



Construction continues on the 9-B segment To I-95

(photo courtesy of Beach Banners)





NOTES FROM THE DISTRICT 2 ITS ENGINEER

The month of June was filled with change and excitement as the new fiscal year approaches. I have to admit that it was kind of strange knowing I no longer worked for Director Nick Tsengas. It was nearly 21 years ago when I first met him at my initial Department interview so it's going to take a while to adjust to his absence. However, life is full of changes so I probably need to "suck it up". As for change, on the first week of June Mr. Joshua Reichert began his career as the District Two ITS Manager, thereby allowing me to focus on Transportation Systems Management & Operations while he deals with the day-to-day activities in ITS maintenance and TMC Operations. "Josh" (as he's called) is very eager to jump into things within our program thus I've been trying to reign him in so he does not burn out too quickly. I know he's trying to prove his worth to the program but an "old codger" like me learned the hard way that you've got to take it slow the first six-months into the program.

The ITS program has matured over the past twelve years but there is still a lot to learn within the industry. The acronyms alone should take a month for Josh to learn. I can tell there's a sense of frustration when he hears terms like MVDS, RITIS, FLATIS, DMS and TVSS. He's experiencing the same culture shock that we all encountered when we first got involved with ITS. I've made a rule for staff in the ITS office that no acronyms shall be used without the follow-up definition until Josh can get a sense of what's being discussed. Fortunately, he's a smart man so a month may be a little too generous. Guess we'll see when I give him his first exam on July 1st! The beauty of it all is that he has a strong background in Safety and that's much needed on our team since the focus has always been on mobility. He may be able to provide a different perspective on how we do things that could greatly enhance the performance of our TIM teams.

Once Josh settled in the first week of the month we began to get ready for a visit from the Puerto Rico DOT contingent that stopped by our TMC on June 4th. Their Department has decided to make a huge investment in ITS over the next 10 years so FHWA hosted a Peer-to-Peer tour of different ITS programs on the mainland so that they could get some idea of how to develop their program. The first stop was the Ft. Lauderdale RTMC for a day-long visit with the District Four ITS staff. From what I gathered there was a lot of presentations provided with limited opportunity to ask questions. The next stop was to the Orlando RTMC in District Five where unfortunately many of the ITS management staff were on annual leave. This visit allowed them to learn about the equipment and operations side of the business from Department consultants.

On the third day (and their last stop in Florida) they came to visit the Jacksonville TMC. We aim to please so we provided them with an experience they will never forget. We began the visit with an overview of our ITS program, types of contracts used, philosophy of the District's TIM program, approach to using Road Rangers with Safe Tows and experiences with using various methods of construction. They seemed to really like our success with the System Manager method for executing construction projects and had a number of questions on the methods we used. They felt that this would give them the flexibility needed to grow their program with some semblance of control. After a couple of hours we felt they needed to stretch their legs so we walked them across the complex to the Training Center.

Ironically, our Road Ranger program uses this facility the first Wednesday of every month to conduct their Safety Meetings so the visitors had a chance to see the various pieces of equipment used by our Service Patrol.

Continued on following page



NOTES FROM THE DISTRICT 2 ITS ENGINEER CONTINUED

Members of their group posed numerous questions to the First Coast Road Ranger owners, Greg and Marshall, regarding the challenges of operating this program. They had the chance to speak with the troops on the ground to learn from their experiences. They also were able to decipher what would and would not work on an island as complex as Puerto Rico.

Once finished with this part of the visit they returned to the Duval room to enjoy a feast catered by our staff. This seemed to make their day a little more pleasant as they enjoyed a slew of choices, from chicken/shrimp salad to deli meats. Everyone on our ITS team knew we nailed it when the visitors dug into the Tres Leches cake we provided for dessert. I felt that catering lunch would give them some time to unwind and ask follow-up questions on the topics addressed in the morning discussions.

After we finished lunch it was off on a field trip to our latest deployment along I-295. We took them to the Phase VIII project in the northwest quadrant of town to show features found at a DMS, CCTV camera and vehicle detector site. They were amazed by the workmanship in the cabinets and the cleanliness of the site. This kind of made me proud because I remember the earlier days of the program when wiring inside the cabinets was a jumbled mess and ant farms seemed to dominate the locations.

Unfortunately, our vendor's bucket truck was in the shop so we did not get the opportunity to take them up inside of a DMS to really blow them away.

After we completed this field review we headed to one of our RISC vendors up the road so our visitors could see the type of towing equipment used in this specialized field. We took them to

the Walt's Wrecker facility so that they could see the newest vehicle in our RISC program inventory. I have to give kudos to Walt for being a fantastic host and explaining everything it takes to provide such a service. The equipment and facility looked immaculate while the comments from our Puerto Rican visitors was proof positive that they were impressed.

After this climactic ending I thought we'd provided enough information to them but they just could not get enough! They kept asking for more so we took them to the TMC to go over our daily operations. I expected this part of their visit to take 10 minutes but it actually lasted almost an hour. They kept bombarding us with questions and kept mentioning how impressed they were with the cost effectiveness and functionality of our TMC.

They referenced the approach being taken with our new RTMC and how they planned to model their facility after this new one. I was even impressed with the very inquisitive questions posed about our network equipment and approach to managing data. In the end, what was supposed to be a four hour visit lasted nearly seven hours while (as I believe) leading to a friendship that will last the rest of my career.

The following day this group flew to Atlanta for a visit with the GDOT TMC. I hope that Georgia doesn't take offense to the fact that we went the extra mile and they now had this huge hurdle to overcome in trying to impress their guests. I'm sure GDOT tried to impress them with their arterial roadway management program, express lanes, ramp metering and hard shoulder running **BUT** nothing beats out a slice of Tres Leches cake! Hope I'm

Continued on following page



NOTES FROM THE DISTRICT 2 ITS ENGINEER CONTINUED

forgiven by the time I see the GDOT folks at the 3C Summit in September.

