FLORIDA DEPARTMENT OF TRANSPORTATION

TSM&O DISSEMINATOR

TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS

May-June 2021

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FLORIDA DEPARTMENT OF TRANSPORTATION'S
TRAFFIC ENGINEERING AND OPERATIONS PUBLICATION

FDOT TSM&O
Transportation Systems Management & Operations

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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.

Looking to be a Contributor for the Next Issue of the TSM&O Disseminator?

Email Jennifer Langford (Jennifer.Langford@dot.state.fl.us) with your story subject and title.

We would love to have your contribution be a part of the next edition.

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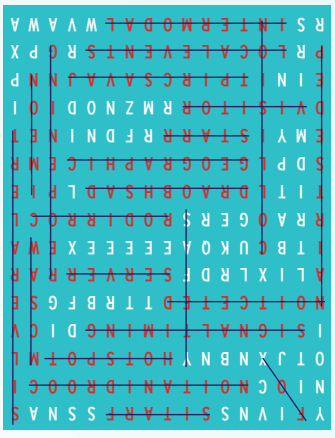


Statewide Express Lanes Software (SELS) Next Generation

By Christine Shafik, State TSM&O Software Engineer, FDOT

This summer the Florida Department of Transportation will be advertising a multi-million-dollar, multi-year contract for the development of the next generation Statewide Express Lanes Software, or SELS. Central Office is looking for a talented team to be a part of this project to meet the Department's needs throughout the state.

Currently the Department manages express lanes using SunGuide®, its Advanced Transportation Management Software as well as its Operations Task Manager software or OTM. OTM is an award winning, nationally recognized software package developed in-house by FDOT District Six. OTM is integrated with SunGuide and has many modules including those to assist the Districts with ITS Maintenance, Rapid Incident Scene Clearance, and Managed Lanes Operations. Support for Managed Lanes is provided via OTM's Express Lane Module (ELM). District Six initially developed ELM to manage a small section of express lanes along I-95 over twelve years ago. Since then they have been continuously sharing and enhancing the program to meet the Department's needs throughout the State. District Six has done a remarkable job of supporting this program and its users over the years.

ELM uses traffic data to help a District manage congestion, assist TMC operators in verifying Express Lane DMS messaging, communicate with the Florida Turnpike's tolling back office, and much more. The next generation of SELS will be a standalone program that will replace OTM's Express Lane Module.

The Department is excited about this update to the Express Lane Software, and looks forward to working with the selected team to create the next generation of SELS.

For more information, please contact Christine Shafik at (850) 410-5615 or by email at Christine.Shafik@dot.state.fl.us.

Turnpike Responders Assist the Most Vulnerable

By: Mary Lou Veroline, TSM&O Technical Writer, Florida's Turnpike Enterprise

At some point in life, it is a relative certainty that you will find yourself on the side of the road needing assistance. The roadside is simply not a safe place to be for extended periods, especially at night or in bad weather. For women traveling alone, families with small children, elderly travelers or motorists with disabilities, the vulnerability increases significantly.

For this reason, Florida's Turnpike has implemented an Emergency Safety Tow option for the Florida Highway Patrol (FHP) and Traffic Management Center (TMC) to use for motorists in disabled vehicles that would otherwise result in a delayed clearance and significant time on the shoulder due to the motorists' plan for repair. When warranted, a Turnpike-contracted Specialty Towing and Roadside Repair (STARR) vendor will relocate the vehicle and occupants to the nearest Service Plaza in their direction of travel, free of charge to the customer, where they can await their assistance in safety and comfort.

Some recent examples of Safety Tow deployments pulled from TMC logs:

Disabled vehicle. Blown engine. Elderly driver using oxygen to breathe. Friend coming after work to help. (3:54 p.m.)

Disabled vehicle. Mechanical issue. Female alone, frantic, has no idea what to do. Vehicle pulled over on a curve with no roadway lighting. (8:30 p.m.)

Disabled vehicle. Female driver, pregnant and other young children in car. Flat tire and no spare. No one to call. (9:54 p.m.)

Elderly couple. Vehicle has mechanical issues and emergency road service company refused to send a wrecker to the Turnpike. (3:14 p.m.)

Turnpike Responders Assist the Most Vulnerable, continued from page 4

Disabled vehicle. Hole in gas tank. On shoulder three hours already. Family coming from Virginia to assist. (1:33 p.m.)

