

Bottom right, the old Jacksonville Regional Communications Center (JRCC). Above left; the new state of the art, Northeast Florida Regional Transportation Management Center & North Florida Transportation Planning Organization (NFTPO)



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

Express Lanes are coming!!! Express Lanes are coming!!! Express Lanes are coming!!! Over the past four years FDOT District Two's Planning Office has developed a strategy to deploy Express Lanes on various sections of the North Florida region's Interstate system. To briefly explain, these Express Lanes are a dynamic tolling operational tool that improves travel time reliability for motorists on a constricted schedule. For example, if a person is headed to catch a flight at the airport but encounters congestion or an incident in the general use lanes they will now have the option of paying a toll based on existing traffic conditions. The objective of using the Express Lanes is to provide an option that minimally impacts their travel time to the airport. Ditto for someone headed to an important business meeting or doctor's appointment since missing or being late to either could have a major impact to their life.

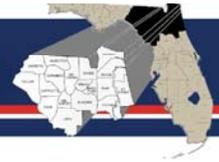
Approximately three years ago two District Directors, Jerry Ausher and myself traveled to the South Florida region so that we could observe their Express Lanes operation first hand. On that trip we met with the SunPass Toll Operations, Turnpike Enterprise TMC, District Four RTMC and District Six RTMC staff so that they could share lessons learned with Express Lanes operation. It was an eye opening experience since their Express Lanes usage and revenue generation was much greater than anticipated. Their Express Lanes are dynamically tolled for the seven-mile trip with a minimum cost of fifty-cents and a maximum of ten-dollars and fifty-cents, dependent on traffic conditions in the general purpose lanes. Even at the maximum cost these Express Lanes were jam packed with motorists who must have felt "time is money" and were willing to pay the piper

to reach their final destination in a certain amount of time.

In District Two our first Express Lanes project (Phase I) is under construction with the expectation of final acceptance sometime in November. The location of the Phase I project is I-295 from the Buckman Bridge to I-95. The Phase II project is due to begin soon and is also along I-295 from Philips Highway to Butler Boulevard. Phase III is still in development and will be on I-295 from the Dames Point Bridge area to just south of Beach Boulevard. Other Express Lanes considered are located on I-95 in St. Johns County, I-10 near US 301 and more portions of I-295. These dynamically tolled roads will have two lanes in each direction that can address peak rush hour and holiday traffic, both of which have travel times significantly impacted by the number of motorists on the road at the same time.

The reason I've provided this background information is because Josh and I made a return trip to South Florida, repeating the same travel agenda that occurred three years ago. The goal was to see if any changes had occurred as well as to examine a new Express Lanes software proposed by the FDOT District Four office. Our first stop was to the SunPass Toll Operations facility in Pompano where we met the staff that would be working with District Two on the dynamic tolling. This group was very helpful, providing advice on things we would encounter as well as what to do when an unanticipated event occurs like loss of network communication to their offices or a major roadway event that makes District Two suspend all toll collections. The next day we spent time with the Turnpike Enterprise TMC staff and administration in Pompano going over the existing District Six

Continued on following page



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

Express Lanes software and the proposed alternative software being proposed by District Four. Our team’s focus was on selecting a software package that had the lowest risk for problems while being operator friendly (since we are on a tight budget). After about six hours of review and discussion we pretty much had a consensus on District Two’s preference. Prior to our departure we shared concerns with Turnpike Enterprise management since they would make the ultimate decision on which software would be used for Express Lanes.

Later that day we journeyed down to District Four’s RTMC in Ft. Lauderdale so that Josh could have a look at an alternate method for TMC operations. Ironically, Josh has been the District Two ITS Engineer for one and one-half years but has never had the opportunity to visit another TMC. Most of it is due to the fact that he’s been kept so busy with the operational demands in District Two but also because there has been limited opportunity due to the transition of the Department’s ITS program. One of the things we wanted to look at was District Four’s Express Lanes software in operation with the I-595 deployment. When we gathered around their workstation it was quite a shock to see that the software wasn’t even being displayed on the monitors. The software package was opened in the background but the operators told us it was hardly being used during the day. This provided some semblance of comfort with the recommendation we provided Turnpike Operations staff.

The next day we headed to the District Six RTMC in Miami so we could see a program that’s been running Express Lanes for the past ten years. First thing we noticed was the AM peak dynamic toll had already topped out at

\$10.50 for the seven-mile trip, yet the lanes were packed with vehicles! These motorists were traveling a little faster than the general purpose lanes but we had trouble understanding the fact that a motorist was willing to pay that amount just to go about 10 MPH faster. We paid close attention to how the operators handled the Express Lanes software and SunGuide software concurrently while dealing with issues that arose. For example, one of the biggest challenges they had were the savvy motorists who would “lane dive” from the general purpose lanes to the Express Lanes between tolling gantries. District Six has an extensive number of FHP troopers on this section of roadway, however they could not keep up with the amount of motorist violations. To make it worse, the ones they caught and pulled over caused a significant impact on the traffic speeds of motorists in the Express Lanes. Sort of a “double-edged sword” if you asked me.

We then spent time with RTMC management going over their software and lessons learned. They stressed that a key component of their success was enforcement and incident management. Their use of Express Lanes Road Rangers who could immediately respond to an incident was critical to the success of the program since the longer the event was active the less likelihood that they could maintain a travel time reliability within this section of roadway. They also shared their experience on what occurs when the Express Lanes had to close for a major incident. One funny thing was the knowledge of these savvy motorists who knew that when a major incident occurred there was an opportunity that they’d be able to get a “free pass” along the Express Lanes. Without going into great detail, when a major incident occurs these Express Lanes are closed with



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

Road Rangers staged at the entry point shutting down access until the incident is cleared. What occurs next is amazing! They told us that motorists who saw these Road Rangers preparing to pick up the cones to reopen the Express Lanes would queue up at the access point even though general purpose lanes were flowing steadily. These motorists knew that once the Express Lanes were reopened there would be about a five-minute delay before charges would be initiated again, hence they'd get a free ride just to go about 5 MPH faster than the general purpose lanes. America is great! Anything free attracts many of us like vultures!!!