One final note on the month of June relates to a data sharing agreement FDOT signed with WAZE. This company was purchased by Google in June 2013 due to their ability to gather roadway traffic data via social networking. "Wazers" report information on traffic accidents, congestion, road hazards, construction and police activity via a Smart Phone application.

This information is gathered "in the cloud" and provides its users with real-time traffic information based on the most current GPS coordinates captured by their phone. One unique feature of WAZE is that it provides alternate routes to end users as they look for a by-pass route to avoid the roadway situation. The objective of this agreement was for the Department to gather more data while providing WAZE with greater accuracy along roadways that have ITS equipment coverage.

On June 12th a number of Department Traffic Operations, PIO and ITS staff met with members of the WAZE team in Orlando to begin initiating this data sharing plan. First thing addressed was the Department's stance on distractive driving and use of Smart Phones while operating a motorized vehicle. The WAZE team understood our concerns so they have been looking into methods to actively use voice commands and/or hand gestures to execute tasks without distracting the driver. The next item addressed was the validity and reliability of the data they would provide. Since this is a social networking type application accuracy is not a major component of their program.

Understanding this inaccuracy, the Department will approach this data as information that must be validated prior to dissemination to the public.

We then entered into discussions on the strengths and weaknesses of their system. This was the most important part of the discussion during the meeting since it provides information on what the Department should accept while using their data.

After over five-hours of discussion it was clear that Department representatives would need to develop a consistent, predictable and repeatable (CPR) plan to manage any information provided by WAZE. State Secretary Ananth Prasad was one of the participants and he directed Department staff to come up with a solution within 30-days.

Fortunately for us, each District provides data through one "tunnel" so WAZE is already collecting our data. The challenge will be the method that we set up to receive their information since some "cleansing" will be necessary to get as close to accurate as possible. I have been a WAZE user for over three years now and I can honestly say this will be a huge challenge. Since I am an engineer, accuracy and dependability are a major factor when I judge a product. Albeit the WAZE system is a useful tool I realize that supporting information will be necessary for us to provide the best available traffic data to the public.

On my way home from Orlando I decided to ditch the 511 system and use WAZE exclusively for my 130 mile drive. There were a number of "WAZERS" along the way as I drove I-4 and I-95. The first thing I noticed was that I "squished" a number of "WAZERS" as I drove over their image on the application's map. I swear I looked around and did not see a vehicle within 1000 feet of me but there I was, on the map, driving right over them! Next were the reports of disabled vehicles along the road. I'd look at the map, then at the road, then back to



NOTES FROM THE DISTRICT 2 ITS ENGINEER CONTINUED

the map, but “nothing” was seen in the area as reported on the application. There were a few disabled vehicles one or two miles downstream, so putting two-and-two together I realized some of the reports in the application must have been delayed data input. During my drive I did realize that time sort of flew by as I paid more attention to the map on the application but then it hit me “I forgot to get gas!!!” Luckily for me there was an exit with gas stations a few miles ahead so I had the chance to fuel up instead of being reported as a disabled vehicle on the WAZE application. That being said, July will be a new and adventurous experience for all of the ITS staff around Florida!

I would like to end by thanking all of you for being part of this wonderful journey. This month marks the completion of the ITS newsletter’s seventh year of existence! What started off as an experiment has turned into a long-standing run of success for the ITS program. Beginning in July we will have Josh provide his perspective on the ITS program and changes he’d like to see over the next few years. The goal for him will be to strengthen the overall performance of our unit so that we remain a top-notch organization for years to come.

NORTH FLORIDA TPO UPDATE

The months of June, July and August have been designated North Florida TPO focus months for the ITS program. The ITS team has been directed to “put it in high gear” with our effort to utilize the tools made available by the NFTPO. First on our list was to address the performance of the Bridge Wind sensors. Our consultants first had to re-address the devices based on a request from NOAA, then take any necessary steps to insure the devices were fully operational

for this hurricane season. I can proudly say that all the devices are up and running at the moment. One location (Main Street Bridge) had to be pulled out of operation due to an existing construction project on this structure. Once they have completed their work the wind sensor will be reinstalled at this location.

The next bit of great news was the focus we have placed on the BlueToad devices around the region. As mentioned in previous articles our biggest challenge has been the communication infrastructure that ties these devices to our servers and hence the data base. There had been continuous outages caused by construction and permit contractors damaging our conduit/fiber along various arterial corridors. Due to this problem we decided to focus in on redundancy of the network, thereby providing alternate paths for delivery of the data. We are not there yet but I can already see some positive results. Given that I targeted completion by the end of August I am fully confident that our network team can help us achieve a fully operational system before the school year begins in a few months.

I can also provide a “shout out” to local agencies since they’ve stepped up their efforts to provide a fully operational and reliable system within the coming months. It almost seems like a “rebirth” of the program as everyone scurries around to complete their assignments. A few pieces of the puzzle are necessary to complete this effort and these pieces are on the way once our purchase orders are completed. We have decided to utilize wireless technology as an alternate source of data communication in areas where fiber communication problems persist. This will allow us the opportunity to “hop” the problem areas, thereby permitting us to deliver a more reliable service.

Continued on following page



NORTH FLORIDA TPO UPDATE cont.

All of this activity is fueled by the ultimate goal, FREIGHT traffic! In previous newsletters I frequently discussed our goals with the tracking of freight movements throughout the region.

Well, more BlueToad devices have been ordered that will help us accomplish these goals. Once received these devices will be placed on Jaxport property and along roadways adjacent to their facilities. Likewise, our team is targeting the placement of BlueToad sensors near major freight and warehousing facilities. After the installation is completed our consultants can begin to gather the necessary data that will generate a correction factor leading to accurate data on these freight movements. I have directed our team to complete this task by the end of 2014 so that we'll have a few months to "tweak" the data prior to moving into the new RTMC.