Disabled vehicle. Vehicle died and will not start again. Driver planned to sleep in vehicle till morning. (10:06 p.m.)

Since introducing the program in February of 2019, it has been utilized 197 times … that is 197 families spared from the potential anguish of a wife, mother, husband, father, son, daughter, or grandparent being injured on the roadside.

Individual Responders Take Action for those in Need

Transportation officials create safety programs to address the needs of motorists when they are on our roadways. Recognizing that vulnerability can come in all shapes and sizes, roadway responders must always be aware of what is happening around them and take notice of subtle cues when they interact with the public. Below are two examples of Turnpike responders who continue to raise the bar in recognizing vulnerability.

"Johnny" on the Spot

Road Ranger Safety Service Patrol is available across the entire Turnpike roadway system. One of our best and brightest responders is John Hattie who patrols the rural stretch of the Turnpike Mainline from Mile Post 144 to 187.

On March 20, 2021 at 9:40 p.m., a call came in through Florida Highway Patrol dispatch alerting of a small child, three years old, not breathing at the Fort Drum Service Plaza (Turnpike Mainline Mile Post 184). Due to the evening hour, the closest FHP unit was traveling southbound in the vicinity of Mile Post 136, close to 50 miles away and Emergency Medical Services for that region dispatch from Okeechobee Road, 31 miles south. Thankfully, John Hattie was on patrol, heading northbound on the Turnpike Mainline just four miles south of the plaza.

He heard the call come in and knew that he was in the best position to help the family. Through contact with the Turnpike's Turkey Lake TMC, John located the family within minutes, called upon his knowledge from first aid training and began CPR on the child. His efforts dislodged the item blocking the airway and the youngster began breathing normally again. Fire Rescue and FHP units arrived on scene shortly afterward and verified the child was out of danger.

If that was not enough, at the time of this writing, we have learned of another recent event that John responded to at the Fort Drum Service Plaza. A motorist at the plaza flagged him down and advised of an elderly gentleman at the gas pumps who appeared confused. John approached the man, engaged him in conversation and ascertained that he was, indeed, unsure of his surroundings. He contacted FHP who learned that the gentleman was the subject of a Silver Alert that was minutes away from being issued. Because of John's efforts, the family was reunited without incident.

An "Asset" to the Turnpike Team

Maintenance activities on a large portion of the Turnpike system are performed by Asset Management Contractors. Taylor Newsome is a maintenance technician for an FTE asset maintenance contractor in Palm Beach.

On March 1, 2021, at approximately 1 p.m., Taylor was working in the vicinity of Mile Post 103 northbound and observed a young male sitting alone just off the roadway, partially obscured by tall grass with no vehicle nearby. He maintained a visual of the youngster and called the FHP to advise of a pedestrian on the roadway, standard procedure for that situation. Taylor remained on scene until the FHP arrived and was informed that the boy, 15 years of age, was listed as a missing person. Thanks to Taylor's actions, the FHP was able to reunite the teen with his family in Broward County.

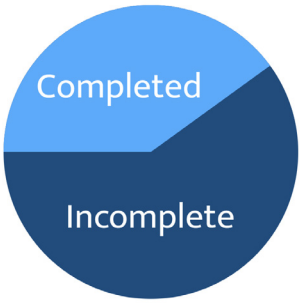
John and Taylor were both recently awarded with FTE's Traffic Incident Management Responder of the Quarter honors for their over-and-above efforts!

For more information, please contact John Easterling at (954) 934-1620 or by email at John.Easterling@dot.state.fl.us.

NOEMI – Managing Smart Signalized Intersection Data at District Five

By Anne Allan, InNovo Partners, District Five Inhouse Consultant Project Manager

Purpose: The Normalized Operational Equipment Management Initiative application – "NOEMI" for short – is designed to simplify the process of planning, coordinating deployment, and budgeting intersection improvement work. It is a web-based application with a focus on geospatial navigation of the latest TSM&O data in the District. Objects in its spatial database represent signalized intersections, and their properties indicate that location's "smart" asset deployment status. The following are considered key milestones towards a smart intersection and Connected Vehicle Readiness, which largely align with the statewide Connected Vehicle Readiness measures:



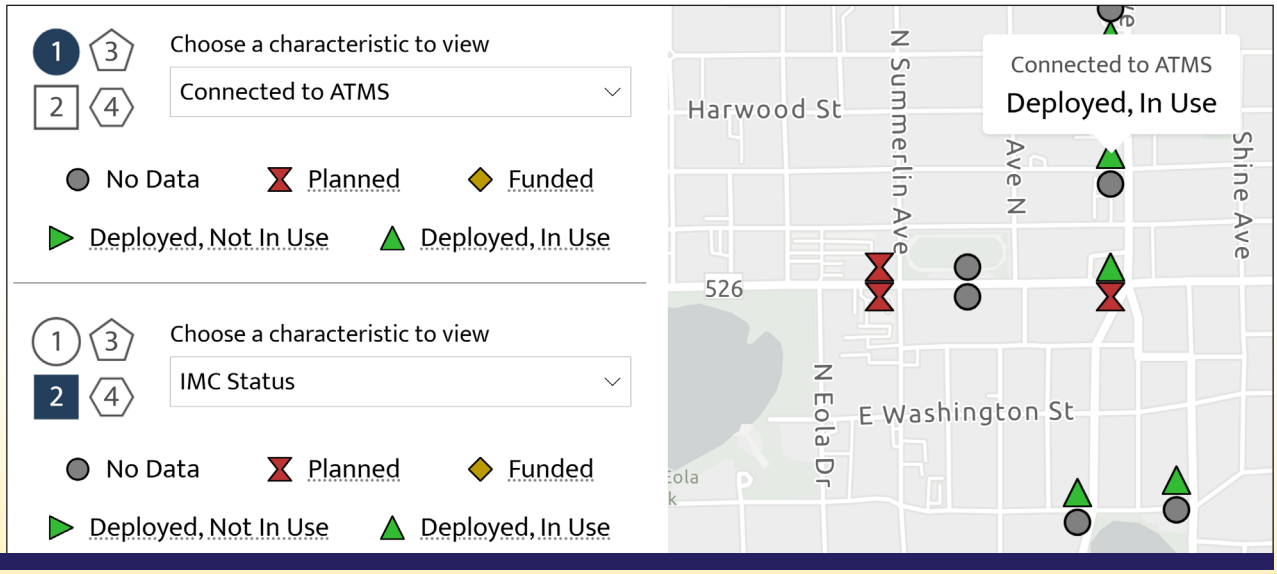
The pie chart communicates the most important intersection information at a glance.

- A connection exists to an advanced traffic management system (ATMS).
- The intersection generates advanced traffic signal performance measures (ATSPM) data.
- The intersection generates intersection movement counts (IMC) data.
- An advanced transportation controller (ATC) is present.
- There exists independent detection of every lane of every approach to the intersection.

In addition to these milestones, this application is home to information about connected automated vehicle (CAV) roadside units, regional integrated corridor management (R-ICM) integration, and more. Fields are tracked from planning to deployment in a consistent and interactive interface.

Navigation

On loading the application, users are greeted with a geographic information system (GIS) environment displaying signalized intersections throughout District Five. Pie charts at each location denote the progress towards smart feature deployment milestones. For more specific information, the user can navigate to a detailed view and select up to four individual fields to visualize by status in the map.



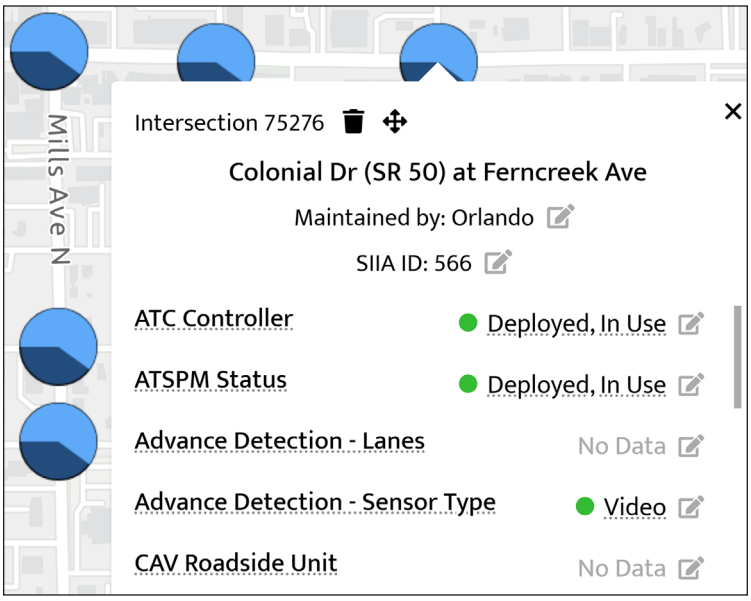
The detailed view provides specific field values with sets of accessible icons clustered around an intersection.

