



Happy 2016!



This says it all!

What a year! Actually, what a final quarter to 2015!

12 hour days; 11 different Contractors; 10 Nervous breakdowns;

9 punch list versions; 8 meetings each day; 7 network racks;

6 different agencies;

5 trips between locations each day; 4 tires a wheelin' (511 Probe);

3 Media Events; 2 Statewide Conferences;

1 Ribbon Cutting



**NOTES FROM THE DISTRICT
TRANSPORTATION SYSTEM
MANAGEMENT & OPERATIONS (TSM&O)
PROGRAM MANAGER**

During the week of Thanksgiving it became official (so to speak) as “Elvis has left the Building!” On the afternoon of November 23rd there was silence (and I mean DEAD SILENCE).

Prior to, the office walls were so thin that I could hear all of the activity going on inside the TMC, whether it was a major incident being handled by the TMC operator, Ryan barking out orders to his supervisors or the 511 feedback operator playing a message from an irate motorist. That afternoon I could hear a pin drop as the eerie sound of nothingness echoed throughout the halls. It was kind of strange as I walked out of my office and by the old TMC. The fact that there were no lights, people or video wall monitors made me sort of sad that the fun was now over.



That evening I recounted my first day at the TMC and the similarities to November 23rd. Yes, we did have Randy, Kamal and Donna in the TMC offices but all the hustle and bustle were still a couple of years away. During my first year as the ITS Engineer the noise was minimal because the four of us spent most of our time planning for future ITS projects and the TMC operations program. Once our first

operations contract began in 2004 the TMC environment changed dramatically. I can still remember our first ever operator, Lynn, sitting at the work station controls trying to learn the new SunGuide software. As the rest of us excitedly discussed this inaugural day Lynn turned her chair, interrupted us and asked “hey, if there’s a vehicle on fire should I post a message?” We all turned to the cameras synchronously and responded “YES!” Ever since that day the fun and excitement at the TMC filled our lives with treasured memories.

I guess the rest of this story must begin by addressing the TMC work space. The main operations floor was around 500 square feet, the operation staff offices were around 250 square feet and Donna’s office measured 200 square feet. This just less than 1000 square foot area housed four people at the onset. By the time we grew too big for our britches there usually were nine staff members working in this area on a daily basis. This did not include the additional consultant support and Department ITS staff for construction/maintenance who spent a significant amount of time in this confined space. On some occasions I would count 15 heads within the area trying to avoid stepping on each other’s toes.

This space personalized the setting as we acknowledged staff members who got married, had children, celebrated birthdays, dealt with the loss of a loved one or had some major life event. I still recall the days of ribbing Ryan and Jason about falling in love and having children within a few years. Of course, they were both in denial but a few years later “voila!” It was also very interesting when Donna shared her words of wisdom with everyone using her motherly

Continued on following page



**NOTES FROM THE DISTRICT
TRANSPORTATION SYSTEM
MANAGEMENT & OPERATIONS (TSM&O)
PROGRAM MANAGER continued**

approach with a stern warning. As the years passed it was pretty evident that we were not only a team, but a family as well. I guess trying to find ownership of about 100 square feet per person does that to a group.

Many of you may not know but when we got too big for our britches I had to relocate to an office on the back wall of the TMC affectionately known as the **dungeon**. At first I relished the serenity but then I heard the screaming voice of an irate motorist complaining about traffic to our 511 feedback operator and it made me feel normal again. It was comforting to know that even though I was nowhere near the “floor” it still felt as if I was part of the action. On several occasions it would get very lonely in the **dungeon** so I would stroll over to the TMC for the personal contact. This is when I would get updates on staff birthdays, pending new arrivals (babies) and life changing events. Likewise, no one will ever forget the day when an unnamed employee passed out and hit the TMC floor like a rag doll, thereby leading to a 911 call. Although it happened several years ago this memory will live with us forever (by the way, everything turned out fine for this employee).

Another aspect of this environment that will be missed was our ability to mesh TMC operations during a major event. In a space so small it was easy to just shout over information to other staff members willing and able to assist. Supervisory staff and personnel were within 12 feet of the TMC Operator thereby making this quite convenient for everyone. The data room was behind the video wall, hence it was a “hop, skip and a jump” when network issues occurred. If the video wall controller acted up you could easily hear the supervisor scream “hey Jason,

please come fix the video wall”. When a Road Ranger did not follow a TMC operator’s direction there was always the shout “Miss Donna, Road Ranger two-zero-six is not following our advice!”

So, as I walked by the TMC the day of November 23rd the sense of sadness was justified. We’d created years of memories in those hallowed walls that provided me with a wealth of stories I could share until I take my final breath. It was like the final episode to your favorite TV Comedy where you anticipate the best but feel remorse that it’s no longer there (i.e. MASH, Seinfeld, Friends, etc.).

Unfortunately, we will be unable to have reruns like many of these shows.

Now that we are in the new building there is no chance we can ever achieve the “magic” we once had. Throughout construction of the RTMC such a scenario was anticipated since the staff would be spread throughout the RTMC Operations floor. Going from a 1000 square foot work area to a 12,000 square foot space can definitely sanitize the way we do business. Catching up on major life events are now done individually and less frequently than at the old TMC. Birthday celebrations must be kept “low-key” to prevent disturbing fellow agencies on the floor. Learning about a major life event is now via word of mouth instead of through a big announcement.

The RTMC supervisory staff are no longer within shouting distance of the RTMC operators but instead about 50 feet away. Printers and the break room are not conveniently located within a few steps. The data room is in another section of the building hence requiring Jason to break a



**NOTES FROM THE DISTRICT
TRANSPORTATION SYSTEM
MANAGEMENT & OPERATIONS (TSM&O)
PROGRAM MANAGER continued**

sweat when a video wall or network issue occurs. All that being said, it's a change we can adjust to for the benefit of the whole.

