FDOT's Monthly ITS News

SUNGUIDE®

DISSEMINATOR

# FDOT District Six Completes Phase 1 of the 95 Express

The Florida Department of Transportation (FDOT) District Six Office has completed Phase 1 of the 95 Express Project in Miami-Dade County.

Phase 1 of the project improved the general mobility of Interstate 95 (I-95) along the northbound and southbound directions of the highway (within the project limits). It significantly increased average travel speeds for all motorists in both the express and local lanes and provides more reliable travel options to improve their overall commute.


The project's goal was to deliver a timely, cost-efficient, and multi-faceted traffic management plan to reduce congestion. It combined four proven transportation concepts to help meet this challenge. These concepts, commonly known as the four T's, are tolling, technology, transit, and transportation demand management. The approach successfully integrated the high-occupancy toll (HOT) lanes concept with carpool and transit incentives, ramp signaling, and rapid incident management strategies to manage traffic in real-time. This multi-modal approach also serves to

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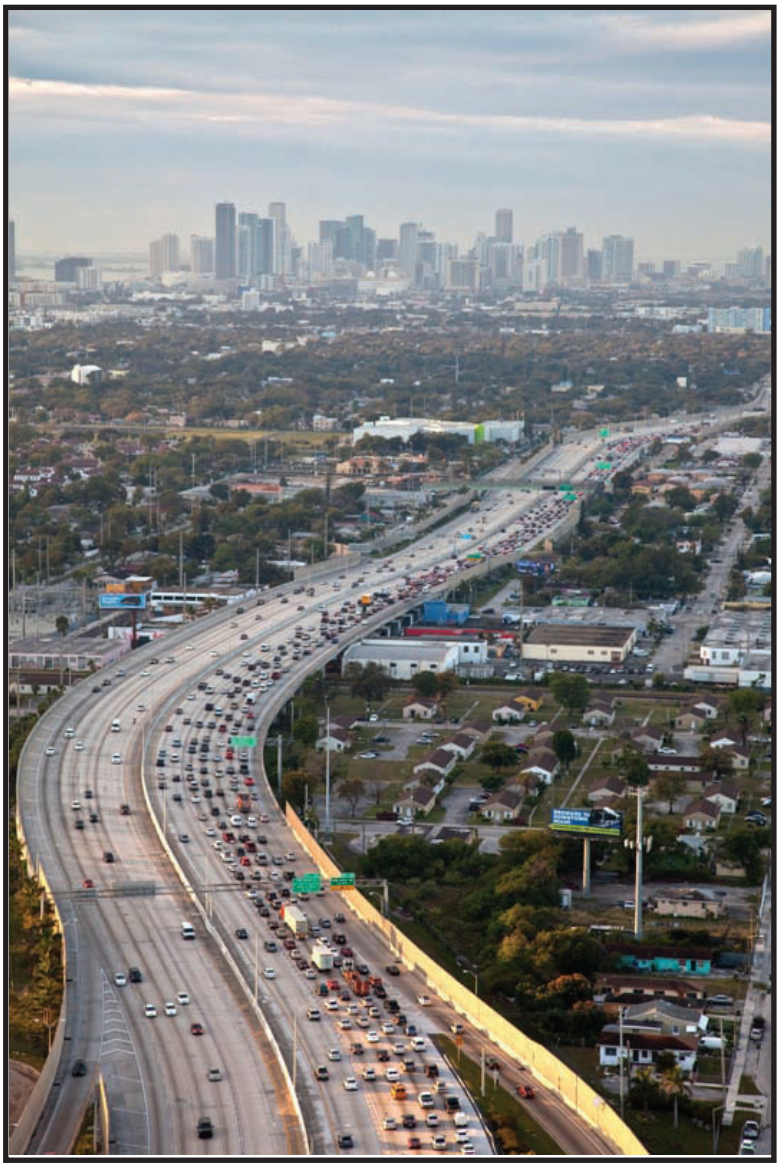

increase the "quality," person throughput, which maximized the operational efficiency of the existing highway without having to widen or build a new roadway.

The 95 Express Project has been widely accepted by the public as well as by the transportation industry for the benefits it has provided. Prior to its implementation, the I-95 corridor was configured with four general purpose lanes and one high-occupancy vehicle (HOV) lane in both the northbound and southbound directions of the highway. It was operating well above capacity with average travel speeds below 20 mph during the weekday rush-hour periods. After implementing Phase 1A in December 2008 (northbound I-95 from NW 62 Street to NW 151 Street/Golden Glades Interchange), travel speeds increased to 41 mph in the local lanes, and 57 mph in the express lanes during the afternoon rush hour period—saving motorists approximately 11 and 14 minutes in travel times, respectively. This increase in travel speeds allowed for a 12 percent increase in person throughput on the highway. Additionally, the express lanes also maintained a high degree of reliability to offer motorists a facility that operated above 45 mph 95.4 percent of the time during the afternoon rush-hour period and 99.5 percent all of the time. FDOT estimated that the improved mobility saved commuters approximately $8.7 million in delay savings during this time period. Similarly, after Phase 1B began in January 2010 (southbound I-95, from NE 186 Street/Miami Gardens Drive to State Road 836), the express lanes have also been working to increase the overall efficiency of the southbound portion as well. Although FDOT has not collected travel time delay savings yet, average travel speeds have increased to 52 mph in the local lanes and 63 mph in the express lanes.

To achieve these results, FDOT restriped the facility to allow room for an additional lane within the existing cross section. This reconfiguration converted the former HOV lane into two express lanes and transformed the facility from a five-lane highway with HOV capabilities into a six-lane facility with two (HOT) lanes in both directions. To enhance the highway's new design, FDOT installed additional intelligent transportation systems (ITS) devices to effectively monitor the corridor's traffic conditions from the FDOT District Six SunGuide® Transportation Management Center. These devices included closed-circuit television (CCTV) cameras, roadway detectors, dynamic message signs, and fiber optic cable communications.

The addition of these devices allowed FDOT to implement variable congestion pricing to set tolls dynamically based on the real-time traffic conditions of the express lanes. District Six created a software application (Express Lanes Watcher, or ELW) which recommends toll rate changes based on collected traffic data with the goal of maintaining average speeds of 45 mph or above on the express lanes. The development of this software allowed FDOT to properly support the 95 Express Project tolling operations and, within the first six months of Phase 1A's inception, was able to collect approximately $500,000 more in toll revenue than if it would have using a static time of day toll table. For Phase 1B, District Six enhanced the ELW software (renaming it the Express Lanes Manager, or ELM) and revamped it to meet the additional requirements of the southbound portion and automate several operational processes.