One NFTPO area that's always been targeted but seemed to stand alone was St. Johns County. There has never been a communication link between their system and the rest of the group so everything was put on hold for a while. In July Transcore will begin to install the fiber communication system along I-95 in St. Johns County that will connect their systems to the rest of ours. The NFTPO System Manager, DRMP, is examining a way to install a 1 Gigabyte wireless link from I-95 and State Road 16 to the Public Works facility up the road on State Road 16. Once Transcore completes the fiber installation and DRMP completes the link St. Johns County, we will have one regional communication system that stretches from southern St. Johns County all the way up to State Road 200 in Nassau County!

Pete Vega
District 2 TSM&O Program Manager

JOHN KELL

Earlier this month Mr. John Kell notified the ITS staff that his last day with the Department will be on July 17th, 2014. It was very difficult news to take since John has been the Construction project manager on **EVERY** Interstate ITS project since the inception of the program. Likewise, John has overseen over 95% of the arterial ITS projects completed over the last six years. John used to oversee ITS projects while in the Construction Office but when Randy Warden left the program in 2008 he joined the ITS staff on a permanent basis. John's departure will be a tremendous loss for us but everyone is happy for him due to the effort and dedication he's given the Department over the past 22 years.

John retired from the Air Force after working on numerous airfield construction projects and went into the private industry for a while. From what he's told me, he sought consistency, locality and a stable work environment. Fortunately for us he ran into Jim "Mac" and the rest is history. Within weeks of their first encounter John was an FDOT employee working on some of the biggest construction projects District Two had to offer. While many scattered away when the first ITS project was attempted John ran right to the challenge. The time was the mid-90's and technology projects were very scary for some of the folks in construction. The first and second construction phases of the ITS program did not go smoothly however John gained a lot of "lessons learned" from the experience that's made our program the success it is today.

Many of you may not know that John has a pilot's license and loves to fly to various destinations during his vacation. He is also an avid hunter and fisherman who enjoys nature even though he plays the mean old codger (it's just an act!). He also won't admit that he's



JOHN KELL continued

hopelessly in love with his wife Del and extremely proud of his children and grandchildren. Ironically, he and I have one thing in common. We both love to rent movies from Redbox to unwind after a strenuous week of work. This my friends was a constant occurrence with the ITS construction contractors who worked all of our projects.

I could tell it was very difficult for John to make this decision but the moment was right for him to spend more time with his family. The past few years have been a personal and professional challenge for many of us in the ITS program but he's done his best and earned a break. I told him he'd fly, hunt and fish for a while but in three to six months he'd get that itch again. Luckily, the ITS industry is thin on talent so a consultant or contractor will snap him up in an instant! I can only hope that with the extra time to fish he'll come visit us once in a while to share some of his good fortune.

I could share a plethora of funny stories about John over the years but he'd kill me. Instead I'll throw myself on the blade by sharing a funny story I doubt he'd ever forget. Several years ago we had an ITS Florida conference in Orlando at the Rosen Hotel. Since the Department's entire ITS group are not only co-workers but friends we decided to gather around the pool to catch up on things. We had a few tables by the huge windows that looked into the bar. John was at one table with his wife Del and their friend. After a while the festivities got a little rowdy as we imbibed on some Caribbean rum someone brought to the pool. Think there was half a case or so for everyone so trouble was certain to happen.

Anyway, John Morgan from **Morgan & Morgan** was hosting a party for all of his staff in the hotel bar. Things also got a little rowdy in the bar as Mr. Morgan flipped hundred dollar bills in the air

to his staff. Taking offense to all the fun he was having caused me to have a spur of the moment reaction, so I dropped my shorts and mooned Mr. Morgan's group through the window. Unbeknownst to me, Del was quick to the trigger with her camera and snapped a photo of more than my tan line. Think we all laughed for 30 minutes or so before we decided laughing really hurts after a while. In any case, it's a moment we'll never forget but now that the "cat is out of the bag" John can't hold this one over my head ever again!

So, we'll miss John but remember those fond memories as he ventures on a new phase in his life. Our only hope is that he stays healthy, prospers and keeps in touch with us every once in a while.

Pete Vega
District 2 TSM&O Program Manager





CONSTRUCTION

The Phase 9 Project has been awarded to American Lighting and Signalization. This project, which is located on the southwest quadrant of I-295, will complete the ITS System on the I-295 beltway. The ITS devices will provide incident detection along the corridor which is heavily traveled due to the Avenues Mall, Town Center, University of North Florida, and many major businesses. TMC Operators will now be able to view the traffic in real time and provide motorists with traffic information. This project also includes CCTV cameras and Dynamic Message Signs on many of the arterial roadways connecting to I-295. These arterial devices will allow motorists to receive traffic information for I-295 before they reach the interchange, which will allow them to make informed decisions on their route. The project will begin construction near the end of summer and is scheduled to be completed before the end of 2015.

The I-10 Interchange ITS Project has completed construction activities and project acceptance is awaiting final as-built plans and some additional paperwork. This project included the installation of fiber optic cable, CCTVs and MVDS within the area of the I-10/I-95 Interchange. The TMC has full use of the devices installed under this project and now have full visibility of all areas of roadway in the area of the interchange.

The SR 23 Toll Project, which is installing ITS on SR 23, I-10 from I-295 to just west of SR 23, and I-95 through St. Johns County is currently under design. The fiber optic conduit and cable design for I-95 through St. Johns County has been provided to the Contractor as released for construction design plans. The 100% ITS plans have also been submitted for the I-10 portion of work. Crews are anticipated to begin working on the I-95 portion soon and once they finish the I-95 portion they will begin working on I-10. This work is being done to provide a complete path

for ITS and Tolls information between FDOT District Two and Florida's Turnpike.