During the afternoon peak we again spent time with the Express Lanes operator and amazingly everything we discussed earlier in the day with the RTMC management occurred right before our eyes. We watched lane divers being pulled over, we saw Road Ranger assists and we got to observe an actual closure. By 3:00 PM the Express Lanes were dynamically priced at \$10.50. In shock we asked the operator if this was the norm and the answer was "yep, and it will stay that way until around 8:00 PM!" Mind you that as this was occurring the Express Lanes were PACKED with vehicles! Around 4:30 PM we also had the chance to witness the aforementioned Express Lanes closure scenario and it was much more entertaining to witness in person than to hear by word of mouth.

Police activity had led to the closure of the Southbound Express Lanes. The Road Rangers were situated at the entry point with their cones about a half mile from the event. Upstream motorists noticed that the Road Rangers were about to pick up their cones and swerved over to the Express Lanes in hopeful anticipation that

they'd get a free ride in a few minutes. These motorists actually STOPPED in these lanes waiting at the access point rather than continuing in the general purpose lanes at about 55 MPH. Once the Road Rangers picked up their cones to head out it looked like a scene right out of a NASCAR race. The motorists behind them were turning their wheels to and fro as if they planned to get a leg up on the vehicle in front or beside them. The experienced Road Rangers became "pace cars" as they slowly headed out. The operator told us this was done because in the past motorists would tend to put the pedal to the metal, thereby leading to another major incident. All for the sake of getting something for "free!"

On the return trip to Jacksonville we had the chance to discuss what was seen over the past three days. It was a consensus that we were lucky not to have the same traffic demand in Jacksonville, however we realized that many of the scenarios witnessed while at the District Six RTMC would probably occur with our Express Lanes. Josh found this trip very worthwhile because he'd been sort of isolated by being stuck with only his observations of the District Two program. He gained a better understanding of what we do, why we do it and the differences between various ITS/RTMC programs. As for me, there has been a significant change between my initial trip to South Florida and this current visit. District Six staff have done an outstanding job in dealing with the changing landscape of Express Lanes so my hat's off to them for what's been accomplished. I can only hope that we are just as successful when our turn comes.

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



## **NOTES FROM THE DISTRICT 2 ITS ENGINEER**

I had the pleasure of being part of our District 2 delegation to South Florida the week of January 11<sup>th</sup>. The purpose of this trip was to familiarize ourselves with Turnpike and Express Lanes operations, as well as gain some knowledge of how the TMCs are being run in Districts 4 and 6. The trip was a great experience and allowed me to open my mind towards some of the things they are doing to combat congestion in South Florida that we plan to do in the future.

Our trip began Monday morning with a pleasant, incident-free travel south down I-95. We had an excellent lunch at a place called La Granja, which tipped off a glorious streak of eating Latin cuisine. From there we jumped onto the Florida Turnpike to their office near Boca Raton, where we had an operational overview with Mohamed Hassan. This turned out to be a very good primer for the things we would experience later on our tour, as we learned valuable performance metrics of theirs, and how tolls work behind the scenes.

Tuesday found us at Turnpike's Pompano Operations Center, where we toured their TMC and ran Express Lanes Software simulations with both District 4 and District 6 software. We also met with John Easterling and had good conversations on how we will manage and coordinate our Express Lane operations in a year when they open. Of course, he showed us an excellent restaurant for lunch, Las Vegas, which we all enjoyed.

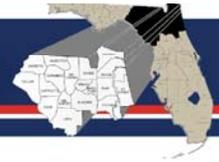
After our time with John, we met with the District 4 staff at their Broward TMC, and were able to observe and talk about their operations. They are currently remodeling their TMC, and we were able to talk to them about their thought process with their remodel. It was educational to

observe their operations, see how they manage things, and learn how they set up their TMC.

In the late afternoon, we jumped back on the Turnpike and headed to Miami to visit with D6 beginning the next morning. We stayed in a place called Doral, which I always had had negative connotations of, since it shared its name with a cigarette maker. Doral was actually very nice; even our La Quinta was a great place to stay! I explored the area as the massive commercial airliners buzzed us on their approach to Miami International Airport. Our group had a good time at Ale House that night while watching Craig Carnes's West Virginia Mountaineers beat Kansas in basketball. It was a big win for them, and the margaritas I had were a big win for me!

The District 6 day was a great experience. We observed their TMC through the morning and evening peaks, and got to see in real time how their express lanes are operated. I must say that a lot more goes into it than I had previously thought. I also have a better understanding and more respect for Express Lanes now than I did before the trip. I believe now, that with the right resources, we can make Express Lanes a success in North Florida, although our motorists are very different than those in South Florida (they readily pay over \$10 one way during peak hours to travel a few miles, and would likely pay even more if the rates were not capped out per rule).

After a nice lunch at La Carreta, we were back at District 6's TMC to learn more. After some more meetings we shadowed their TMC operators through the evening peak. I must say, it felt like being in an air traffic control center. It takes a lot of multi-tasking, communication and



**NOTES FROM THE DISTRICT 2 ITS ENGINEER continued**

coordination to handle the many incidents that develop within the extremely heavily traveled Miami metropolitan area. I was very glad to be in the comfort of their newly remodeled TMC rather than out on the roadways with the traffic. They have designated operators for Express Lanes and ramp metering, and after watching them work, I understand why.

We drove back north Thursday morning, making a quick detour to see the District 4 West Palm TMC. The trip was one of my favorite work trips for many reasons. On top of the many nice faces I was able to meet from both the districts and Turnpike, our group gained a lot of valuable knowledge on their operations down there and things that we can do to make the implementation of our Express Lanes, and even Toll 23, go well. It was also great to escape from the cold blast that gripped North Florida that week, and dive into the land of sunshine and palm trees. It was my “planes, trains, and automobiles (and boats)” trip, as we saw a lot of all. Overall it was a great experience for our group, and a trip I hope to make again soon for future coordination with our counterparts.