Much of what I'd mentioned may come out as sounding negative about the RTMC but the benefits still outweigh the sacrifice we've made. This move to the RTMC has allowed us to gain partners, improve our ability to coordinate during major incidents, put all of our TMC operators within a concentrated area and given everyone a modernized work area to perform their assignments. This new environment will be very helpful as we expand the ITS deployments to I-75, I-10, arterial corridors and Toll roads, so keep your fingers crossed!

As I finish up this article I hear the sound of.....silence. No sound of crickets in the background or voices booming from the TMC, just the whirring of my laptop as I plug away at the keyboard. So, as the Christmas holiday approaches we'll see just how valuable this new RTMC will be for the North Florida region. Better coordination, faster response and shorter clearance times are the goal for everyone associated with this program. That was the intent of the North Florida TPO when they committed funding to this project and it's time for us to deliver.

I wanted to give a quick "shout out and thank-you" to Josh, Ryan, Jason, Craig, Penny and the rest of our ITS team for assisting with the very successful Florida Automated Vehicle summit held in early December. This group represented District Two very well while I was away on vacation. Ditto goes for them being able to handle last minute planning for the ITS Florida

Annual Meeting held right after this summit. That first week of December assuredly kept them on their toes as they helped in making each event a huge success.

I hope everyone has a safe and happy holiday! I feel that 2016 will be the year District Two shines as we implement many of the changes associated with the new RTMC.

**Pete Vega, District 2
TSM&O Manager**



**NOTES FROM THE DISTRICT 2 ITS
ENGINEER**

A few weeks ago, Donna, Pete and I were on our way back from a meeting in Lake City. It was a real doozy, and combined with a country buffet-style lunch, had Pete nodding off in the back seat of the station wagon as we hightailed through Osceola National Forest on I-10 en route to Jacksonville. He had been snoring softly for almost ten minutes when he suddenly went erect from his previously slumped position. His face, which was lifeless seconds before, lit up as his eyes became wide and he screamed "Carl's!" like a kid on Christmas morning. As Donna and I laughed hysterically, his look of excitement turned to confusion and he resigned himself to return to his slumber.



NOTES FROM THE DISTRICT 2 ITS ENGINEER continued

I'll never know exactly what Pete was dreaming that possessed him to scream about one of our favorite ITS destinations, which actually resides along US 301 at least a couple dozen miles from where we were located on I-10. However, it did make me long for a Gainesville meeting, where we could patronize this wonderful convenience store in Lawtey on our return trip. We even have a chant that we shout in unison as we near this icon. I shouted it once with my wife in the car and she thought I had gone crazy until I told her the story of Carl's. Truth be told, we've never purchased gas there. We have, however, stopped religiously to try many of Carl's 31 flavors of ice cream, which are advertised on a big red and yellow billboard near the old store and on various points along 301. This place is a relic, a throwback to times when US 301 was a major bustling corridor through Florida, bringing scores of tourists past the souvenir shops, local motels, and gas stations on their way to points south. Intelligent transportation wasn't even on peoples' radar back then, unless one was referring to the Jetsons.

The ice cream isn't the only thing that attracts us to Carl's. In fact, they took a hit when Blue Bell was recalled, as that's mostly what they served. I missed my Southern Blackberry Cobbler ice cream, but was delighted to find out that it was replaced by a new awesome flavor, Key Lime Pie. What adds to Carl's attraction is the people who work there. They are all family, and take pride in their business. They are also incredibly nice, and the older women behind the counter still refer to their customers as "sweetheart" and "friend". I'll gladly throw my three dollars on the counter for a sweet refreshing taste of ice cream

and the even more refreshing warmth of the staff. In fact, Ryan and Michael even stopped by in freezing cold weather once, just to enjoy the ice cream and friendliness. They got some odd looks that day, but when you get a chance to stop through Lawtey on the way back from a Gainesville meeting, you don't pass on the opportunity.



**Josh Reichert
ITS/TMC Program Manager**



www.FL511.com



NORTH FLORIDA TPO

The North Florida TPO staff has settled into their new environment at the RTMC and it couldn't make me happier to see their beaming smiles whenever I visit their office space. Jeff Sheffield and his team did a masterful job of planning, designing, decorating and furnishing their space. The approach taken to maximize on technology while going with contemporary décor is unmatched by any other TPO/MPO facility I've visited. It is truly a state of the art space that Jeff has created for the North Florida TPO.

That being said, if you've not had the chance to tour the building I highly recommend that you take the opportunity if offered in the future. There is no way that the NFTPO Board members can say they were unimpressed with the final outcome when they held their first meeting at the facility. It truly is the springboard that will take the NFTPO program and RTMC operations to the next level. The focus for everyone associated with the North Florida program is to now take the tools provided by the Board and deliver to motorists and businesses in our region.

The first order of business is acclimating the new residents since we have just combined six different organizations under one roof. Organizational protocols are being put in place so that we can assure no partner steps on another's toes while conducting their daily business. For example, we have a large Board room that can accommodate over 130 individuals, a smaller conference room that can hold about 20 and an even smaller meeting room that could host about 6 people. Common order of business is to insure that usage of these spaces is maximized while avoiding

scheduling conflicts (i.e. double booking). Once we realized this challenge Jeff graciously implemented a plan that can accommodate all. It's been smooth sailing ever since he helped us figure out a plan.

Likewise, parking in the secure area was a concern since many of the agencies operate 24/7. The first few days were a learning curve but once we figured out the kinks no issues have arisen over the past month. Our next focus area will be to address the HVAC operation. The NFPTO space is a confined area that requires different temperatures from what's needed on the vast RTMC floor. The initial settings were provided by the vendor but now that we are moved in there will need to be adjustments to various areas of the building.

For example, on the RTMC side the temps need to be kept around 70 degrees due to the amount of equipment that generates heat.

In the NFTPO area a comfortable temperature setting should be around 72 degrees. Who would have known that this 2 degree temperature difference would present us with a challenge!

