIC INCIDENT MANAGEMENT TEAM
WEBSITE: <http://jax511.com/D2TIMwp/>.

REMEMBER: If you are interested in presenting a SHRP 2 Incident Management training session for your agency and would like assistance, please contact Team Member Craig Carnes with Metric Engineering at: ccarnes@metriceng.com

Donna Danson
District 2 ITS Program Manager

MARKETING

Since everyone else went back to school we figured we would, too! 511 is making its debut on college campuses around the First Coast. Students can now get a sneak peek of all 511 has to offer through TV monitors running on a continuous loop in the lobby of the University of North Florida's Career Services building and their campus library. Plus, 511 has found a home on TWO of UNF's web pages.

Students can click on the following websites <http://www.unf.edu/careerservices/> http://www.unf.edu/careerservices/Curriculum_Vita_e.aspx

Then click on the 511 logo and be directly linked to our website. Since UNF is still statistically a "commuter" school, we hope our incident reports and travel times prove to be a valuable resource for students.

Florida State College at Jacksonville has also gotten on board with the 511 message! Students can access up-to-the-minute travel information by clicking on the 511 logo at FSCJ's Emergency Services page <http://emergency.fscj.edu> and their Student Resources page under the T Section [section http://www.fscj.edu/resources](http://www.fscj.edu/resources) .

And not to worry if you're just south of the border, St. Johns River State College has also made the 511 information accessible via their online Student Portal as well as through Social Media. We are excited to be partnering with these area colleges and universities, and we look forward to the many opportunities these new partnerships will bring, especially as we add new ITS devices and branch out with expanded arterial roadway coverage.

In addition to our campus outreach, we've also been reconnecting with some of our partners in neighboring counties. Over the past two weeks we've made visits to Orange Park Town Hall, Green Cove Springs City Hall, Baldwin Town Hall, Macclenny City Hall, Fernandina Beach City Hall, Callahan Town Hall and Yulee Town Hall. Our 511



MARKETING continued

car breathed a sigh of relief as we pulled back into the DOT parking lot. After she's rested up a bit, we'll be hitting the road again next month.

And wherever *you're* headed, make sure your trip begins with a call to 511. You can also log onto www.FL511.com or, of course, download our free 511 Traffic App. It's available for use with iPhone, iPad, iPod and all Android devices. Simply go to the iTunes or Google Play Store and search "Florida 511."

As always, we welcome your comments, thoughts and suggestions.

Know before you go and keep moving!