The I-75 ITS Project in Gainesville from CR 234 to SR 121 continues to progress. The contractor is installing conduit, pull boxes, and DMS foundations on both I-75 and US 441. The contractor is on schedule and will begin installing device poles and power services in the near future. This project is scheduled for completion in the Spring of 2015.

John Kell
District 2 ITS Construction Project Manager

MAINTENANCE

The ITS Maintenance Section repaired and replaced several of the bridge wind sensors this month. Crews were out for two nights in a row repairing or changing out the wind sensors on the Bridge of Lions and CR 312 bridge in Saint Augustine and the Hart, Matthews, and Fuller Warren bridges in Jacksonville. The crews also removed the bridge wind sensor from the I-10 westbound on-ramp from I-95 north. This device will now be used as a spare in case there are issues with the other units during this Hurricane Season. All bridge wind sensors are currently operational and the wind data is available to all of our partner agencies. Let's hope we don't need to use them for any hurricanes this year.

Besides working on getting all of the bridge wind sensor locations operational, the maintenance crews have continued replacing ITS pull boxes as we highlighted in last month's article. Also, the summer thunderstorms have been passing through Jacksonville and we have started seeing lightning damage on some of our devices, which is keeping the crews busy. Thankfully, over the past two years we have addressed issues with the grounding



MAINTENANCE continued

systems at all of our device sites and this has reduced our lightning related failures dramatically. Two years ago, during the summer, we would have approximately 75 percent of our devices operational at any given time, but now we maintain approximately 98 percent device availability at all times.

Kevin Jackson
ITS Field Specialist

RISC – RAPID INCIDENT SCENE CLEARANCE - UPDATE

District 2 has not had a RISC incident in the last month, but our RISC Contractors remain ready to respond if needed.

ROAD RANGER UPDATE

Activities have picked up across District Two as schools are out and summer vacations begin. We can definitely see a reflection of this from the increased number in Road Ranger activities for the month of June. As the weather heats up, we can see that the Rangers are giving out more water, assisting motorists with vehicle problems, cleaning up more debris on our roadways and assisting law enforcement when needed. All of these activities accounted for a total of 3,221 services, so far, for the month of June 2014 which were provided by the Road Rangers.

The Road Rangers play a critical role in providing a safe and clear road for motorists to travel. They also play a large part in making

incident scenes safer for our incident responders. As seen in the chart on the following page, our Road Ranger Operators' activities have increased significantly in the month of June and are expected to climb even more as the months get warmer.

The Road Rangers held their monthly safety meeting on June 4, 2014 at the FDOT Urban Office Training Center at 11:30 AM. Mr. Greg Gaylord headed the meeting as the Road Rangers were brought in to discuss several incidents and to reinforce how important the role of safety is when assisting motorists on our roadways. During the meeting there was a special visit from several important guests, including a group from Puerto Rico Highways and Transportation Authority (PRHTA), as well as District Two's FDOT Secretary Greg Evans and Mr. Jerry Ausher, District Traffic Operations Engineer. Our guests from Puerto Rico were very intrigued by the Road Ranger and RISC services provided here in District Two and are looking forward to implementing some of the tools that we use on the island.

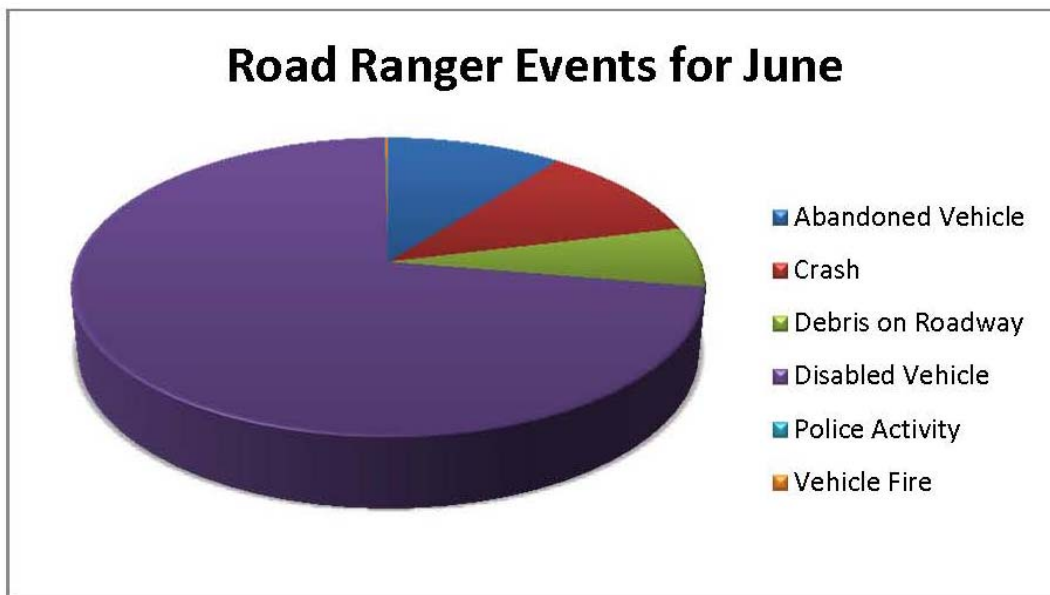
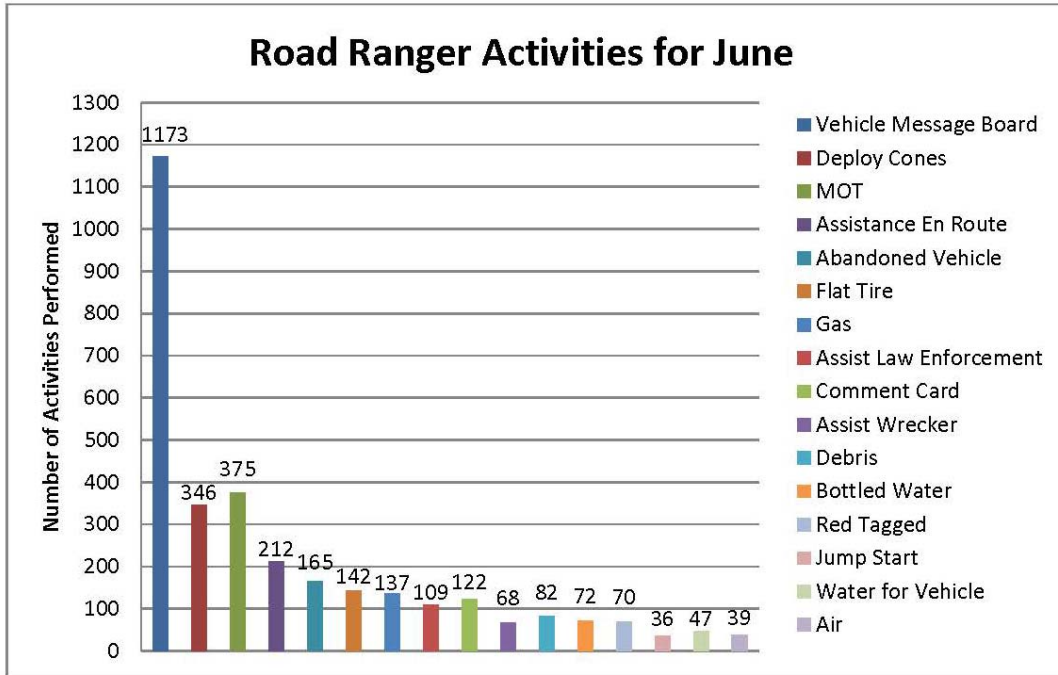
The charts on the following page illustrate the Road Ranger activities for the month of June as well as the different types of reported events.