Another complementary component of the 95 Express was the ramp signaling system. The ramp signals also utilize ITS technologies to improve traffic flow on the local lanes and reduce congestion. Phase 1A, activated eight ramp signals along the northbound portion of the highway and increased travel speeds by 16 percent. Phase 1B, which activated 14 additional ramp signals in April 2010, should achieve similar results.

Incident management played a crucial role in the project's overall success as well. FDOT implemented a multi-agency incident management plan tailored to improve travel time reliability on both the express lanes and local lanes. It added additional

resources, such as Road Ranger service patrols and incident response staff, to help expedite the clearance of road blocking events. FDOT also led various multi-agency workshops and trainings to enhance communications with all emergency responders in the field; as a result, incident response times decreased by 15 percent and travel lane blockage times decreased by 55 percent.

Additionally, to better manage traffic demand, the project encourages commuters to car pool by offering free tolls to those who do so. Phase 1B also introduced the 95 Express Bus Rapid Transit Service, which is providing cross-county travelers the choice to use mass transit with a seamless and direct service connection between Miami-Dade and Broward Counties in the morning and afternoons. Offering commuters the opportunity to choose the transit or car pool options to reach their destination allows non-customers to benefit from the improved capacity derived as a result of the project.

On top of all this, because of the project's highly innovative concepts and results, District Six has earned various regional, statewide, and national recognitions as well. District Six won several prestigious awards in categories ranging from innovative management to ITS Organizational Member of the Year, to even being voted best transportation project by the American public in 2009, among others.

The goal of the 95 Express Project was to provide drivers with a transportation system that offered more travel choices to improve their overall commute. With the project's multi-faceted traffic management components working together to reduce congestion, 95 Express has achieved its goal. Phase 2 of the project promises to increase these benefits even more by extending the managed lanes network into downtown Fort Lauderdale—fully covering South Florida's metropolitan areas between Miami-Dade and Broward Counties. Because of positive customer feedback, FDOT is evaluating additional roadways as part of a potential managed lanes network within this region.

This article was provided by Javier Rodriguez, FDOT District Six. For information, please contact Mr. Rodriguez at (305) 470-5341 or email to Javier.Rodriguez2@dot.state.fl.us.

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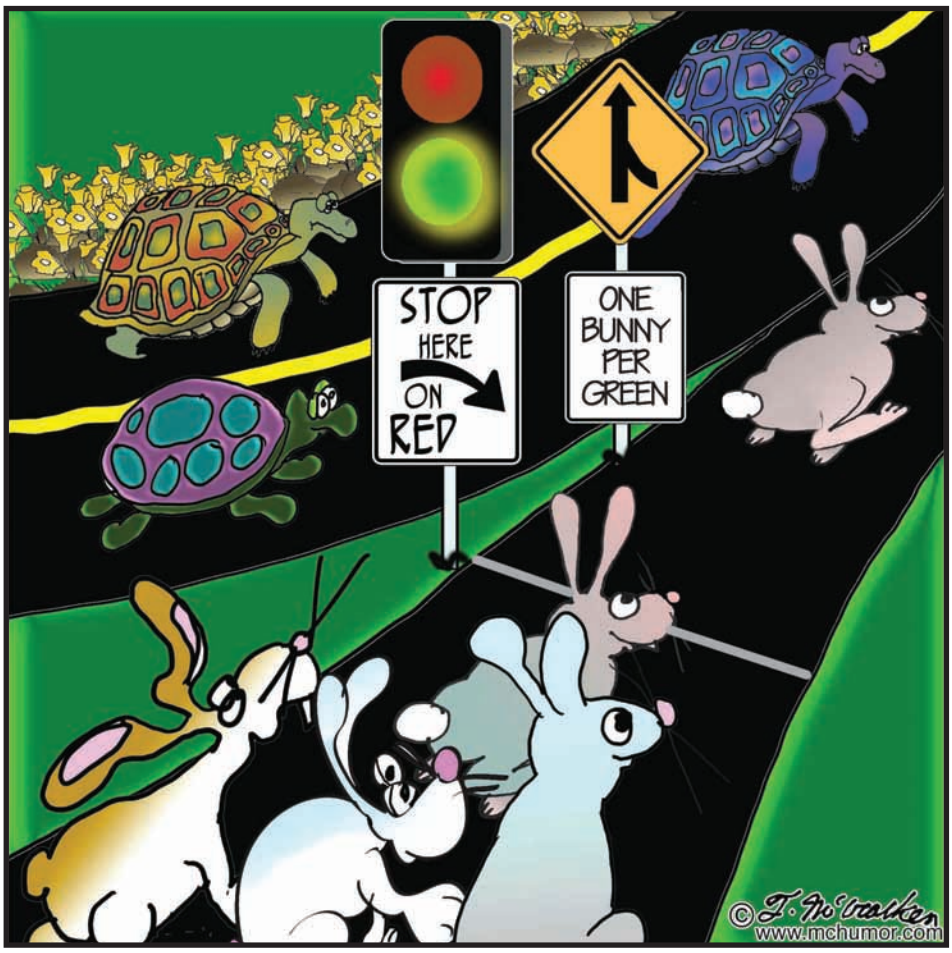
## Moment of Humor!




These lanes are moving right along!

# How Can You Get Help When Dialing 511?

There are a number of ways to get help from the Florida Department of Transportation's (FDOT) Next Generation Traveler Information System, commonly known as 511. Two help features built into the menu structure of the system provide assistance. The first is the "help" menu, which gives information on how to access information from 511. To reach the "help" menu, simply say, "help" at the Main Menu. The system walks callers through various options and gives information provided by each option.

The second way to get assistance is the "tutorial" menu, which goes into more detail. The "tutorial" walks callers through the process of retrieving traffic information and provides details on shortcuts to get information quicker without listening to and navigating through additional menu options. The "tutorial" is available from the Main Menu by saying "tutorial." The "tutorial" asks callers what subject they need information about, such as traffic or travel times, and provides information that is specific to that topic.

511 users can also visit the FL511.com Web site and click on the "help" tab. There are three tabs on the "help" page, at the top left of the page—Web, Mobile, and Phone System. By clicking on "Phone System," users receive information about how to navigate 511. There is a helpful 511 phone demonstration, user tips, and answers to frequently asked questions (FAQs). The FAQ section explains how to retrieve traffic information from 511. The most efficient way to use the 511 phone system is through voice commands; however, the system also allows touch-tone operation. The "help" page on FL511.com lists touch-tone codes.