NOEMI – Managing Smart Signalized Intersection Data at District Five, cont. from page 6

Users have the option to view preloaded layers into the mapping environment for reference. Commonly used layers built into the application include municipal boundaries, the FDOT fiber optic cable network, ICM detour routes, and more. Users may load their own KML or KMZ files directly onto the map. The District's Signalized Intersection Inventory Application (SIIA) can be plotted on the map and expanded in a detailed report. Permitted users can overlay the FDOT Tentative Work Program to display by project status.

Design

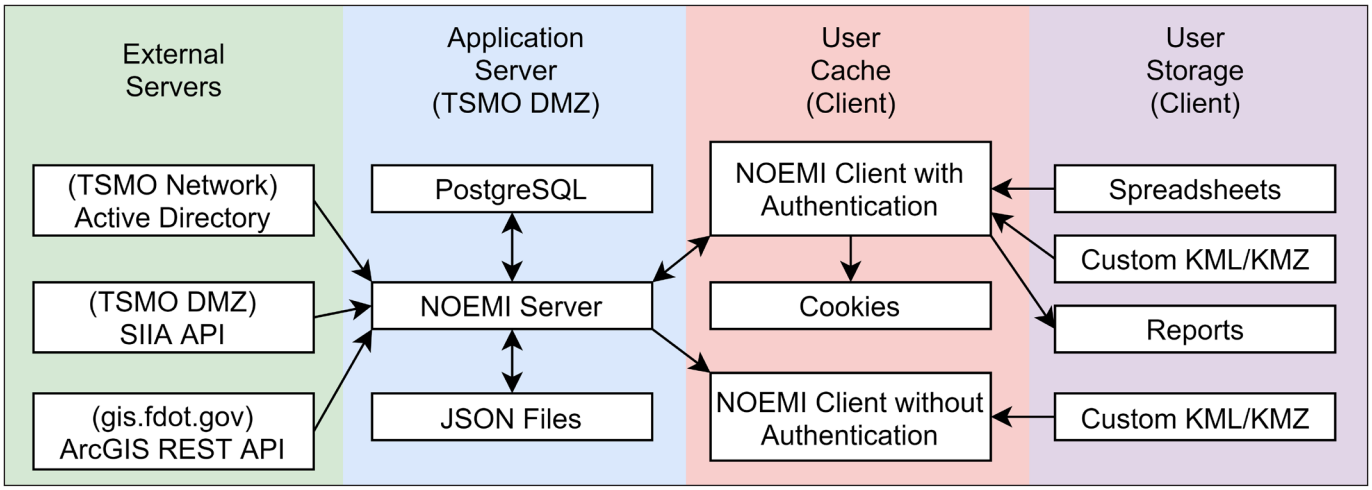
NOEMI supports the import of legacy tracking spreadsheets, a process that has allowed a smooth transition of data into the environment. SIIA provides field collected inventory data to denote the presence of ATC, lane detection, preemption, and more. Projects can be tied to intersection features such that the progress of deployment is tied to the advancement of that project through its work program lifecycle. Users can manually add, move, and delete intersections, or adjust the status of deployment of any field.



An intersection is inspected for its details and deployment statuses.

The application client imports the MapLibre GL library to provide a GIS sandbox where interactive features are custom coded in JavaScript. The server is deployed on-premises at the District Five Regional Transportation Management Center (RTMC) in Sanford. Application users are identified by their TSM&O user credentials via Active Directory. Service tickets can be submitted directly from the application to the IT HelpDesk via Jira®.

NOEMI is built entirely on open-source libraries owned by the FDOT.



Data connections are visualized in a flow chart.

Vision

The District Five TSM&O team envisions a data ecosystem where applications replace spreadsheets and application programming interfaces (API) replace email attachments. NOEMI provides a step forward in realizing this goal with consistency and expediency in tracking signalized intersection data. It is provided via the District Five / Central Florida Smart Roads site at http://www.cflsmartroads.com for full transparency to stakeholders and the general public. The app is available here by clicking on the "Tools/ Data" link.