When comparing several of the past months, you can see that the number of disabled vehicles on the roadways increased in the month of June along with the number of crashes and abandoned vehicles. The Road Rangers are also utilizing the safe tow program to help motorists throughout Jacksonville and keep our roads safe.

Continued on following page



ROAD RANGER UPDATE continued





ALACHUA-BRADFORD TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The Alachua-Bradford Traffic Incident Management Team held its bi-monthly meeting on June 11, 2014 at the FDOT Gainesville Operations Office. Donna Danson started off the meeting by welcoming everyone and reviewing the purpose of the meeting. Ms. Danson wanted everyone to know that a functional TIM Team is one that works together and learns from one another.

After introductions Mr. Joshua Reichert was then introduced to the TIM Team as the new District 2 ITS Program Supervisor. He will be taking over some responsibilities from Mr. Pete Vega and we welcome him to the TIM Team as he will be heading the Incident Management efforts. The TEAM then dove right into providing updates on construction and ITS projects in the area. Ed Ward also shared some valuable information with the TEAM that he received from the Statewide Hurricane Conference regarding predictions for the upcoming hurricane season.

Josh Reichert also mentioned to the TEAM that FDOT District 2 is in the developmental stages of producing contracts in case of any high-risk disaster events such as a hurricane or any type of evacuation occurs. These contracts will include items such as emergency service patrols, heavy wreckers, van transport and fuel supply for these vehicles along the evacuation corridors.

The TEAM then discussed several incidents, as a learning tool, to help bring the TEAM together and help provide unity for the incident management responders on the roadways so everyone can respond efficiently and effectively. The Alachua-Bradford TIM Team will hold its next bi-monthly meeting on August 13, 2014 at the FDOT Gainesville Operations Office, 5301 N.E. 39th Avenue at 10:00 A.M. Please mark your calendar to attend this meeting. We are looking forward to seeing everyone there.

FIRST COAST TRAFFIC INCIDENT MANAGEMENT TEAM UPDATE

The First Coast TIM Team will hold its next bi-monthly meeting on July 15, 2014 at the FDOT Urban Office Training Center, 2198 Edison Avenue at 10:00 A.M. Please mark your calendar to attend this meeting. We are looking forward to seeing everyone there.

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.

ANNOUNCEMENTS:

Traffic Incident Management Website:
<http://jax511.com/D2TIMwp/>.

Donna Danson
District 2 ITS Program Manager



OPERATIONS

A few months ago my wife, Maria, and I decided it had been too long since we visited New York City. Maria lived there for a year after college and I grew up in Connecticut spending a lot of time taking the train into the City. We both love the culture and energy of the City and yearned for an early summer visit. There was one catch, we have **four** year old **twins**. Are we crazy? We have **no** car. They are **four**. There are **two** of them! Against our better judgment we decided to go... **four** days...will we make it home....?

The trip started off with a comment from a stranger at the JAX Airport that wrapped up our thoughts precisely. After overhearing where we were headed she said, "What a beautiful family. I hope you are all smiling like this on your return." Thanks for the reminder lady. Too late now, we were off.

We had big plans of playing the tourist on our trip as we never really did that when we lived there. We wanted to go everywhere from the Staten Island Ferry to see Lady Liberty all the way north to visit the Rhinos at the Bronx Zoo. **Twenty miles** north to south with several stops in between. **Four** days. **No** car. **Two** kids. Public transportation.

Four days and \$40 worth of MetroCards later we had painted the city **CRIST!** We bounced from our apartment in the East Village to see Lady Liberty, reenacted the BIG Piano scene by Tom Hanks in the movie BIG at FAO Schwartz, caught a Yankee Game, played in Central Park, visited the 9/11 Memorial and more. You can see on the map all of the places we visited thanks to the Subway. No taxis, no car. Just our feet and the Subway. Exhausted and in need of a massage we returned home to Jacksonville.....with smiles on all **four** of our faces.