**Josh Reichert**  
**ITS/TMC Program Manager**

**NORTH FLORIDA TPO**

The North Florida TPO staff is considered part of the team at the RTMC due to our daily interaction with many of them. One such individual is Milton Locklear who handles their modeling tasks. He utilizes data to determine needs and performance within the North Florida roadway corridors. Over the past few years Milton has worked closely with me and our team as we monitor and tweak the region’s Bluetooth

deployment. In the beginning this deployment wasn’t pretty as we went through a learning curve on where to place the devices as well as monitoring its performance. Milton has been able to keep us on our toes with tons of questions while utilizing the data for modeling purposes and letting us know when he notices a problem.

This Bluetooth data is very valuable to many in his field because it can provide speeds, travel times and origin/destination information continuously for a large number of corridors, whether it’s an Interstate or Arterial system. Likewise, he can develop reports for routes involving several corridors to gather data for areas that generate high volumes of traffic. For instance, Milton may want to determine the travel time for someone living in the Town of Orange Park who commutes to downtown. He would develop three or four routes in the system and then run the report. This data will provide information on the travel times for these routes as well as percentage of individuals using each one. It also provides important origin/destination information when aggregated with the data from other communities around the region.

This January we made a commitment in a team meeting to take the Bluetooth program to the next level by working with the vendor, TrafficCast, to upgrade equipment in the field.

TrafficCast has been great to work with over the years and in this case they’ve gone above and beyond the call of duty by offering to upgrade the old devices with new and better designed ones at no cost to the Department. Their core business is the software end of Bluetooth technology so making this sacrifice has benefits for everyone. Likewise, when we met with them



**NORTH FLORIDA TPO continued**

they showed us new features and reports that better fit our needs as the program matures.

This meeting kicks off what we hope will be a very beneficial and promising future for District Two. We've decided to create a steering committee of TMC operations, roadway planning and traffic signal personnel who can guide the program through the coming years. This team will be meeting quarterly to discuss system performance, data quality and reporting capabilities. Pretty soon the North Florida TPO will need this information to submit their required roadway performance reports to FHWA. The goal is to use these reports to target high growth areas and roadways that could use some improvement, thereby targeting funds to the roadways that need it the most.

Milton is an extremely excitable person but the smile I generated when mentioning this steering committee was much more than expected. I entered this venture into Bluetooth with a goal of providing Milton the tools he needed to improve his modeling efforts. By this summer I hope to achieve this objective so that it becomes a routine part of our business for years to come (or until connected vehicles finally takes off!).

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



**CONSTRUCTION**

The 90 percent construction inspection was performed on January 22<sup>nd</sup> for the Phase 9 ITS Project on the southeast quadrant of I-295. The contractor is currently completing the fiber optic cable installation and is preparing for testing of the devices and fiber optic cable. Motorists will notice test messages displayed on the Dynamic Message Signs beginning in early February and the Regional Transportation Management Center (RTMC) operators will be able to begin using the CCTV cameras soon as well. All device integration and testing should be completed before the end of March, at which time the RTMC will be able to fully utilize all of the newly installed devices.

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 have also been performing testing on the fiber optic cable. The installation of fiber optic cable and infrastructure in this area is included in the SR 23 Toll Road northern project, as the fiber installation was required to provide a complete fiber path between SR 23 and Florida's Turnpike Enterprise. This portion of the project should be completed in January.

The I-95 St. Johns County ITS Device Installation Project began in early January and the first Construction progress meeting was held January 6<sup>th</sup>. 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



**CONSTRUCTION continued**

installed on the ongoing project detailed above. This project is anticipated to be completed in about a year.

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 this year or early next year depending on weather.

**Kevin Jackson**  
**ITS Construction Liaison**

**MAINTENANCE**

This is the time of year when our ITS Maintenance staff and contractor personnel can take the time to collect themselves, catch up on preventive maintenance of system components, and perform special projects. That's because it is the time of year that we have few, if any, lightning strikes in the area. Because we are in a slow time for device maintenance, we have been concentrating on upgrading our existing analog CCTV cameras to digital CCTV cameras and repairing and installing new Bluetooth travel time readers.

I have described the advantages of the digital cameras in past newsletters and one of the big differences can be seen on the new video wall at the RTMC. These digital images are much more crisp and clear than the analog versions. RTMC operators have been amazed at the quality of the images they are receiving from the new cameras. Although operations staff do not need to have high resolution cameras to do their jobs, it is nice to be able to more easily determine what lane a crash is obstructing and the colors of the vehicles. Due to

the number of existing analog cameras, we will be working over the next couple of months to get all of them changed out.

The Jacksonville area has one of the largest deployments of Bluetooth travel time readers in the nation. These devices have been found to provide a wealth of information for both operations and planning personnel. When we originally installed our Bluetooth travel time readers they were in their infancy and since that time the product has been upgraded and is now more robust. The manufacturer of the devices has been gracious enough to allow us to upgrade all of our older models to the newer version free of charge. So, our maintenance crews have been going around the area taking down the old devices and pulling out the communications cabling and installing new devices and pulling in new cabling. This effort should be completed in February.

**Craig Carnes**  
**Metric Engineering**

**PERFORMANCE MEASURES**

Usually I start the performance measures off on an uplifting note, but after our TIM meeting I am left with a somber statistic that keeps repeating in my mind. Seeing as we have only completed 20 days of 2016, at the time that I am writing this, there have already been 16 confirmed fatalities here in District 2 compared to 8 fatalities around this same time last year. This statistic left many questions in my mind, which prompted me to look at the performance measures data a bit harder.