Another way to receive help is from the call center. FDOT launched the next generation 511 system on June 18, 2009. The contract requirements included a call center that could assist 511 callers in navigating the system. The system automatically transfers callers who fail to get the information they desire after four tries to the call center; once there, they receive instructions from a live operator on how to retrieve information from 511. The call center operates from 7 a.m. to 7 p.m. Operators are bilingual and provide assistance in English and Spanish. SmartRoutes operates the center for FDOT as a continuation of the service they provided for the South Florida 511 regional system.

Originally, the 511 call center was to provide services for six months. FDOT believed that after six months callers would have enough experience navigating the system that the need for a call center would disappear. However, feedback indicated callers needed more time to transition from five statewide regional systems, which they were familiar with, to the new statewide next generation system. As a result, FDOT decided to extend the call center through November 2010. The goal of this extension is to give call center operators more time to educate callers about navigating 511 phone calls.

The current call center is different from the one that provided assistance to callers accessing the former South Florida regional 511 system. The previous call center provided information on traffic as well as instructions on how to work the system. It is not practical for the current call center to provide traffic information to callers because operators do not have access to traffic information statewide.

FDOT encourages everyone to check 511 before departing on their trip; it is unsafe to utilize a cell phone when driving. Have a passenger call or pull off the road in a safe area to make the call. Our 511 slogan is "Know Before You Go."

This article was provided by Gene Glotzbach, FDOT Traffic Engineering and Operations Office. For information, please contact Mr. Glotzbach at (850) 410-5616 or email to Gene.Glotzbach@dot.state.fl.us.

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# Operator Moves SWIFTLY to Identify Silver Alert Vehicle


The Southwest Interagency Facility for Transportation (SWIFT) SunGuide® Center in Lee County went live at 6 a.m. on Tuesday, January 19, 2010. Just two days later, fresh off her training but ready for action, transportation management center (TMC) operator Linda Robles proved her mettle. In recognition of her leadership, smart response, and quick action, Linda soon received her medal—a Certificate of Performance Excellence from the SWIFT SunGuide Center manager.

Here's what happened:

***10 p.m. on January 21:*** The Florida Highway Patrol (FHP) dispatch called Linda and reported a disabled vehicle near mile marker 123 on I-75 southbound in Lee County. Linda opened an "Event" and dispatched a service patrol driver to the location. The service patrol driver provided a gallon of fuel to the motorist.

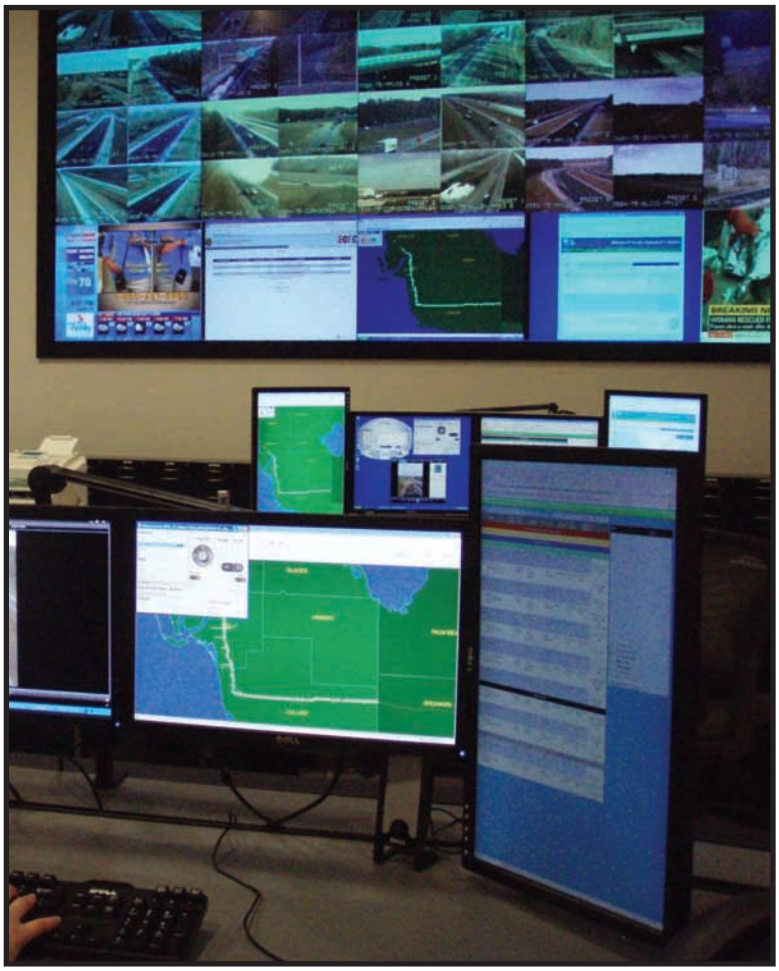
***Midnight January 22:*** The Florida Department of Law Enforcement issued a Silver Alert through the District Five TMC. The SWIFT SunGuide Center shift supervisor and an operator encountered difficulties opening this "Event," and Linda offered assistance.

***12:30 a.m. on January 22:*** As she communicated the Silver Alert information to Traffic.com for publication on Florida's 511 traveler information system, she recognized that the disabled vehicle that she previously provided with assistance was the Silver Alert vehicle.

***12:45 a.m. on January 22:*** Linda and operations staff calculated the distance this type vehicle could travel on a gallon of gas without running out of fuel again—about 25 miles.

***1:13 a.m. on January 22:*** Linda searched closed-circuit television camera images within a 25-mile corridor and found a parked vehicle matching the description of the Silver Alert vehicle.

***1:33a.m. on January 22:*** Linda notified the FHP dispatch duty officer who confirmed that it was the Silver Alert vehicle just moments before a trooper found the driver.



TMC operations are successful through strong teamwork, but, in this situation, it is also important to acknowledge valuable contributions from an individual operator. Linda Robles' performance was impressive throughout that overnight shift in the first days of the SWIFT SunGuide Center's operation. Staying calm, remaining focused, working with the team, and doing her job so well from the start set a benchmark for excellence. Linda's tremendous dedication is an inspiration to everyone and emphasizes the significance and value of teamwork.

This article was provided by Carlos Bonilla, FDOT District One. For information, please contact Mr. Bonilla at (239) 225-9801 or email to Carlosf.Bonilla@dot.state.fl.us.

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# Cell Phone Probe Test Project

The Florida Department of Transportation (FDOT) has been eager to test out the technology that allows cell phones to act as traffic probes. Proposed about 10 years ago, a number of companies are advancing this technology. FDOT had a solicitation out about two years ago to test cell phone-based probe data collection technology as well as global positioning satellite (GPS)-based technology. Only one cell phone data provider answered the solicitation. Unfortunately, that company was unable to contract with a cellular service to enable their system; thus, since there was no fallback company for the cell phone data, the solicitation only provided for a test of the GPS system. The test of the GPS based system proved successful. However, FDOT still wanted to test the cell phone-based system.