This visit to New York City got me thinking where Jacksonville is headed. JTA provides buses, trolleys, shuttles and the Sky Way but how many people use it? Do tourists use it? What is the next step? How will connected vehicles and vehicle to infrastructure communication change things? Two things that may come into play to improve our Public Transportation are BRT (Bus Rapid Transit) and Commuter Rail.

BRT would improve system quality and reduce typical delays. BRT uses a mix of dedicated



OPERATIONS continued

lanes and mixed traffic with stops spaced out farther than your typical buses and trollies to improve efficiency. They tend to work with off-board fares so people are not delayed by paying the driver. Similar to a Subway System, BRT frequently uses station platforms level with the bus entry to improve pedestrian flow on and off the bus. With the City of Jacksonville upgrading the Traffic Signal cabinets it could provide the opportunity to have bus priority preemptions at intersections reducing signal delay. The technology is already here and leveraging current infrastructure, BRT could be implemented relatively quickly.

In July of 2009 JTA published their Commuter Rail Feasibility Study. It was centered around Jacksonville and the surrounding communities to help with the growth North East Florida has witnessed in recent years and the expected future growth. They estimated as early as 2015 the system could have approximately 10,000 riders daily! Imagine how that could improve the freeway and arterial roadways.

The future is coming quickly. I am excited to see what role the TMC will play and how Jacksonville will handle Public Transportation moving forward. New technologies are emerging and what used to be too expensive for the little-big city of Jacksonville is now becoming a reality. The TMC and 511 will play a role and that puts another smile on my face.

Remember, know before you go! Check 511!

Ryan Crist
TMC Manager

PERFORMANCE MEASURES

Summer heat and summer showers! Here in District 2 we have had the benefit of reaching extremely high temperatures of 96°F during the month of June as we recently hit the official mark of Summer on June 21, 2014. These temperatures along with approximately 2.7 inches of rain have caused many different effects on our roadways.

The amount of disabled vehicles exceeded the typical yearly average by approximately 100 vehicles per week which of course in turn increases the number of congestion events that occur on our roadways. We are very thankful that the number of crashes has not been negatively affected by the increase in disabled vehicles as well.

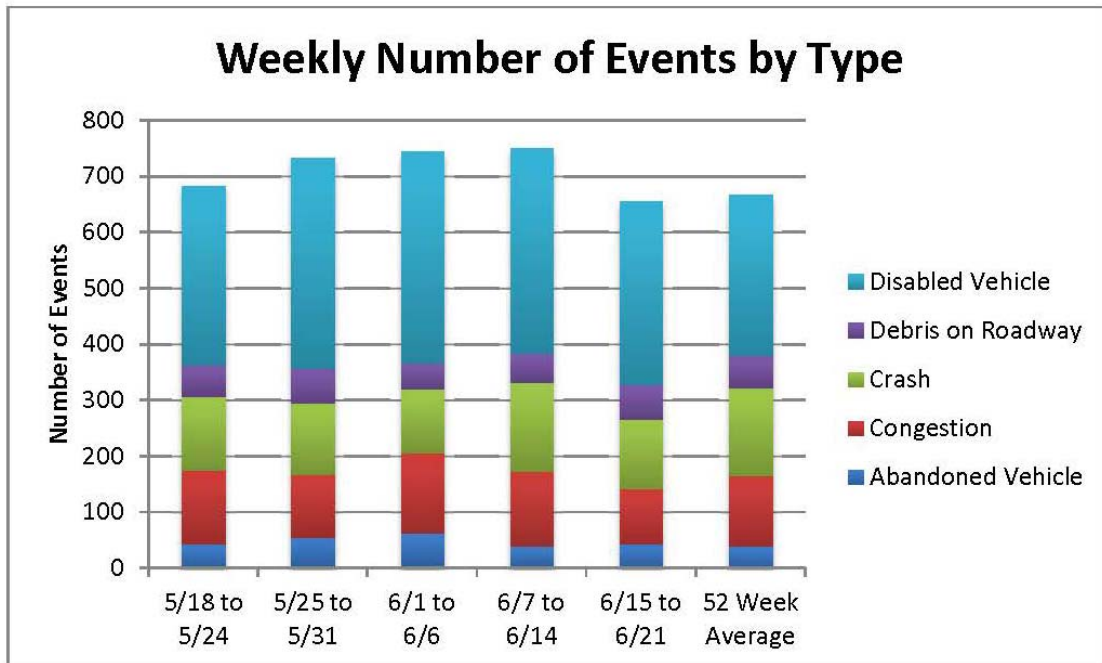
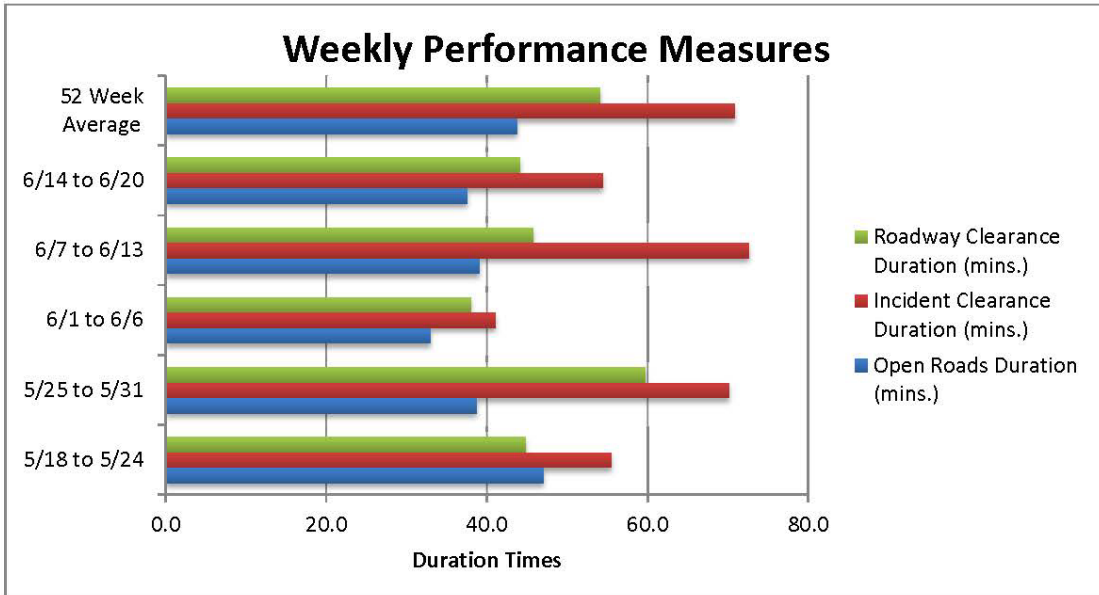
Even though there was an increase in the Incident Clearance duration by approximately 3 minutes, probably due to the weather, the Roadway Clearance duration and Open Roads duration times were significantly lower this month than the previous month of May. They were also substantially lower than the average for the past 12 months.