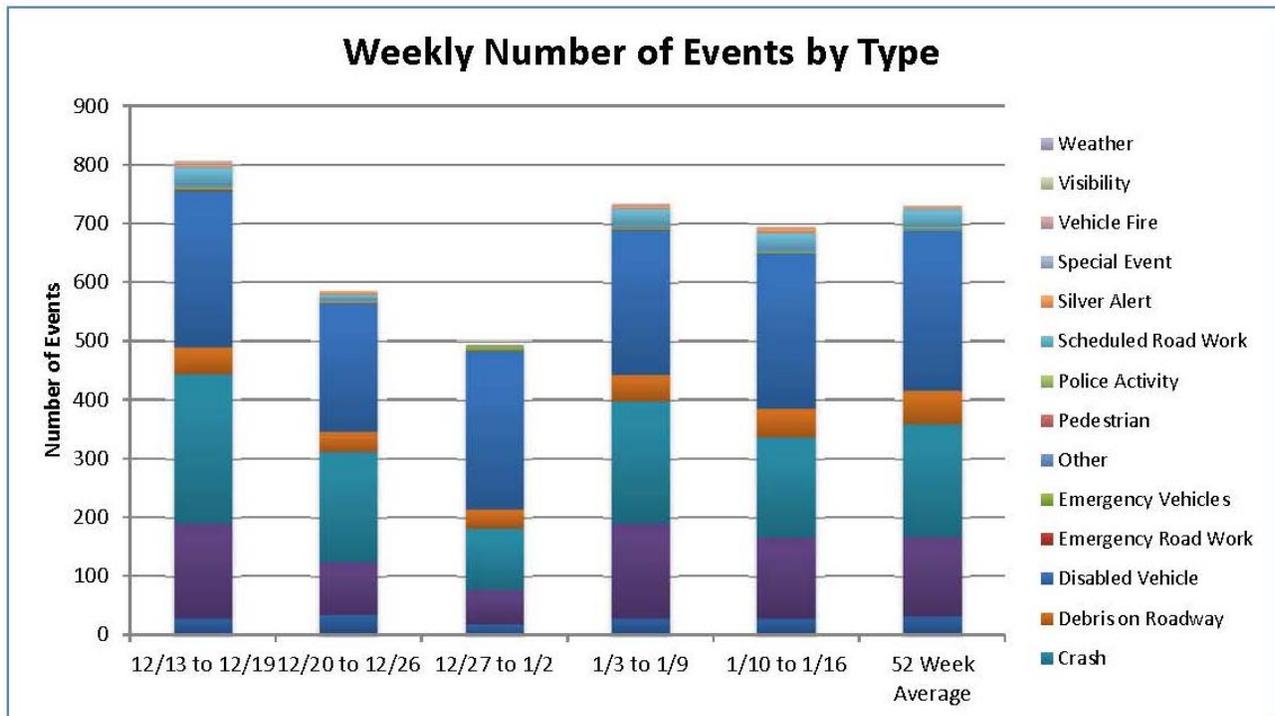


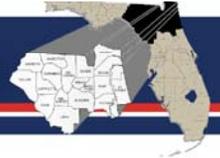
**PERFORMANCE MEASURES continued**

The past several weeks show that there have been close to 200 crashes in District 2 so far in the month of January compared to 166 crashes last year around this same time; this number equates to a 17% increase in crashes. We also had a 10% increase in disabled vehicles on the roadways. We can venture to say that the increase can be correlated to the growth in construction activity here in the area as well as the strange amount of rain that we have been having due to the hurricane.

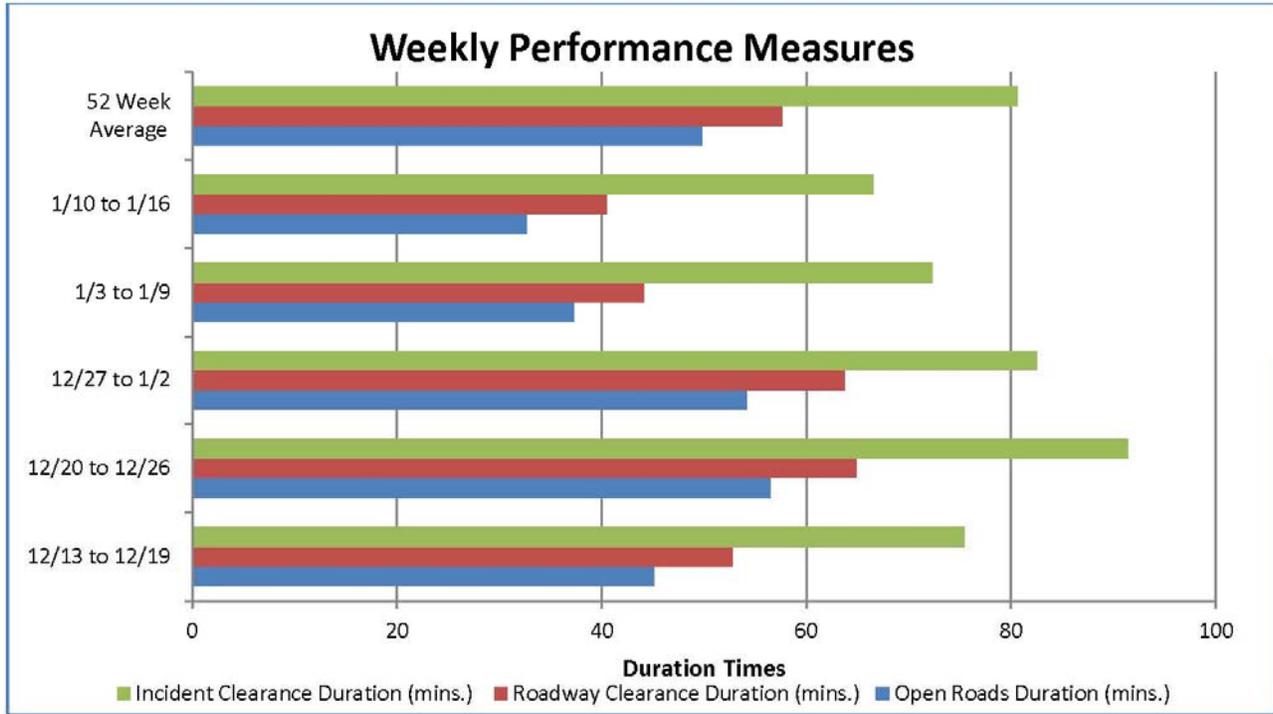
Of course, with there being an increase in the number of crashes and disabled vehicles, we also see the effect it has on the Road Rangers and their activities. As we can see, the Road Rangers have responded to close to 900 events so far in January and are expected to reach a significantly larger number by the end of the month.