Many of you may not have heard that FDOT is about to expand the ITS program to arterial roadways over the next two years. Fortunately for us with the help of the NFTPO we are well ahead of the plan. Their investments for ITS on arterial roadways over the past 10 years had us ready yesterday! This coming November of 2016 the Department is required by FHWA to provide traffic information on arterial roads.

Thankfully, the NFTPO has provided funding for this fiscal year that will enable us to increase operations staff to handle this increased work load.

Continued on following page



NORTH FLORIDA TPO continued

Likewise, there were gaps in our fiber network that created weaknesses in communication between agencies and systems. The NFTPO has provided District Two with the funding needed to close these gaps, thereby enabling us to improve on performance of the ITS deployments. The goal is to have a push button Network Interconnect contract that will enable us to address the needs involved with communication thereby hopefully keeping the system near six-sigma performance levels.

Overall, 2015 has been a great year for the program thanks to Jeff Sheffield and the NFTPO Board. We hope that we can now deliver on our promise to assure them that they made a wise investment.

**Pete Vega, District 2
TSM&O Manager**



CONSTRUCTION

The fiber optic cable is being installed on the Phase 9 Project on I-295 from Atlantic Boulevard going south to the I-295/I-95 Interchange. The contractor and their sub-contractors are working on completion of the fiber installation and remaining electrical work. Due to JEA changing the type of power service at one location, the contractor has had to order a new transformer which will take several weeks for delivery. This project has been delayed by weather and other issues, but will hopefully be completed in February.

The I-95 St. Johns County Fiber Optic Installation contractor has also been installing fiber optic cable throughout their project from CR 210 going south to US 1. Contractor personnel are scheduled to install the fiber optic cable into the microwave tower buildings in the next few weeks and then begin testing. This project should be completed in January.

The I-95 St. Johns County ITS Device Installation Project is expected to begin in early January, as it complements the aforementioned fiber project. This project will install ITS devices and power infrastructure throughout St. Johns County. The devices will communicate to the rest of the ITS system via the fiber optic cable which is being installed on the ongoing project detailed above.

The final testing and integration has been completed on the I-75/US 441 Visibility Project in Gainesville. TMC Operations personnel have been able to use the CCTVs and DMS signs since before Thanksgiving and have already had several major incidents to cover in the area.

Conduit installation continues on the I-75 project from SR 24 going north to the Georgia state line. Crews are trenching conduit and installing directional bores throughout the project limits. This project is over 87 miles in length and is expected to be completed late next year.

**Kevin Jackson
ITS Construction Liaison**



MAINTENANCE

The ITS Maintenance contractor completed all of their work related to the new RTMC in time for the ribbon cutting. Personnel installed miles of fiber optic cable and Ethernet cables to get communications into the building and in each of the offices and operator consoles. Because of their hard work, the offices and consoles now have phone and network access and the network equipment is connected to the rest of the ITS network. Let's all thank them for a job well done.

As you drive around Jacksonville, you will notice all of the roadway construction throughout the area. Now that we have ITS deployments on all of the Interstates throughout Jacksonville, our system is exposed to damage during any considerable roadway project. It seems as though roadway construction contractors just don't seem to understand that fiber optic cables are made of glass and therefore can't be treated like copper cables. And of course you always have the construction equipment which seems to have some sort of radar to be able to dig right on top of the fiber and power cables. This damage means that our maintenance contractor has to troubleshoot issues to determine if the damage is within the construction project limits or not.

Once it is determined that the damage is in their project area, ITS management then coordinates the appropriate repair with the FDOT Project Manager and CEI. The good thing is that the ITS Network has several redundant paths which enable the majority of the network to remain operational even when some portions are damaged.

Craig Carnes
Metric Engineering

PERFORMANCE MEASURES

As we close out 2015 and welcome in 2016 we have a lot to be thankful for, especially around the holiday time. We are very fortunate that we have such a great working relationship with our partners here in District 2 and look forward to continuing our unique relationship into 2016. As we travel on the roads to spend time with loved ones, I encourage everyone to please be safe and have a Happy New Year!

It appears our motorists are feeling the holiday spirit as well. Throughout the months of November and December, excluding the week before Thanksgiving and Thanksgiving week, we saw a significant decrease in incidents on our roadways. Of course, with the holidays around the corner we are seeing a trend of increased motorists on the roadways. This trend is probably increasing with the number of people who are trying to get all of their Christmas shopping completed.