The following charts (next page) illustrate the Performance Measures data for the past few weeks as well as the different types of events reported.

Sherrell Lall, Metric Engineering



PERFORMANCE MEASURES continued





MARKETING

Since its inception, the primary goal of our Intelligent Transportation System, particularly 511 and its various components, has been to move people and goods in a safe and efficient manner, saving motorists time and gas money while reducing the impact of secondary crashes. Fast forward a few years, and our goal is still the same. Yes, a few features have been added along the way. But the mission is still clear. And nothing brings us greater satisfaction than returning home from an event knowing we've impacted dozens, if not hundreds, of motorists with the 511 message. Some hearing it for the very first time even! (hard to believe with all those Dynamic Message Signs planted along Florida's interstates)

This was our recent experience at Fidelity National Financial's Employee Health and Safety Fair in Riverside. While most in attendance had at least heard of 511, one particular lady was overwhelmed with this newfound knowledge. She had recently gotten a SmartPhone and asked if I would take the time to walk her through the steps, so she could immediately download the 511 App onto her phone. As a ray of light pierced through the conference room and music began softly playing in the background... (no, not really) but as the crowds slowly gathered and waited patiently for their turn to spin the prize wheel, she did triumphantly announce that she was heading straight home to share this new information with her husband and other family members. I can just imagine their dinner conversation that night, "Honey, pass the pot roast. And would you take a look at this new App some nice lady helped me download at the health expo today!"

In addition to our time at Fidelity National, we also got to visit our friends at Checker Cab. Their Employee Appreciation luncheon was attended by over 150 cab drivers and office staff combined. A big shout out to Mary Nichols and

the Marketing team at Checker Cab. They really do a fantastic job keeping spirits high! You could witness the level of enthusiasm as the guys and girls came in for shift changes to the tune of a catered luncheon and prizes from the various vendors represented at the expo!

And finally, rounding out the month of June, we made a return trip to Sea Star Line off of Gate Parkway and Southside Boulevard. Their shipping operation has a global outreach, and we were happy to donate goodie bags to their annual Employee Benefit. Until next month, Know Before you Go! The best way to Keep Moving in this summer heat is to begin your trip with a call to 511!!! You can also log onto www.FL511.com or, of course, download our free 511 Traffic App available for Apple and Android. Happy Summer!

Know before you go and keep moving!

Sherri Byrd
Marketing Manager



www.FL511.com



SPOTLIGHT ON...RON TITTLE

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

Born in Mississippi and moved to Jacksonville, Fla. at the age of nine. Grew up in the Springfield area of Jacksonville, attending Kirby Smith Junior High School and graduating from Andrew Jackson Senior High School.

Early Career and/or brief job history:

Began my first job as a seven-year-old when I borrowed my grandfather's grass shears, going door-to-door asking neighbors if I could trim the grass protruding onto the sidewalk of their homes. I also sold Grit newspapers for five cents a copy during this same time.

Once I settled in Jacksonville I talked my mother into letting me become a paperboy with the Jacksonville Journal (afternoon paper). When I got out of high school each day I delivered the afternoon paper in Jacksonville's Northside, eventually picking up a route in downtown Jacksonville. This route included businesses, government offices and elected officials, which eventually enhanced my effort in being selected as Jacksonville's Newspaperboy of the Year.

While in my high school years I worked for the complaint department of the Jacksonville Journal until the Independent Life Insurance Company hired me as a records clerk. I worked part-time in the afternoon following school in the morning.

In my senior year of high school I was employed with Winn-Dixie Food Stores on Jacksonville's Northside, eventually becoming produce manager after graduating from high school. During this same time I began attending the Florida Junior College while continuing to work until military duty called, requiring my withdrawal from college and entrance in the U.S. Air Force and Florida Air National Guard.



I continued with the Air Force and Florida Air National Guard as an enlisted member through the rank of Master Sergeant. During this same time I continued college intermittently while fulfilling duties as a husband and dad, finally obtaining an Associates in Applied Science in criminal justice through the Air Force, followed by a bachelor's degree in Sociology from the New York Regents College. This degree enabled me to pursue further goals to become a military officer and I was commissioned a second lieutenant in 1987.

In total, I completed 14 years as an enlisted member in the U.S. Air Force, Florida Air National Guard and 24 years as an officer in the same service. I retired as a Lt. Col. while being qualified for the rank of Colonel following completion of Air War College and approval of the U.S. Air Force and U.S. Senate.

My last assignment in the military was Director of Public Affairs for the Florida Army and Air National Guard as well as the Florida Department of Military Affairs. Following retirement from the military in 2011 I served three years with the Florida Department of Military Affairs as public affairs advisor and deputy communications director.