The following charts show the Performance Measures for the Open Roads, Roadway Clearance, Incident Clearance durations and events for the past five weeks. As we can see from the charts, we are still well under our Open Roads duration goals with our average being around 50 minutes here in District 2.

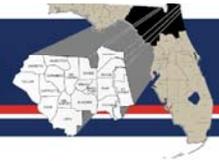




**PERFORMANCE MEASURES continued**



**Sherrell Lall**  
**Metric Engineering**



**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. This program supports Florida’s Open Roads Policy and establishes a 90-minute goal for clearance of motor vehicle incidents on Florida’s roadways.

The goal of RISC is to safely and quickly restore highway facilities for public use and is a major component of Florida’s traffic incident management strategy. Our RISC program encompasses nine counties and covers major incidents along our interstates. Fortunately, RISC has not been activated so far in the month of January.

**ROAD RANGER UPDATE**

The First Coast Road Rangers is a free service provided by the Florida Department of Transportation. The Road Rangers respond to all types of incidents on our roadways and they are an integral part of the Department’s incident management program.

The Road Rangers held their monthly safety meeting on Wednesday, January 6, 2016 at 11:30 A.M. at the North Florida Regional Transportation Management Center (NFRMTC), 980 N. Jefferson St. The Rangers had the opportunity to discuss several incidents that occurred on our roadways over the holiday season and use those incidents as learning experiences.

During the meeting, Donna Danson also praised the Rangers for the genuine concern that they have for our motorists who are in need of

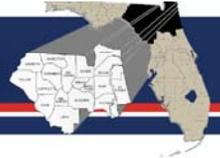
assistance. Some of those motorists sent in emails and even called to let Donna know how the Road Ranger program impacted their lives and how grateful they were for the free service provided by FDOT.

The charts below show that the Road Rangers have been very busy so far during the month of January. They have responded to close to 2,000 events and activities throughout the month. Our Road Rangers continue to show their dedication by working extremely hard to keep our roadways clear and congestion free. They have helped motorists with numerous activities, which include over 600 disabled vehicles and approximately 160 crashes so far in January.

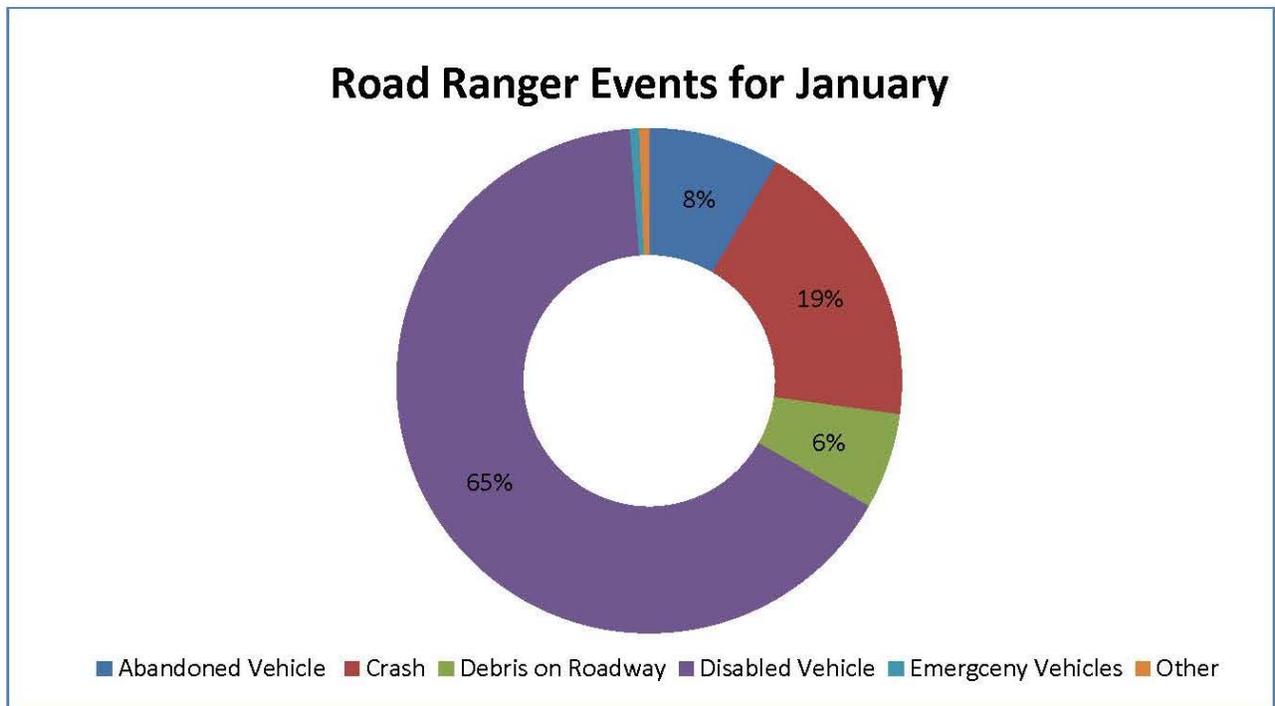
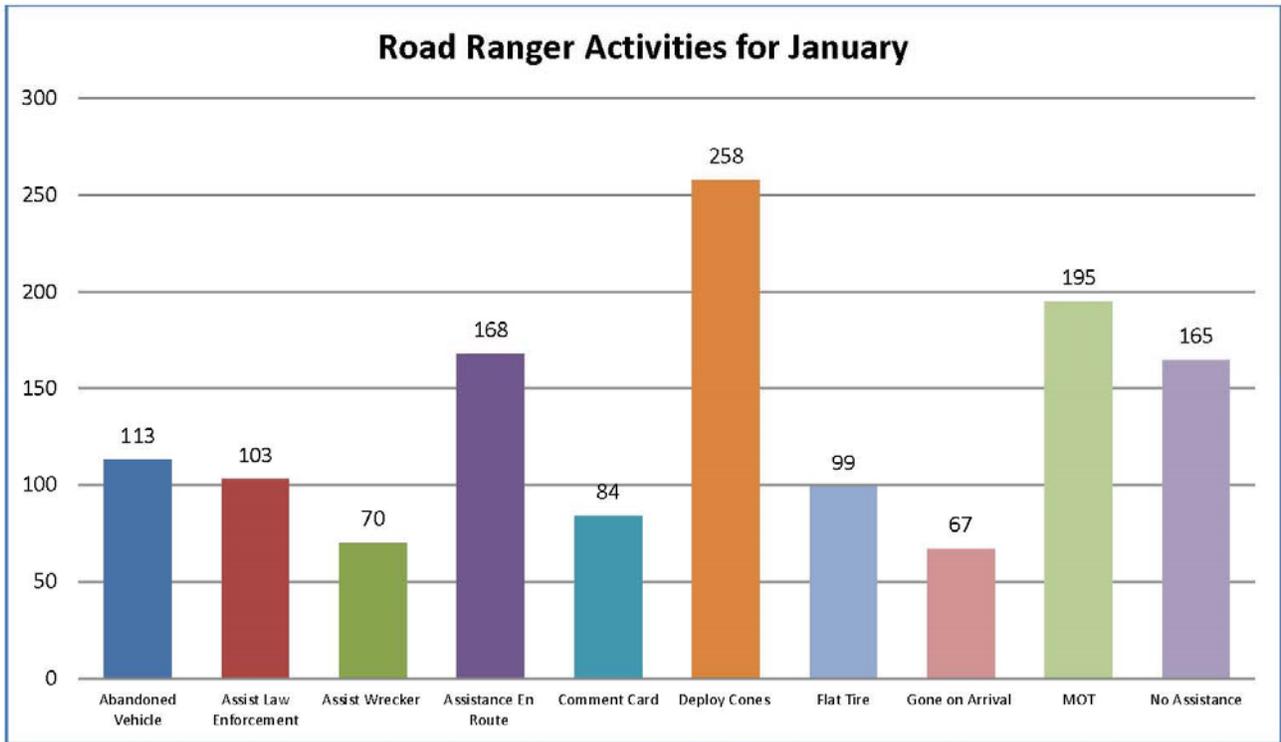
As we can see from the charts on the following page, the Road Rangers have been very busy the past two months with responding to over 5,000 events and activities from the beginning of November through December 14. Our Road Rangers continue to work extremely hard to keep our roadways clear and congestion 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**