Sherri Byrd
Marketing Manager



Our 511 display with our friends at UNF's Career Services

PERFORMANCE MEASURES

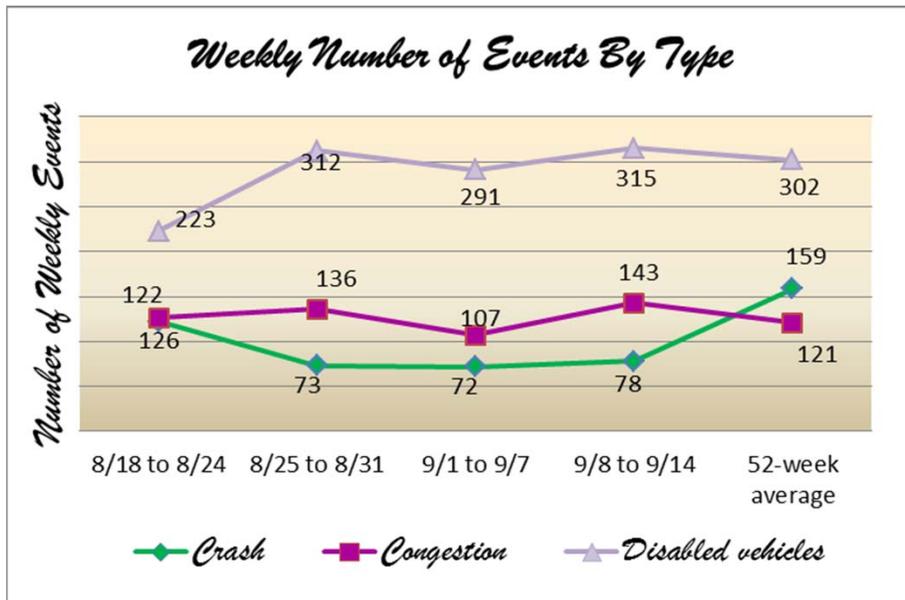
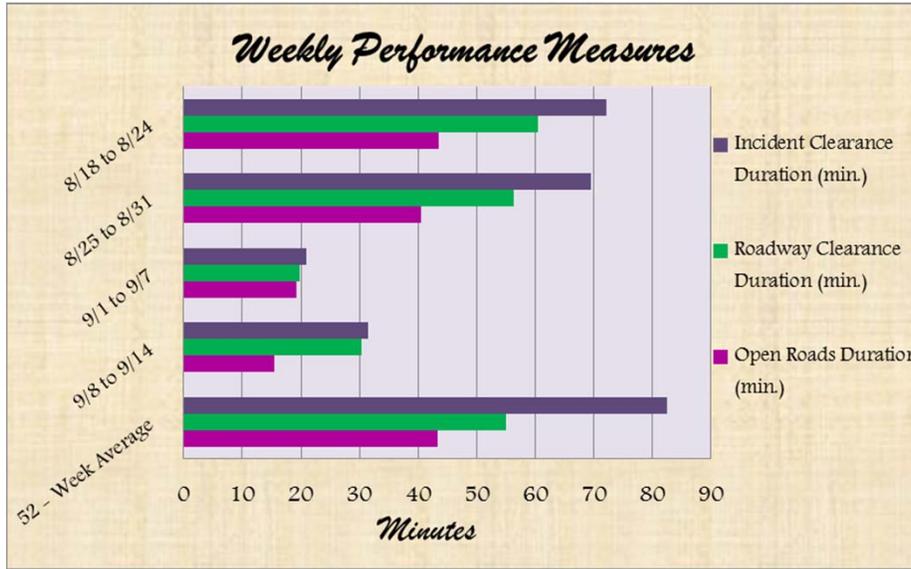
The beginning of a new school year, the excitement and great expectations from students, parents, and school staff clearly marked a difference in our roads for the last two weeks of the month of August as we can observe on the charts bellow. According to SunGuide, the open roads, roadway clearance, and incident clearance duration were the highest ones reported for the week starting August 18th when compared to the other past weeks on the chart. Although the commencement of the school year during that week might be one of the contributing factors for longer durations because of the additional traffic and motorists on the road, there was also an incident that occurred on Wednesday August 21 on Interstate 10 eastbound at Mile Marker 306 around 7am, which lasted for about eight hours.

Not all reported durations for this period were bad news for our First Coast motorists. September opened with the Labor Day holiday, and a substantial decrease in the durations reported by SunGuide in the weekly Performance Measures was noted. Nearly 50 percent reduction in open roads duration, 60 percent reduction in roadway clearance duration, and almost 70 percent reduction in incident clearance duration were seen for the first two weeks of the month of September when compared to the yearly average. Another interesting fact to discuss is the major drop in the amount of crashes entered into SunGuide when compared to the yearly average. Perhaps the great weather, the lack of heavy thunderstorms and the motorist getting accustomed to new traffic patterns were some of the factors to a very smooth ending of this summer season.

The following charts illustrate the Performance Measure data for the past few weeks as well as the different types of events reported.