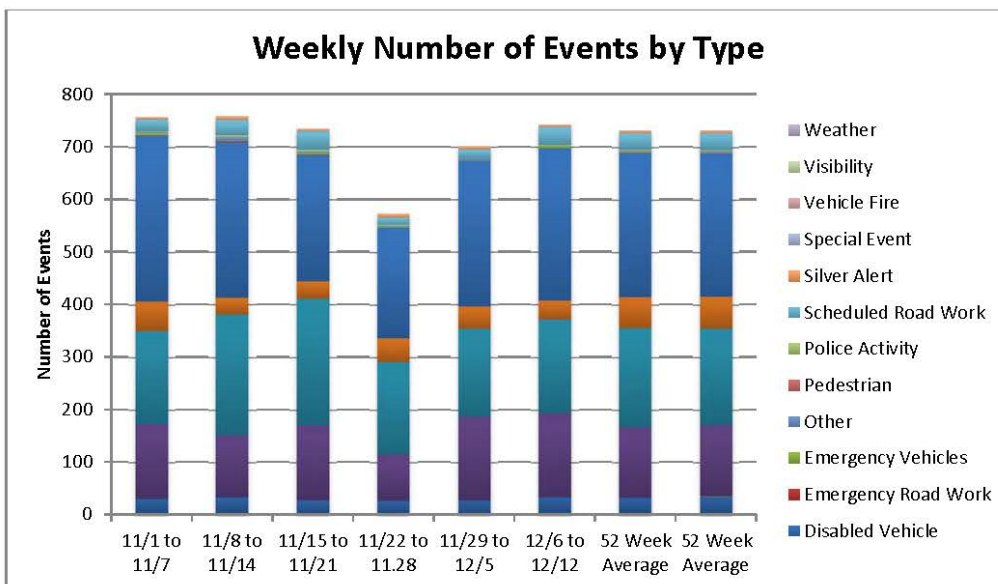
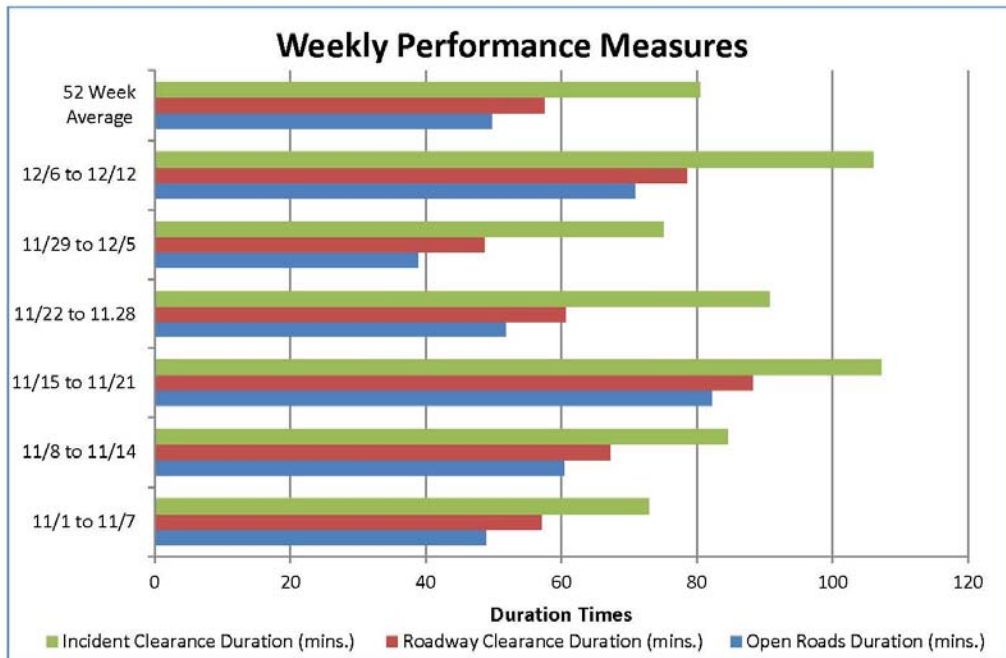
The past several weeks show that there has been a 2.7% decrease in the average number of crashes compared to October 2015 whereas the number of disabled vehicles and debris on our interstates has gone up by approximately 3%. Of course, with there being an increase in the number of disabled vehicles, we also see the effect it has had on the Road Rangers and their activities as we note an increase in the number of activities that they have responded to so far for the months of November and December.

The charts on the following page show the Performance Measures for the Open Roads, Roadway Clearance, Incident Clearance durations and events for the



PERFORMANCE MEASURES continued

past six weeks. As we can see from the charts, we are still well under our Open Roads duration goals even with there being an increase in activities. We have also had some major incidents here in District 2, which could have contributed to some of the lengthy Incident Clearance Duration times.



**Sherrell Lall
Metric Engineering**



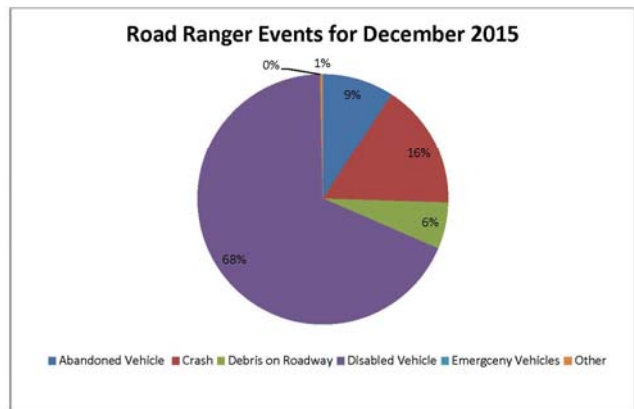
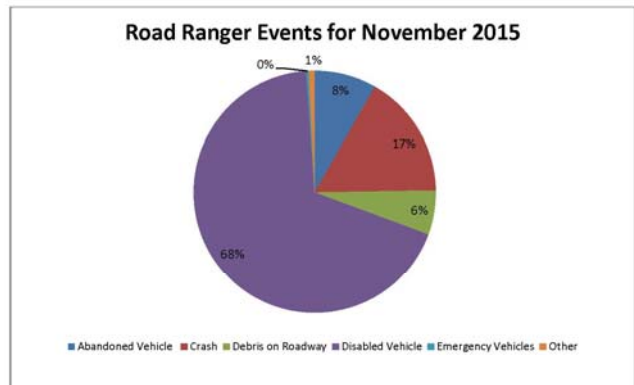
ROAD RANGER UPDATE

The First Coast Road Rangers are a crucial part to our Incident Management Team here in District 2. They contribute significantly by keeping our highways safe by assisting motorists traveling on our roadways with minor services such as vehicle repairs, helping with disabled vehicles, basic Maintenance of Traffic at accident scenes and other necessary support along our interstates.

The Road Rangers held their monthly and end of the year safety meeting on Wednesday, December 2, 2015 at 11:30 AM at the FDOT Urban Office. These meetings allow the Florida Department of Transportation (FDOT) as well as the Road Rangers to reflect on incidents that occurred on our roadways in the past two months and use those incidents as learning experiences. The Road Rangers also discussed at length that with all of the construction occurring in the area that safety is of utmost importance. Mr. Greg Gaylord noted that there are some construction zone areas that make it difficult for the Road Rangers to assist motorists, but made it a point to stress to the Rangers to utilize the option of Safe Tow if they are in such a predicament.