**ALACHUA BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE**

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.

**FDOT 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.*

**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**

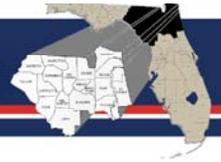
**OPERATIONS**

January 29<sup>th</sup>, 2012 was the beginning of a 48 hour period where tragedy struck and heroes rose from the smoke and fog in Alachua County.

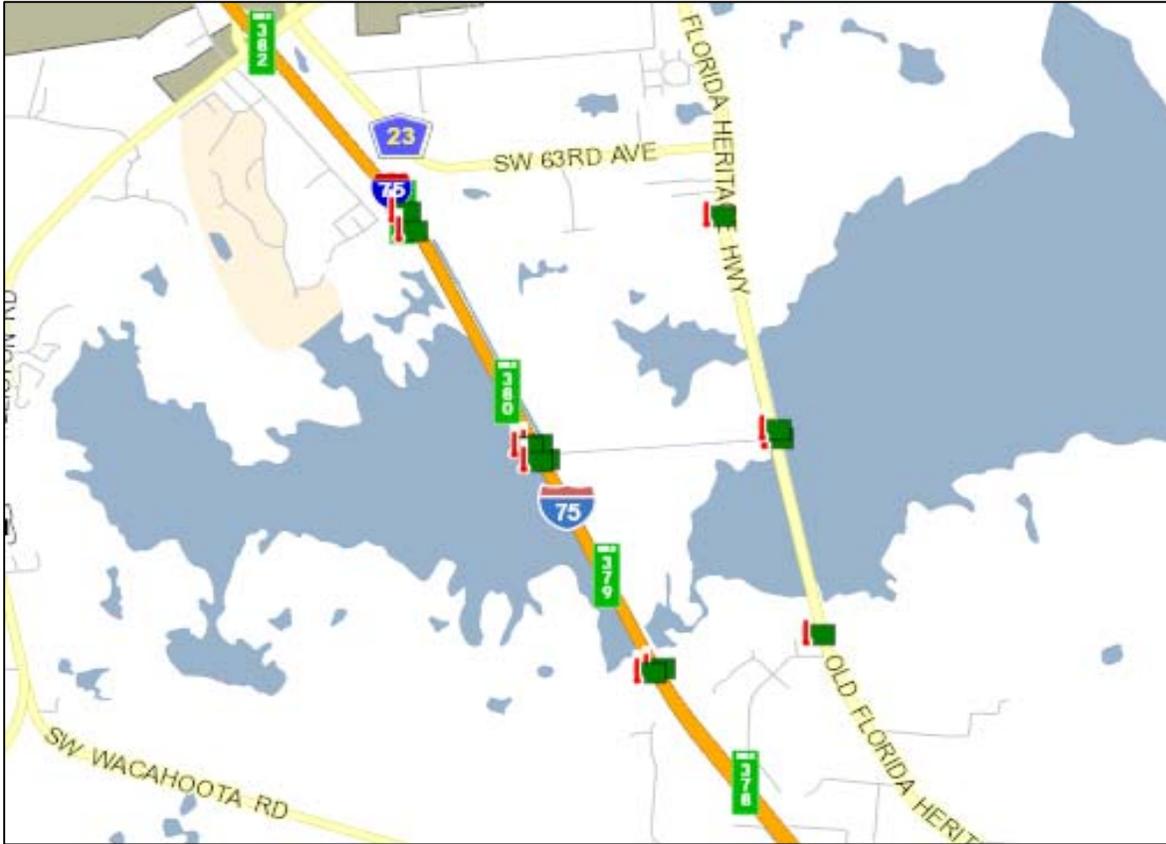
When dealing with Mother Nature the best one can do is go with the facts that are in front of you. Back in 2012 there were limited ITS resources to lean on to gather information to help make those decisions. We have all been trained to assess the situation and make the best decision on the information that is available. What happened was a tragedy but what occurred after the fact was a display of team work, training, courage, bravery and hard work.