PERFORMANCE MEASURES continued



Diana Rivas
Metric Engineering

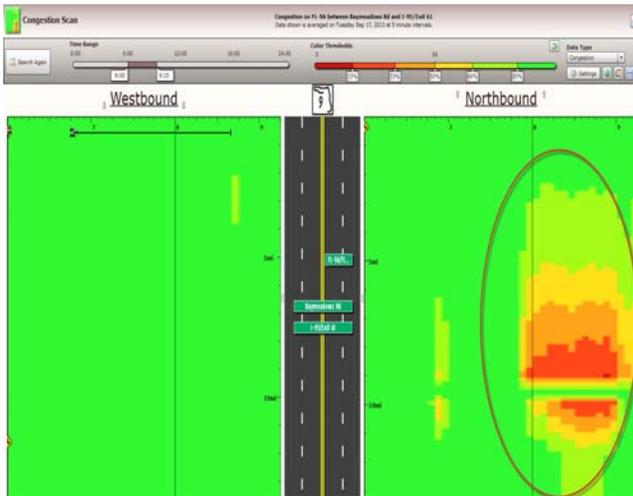
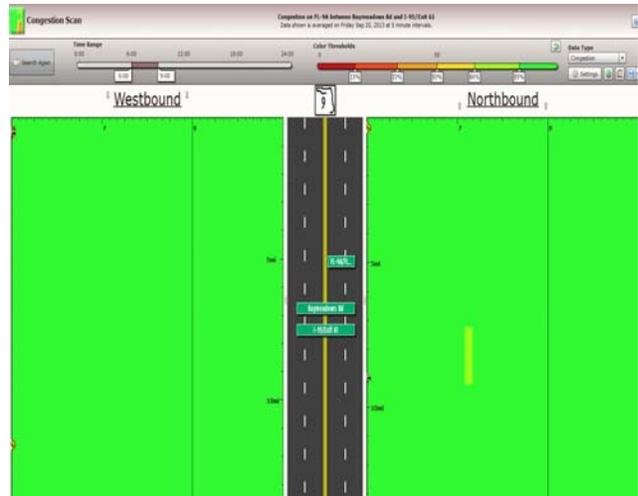


OPERATIONS

On Thursday, September 19th, State Road 9B opened to the public. Phase 1 of State Road 9B runs from Philips Highway (US-1) at Gran Bay Parkway to I-295 East Beltway at mile marker 58 (between US-1 and Baymeadows). 9B is only accessible for I-295 East Beltway traffic if you are headed southbound. The Philips Highway/ Gran Bay Parkway/ 9B interchange is a signalized intersection where Philips Highway traffic can take 9B northbound. This brand new roadway should help alleviate some of the congestion issues that are being experienced by motorists on a daily basis on I-295 East Beltway northbound at Philips by providing those motorists another option. (see aerial cover photo and diagram at end of article)

You can see from the Congestion Scans following, the early returns on the opening of State Road 9B. Daily commuters have grown accustomed to hitting the brakes headed northbound on I-295 East Beltway from the 95/295 interchange up to Baymeadows. This is reflected on the first Congestion Scan below taken on September 17th. Notice the heavy congestion that builds on the northbound side.

Compare that to the Congestion Scan taken on September 20th, the day after State Road 9B opened, for the same roadway segment during the same time of day. You can literally see the benefits on Day 1! Let's hope this trend continues!



This is just phase 1 of the 9B Project. In 2016, Phase 2 should be complete that will extend State Road 9B all the way to I-95. For future growth, Phase 1 was designed with the ability to easily expand from a 4 lane road to a 6 lane road with minimal obstruction to the public. Phase 3 of this Project (no start or end date available) would begin west of I-95 and extend State Road 9B all the way down to County Road 2209/ St. Johns Parkway. Phase 3 would help congestion on I-95 at the CR-210 and Old Saint Augustine Road interchanges.