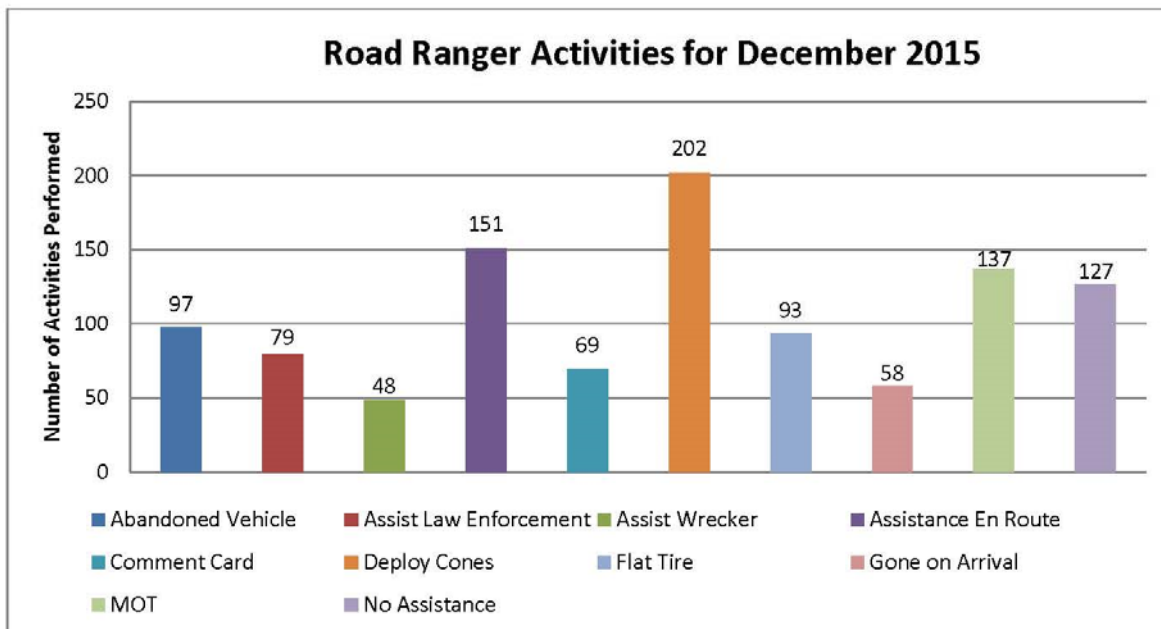
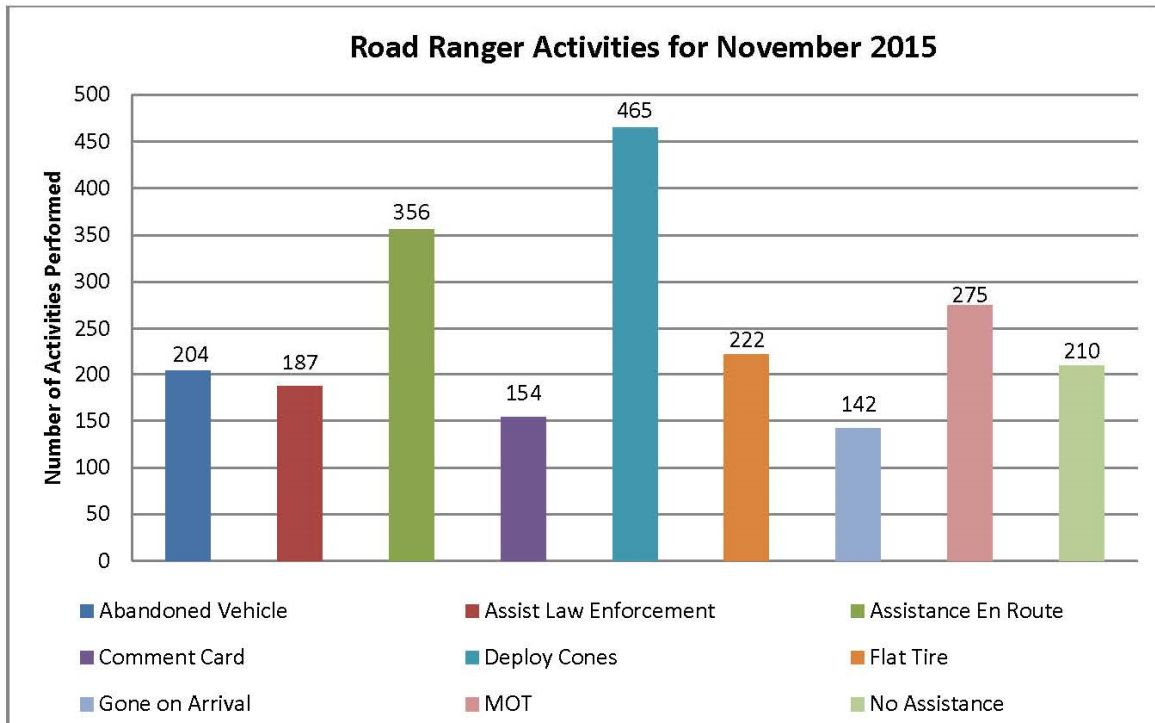
As we can see from the charts following, the Road Rangers have been very busy the past two months with responding to over 5,000 events and activities from the beginning of November through December 14. Our Road Rangers continue to work extremely hard to keep our roadways clear and congestion free. They helped motorists with various activities ranging from assisting law enforcement to helping stranded motorists change a tire. This included over 1,630 disabled vehicles and assisting with 1,166 crashes.



Continued on following page



ROAD RANGER UPDATE continued





**RISC – RAPID INCIDENT SCENE
CLEARANCE - UPDATE**

The Florida Department of Transportation in conjunction with the Florida Highway Patrol (FHP) implemented the Rapid Incident Scene Clearance (RISC) program, which supports Florida’s Open Roads Policy and establishes a 90-minute goal for clearance of motor vehicle incidents on Florida’s roadways. RISC seeks to safely and quickly restore highway facilities for public use and is a major component of Florida’s traffic incident management strategy. Fortunately, RISC has not been activated in the months of November and December as of yet. Our RISC program, in District 2, comprises nine counties and covers major incidents along our interstates. These interstates include I-75, I-10, I-95, I-295, SR 9A and J. Turner Butler Boulevard.