Fingers weren’t pointed and team work carried these brave men and women to reduce secondary crashes and keep traffic moving as well as the arterial roadways would allow them. FDOT dedicated themselves to finding a way to make that stretch of roadway safer moving forward and the Paynes Prairie ITS Deployment is now here. This state of the art deployment will help provide additional information to responding agencies to help minimize the risk of what happened back in 2012 occurring again.

The two pronged problem of visibility was approached with two different devices. The first part was notification of visibility issues starting to arise. Twelve OSI Visibility Sensors were installed along I-75 and US-441 throughout Paynes Prairie to report visibility distances back to the TMC in real-time. As thresholds are met the ATMS Software (SunGuide) in the TMC will automatically populate the Dynamic Message Signs on both roadways as well as



**OPERATIONS continued**



**RWIS Station Status**

Set Op Status Refresh Station Find on Map Stations Configure Thresholds

Name	Op Status	Roadway/Direction	Temperature	Average Wind Spe...	Avg. Wind Dir.	Precipitation	Precipitation Rate	Relative Humidity	Visibility
RWIS 441-01	Active	US-441 Southbound				None	0.00		6.28
RWIS 441-02	Active	US-441 Northbound				None	0.00		6.28
RWIS 441-03	Active	US-441 Northbound				None	0.00		6.28
RWIS 441-04	Active	US-441 Southbound				None	0.00		6.28
RWIS 93-01	Active	I-75 Southbound				None	0.00		6.28
RWIS 93-02	Active	I-75 Northbound				None	0.00		6.28
RWIS 93-03	Active	I-75 Northbound				None	0.00		6.28
RWIS 93-04	Active	I-75 Northbound				None	0.00		6.28
RWIS 93-05	Active	I-75 Southbound				None	0.00		6.28
RWIS 93-06	Active	I-75 Southbound				None	0.00		6.28
RWIS 93-07	Active	I-75 Southbound				None	0.00		6.28
RWIS 93-08	Active	I-75 Northbound				None	0.00		6.28
RWIS 1295E-043.0 SB	Active	I-295 E Southbound	45	4	WNW	None	0.00	28	1.24
RWIS 1295E-043.5...	Active	I-295 E Northbound	45	8	WNW	None	0.00	30	1.24
RWIS 1295E-045.0...	Failed	I-295 E Northbound							
RWIS 1295W-020.5...	Failed	I-295 W Southbound				Unknown			
RWIS 1295W-029.3	Active	I-295 W Southbound				Unknown			

Overview Air/Visibility Pavement Precipitation Temperature Wind

Air Pressure: **N/A** in Hg  
 Visibility: **6.28** mi  
 Situation: **Other**

No status messages reported.

**OPERATIONS continued**



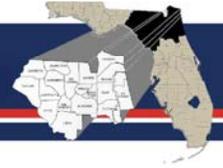
activate the flashing beacons on static signs stating “**LOW VISIBILITY WHEN FLASHING**”. This will give immediate notification to the TMC as well as alert motorists in the immediate area of the problem. The TMC would then contact Gainesville Maintenance and inform FHP Troop B of the issue. Sitting side by side with Troop B will allow FHP and the TMC to monitor the situation together.

The other issue was, what happens if visibility is so poor that you cannot monitor anything from the CCTVs? It is hard to identify situations requiring response or coordinate response if you cannot see the area. This ITS Deployment utilizes 3 different types of CCTVs, one of which is a FLIR IR Camera (pictured above). This camera will see through the visibility problem using, simultaneously, visible-light and thermal video outputs to ensure optimal imaging

performance in a wide variety of conditions. This should help coordination and communication during collaboration immensely. Hopefully nothing like 2012 happens again but District 2 is more prepared due to emerging technologies.

December is always a busy month. Many people are shopping and hitting the roads for travel. The TMC remained busy during this period. Events were busy as the TMC worked almost 3,200 of them. Of those 3,200 events, 875 were crashes and 1,472 had some type of lane blocked. The Road Rangers did their part by responding to 1,811 of those 3,200 events which is over 55%. Despite Holidays and the year wrapping up remember to Know Before You Go. Use 511.

**Ryan Crist**  
**RTMC Manager**



## MARKETING

As you're driving around Jacksonville you might start to notice some slightly familiar signs popping up in unexpected locations. Thanks to our Statewide Marketing Partner, Global 5, new 511 billboards have begun gracing our skyline, most notably the one on I-10 Eastbound approaching Cassat Avenue (look to your right), and another on I-95 Northbound just beyond the Fuller Warren Bridge (look to your left). In the coming days and weeks, you'll notice even more of these colorful blue and yellow billboards dotting our landscape. If you can manage to pull over safely and snap a photo, please feel free to send it to [sherri.byrd@metriceng.com](mailto:sherri.byrd@metriceng.com) or [penny.kamish@metriceng.com](mailto:penny.kamish@metriceng.com). We might even use it in a future edition of our monthly newsletter. Photo credit courtesy of...you!!!

We always stress safety first and foremost, however, and distracted driving is a problem that is becoming more and more evident as motorists focus on everything from texting to eating to reading the newspaper (yes, I've witnessed this) instead of keeping their hands on the wheel and their eyes on the road. Startling data Metric Engineer's Sherrell Lall recently uncovered during a Performance Measures Review of District Two, show there have been 16 confirmed fatalities during the first 20 calendar days of this year (compared to eight at this time last year).

We can all do our part to minimize distractions while on the road. For instance, take a quick peek at your 511 app before you leave the office, then tuck it away until you can safely check it again (while pulled over at a gas station, before running in to get the kids from daycare, after picking up that gallon of milk).