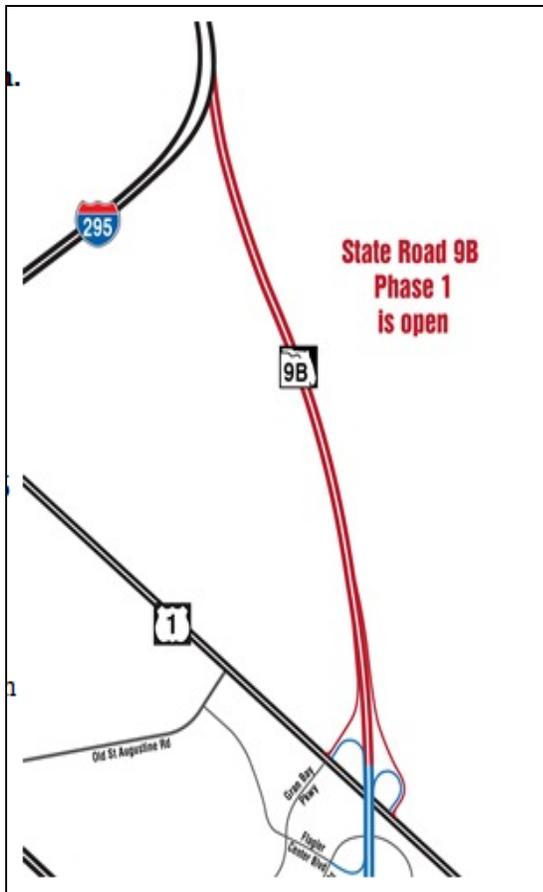


OPERATIONS continued

Exciting times for Southern Duval County and Northern St Johns County motorists! Stay tuned as 511 will have all of your up to date information on these new roadways. Check back often as congestion patterns change with all of the new access points. Remember,

“Know Before You Go! Use 511”.

Ryan Crist
TMC Manager



SPOTLIGHT ON.. MARK ROWLEY
JFRD Rescue Lieutenant

Talk about your upbringing – where were you born / raised?

I was raised by a very loving and always present mother and a hardworking ever- providing father who enjoyed a 28 year career in the U.S. Navy. I am the youngest of four siblings – two older brothers and one twin sister. No, she is not my identical twin; but folks do say that we look alike. I guess that would make her handsome, right? She is now one of my closest friends and allies – we went from being *womb-mates* to roommates at one point.

Due to my mother being considered high risk, she was flown from Morocco to Wiesbaden, Germany (U.S. Army Hospital) to give birth to me (and my handsome sister). In my first four years, I lived in Rabat, Morocco and Naples, Italy. Most of my memories are isolated to that single event of being dropped on my head by my dad (sidewalk was not damaged) and sitting at a low table stuffing my mouth with delicious fluffy couscous and marinated beef brochettes.

Around the age of four, our family moved back to our origin of Fayetteville-Lumberton, NC where my Grandmother moved in with us and became my second mom. BTW, she was much easier to get a “yes” out of than my mom or dad. From there we went Navy base hoping, living in Norfolk, VA, Charleston, SC, Orlando, FL and eventually here to Jacksonville in October 1989. Do you remember the “snow storm” we had then?

Early Career and/or brief job history:

My first job, that I truly cherish, is being a camp counselor/instructor at Camp Shands Boy Scout reservation near Interlachen, FL. While at the camp, around the age of 17, I witnessed one of my adult advisors start to complain of breathing problems, while sitting at a table outside. While



SPOTLIGHT ON.. MARK ROWLEY **JFRD Rescue Lieutenant continued**

other adults tried to calm her down, she quickly deteriorated and within minutes, she was gasping, went from being hoarse to wheezing & drooling and then collapsed, barely conscious. What I witnessed was two adults (one an EMT) arguing on what to do. I recall hearing, "Yes, we have it, but I'm just an EMT, I can't give her that..." Within moments, they placed her seizing body in the back of a pick-up truck and asked me to drive to the shotgun range, where ShandsCair landed their ATU and successfully revived her. I was so distraught to see this and felt helpless. Filled with confusion and anger, I learned that the topic of argument was Epinephrine, used for the treatment of severe allergic reaction or anaphylaxis, which is what I learned she was suffering from.

This experience led me to go immediately from high school to EMT school. Can you guess who the EMT/Medic was on camp staff the following year in 1992? Yes - Me! Now, as I look back, I realized that my nervous over zealous self probably overdosed a few kids on Benadryl that year as I also had Putnam County EMS on speed dial – "Ahhh! You have an ant bite – call 9-1-1 and take these pills."

Should I apologize to Putnam County EMS now and bake them some cookies? Is it too late?

From there, I furthered my training to become a Paramedic in 1995 and a Firefighter in 1996. From 1992 to 1997, I worked at Liberty Ambulance Service. From 1992 – 2013, I worked with St. Vincent's Health (hospital and Advanced Patient Transportation). From 2000 – 2003, I worked at Clay County Fire Rescue. On February 3, 2003, I started my current employment with Jacksonville Fire and Rescue ("JFRD"). I also was enlisted in the USCG Active Reserves for eight years recently ending my enlistment several months ago.

Job description - your current role in Transportation and/or Emergency Response.