FDOT got the opportunity to test the cell phone-based system a year later after talking with one of the country's leading cell phone-based probe data providers to see if they would be agreeable to conducting a three-month test of their system. They agreed and FDOT began preparations to conduct the test. The scope for the test was fairly simple—the data provider would provide 90 continuous calendar days of traffic data and carry out validation testing of the data's quality attributes (i.e. accuracy, reliability, and latency).FDOT would also provide an independent effort to verify and validate the test results.

The test covers roadways in the Tallahassee area—both interstate and arterial. About 20 miles of Interstate-10 and approximately 47 miles of major arterial facilities comprise the test network. The significance of these roadways is that they are a subset of the roadways that the GPS test covered. This is important in that FDOT will be able to compare the results of the two technologies. The cell phone-based probe data consists of mean travel times and speeds for the20 miles of interstate as well as the 47 miles of arterial roadways. Additionally, the provider will generate a value for each mean travel time and speed calculation that reflects the confidence in their accuracy.

The project is currently in preparation for the validation phase with the data provider and FDOT bracing to conduct test runs to check how closely the cell phone generated data matches the independent validation runs. The data provider should start the validation effort in early May; this effort will last four days—collecting information in the morning peak, off peak, and afternoon peak. At the same time, FDOT will conduct an independent verification, which will mirror what the provider has planned.

FDOT is hoping that the travel speeds/travel time data provided through the cell phone-based probe data technology turns out to be good and accurate information. Preliminary results have proven interesting; however, without the total validation information, it is too early to reach any conclusions.

This article was provided by Gene Glotzbach, FDOT Traffic Engineering and Operations Office. For information, please contact Mr. Glotzbach at (850) 410-5616 or email to Gene.Glotzbach@dot.state.fl.us.

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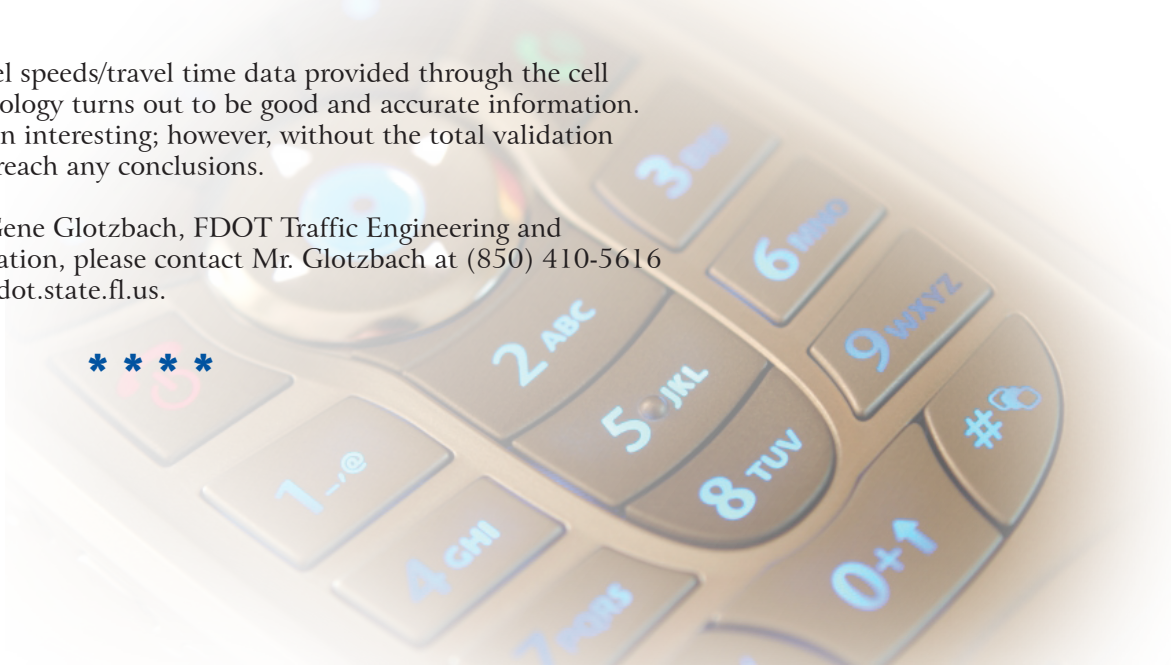

# FDOT-TERL's Newly Renovated Certification Lab—Open for Business!

In 2008, the Florida Department of Transportation (FDOT) Traffic Engineering Research Lab (TERL) embarked on a project to meet the growing needs of FDOT's traffic control device certification program. This program, required by Florida law, ensures a uniform system of traffic control devices on Florida's streets and highways.

The project transforms a 1960s-era building located in Tallahassee into a modern traffic control device test lab. From the 1970s to the 1990s, this building housed the Statewide Traffic Engineering Signal Shop. With the changes brought about by FDOT decentralization and the relocation of the Tallahassee Maintenance Yard, this building became multi-purpose in function serving miscellaneous purposes, including storage. By the time this project started, the building was showing its age and was not ready to meet the challenges presented by evolving transportation technologies.

*Certification Lab Controller Test Area—Before*

*Certification Lab Controller Test Area—After*

In 2008, to meet current and future needs, the FDOT developed project requirements, procured a design-build team, and completed construction plans. Project construction began on February 25, 2009, and completed on budget in October 2009. Some of the features of the newly renovated Certification Lab are:

- Traffic signal cabinet test area;
- Intelligent transportation systems (ITS) and uninterruptible power supply cabinet test area;
- Traffic signal controller and ITS device (i.e., cameras, vehicle detectors, etc.) test work benches;
- Device and sign mounting hardware evaluation area;
- Light "tunnel" to test illumination intensity and color spectrum of traffic signals, pedestrian signals, flashing beacons, electronic message signs, lighted street name signs, warning lights, etc.;
- Delineated shipping and receiving areas;
- Secure storage room for tools, test equipment, etc.;
- Storage for approved traffic control device products;
- Two loading docks—one for large trucks and one for small trucks;
- Secure storage and charging area for outdoor platform lift vehicle; and
- Four outdoor concrete slabs with power and communications for testing large electronic message signs and portable devices.

*Certification Lab Optical Test Area—Before*

*Certification Lab Optical Test Area—After*

This completed project meets the current and future needs of the FDOT traffic control device certification program. Due to the growth of Florida's transportation system and continuing technology innovations, this program now consists of over a thousand approved products manufactured by over a hundred qualified vendors. The TERL looks forward to the improved testing capabilities that the newly renovated facility enables. The enhanced TERL Certification Lab is a significant contributor to our mission to provide a safe and uniform system of traffic control devices to the traveling public of Florida.