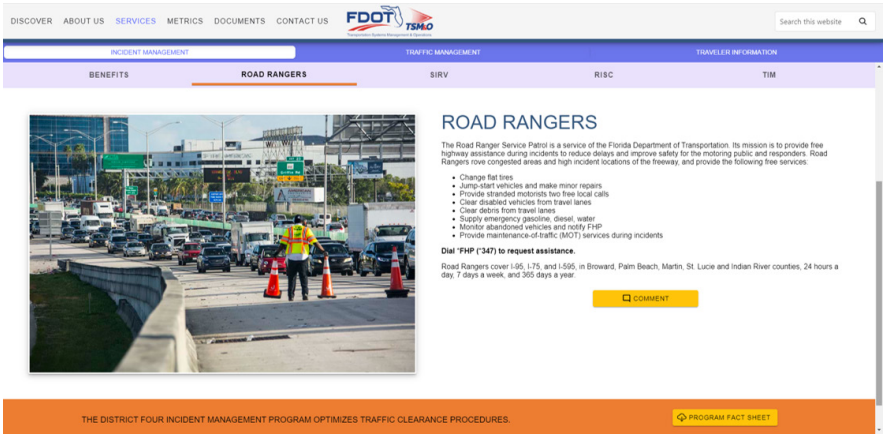
You can also access the NOEMI application at https://noemi.cflsmartroads.com.

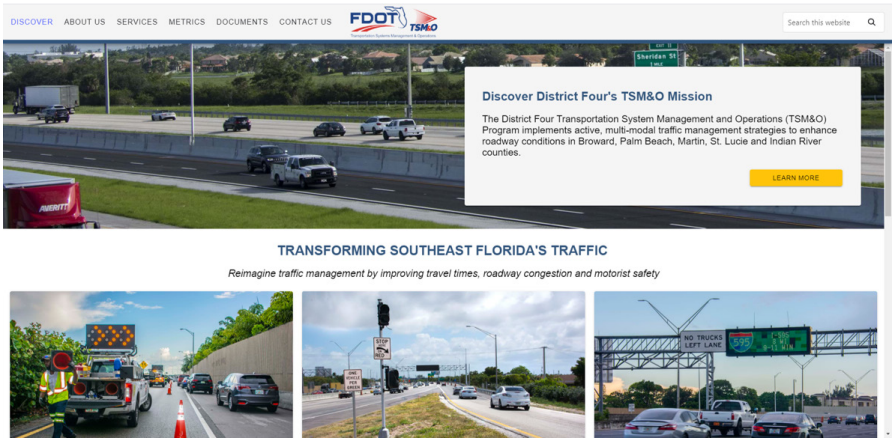
For more information, please contact Tushar Patel (386) 943-5315 or by email at Tushar.Patel@dot.state.fl.us.

District Four TSM&O Unveils New Website

By Alexandra Lopez, District Four TSM&O Program Engineer, FDOT

After much work and anticipation, the District Four Transportation Systems Management and Operations (TSM&O) program, proudly unveiled its new website and domain https://www.fdotd4traffic.com. The new website serves as the official information source for the District Four TSM&O Transportation Management Center (TMC) and District Four TSM&O Program.





Once focused on its use of SunGuide® software along with System Management for Advanced Roadway Technologies (SMART) strategies, the District Four TSM&O program rebranded the site to reflect its newly enhanced organizational structure and program strategies.

For ease and understanding, the website is divided in to three major service sections: Incident Management, Traffic Management, and Traveler Information. The website also features a bold clean design that makes it easier for the public to access program benefits and updates, important documents, and instructional videos. It also features improved browsing capabilities and an embedded Florida 511 traffic map for users to view live roadway conditions and camera snapshots in the area.

"We are really excited about the future of TSM&O," said Nicole Forest, TSM&O Resource Manager. "Our hope with this new website is to showcase our services and allow the public to become an active part in the District Four TSM&O experience."

In a future scheduled update, the new website will also highlight a unique virtual tour option, for the public to get an immersive TMC experience from the comfort of their homes. The tour takes an in-depth dive in the District Four's state-of-the-art control room and features its newly enhanced video wall.

For more information on the District Four TSM&O program and its new website, please contact Alexandra Lopez at (954) 777-4376 or by email at Alexandra.Lopez@dot.state.fl.us. or visit https://www.fdotd4traffic.com.

District Six Supports Local Event Traffic

By Javier Rodriguez, District Six TSM&O Program Engineer, FDOT

The District Six TSM&O Office provided incident management support to partner agencies for a series of unplanned events during the beginning of 2021.