**FIRST COAST TRAFFIC INCIDENT
MANAGEMENT TEAM UPDATE**

The First Coast TIM Team held its bi-monthly meeting on **November 17, 2015** at the FDOT Urban Office Training Center, 2198 Edison Avenue at 10:00 A.M. The TIM Team kicked off the meeting by reminding everyone that the TIM meetings are held to improve **Communications, Coordination, Cooperation and Collaboration** between all of our TIM agency partners.

The TEAM started off with the Overland Project Update presented by Mr. Bill Kays. Bill provided the TEAM with aerial photos, a summary of where the project stands and upcoming work which will be performed in the next several months. He wanted to let everyone know that some major traffic shifts will be occurring right before the holidays. The members then went right into the Construction Project Updates where Ron Tittle from the Florida Department of Transportation (FDOT) informed the group that

FDOT is concerned about the work zone safety during the holiday travel and that FDOT’s vision is for a “Fatality and Congestion Free Roadway System”.

There is a lot of construction occurring here in District 2 and Mr. Craig Carnes provided the group with a detailed list of ITS Updates that will also be occurring at the same time. Mr. Carnes was pleased to announce that the Phase 9 Project on the southeast quadrant of I-295 will be the last ITS project along the 295 Beltway. This project is scheduled to be complete by the end of this year and that fiber is currently being installed throughout St. Johns County. Once that is complete another project will begin which will install devices throughout the County as well.

Mr. Josh Reichert from FDOT provided the 511 Update where he informed the group that 511 is scheduled to be revamped and travelers will be able to see these changes by next summer. He also mentioned that District 2 had several major incidents recently which could have been cleaned up more efficiently by RISC. The TEAM had a beneficial discussion regarding the current state of the RISC program within the area and how the program could be more beneficial to everyone including the motoring public.



Continued on following page



FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE continued

Ms. Donna Danson would like the TEAM's input in reviewing the current TIM Team Mission and Vision statements, shown on right. If you have any suggestions or comments that you would like to provide, please email Donna at Donna.Danson@dot.state.fl.us. We will be going over all of your suggestions at the next TIM meeting.

If anyone is interested in the SHRP2 Incident Management Training Course, please contact Craig Carnes at ccarnes@metriceng.com or Misha Gonzales at melder@metriceng.com /904-260-1567. Craig is open to meeting your needs by being available to work with any agencies' schedule; including nights and weekends to make sure the course is available for groups of ten or more trainees.

The next First Coast Traffic Incident Management Team meeting will be held **January 19, 2016** at the FDOT Urban Office Training Center, 2198 Edison Avenue at 10:00 A.M. Please mark your calendars to attend this meeting and we look forward to starting the new year with one solid TEAM.

ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The Alachua-Bradford TIM Team bi-monthly meeting scheduled for **December 9, 2015** at the FDOT Gainesville Operations Office was cancelled due to unforeseen circumstances, but we would like to wish everyone a Happy New Year and we look forward to seeing all TIM members in 2016!

The next Alachua-Bradford Traffic Incident Management Team meeting is scheduled for **February 10, 2016** at the FDOT Gainesville Operations Office – 5301 N.E. 39th Ave.,

Gainesville at 10:00 A.M. Please mark your calendars to attend this meeting. Your presence helps the TEAM come together and learn from one another.

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.

TEAM VISION:

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

**Donna Danson
District 2 ITS Program Manager**



OPERATIONS

The first week in December was a busy one for ITS and the City of Jacksonville. December 1st and 2nd The Hyatt and JaxPort played host to the 3rd Annual Florida Automated Vehicles Summit. There was a quick turnaround and on December 3rd and 4th the Hyatt played host again to the 2015 Annual ITS Florida Meeting and Awards Banquet.

Transportation is at the doorstep of some monumental changes and it was exciting to get a glimpse of what lay ahead for the industry as well as how we as people will utilize transportation in the future.

The FAV Summit was a blend of key note speakers, seminars and demos over the two days. It displayed what the future of technology has in store for transportation in the coming years. Florida (and FDOT) is a leader in the country in the development and testing of connected and autonomous vehicles so the Summit was showcasing the technologies that are on the forefront nationwide.

Since the Telsa line was so long on the 2nd for demos the most exciting technology I was able to look into was with SwRI. I am very familiar with SwRI since they developed our SunGuide software so it was interesting to see what they are doing in other fields and how it can correlate to what we do. Their Autonomous Off-Road/ Connected Humvee was on display for ride alongs displaying their intelligent Vehicle Systems (IVS) and MARTI software. Their IVS have capabilities for unmanned and cooperative systems. Their MARTI software provides warning, mitigation, avoidance and automation capabilities to numerous types of vehicles. Unmanned systems include Perception, Localization and Navigation. Their Cooperative Systems include Connected Vehicles, Cooperative Behaviors/Maneuvers,

Traffic System Modeling/ Simulation and Commercial Vehicle Operations. I enjoyed the cooperative platooning/ convoying aspects and how that can assist Freight movement throughout our Country. ITS will be playing a huge role in all of these areas as we move more into the vehicle-to-vehicle and vehicle-to-infrastructure platforms. Connected Vehicles is something that is closer than most realize and what I am looking forward to the most as a person who hates traffic!

ITS Florida tied in nicely with the FAV Summit. Exhibitors and sessions brought full circle the previous two days and helped paint a picture of Florida's role and what FDOT is doing to aid progress in these fields. My favorite session that accomplished just that was the "what's new in ITS and where will the future take us?" roundtable that was moderated by Steve Corbin (Schneider) with panelists including Russell Allen (FDOT Central Office), Javier Rodriguez (FDOT-D6), Giri Jeedigunta (Palm Beach County) and Bob McQueen (The OCash Company). They did a wonderful job of taking the audience through what they envisioned the next steps will be in our industry that is exploding with new technologies. ITS Florida was capped off by a tour of the New North Florida Regional Transportation Management Center which I am very proud to be a part of. It topped off a great week of getting a better idea of what's to come.