I am currently a roving Provisional Rescue Lieutenant with JFRD. I am "the feet on the street" that responds to 9-1-1 calls. As a Rescue Lieutenant, the city has entrusted me with the responsibility of overseeing the care given to the patient. While most of the care is actually provided by the skillful hands of my fellow EMTs and Paramedics from responding Engine companies, I am the one who ultimately has to put it all together in a well-documented legal report.

While my primary duties are to respond to and render aid to persons in need, I have recently enjoyed a collateral role as a liaison with FDOT and an ear for senior management at JFRD. Several months ago, I presented some concerns to our department's senior leadership about being dispatched to wrong locales, specifically on major highways and arterials. As a result, Chief Senterfitt asked that I attend a Traffic Incident Management training being offered by FDOT. Since the training, a dialogue has been reignited between JFRD, FDOT, FHP, JSO and other agencies regarding coordinating responses and the RTMC being built next year.





SPOTLIGHT ON.. MARK ROWLEY **JFRD Rescue Lieutenant**

To date, I am counting three meetings so far with another coming up and 117 email exchanges... How does that old saying go? "Be careful what you ask for." At some meetings, I jokingly introduce myself as the "squeaky wheel."

How long have you been at your current job?

10 years, 7 months, 17 days, 7 hours and 56 minutes. Do you need the seconds?

Do you have any funny stories relating to your career? Such as a foot-in-mouth moment or a bad day at the office story?

Oh yes I do. How do I tell this? Umm... how old are the readers of this newsletter? Ok, here it goes. One late evening in my early Paramedic career, I was treating a nine month pregnant female complaining of labor contractions. It is important to note that we routinely examine and monitor females in labor for fetal presentation or crowning (evidence that the baby is coming out). Upon quick glance, I noted what appeared to be the baby's finger coming out. Repeated examinations en route to the hospital only reassured my suspicions (and fear) that the baby's finger was sticking out instead of its head. This was a breech delivery! Ahhh! I quietly told my partner, who was driving. I think I also said something to the effect, "Speed the [] up!" I also notified the hospital and was advised that they were bringing the entire OB/GYN team down to the ER for our pending arrival.

While en route, the patient continued to experience increasing intensity and pain in her contractions and with each, the baby's finger seemed to stick out more and more. This worried me greatly – but I hid my fear and did not speak of it aloud in front of the patient or to the volunteer Firefighter who was sitting beside me. After 30 minutes, we arrived at the Emergency Room.

Within seconds, the patient was transferred onto the hospital gurney, the curtains were yanked shut and a team of about eight physicians and nurses began to examine the patient. And just as quick as they pulled those curtains shut, they then flung them open. Then a doctor walked over to me, my partner and the Firefighter and asked, "Who said this was the baby's finger?" As my partner pointed to me from my left side, the Firefighter leaned in and said, "Mark, what finger buddy? Were you talking about her....?" The Doctor said, "This is DEFINITELY NOT a breech and that was NOT A FINGER!"

So, yah. That was embarrassing. But wait! There's more. After I got back to the fire station an hour later, the phone rang. It was the Medical Director for our county and most of the regional EMS systems. He very nicely said that he heard about my "mistaken identity" call. He then went on to ask if our district had any video stores in it. "Yes Doctor" I replied. He instructed me to visit a store to check out a specific type of video to assist me with anatomy lessons. He even offered to give me two hours of continuing medical education units for watching it! At this point in the phone conversation, I wasn't sure who hung up first; either him as he laughed hysterically or me in utter shock.

What's the best advice anyone's ever given you?

A while back, I was sharing with a mentor of mine about my various job related frustrations that arise from such things as working with other line officers on emergency calls and my dealings with our department leadership and my chiefs. In my rant and venting, he peacefully looked at me and said, "All men are my teachers." He then asked me, "If they were your teachers, what can you learn from them and what can you take away for yourself?"

Continued on following page



SPOTLIGHT ON.. MARK ROWLEY **JFRD Rescue Lieutenant**

This question is one that I ask myself much more frequently now as it allows me to gain a greater respect for all persons and value each incident or discourse for what I can get out of it – not so much what others may get out of me or for themselves. Of course, this advice would require that I be willing to be a student, which quite frankly is not always the case for me. I do have pride.