This article was provided by Trey Tillander, FDOT Traffic Engineering and Operations Office. For information, please contact Mr. Tillander at (850) 410-5617 or email to Trey.Tillander@dot.state.fl.us.

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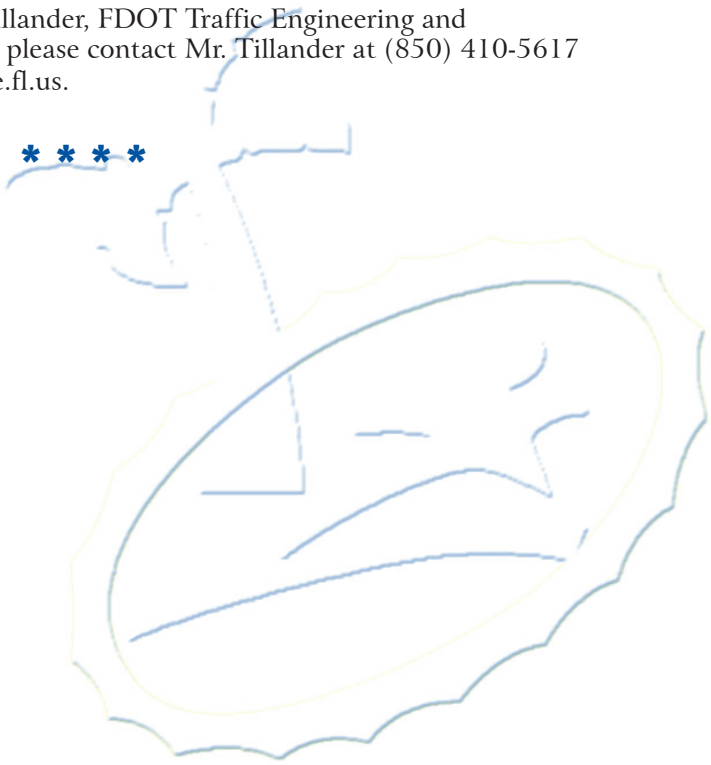


# Traffic Management Simulation Support Research

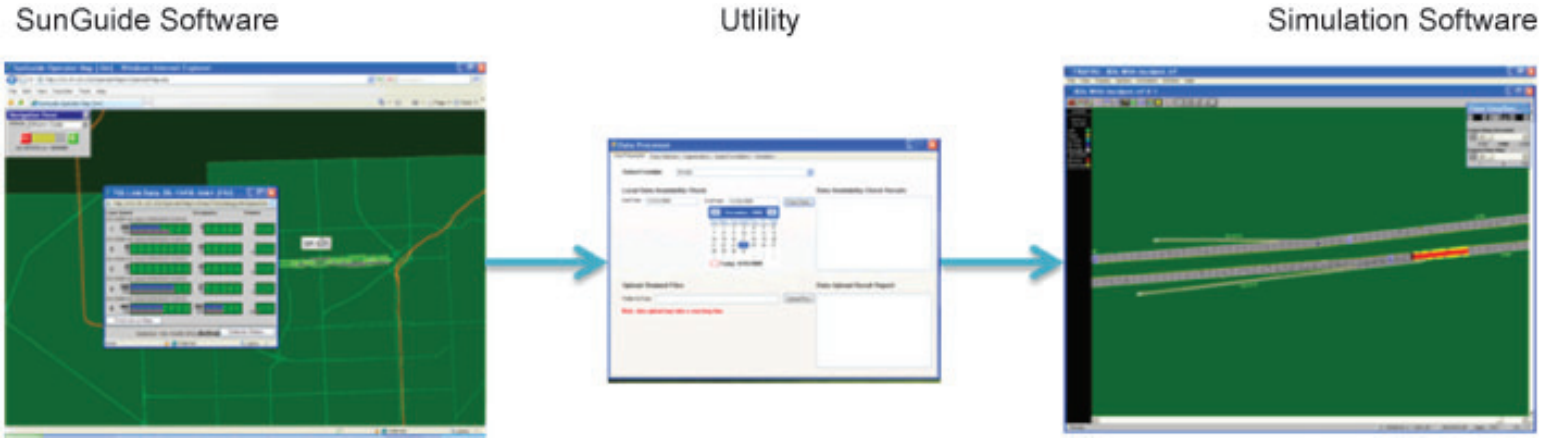
About 18 months ago, the Florida Department of Transportation (FDOT) initiated a research project to develop a simulation technique to support planning, designing, operating, and evaluating intelligent transportation systems (ITS) and other transportation system improvements. This article provides a discussion of the utilities developed in this research project to integrate SunGuide® software—FDOT's transportation management center (TMC) software—with existing simulation tools.

Traditionally, traffic simulation applications are developed using volume data collected from tubes and/or manual turning volume counts. These applications are calibrated using data from travel time studies, combined with volume data and field observations of queues and other traffic conditions. However, collection of the required data is expensive, particularly for large simulated systems. In addition, the data collected using traditional methods are normally for one or fewer days and may not represent traffic demands and conditions throughout the year.

The SunGuide software collects traffic and incident data on a daily basis and stores this information for several years. This research project has developed methods and utilities that use the existing SunGuide data archives and other available information for preparing and calibrating simulation tools. Compared to traditional methods, this collection method will provide a significantly lower cost and more efficient data collection and will increase safety by reducing the need for personnel to be the field for data collection purposes.

Typically, traffic data can include inconsistent, non-balanced, and missing measurements. The utilities developed in this research project produce consistent and balanced traffic demands, and estimate missing traffic demands based on measured demands. Also, the utilities will allow the users to customize the granularity of traffic data by time of day.

In this project, the information flows from the SunGuide software to a utility that was developed in this project, and finally to a simulation software. In this research project, the microscopic simulation software tool used was CORSIM.




The SunGuide software is complex with many functions and many processes required to accomplish these functions. With every software update, there is a need to conduct comprehensive testing. Currently, the software testing does not have the sophistication to account for various traffic patterns. Additionally, the TMC operator training does not involve the use of simulation. Using simulation, trainees can receive a better understanding of the complex decision making process during major events.

This research project provides the tools to connect the virtual detection stations in the simulation to the SunGuide software. This capability enables emulation of point traffic sensors and automatic vehicle identification readers connected through drivers to SunGuide, allowing testing of SunGuide software functions and processes. The developed connection between the virtual detectors and SunGuide software will also provide the ability for the TMCs to evaluate different SunGuide modules and will provide the ability to test the impact of changing device parameters before field implementations. In addition, this connection between the simulation and SunGuide will provide an effective mechanism for operator training.