The facts and projections on where we are headed as an industry are moving forward at a breakneck pace. By 2020 it is predicted that 1 out of 5 cars will have some form of wireless network connection. With a growing population (expected growth of 5.8 million residents by 2040) and more than 80% of Floridians commuting alone makes moving traffic safely



OPERATIONS continued

and efficiently via connected/ autonomous vehicles even that more critical. Top that off with Florida expecting to jump from 99 Million visitors on 2014 to 157 Million by 2025 and freight growing from \$963 billion in 2011 to \$2,643 billion in 2040 and you can see the need for innovative solutions. It is a thrilling time to be a part of ITS!

Ryan Crist
RTMC Manager

MARKETING

When I was twelve, I got a Daisy Air Pump BB Gun for Christmas. There wasn't a squirrel in Suwannee County that was safe. But before letting me out of the house with it, my dad sat me down and showed me how to handle, clean, care for and ultimately shoot that beloved gun. The following year, I graduated up to a .22 caliber rifle, and shortly after that, a 410 shotgun. (both previously owned by my grandparents) Again my dad sat down with me, patiently and lovingly instructing me on the proper care and handling of those priceless family heirlooms.

I can still call to mind all the things my dad taught me over the years; how to mend a barbed wire fence, change a flat tire, grind cane and drive the cows from pasture to pasture. Important life lessons.

Ever the kind, patient teacher, my dad instilled in me a curious mind and a love of learning. This later translated into a passion for sharing knowledge with others. I often find myself at the 511 booth using the same hand gestures and

mannerisms my dad would use, animatedly offering tutorials on our 511 app or helping motorists navigate our website. The dissemination of knowledge is powerful. And as we prepare to turn the page on yet another calendar year, we anticipate the changes (and challenges) the New Year will bring. Fresh off the Florida Automated Vehicles Summit, we know that the automotive landscape is constantly changing. This rapidly changing landscape will shape the way we view and ultimately solve traffic problems. Roadside detectors and cameras have already been instrumental in the dissemination of traffic information. Not too far in the distant future autonomous vehicles and drones are set to take center stage. Soon, you'll be able to catch up on reruns of Seinfeld while your "driverless car" sets a course for home. Or so we're told. Maybe it will even remember to stop by your favorite Take Out restaurant for some Mu Shu Chicken before delivering you safely to your front door.

As we educate and equip drivers, we hope to generate excitement among the motoring public. Change doesn't always come easily. But if knowing and being prepared are half the battle, then we're making good headway.

As we prepare to transition into the New Year, let's take the plunge together. It's our hope that, you too, will "Know before You Go!" Call 5-1-1, visit www.FL511.com or download one of our free 511 Traffic Apps available for Apple and Android. When it comes to the most up-to-date traffic information, we've got you covered!

Sherri Byrd
Marketing Manager



SPOTLIGHT ON...LARRY DORILUS

This month's spotlight is a bit different. UFTI (University of Florida Transportation Institute) did a wonderful article on Larry, one of our Gainesville Operators, which follows Larry's "back-story" with permission. The City of Gainesville Signal Operators not only monitor the major arterial roadways in Gainesville and make signal timing adjustments as necessary, but they have new tools now with the improvements made on I-75 for active freeway management, as well as visibility sensors for fog incidents to help keep the motorists informed on conditions, which should help keep them safe.

I hear you recently played a pretty significant role in the FL/GA game day festivities, from a Signals Timing perspective. Tell us a little about that if you will.

Well, I started in the morning (8:30) assisting the band and cheerleading buses (10 total) from Gainesville to Jacksonville. The football team left the day prior, so there wasn't too much worry about any escorts conflicting with one another. The escort lasted about 10 minutes. Afterwards (11:00), I got ready myself and headed to Jacksonville. Unfortunately, I didn't receive an escort but I managed to arrive at a reasonable time. I left the game at the beginning of the 4th quarter (18:00) to assure that I had enough time to setup before the team, band, and cheerleaders arrived back in Gainesville. I was made aware that the two escorts, Football team and Band/Cheerleaders, were coming in just a few minutes apart, with two different paths and destinations. Luckily,

I had an extra hand to help out on one of the escorts. We were able to manage and control all traffic lights along their route. The escort was successful and lasted about 15 minutes.

Did you hit any snags along the way?

Fortunately, we did not run into any major problems. However, I do recall that since the escort was done at night, lighting was bad and it was a little difficult to see them through our cameras. In addition, there were also a few intersections we didn't have control over, but we were able to notify the Gainesville Police Department (GPD) escort team in advance so they could make arrangements beforehand.

Any favorite moment(s) you took away from the day?

There were so many. But, one moment that comes to mind was looking up at the video wall and observing the two escorts being executed at the same time – this happens rarely, so it was pretty cool to watch. Plus, it's always great when the Gators win a game!!!!!!

Since you work with traffic on a daily basis, but maybe aren't so familiar with the Jacksonville patterns, was there ever a moment where you thought, "Oh no, I didn't expect this!"? And if so, what exactly was it that "threw you off course"?

There was a moment that was a concern as I was leaving the stadium and heading back to Gainesville. I wasn't sure if there was a post-pattern or lane closure(s) that usually run throughout the city due to a football game.



SPOTLIGHT ON...LARRY DORILUS
continued

Which do you prefer? Gainesville traffic or Jacksonville traffic? (oh, do tell!)

I prefer **NO TRAFFIC**, it makes life easier.

Be honest, how much of the game did you actually get to watch?

Believe it or not, I was able to tailgate *and* watch the game from inside the stadium until the fourth quarter. It was fun, exciting, and exhausting, but I made it all work.