SPOTLIGHT ON.. Ron Tittle continued

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

Current role with the Florida Department of Transportation is public information officer with a focus in Duval, Clay and Nassau Counties.

How long have you been at your current job?

Joined the Florida Department of Transportation May 23, 2014.

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?

While serving as a trainer for the Air Force security police, law enforcement career field I would initiate exercise scenarios by infiltrating protected areas, often crawling into position to observe the response force actions. During one occasion I crawled around the corner of a building at dusk and came face-to-face with an opossum. We both were equally startled and quickly retreated.

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

Mother's advice - Anything that's worth doing is worth doing right.

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

Biblical wisdom – Whatever your hands find to do, do it heartily as unto the Lord.

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

- Dept. of Defense Meritorious Service (multiple); Air Force Commendation; Army Commendation; Army Achievement; Florida Cross; Florida Meritorious Service

- Director of Public Affairs team recognized on numerous occasions for its professionalism and expertise by the National Guard Bureau, U.S. Army and U.S. Air Force

- Recognized by Air Force Inspection Agency for "best practice" in developing a medical readiness tracking program during the Eagle Look inspection of medical units

- Outstanding Phase I during Operational Readiness Inspection (ORI) by the Air Combat Command Inspector General for the 202nd RED HORSE Squadron; recognized as Superior Performer

- Superior Performer during ORI by Air Combat Command Inspector General at 125th Security Police Squadron

- Army Achievement Medal for developing, coordinating, and directing security force response in protection of counterdrug assets on alert for U.S. Marshals in South Florida

- Academy of Military Science Distinguished Graduate

- Non-commissioned Officer (NCO) Academy Distinguished Graduate

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

Spiritual rebirth, marriage and becoming a dad and becoming a military officer.

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

Best – military officer and teacher
Worst – Combat training through adverse conditions

Tell us a little about your family.

Youngest among a brother and two sisters. I've been married for 39 years with two adult children with six grandchildren

Do you have any hobbies?

Singing, fishing, video production, gardening,



SPOTLIGHT ON.. Ron Tittle continued

home building projects, Upward basketball for children, health promotion and fitness training.

Favorite vacation spot?

Disneyworld, Smoky Mountains

Anything else you'd like to add...

Proud to have served my country and state as a member of the United States Armed Forces and glad to be a member of the Florida Department of Transportation, doing my part to communicate effectively with the citizens and guests of Florida.

One of the most challenging times in my career was following September 11, 2001 when we began placing Florida National Guard troops around the state to protect vital resources; deploying and receiving home more than 17,000 Soldiers and Airmen; providing immediate and follow-up support to families of members who gave the ultimate sacrifice; and keeping the public informed during the unprecedented 2004 and 2005 hurricane seasons.

Other specialized courses completed:

- Air War College (similar to a civilian masters degree program in strategic military studies)
- Public Affairs Officer's Course
- Joint Public Affairs Officer's Course
- Air Command and Staff College
- Contingency Wartime Planning Course
- Inspector General Investigator Course
- Logistics Plans/Programs Course
- Squadron Officer School
- Squadron Commander Orientation Course
- Security Manager Course
- Dynamics of International Terrorism Course
- Security Police Officer Course
- Academy of Military Science
- Senior Non-commissioned Officer Academy
- Principles of Instruction Course
- Non-commissioned Officer Academy
- On-scene commander course
- Numerous seminars on supervision and personnel motivation

PHOTO GALLERY



Fidelity National Financial, above and below



Lyla Crist, in NYC, at the "L" train her Daddy named for her.



PHOTO GALLERY



Jason Summerfield showing how he built his network and how it works



Tres Leches Cake!



A visit to Walt's Wrecker Service to see a RISC wrecker



Field Trip to see a Cabinet



Greg Gaylord provided a Road Ranger truck and explained how the program works



True Peer-to-Peer; Puerto Rico Highway and Transportation Authority; FHWA and FDOT District 2 and Central Office

PRHTA

Hernán E. López-Báez,
Auxiliary Executive Director
Traffic & Freeway

José F. Pagán-Otero,
Supervisor of Traffic
Engineering and Operations

Josué Cruz-Martínez,
ITS Program Manager;

Juan Carlos Rivera,
Traffic Signals Engineer

FHWA

Daniel Camacho
Kris Milster



Ryan Crist giving an overview of TMC Operations



**TRAFFIC INCIDENT MANAGEMENT
2014 MEETING SCHEDULE**

FIRST COAST TIM TEAM MEETING

FDOT URBAN OFFICE TRAINING CENTER
2198 EDISON AVENUE- JACKSONVILLE
904-360-5400

JULY 15, 2014

SEPTEMBER 16, 2014 NOVEMBER 18, 2014

ALACHUA/BRADFORD TIM TEAM MEETING

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

AUGUST 13, 2014

OCTOBER 8, 2014 DECEMBER 10, 2014

FDOT DISTRICT TWO ITS STAFF



Peter Vega

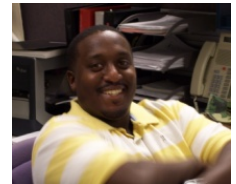
**District Two Transportation
System Management & Operations Program Manager**
904.360.5463

Peter.Vega@dot.state.fl.us



Donna Danson
ITS Operations Project Manager
904.360.5635

Donna.Danson@dot.state.fl.us



Kevin Jackson
ITS Field Specialist
904.360.5454

Kevin.Jackson@dot.state.fl.us



John Kell
ITS Construction Project Manager
904.360.5455

John.Kell@dot.state.fl.us



Josh Reichert
ITS/TMC Program Manager
(904) 360-5642

Joshua.Reichert@dot.state.fl.us



www.FL511.com