This project has applied the software utilities and methods to develop and calibrate simulation models in support of identified TMC processes and scenarios. Applications of these developments have demonstrated their value to support TMC applications.

This article was provided by Trey Tillander, FDOT Traffic Engineering and Operations Office. Dr. Mohammed Hadi, Florida International University and Arun Krishnamurthy, FDOT Traffic Engineering and Operations Office. For more information, please contact Dr. Hadi at (305) 348-0092 / HadiM@fiu.edu or Mr. Krishnamurthy at (850) 410-5615 / Arun.Krishnamurthy@dot.state.fl.us.

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# District Four TIM Teams Work on Safer Roadways and Response

Florida Department of Transportation (FDOT) District Four has three traffic incident management (TIM) Teams covering 201 centerline miles in five counties—Broward, Palm Beach, Martin, St. Lucie, and Indian River. With a collective 491 members and 165 agencies, 2009 proved to be a tremendous year of growth for the TIM Teams and the team continues to grow in 2010. Each year the TIM Team conducts a "TIM Self-Assessment." This assessment is a tool used by state and regional program managers to assess their achievements as a successful multi-agency program in providing safe and effective traffic incident management. In 2009, District Four achieved a 59.8 percent score, meeting the national average of 59.6 percent. Due to the addition of the newest team in the Treasure Coast (Martin, St. Lucie and Indian River Counties), this score was down almost 15 percent from 2008. As the Treasure Coast continues to build its resources, the District Four score will increase.

Following are some of the initiatives contributing to this strong self-assessment score.

## The Severe Incident Response Vehicle

The Severe Incident Response Vehicle (SIRV) Team provides an immediate FDOT incident command presence on the scene of severe incidents affecting I-95, I-75, and I-595 (monitored and maintained by I-595 Express, LLC) in Broward County. The Broward SMART SunGuide® Regional Transportation Management Center dispatches the SIRV Team. SIRV responds 24-hours a day, seven-days a week to severe traffic incidents, such as full highway closures, fatalities, overturned commercial trucks, and any other event that may last longer than two hours. In 2009, the SIRV Team responded to 526 incidents, saving a total of 16,971 minutes for other emergency response agencies. SIRV Team training includes incident command procedures, National Incident Management System, Hazardous Material Mitigation, Advanced Maintenance of Traffic (MOT), and Incident Quick Clearance Procedures. All trucks carry 100 cones, over 300 flares, emergency scene signs, spill absorbents, bottled water, roadway repair supplies, spill pads and containment pools, electronic flares, extra fuel, high-intensity lighting, brooms and shovels, and a mounted arrow board for MOT.


## Rapid Incident Scene Clearance

FDOT implemented the Rapid Incident Scene Clearance (RISC) program in August 2009 to accelerate the safe clearance of major incidents using heavy duty, specialized equipment. This program offers financial incentives to qualified companies who respond to and clear major incidents (such as large vehicle crashes, rollovers, fires, and cargo spills) within a specified period of time. RISC supports *Florida's Open Roads Policy,* which states that the roadways will be cleared as soon as possible with the goal for all agencies of clearing incidents within 90 minutes of the arrival of the first responding officer. To expedite Florida Highway Patrol's (FHP) decision to activate RISC, a direct fiber-optic connection to the District Four intelligent transportation systems network is displayed on flat screen monitors in the FHP Troop L headquarters. As of April 5, 2010, FHP activated RISC four times.

## End of Queue Maintenance of Traffic

As an added measure of TIM, District Four is instituting a new procedure for MOT at the end of a queue. This measure involves the Road Ranger service patrol stopping on the shoulder before the area where traffic is backing up and displaying emergency lighting and arrow boards to alert drivers to slow down. This measure is an effort to reduce the chance of a secondary crash occurring and is especially important when traffic crests a hill or approaches a curve.

## Fire Hydrant Study

Thanks to a post-incident analysis of a major incident on I-95 in 2007, FDOT and the TIM teams realize the importance of identifying fire hydrants accessible from the highway for both fire personnel and FDOT. District Four authorized a study to locate all access points. Fire hydrants within 1,000 feet of the centerline and hydrant access holes in the existing sound walls along the right-of-way were located using global positioning satellite devices. The study organized the hydrant locations and corresponding access holes information into a spreadsheet. After reviewing this information, the TIM Teams suggested marking each access hole with a reflective sign as well as blue raised pavement markers on the shoulder of the road.

## Statewide Road Ranger Survey

FDOT recently completed a *Statewide Road Ranger Survey for Incident Responders* with a goal of identifying areas in need of improvement. The survey idea originated with District Four suggesting that feedback from responders is generally limited. Other Districts agreed and the survey was set into motion. The purpose of the survey was to determine incident responders' opinions of the program, establish a baseline for customer satisfaction for future years, and solicit comments to improve the program. Questions were geared to collect data regarding the Road Rangers' support of incident responders. Central Office collected the feedback and coordinated it into a report. Individual Districts can now take the steps needed to improve their respective programs.

## Quick Clearance Workshop

The District Four TIM Teams and I-95 Corridor Coalition hosted the "I-95 Corridor Coalition Quick Clearance Responder Workshop" in February 2010. The workshop provided a detailed presentation of TIM and quick clearance (QC) policies and procedures essential to improving incident management and public safety. All attendees received a TIM/QC Toolkit that covered detailed responder roles and suggested responsibilities. Over 85 people attended, including representatives from other TIM Teams in the South Florida region.