<http://gac-smartraffic.com/>



Reprinted, with permission

Student Spotlight:
Larry Dorilus

Published: October 27th, 2015

By: Madison Lynn Haughie

While the Gator Football Team may have the Pride of the Sunshine, UFTI has Larry Dorilus – a second year master’s student, whose lively smile and cheerful approach to life are sure to brighten anyone’s day. You couldn’t tell by his laid back exterior that he was juggling school, research, and a job at the Gainesville Traffic Management Center (TMC).

“University of Florida was my #1 school and I always wanted to be a Gator,” Dorilus said when asked about what brought him to UF. “It helped that they had a great engineering program. I was offered basically a full ride to come here, and it was close enough to home where I can commute to see my family every now and then.” Larry is Florida native from Naples.

Though always fascinated about how people and things get around, it was while taking undergraduate classes that Dorilus noticed a penchant for the transportation courses. This ultimately led him to apply to the UF Transportation Engineering Master’s Program. Currently, he is a graduate research assistant under the tutelage of Dr. Lily Elefteriadou, professor and director of the UFTI. Dorilus is working on the Evaluation of Arterial Corridor Improvements and Traffic Management Plans in Florida, a study funded by the Florida Department of Transportation (FDOT).



SPOTLIGHT ON...LARRY DORILUS **continued**

“The objective of the project is to evaluate the implementation and management of advanced signal control along US 90 and SR 10,” he explained. “Presently, my duties include reviewing and writing a literature review on Regional Traffic Operations Programs (RTOP) and soon, I will be collecting previous data and data obtained from the field.”

“Larry is such a pleasure to work with,” Dr. Elefteriadou said. “He juggles all these responsibilities with a smile on his face.”

When not in class, studying, or performing his research duties, you can find Dorilus at the Gainesville TMC where he has also been working for the past year. When asked how he landed the job, he brought up the ever-important point of networking.

“Matt Weisman and Max Elliott were two former UF alumni that worked as traffic engineers for the City of Gainesville,” he explained. “I was blessed to know them and kept in contact with them about any openings. One day I was notified, came for interview, and the rest is history.”

However, working at the TMC can be a catch-22. Dorilus gets to assist with the escorts for the Gator athletic teams, including football, while gaining experience in his field, but he also has to give up several of his Saturdays to help out with game day traffic. “It’s not too bad, I’m glad that I can contribute,” he said.

When talking about his plans after graduation, Dorilus mentioned that nothing is certain. Though he wants to join an engineering company and later obtain a Professional

Engineering License (PE), he hasn’t counted out coming back for his Ph.D. and becoming a professor.

When asked if he had any advice for students, his reply was this: “Make an effort to learn as much as possible and establish long-lasting relationships. ‘You’re braver than you believe, stronger than you seem, and smarter than you think’.”



Above: New DMS signs on I-75 to notify motorists of adverse conditions and incident; below: Infrared cameras to monitor low visibility conditions. Photos courtesy of FDOT.





Photo Gallery

Ribbon Cutting Ceremonies November 12th and links to some of the coverage by local media if you weren't able to make the event.



http://www.bizjournals.com/jacksonville/news/2015/11/12/how-this-state-of-the-art-traffic-center-will-help.html?ana=e_du_pub&s=article_du&ed=2015-11-12&u=U%2BjRHGK1B8vAGmOggF4YIw0b6b33fd&t=1447361574

<http://www.firstcoastnews.com/videos/news/traffic/2015/11/12/transportation-center-improving-driver-times/75672258/>

<http://jacksonville.com/slideshow/2015-11-12/north-florida-tpo-high-tech-transportation-management-center-opens-near#slide-1>



Photo Gallery

Florida Automated Vehicle Summit



Above and at right, the Tesla;
below; SwRI Humvee





Photo Gallery

ITS Florida Annual Meeting



Above right: Josh Reichert accepting the District 2 RTMC award;
Above left: Craig Carnes receiving the ITS Professional of the Year Award;
Below: Michael Munson accepting one of two awards presented to the NFTPPO for the new District 2 RTMC





Photo Gallery

511 Holiday Media Day



The Media descended upon the RTMC again on December 19th to provide Holiday travelers with the information they would need, most importantly to “Know Before You Go”, utilizing 511 (phone, web and mobile apps)





Photo Gallery



Above left, our new 511 banner which has been installed on the fence at the FDOT Urban Office at the Stockton off-ramp;

Above right, Viktor Kharchenko, Andres Gomez, Alan Maricle & Melanie Sims, with their Honey Baked Ham. They had Thanksgiving at the RTMC and kept a smile on their faces! Thanks, guys!

Below left, Sherri Byrd and Steven McCowan promoting 511 at Trick or Treat on the Street at Hemming Plaza;

Below right, a picture of the computer that has a live loop of 511 running at Duval County Tax Collector offices.





**Traffic Incident Management
2016 Meeting Schedule**

First Coast TIM Team

FDOT Urban Office Training Center
2198 Edison Avenue, Jacksonville
904.360.5400

January 19, 2016	March 15, 2016
May 17, 2016	July 19, 2016
September 20, 2016	November 17, 2016

Alachua/Bradford TIM Team

FDOT Gainesville Operations Office
5301 NE 39th Avenue, Gainesville
352.381.4300

February 9, 2016	April 12, 2016
June 8, 2016	August 10, 2016
October 12, 2016	December 14, 2016

FDOT DISTRICT 2 ITS STAFF



**Peter Vega, District 2
Transportation System Management & Operations
Program Manager
904.360.5463**

Peter.Vega@dot.state.fl.us



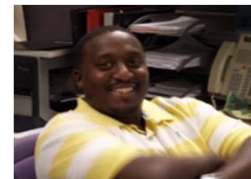
www.fl511.com



**Josh Reichert
ITS/TMC Program Manager
904.360.5642
Joshua.Reichert@dot.state.fl.us**



**Donna Danson
ITS Operations Project Manager
904.360.5635
Donna.Danson@dot.state.fl.us**



**Kevin Jackson
ITS Construction Liaison
904.360.5454
Kevin.Jackson@dot.state.fl.us**