As part of the District's Traffic Incident Management (TIM) Team, District Six maintains regular communication with local municipalities throughout the year. This allows all partners to identify potential issues providing a proactive and coordinated response for both planned and unplanned local events. Case in point was toward the beginning of the year when the City of Miami Beach experienced an unprecedented number of visitors during the Spring Break season. The city established various measures to maintain safety as the wave of visitors increased. It established evening curfews to prevent large crowds from forming in the city's entertainment district and set up vehicle checkpoints along causeways heading into the city. District Six provided support by working with the City of Miami Beach Police Department and the Florida Highway Patrol to assist with incident management efforts and maintenance of traffic plans. District Six personnel attended planning meetings, coordinated traffic strategies, and discussed potential impacts to mitigate congestion. Operators at the SunGuide Transportation Management Center (TMC) used closed-circuit television (CCTV) cameras to monitor traffic and used the dynamic message signs to inform drivers about the latest curfew and closure information. They also provided feedback after each night's efforts to track best practices and driver behavior. The interagency coordination proved successful as the crowds eventually lessened and normal traffic patterns were restored.

Similar efforts are being done to support traffic issues related to the pandemic. The District began monitoring "hot spot" locations where congestion is detected due to COVID-19 testing and vaccination sites, food distribution pickup lines, and traffic checkpoints. Operators also began tracking changes in traffic patterns to monitor demand before and during the pandemic. Using innovative data analytics tools, the District created an interactive dashboard to better understand the virus's impact on traffic volumes. This data is helpful when planning construction activities, for understanding how many people are using the roadways during stay-at-home orders, and analyzing increasing traffic volumes as the region continues its phased reopening plan.

The TMCs often become the regional lifeline of traffic management and information for local partners and municipalities during emergency situations and unplanned events. As a result, the District remains committed to supporting our partners as we navigate the changing needs of the region. Maintaining regular communication and executing interagency coordination plans is critical to maintaining the safety and mobility of our regional roadways in southeast Florida.

For more information, please contact Javier Rodriguez at (305) 640-7307 or by email at Javier.Rodriguez2@dot.state.fl.us.

Break Time

Y	F	I	V	N	S	S	I	T	A	R	F	S	S	N	A	S
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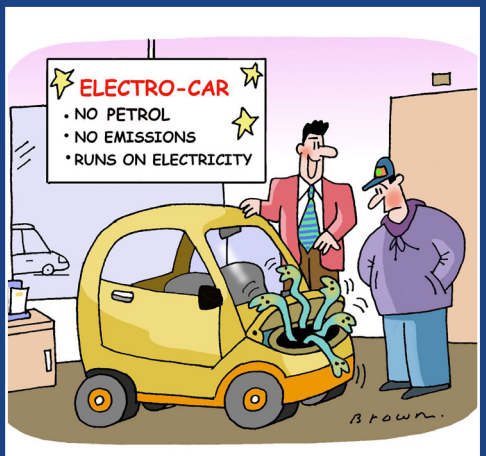
SIGNAL TIMING
SAFETY
DETECTION
CORRIDOR
HOTSPOT
SERVER
COLLISION
NOEMI
FOX
GEOGRAPHIC
JAVASCRIPT
VISITORS
REOPENING
LOCAL EVENTS
COORDINATION
STARR
SILVER ALERT
PEDESTRIAN
MCSAW
DASHBOARD
FRATIS
INTERMODAL



"Its motor is powered by a bucket of electric eels."

Motor Carrier Size and Weight Freight Operations Exchange (FOX) Leverages Innovation for Freight Mobility and Safety

By Paul Clark, Statewide Scale Operations Manager, FDOT; Derek Barrs, HNTB Corporation

The Florida Department of Transportation (FDOT) Motor Carrier Size and Weight (MCSAW) mission is to assist in providing a safe transportation system through education and enforcement of commercial vehicle size and weight laws, rules, and regulations.

MCSAW continues to deploy innovative solutions, one of which is the creation of the Freight Operations eXchange (FOX) system. FOX is a system for organizing freight data, analyzing the data to produce knowledge and insights, and applying that knowledge to help facilitate the safe and efficient movement of freight on state roadways through the innovative application of technology.