This article was provided by Gaetano (Guy) Francese, FDOT District Four. For information, please contact Mr. Francese at (954) 847-2797 or email to Gaetano.Francese@dot.state.fl.us. You may also visit the District Four TIM Team Web site at

www.SMARTSunGuide.com/TIM.aspx

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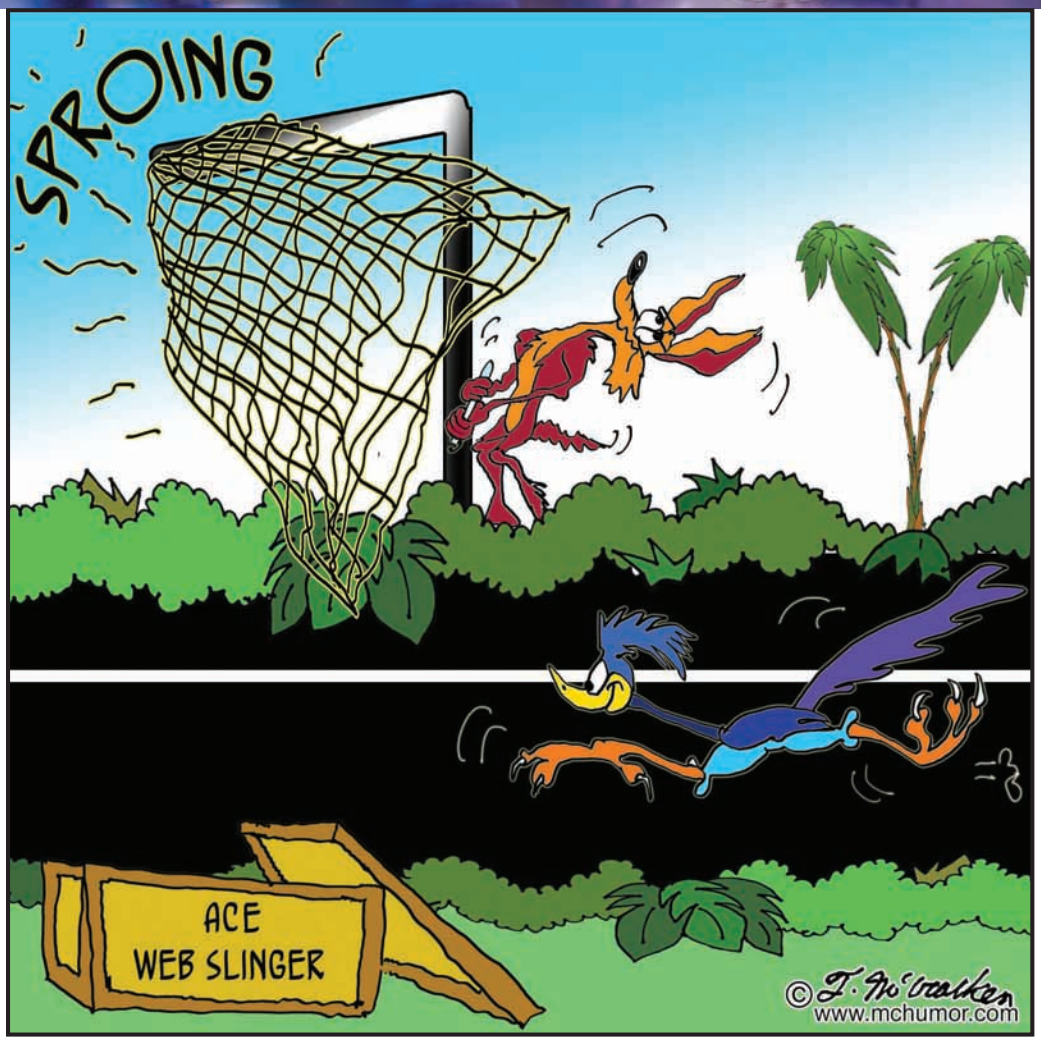
# SunGuide® Disseminator Word Challenge




We invite you to have some fun and complete the *SunGuide Disseminator* Word Challenge!

Unscramble the letters to complete the word for the clue found under the boxes. Use the letters in the red circles to complete the final puzzle. The answers can be found on the page 18.

Enjoy
and
Good Luck!

Speeding nets you a ☐☐☐☐!

N O T I F E R C I A T I C

FDOT-TERL's new lab.

I E F R  D R Y T N A H

Study performed in District Four.

R S E P E X S  N E S A L

C H E T R A W

Recommends toll rate changes based on collected traffic data in District Six.

N O D E P R E R S

Y E S F A T

Bedrock of traffic incident management.

# Safe Mobility for Life Program News

May is Older Americans Month; older driver and pedestrian safety remain a growing concern as our population grays. In 2008, Floridians 65 and older composed 17.4 percent of our population. According to the U.S. Census Bureau, this figure is projected to reach 27.1 percent. As our population increases, so does the number of licensed drivers and crashes involving this age group. Population projections can be overwhelming, but, as a state, we have been laying a strong foundation through programs and resources that we believe will help prepare us for these inevitable changes.

Through the Florida Department of Transportation's (FDOT) Safe Mobility for Life Program, resources and partnerships continue to grow and improve the safety, access, and mobility of our aging population. Since the adoption of our Strategic Plan in April 2007, we have completed 31 percent of activities. Some of the most notable tools and resources to benefit older drivers and pedestrians established during this time include:


- The www.SafeandMobileSeniors.org Web site: A one-stop portal to statewide transportation safety and mobility resources, this site provides easy access to information, not only for mature drivers and pedestrians, but families, caregivers, and professionals in the engineering/planning and aging fields. Since launching in June 2008, both new and returning visitor usage has increased on a monthly basis. Today over 7,500 people have accessed these tools and resources, with 13 percent returning for additional information offered by the site.

- Planning and Designing for our Aging Population: This is free one-day workshop developed to raise awareness of problems associated with mature drivers and pedestrians, and how we can plan and design our roadways—both state and local—to address their needs. This workshop presents options and alternative solutions to the planning, designing, and operating Florida roadways. Content is based on best practices across the U.S., but tailored specifically for Florida. This year the course will be taught in each FDOT District office and available to local government personnel as well. Specific location and registration information can be found at: http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm

  CarFit®: A community-based program developed by AAA, AARP, American Occupational Therapy Association, and the American Society on Aging, this senior safety event offers older adults the opportunity to check how they "fit" in their own vehicles and receive community-specific safety information and materials. With the use of safety grant funds, CarFit® has been adapted to Florida and these senior safety events are being held all across the state.

With strong resources in place, we are working to broaden the Safe Mobility for Life Program and ensure that transportation safety and mobility information is directly in the hands of seniors and communities for their use. In January 2010, we began the first of quarterly video conferences with all FDOT District and Tallahassee area partners. During these video conferences, partners receive updates on our Strategic Plan, while we receive valuable feedback on what is happening at the community level and how we can work together to address their issues and concerns with older driver and pedestrian safety.

Today, Safe Mobility for Life Program partners work diligently to raise awareness and address the senior transportation safety and mobility issues that face our state. That way, when it is 2030, and our over 65 population is 27 percent or greater, we are prepared.

This article was provided by Gail Holley, FDOT Traffic Engineering and Operations Office. For more information, please contact Mrs. Holley at (850) 410-5414 or e-mail to Gail.Holley@dot.state.fl.us.

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# Editorial Corner—TIM: Where Do We Go From Here?