Do you have a favorite quote? Something that inspires you?

Personally, I live by this quote from an unknown author - "What I spent I had, what I saved I lost, what I gave I have." It sums me up.

Politically, I enjoy listening to the remarks by Ronald Reagan. One of my favorite quotes is in this 1970 interview with the LA Times newspaper; "Welfare's purpose should be to eliminate, as far as possible, the need for its own existence."

Any job related awards or special recognition you've received?

Ahhh.... I was elected the Recruit Class Leader and given Best Performance Award at the start of my JFRD career. In 2010, I received the Coast Guard Achievement Medal. In 2011, I received the state "Mission to Service" award in my Men's service organization, the ManKind Project.

Every time I hear "thank you" from a patient, it makes me feel good. However, hearing "good job" from one of my own coworkers, a nurse or physician makes me feel incredibly great, as I do consider it special; because quite frankly, it does not happen often enough.

Describe a 'defining moment' in your career or personal life.

A defining moment in my personal life was when I was fired from an employer for being gay and at about the same time, told by some gay youth volunteers that I couldn't participate because I was Christian. It was pretty darn confusing to me. I laugh now. Regarding the employer, I had some coworkers come to me and tell me about the "chatter" and the plotting of my dismissal. Within days, the matter was resolved and I was hired back.

In this public safety profession, I have learned the value of self-respect and assertiveness. They are qualities which I continue to develop and learn the appropriateness of. There have been other gross incidents of flagrant discrimination in attaining employment or during my career. In the beginnings of each, these were all situations brilliantly disguised as impossible, but in the end, they were great opportunities.

Best job ever / worst job ever... or both?

The best and worst job that I ever had is this one right now, with the Fire Department. I get paid well to help folks, to turn a lemon into lemonade. However, after 20 years of doing this, it is not as challenging. I wish to affect a greater change, yet lack the rank and authority to do such – or that is the message I tell myself.

As a low ranking field line officer who has the occasion to sit at the table and dialogue with high ranking staff officers, I enjoy having a voice and am very thankful. However, I must constantly remember that I do not have the authority to make decisions on such scale. The good that comes out of being in this place, is that it has helped me to strive for **influence** and **respect**, both of which I believe can reach farther and last longer than any granted authority. It has also helped me to further my education.



SPOTLIGHT ON.. MARK ROWLEY **JFRD Rescue Lieutenant**

Tell us a little about your family.

WARNING! Not Ozzie and Harriet, not the Waltons, not the Cleavers, not even Family Guy! I have been happily partnered with my boyfriend Mitchell for the past six years. He is an artist. We have been raising two boys and one girl, Gretchen, Sammy and Bandit. They are the most well-mannered cats I have ever had. ☺

I keep a fairly close relationship with my brother in Orlando and my sister here in Jacksonville. My parents and other brother live in Indiana. I also have a very dear adoptive "little brother" named Karl, who I met as part of a mentoring program within my church seven years ago. He recently graduated from FSU and moved off to Boston to pursue theater.

Do you have any hobbies?

My hobbies include hiking off the trail and building shelters, rock climbing & rappelling in North Carolina, remodeling my home (never ending), creating art, billiards, spontaneous road and snorkeling trips/cruise, hitting the Florida springs and watching grass grow. Occasionally, you make find me riding my bike, jogging or hitting the gym.

Favorite vacation spot?

My favorite vacation spot is just outside of Reliance, Tennessee. If you head up to the Appalachia hydroelectric power station, you will find the entrance to John Muir trail, which heads deep into the mountains and winds along the river tributaries for some great river bank camping and water falls.

PHOTO GALLERY



Talk about a TMC with a view! Matt Weisman, City of Gainesville, with cooperation from the University of Florida has a remote TMC At Ben Hill Griffin Stadium to help manage game day traffic.



Another location, at UNF, that provides students and faculty with real time traffic information through 511!



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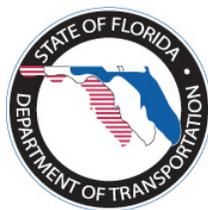
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