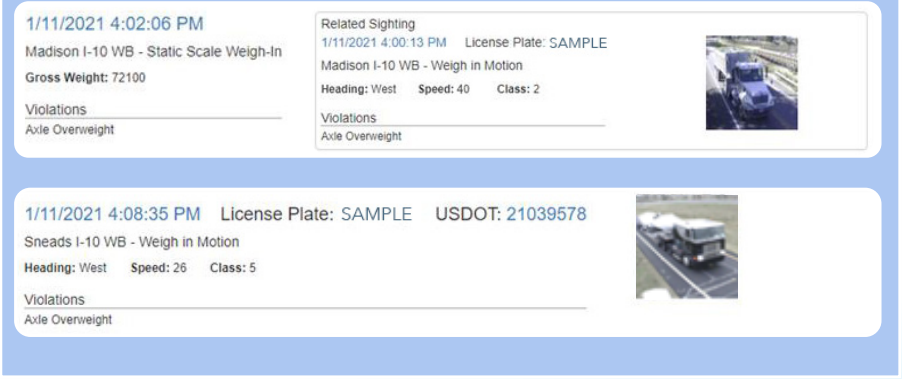
Data security is a key feature of the system and how it interacts with the storage and communication of data. FOX uses cutting edge technology to fit various devices with responsive design. It serves as a centralized hub for the user to view dashboards, commercial vehicle sightings, credential compliance, and process active alerts assigned to the user.

FOX serves as the data clearinghouse for the MCSAW network and will serve as the connection between the various weigh station facilities and field devices as well as partner agencies. FOX will interact with and provide valuable information to various FDOT systems, including the intelligent transportation systems (ITS) network, One Stop Permitting (OSP) office and site, the Transportation Data and Analytics (TDA) office and network, as well as state and federal databases. FOX will also facilitate the development of business-intelligent solutions.

A key functionality of FOX that improves safety and enhances mobility is the interconnection of weigh stations and the sharing of data between them. By leveraging data on motor carriers as gathered through routine daily operations, as well as other services such as the TDA and ITS networks, trucks previously screened and found in compliance can be bypassed at subsequent weigh stations. This reduces the conflict points for trucks entering and exiting weigh stations, thus increasing safety. The carriers will also experience increased mobility, as compliant carriers are allowed to continue traveling at highway speeds.

Incorporation of other freight focused services, such as the Truck Parking Availability System (TPAS), will further support the delivery of goals and the deployment of the FOX mobility network. Leveraging TPAS will allow for the use of public truck parking spaces beyond the facility's hours of service, which generally occurs overnight. During the day, the public parking can be used as staging areas for just-in-time pick-up and delivery to ports, intermodal logistic centers (ILC), etc. This will be accomplished through coordination with the ITS network and arterial signal network

Vehicle siting at Florida Weigh-in-Motion on I-10



Motor Carrier Size and Weight Freight Operations Exchange (FOX) Leverages Innovation for Freight Mobility and Safety, continued from page 10

to facilitate the installation of a Freight Advanced Traveler Information System (FRATIS) as well as Freight Signal Priority.

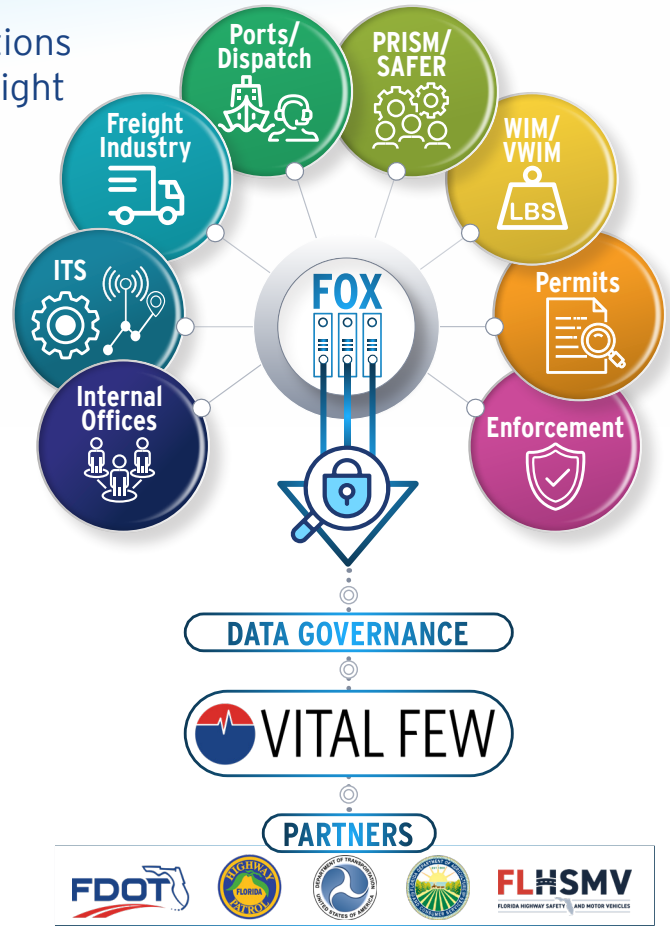
FOX is a system that ties directly with the Department's Vital Few of Safety, Mobility, and Innovation.