Twenty years ago I was a member of the Florida Department of Transportation (FDOT) "Freeway Management Team," led by John Duvel in District Six (Miami). The concept was simple enough—get traffic incident responders and stakeholders together to figure out how to do things better and restore Dade County expressways to their normal operation after a crash. Over the years, Florida has dramatically evolved the concept and we now have traffic incident management, or "TIM," teams throughout the state with a clearer vision, better support, and a better understanding of incident management.


This year the FDOT, Florida Police Chiefs Association, Florida Sheriffs Association, Florida Fire Chiefs Association, and the Florida Highway Patrol signed on to an ambitious goal of exposing all Florida police and fire responders to TIM. In just the first quarter of the calendar year, "TIM in '10" has found its way into about 200 agencies with an estimated audience of 21,000 responders. The remainder of 2010 will undoubtedly see continued success as responders view the incident management roll call video "TIMe4Safety", attend classes, or use the newly developed online training tool developed by FDOT.

With TIM roots that go back more than two decades and the positive momentum of "TIM in '10," we might ask, "Where do we go from here?" The answer is simple enough—continue to advance TIM by embracing the National Traffic Incident Management Coalition's (NTIMC) National Unified Goal (NUG) for traffic incident management. The NUG is 1) responder safety; 2) safe, quick clearance; and 3) prompt, reliable, interoperable communications.

Responder safety is the bedrock of TIM. We advance recommended practices and promote safety awareness through responder safety training programs such as "TIMe4Safety." Florida's adoption of a "Move Over" law that requires motorists to slow down or change lanes when approaching responders at work is another example of attempts to protect individuals at roadside. Public information campaigns, enforcement efforts, and "move over" highway signs are creating public awareness. The word is getting out to responders and motorists—be careful around traffic incidents and emergency scenes.

Safe, quick clearance is important to relieving incident-related congestion and reducing the possibility of secondary collisions. Florida's "open roads" policy seeks to get incidents cleared within 90 minutes. Innovative programs, such as the rapid incident scene clearance (RISC) program that contracts with towing and recovery companies to quickly clear complicated crashes, support this. When a fatality occurs, investigators can use photographic and laser measuring instruments, purchased with help from the FDOT, to gather critical evidence more quickly.

Prompt, reliable, interoperable communications is more possible than ever thanks to co-location of FHP dispatch centers and traffic management centers around the state. In addition to the obvious side-by-side working relationships this creates between individuals, this arrangement also promotes technological bridges. The FHP computer aided dispatch system now shares incidents with FDOT computers that operate the SunGuide® software and traveler information systems, such as 511. In many places, troopers and road rangers can now talk or at least hear each other because of radio sharing between the entities. At the multi-agency, multi-discipline level, the Florida interoperable radio network in the FHP dispatch centers and the advanced 800 MHz state law enforcement radio system allow virtually anyone with a radio to be connected together. Media partnerships allow us to share live closed-circuit television camera images and global positioning satellite mapping when incidents occur.

Like so many aspects of transportation, Florida readily accepts a national leadership role for TIM practices. The three goals of the NUG, and the 18 strategies that accompany those goals, represent the past, present, and future of Florida's TIM success. Learn more by going to timcoalition.org.

This editorial was provided by Chief Grady Carrick, Florida Highway Patrol. For information, please contact Chief Carrick at (904) 695-4096 or email to GradyCarrick@flhsmv.gov.

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# Inside the TERL

The Florida Department of Transportation (FDOT) has a goal to assure that only a safe and uniform traffic control system is implemented in the state of Florida. The Traffic Engineering Research Lab (TERL) plays a part in obtaining this goal by satisfying Florida Statute 316.0745 - Uniform Signals & Devices. Below is a look Inside the TERL at activities that help accomplish our goal.

The primary mission of the TERL is to maintain an Approved Product List (APL) of devices that have been tested and verified to meet FDOT requirements. Establishing and maintaining the APL encompasses a broad variety of activities. These activities include:

- The review of manufacturer quality assurance/quality control (QA/QC) programs, and comprehensive product evaluation and testing,
- The initial development and continuous improvement of all traffic control system product specifications,
- Maintenance and technical operations of the systems used for testing (including the design, installation, and operation of a small-scale transportation management center [TMC]) as well as the installation and integration of field devices around the TERL facility and various remote testing locations.

The primary goal of these efforts is to ensure that products sold and deployed on transportation projects in Florida are safe and reliable, are of good quality, and perform as required.

Notable activities during the past month included the following:

## Product Approval Activities

- RuggedCom Managed Field Ethernet Switch MODEL RSG2100 was evaluated to FDOT standards and listed on the APL. This is the third field Ethernet switch to be listed on the APL.

## Vendor Qualification Activities

- Six new qualification submittals were received from General Electric Security, Jupiter Systems, Martin Enterprises, IST International, Advanced Protection Technologies, and American Signal Company.

  No products from these manufacturers have been listed on the APL as they must first become qualified before being allowed to submit products for APL evaluation.

- Site quality assurance audits were performed on the following qualified vendors:
  - Vicon, located in Long Island, NY, manufacturers of closed-circuit television (CCTV) equipment;
  - Sixnet, located in Ballston Lake, NY, manufacturers of managed field Ethernet switches; and
  - Bosch Security Systems, located in Lancaster, PA, manufacturers of CCTV equipment.

  Site audits have been performed on several APL manufacturer facilities to verify that QA/QC procedures are in place and being followed as submitted during the initial qualification evaluation.

- During the preceding month, the following two manufacturers were qualified:
  - Advanced Protection Technologies, manufacturers of transient protection devices; and
  - North Star Lighting (DBA Camera Lowering Systems) manufacturers of camera lowering devices.

  Both met the FDOT's minimum quality assurance requirements. These manufacturers may now move on to the next step to be listed on the APL—the evaluation of the product.

The TERL welcomes and encourages any comments and feedback regarding products listed on the APL. Is there a product you would like to have placed on the APL? Are you a maintaining agency in Florida that would like to sponsor a project to evaluate a new product; would you like to share your experiences with a product (good or bad) with us? If so, we want to hear from you.

This article was provided by Jeff Morgan and Trey Tillander, FDOT Traffic Engineering and Operations Office - TERL. For more information, please contact Mr. Morgan at (850) 921-7354 or email Jeffrey.Morgan@dot.state.fl.us.

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## Word Challenge Answer

Speeding nets you a FINE!

SAFETY

RESPONDER

FIRE HYDRANT

WATCHER

EXPRESS LANES

CERTIFICATION

## FDOT Traffic Engineering and Operations Mission and Vision Statements

**Mission:**
Provide leadership and serve as a catalyst in becoming the national leader in mobility.

**Vision:**
Provide support and expertise in the application of Traffic Engineering principles and practices to improve safety and mobility.

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