As we get ready to take center stage at corporate events, festivals and high school safety fairs all across Northeast Florida, we're keeping those recent traffic statistics in mind. Education means awareness. And with awareness comes ownership. We'll even be focusing more of our attention on the Gainesville area this year with the launch of the Paynes Prairie ITS enhancement project. New Dynamic Message Signs, cameras, vehicle detectors and visibility sensors will be an added benefit to motorists who regularly use I-75 and U.S. 441, alerting them to hazardous driving conditions in the area.

It's our hope that, you too, will become an informed motorist. "Know before You Go!" Call 5-1-1, visit [www.FL511.com](http://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...MILTON LOCKLEAR**

**If you would, sort of set the stage for us. Where did you go to school and what did you study?**

University of North Florida - Management Information Systems

**What is your current role in Transportation? (Job Title / number of years on the job)**

Transportation planner/modeling specialist - five years

**Now that we're approaching the end of the calendar year, what are some of the key projects you've been focusing on?**

I've been working with a very talented team of planners, programmers, and modelers to develop an Activity-based model (ABM) for the northeast Florida regional planning area (NEFRPM 1.v1). We have migrated from a Traditional 4 Step Gravity Model (trip generation, trip distribution, and mode choice and traffic assignment). The new Activity-based model will keep in place the Cube Transportation Software Framework User interface and voyage assignment module. The trip generation, distribution, and mode choice has been replaced with DaySim ABM. DaySim is more responsive to behavioral, spatial and temporal differences in travel forecasting.

*“Activity-based models are so called because they are based on the principle that [travel demand](#) is derived from people's daily activity patterns. Activity-based models predict which activities are conducted when, where, for how long, for and with whom and the travel choices they will make to complete them. Having this type of detailed model at their disposal allows researchers, practitioners and policy makers to evaluate the effect of alternative policies on individuals travel behavior at a high level of [temporal](#) and [spatial](#) resolution and select the best policy alternative considering a potential wide range of performance indicators.”*

I've also been working with an equally talented group of planners and engineers on a new approach to congestion management process (CMP) utilizing the Blue tooth technology. We are incorporating the following performance measures into the CMP and Annual Mobility Report (AMR)

***Planning Time Index:***

*The ratio of travel time or the worst day of the month compared to the time required to make the same trip at free-flow speeds. A value of 1.8, for example, indicates a 20-minute free-flow trip and requires 36 minutes during the worst peak period. (Note: Statistically the “worst day of the month” is the 95th percentile travel time).*

***Reliability:***

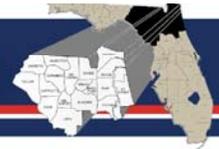
*Variation in travel time from day to day. This concept reflects an aspect of congestion that relates to the unpredictability of travel conditions, rather than everyday slowdowns.*

***Travel Time Index:***

*The ratio of the travel time during the peak period to the time required to make the same trip at free-flow speeds. A value of 1.3, for example, indicates a 20-minute free-flow trip and requires 26 minutes during the peak period.*

**As a Transportation Planner, I understand your work requires a great deal of community involvement. How do you know which neighborhoods to focus on? Do residents get a say?**

As a member of a regional transportation planning organization (North Florida TPO) I have the good fortune of interacting with the TPO's Technical Coordinating Committee (TCC) and Citizen Advisor Committee (CAC) on a monthly basis. The inside information gathered during these meetings are of great value to any planner. Especially the CAC....



**SPOTLIGHT ON...MILTON LOCKLEAR**  
**continued**

***TCC:** The Technical Coordinating Committee (TCC) advises the TPO on technical issues concerning transportation and air quality. Membership includes government and agency staff members with expertise in planning, engineering and related fields.*

***CAC:** The Citizens Advisory Committee (CAC) provides an opportunity for citizens to participate in the transportation planning process. Members are appointed to ensure a diverse cross section of the public.*

**Do your projects have an environmental focus? If so, in what sense?**

Some of the programs I work on do have an indirect if not direct focus on the environment. Air Quality Conformity in Travel Demand Forecasting and the explicit & implicit costs associated with delay in the Congestions Management Process.

**Most Planners look to the past, while keeping the present in mind; yet they also have to project future trends. How far into the future do you look to determine the needs of today's motorist?**

Our Long Range Transportation Plan and Travel Demand Forecasting Model have a horizon year of 2040. The CMC is updated every five years and ABM every year.

**What other positions have you held? Past jobs that may have helped you in your current role?**

I've worked as a traffic and pricing analyst for a nationwide freight carrier – five years. I worked as transportation planner and travel demand modeler with FDOT – twenty years.

**How many years have you been in the industry altogether?**

Approximately 30 years.

**What's the most significant change you've witnessed to date, as far as Transportation is concerned?**

The planning profession is paying more attention to the relationship between land use and transportation decisions. Transportation polices have very significant influences on land use. I personally feel this relationship impacts the quality of life, for all, on too many levels to mention in this space.

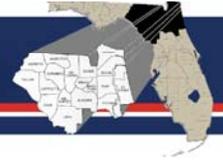
**Can you recall a particularly difficult or challenging case? Perhaps one where a homeowner or business owner didn't want to give up part of their land for development purposes? And how was this resolved?**

The development of the St. Johns Town Center in Duval County was challenging. I better leave it at that!



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

Professional - Moving from the private sector to, if I may, a more self-fulfillment position in the public sector. I find being a public servant an honorable endeavor.



**SPOTLIGHT ON...MILTON LOCKLEAR**  
**continued**

**I imagine the challenges you face may make your job seem a bit stressful at times. How do you like to relax and unwind when you're not at work?**

I spend time with friends and family.

**Tell us a little about your family.**

Raised by a Native American dad and English mom. I'm the older brother of two sisters and the uncle to one nephew and three nieces. Very enjoyable upbringing, on so many different levels.

**Photo Gallery**



Above: The District 2 Team meeting the Florida's Turnpike Enterprise Team about Managed Lanes; Below: January is officially "Move Over Month", but follow the law all year long to keep all of our First Responders safe!