Data

FOX data is categorized into various types, such as Facilities, Sightings, and Citations. Data types are further categorized with a sensitivity level, such as Restricted, Private, and Public. The user will be able to view facility maps showing all the reader stations.

FOX data can:

- Be accessed by enforcement, transportation programming, planning, and by external agencies
- Provide read-only access to FOX data through an integrated data sharing tool
- Be accessed by external applications via an application programming interface
- Facilitate the safe and efficient movement of freight on state roadways through the innovative application of technology

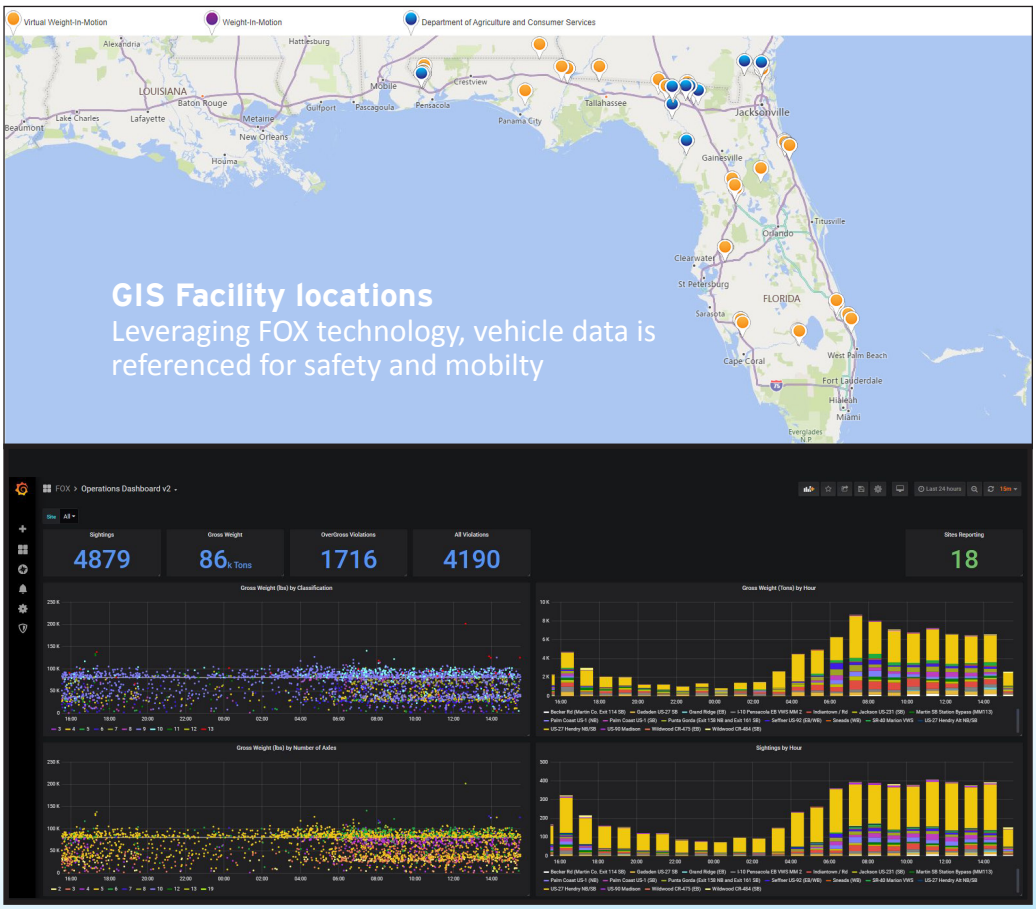


FOX provides:

Real-time Dashboard

- User experience includes enhanced navigation, architecture, and performance
- Visualization features include data summary by locations with geographical representation; exportable data charts; and vehicle sightings, history, travel points, and classification
- Data comparisons between days, months, and years

The creation of FOX affirms Florida as a national leader in freight mobility. The integration of FOX across the FDOT and with partner agencies will enhance safety and mobility within the state and also across state lines.



For more information, please contact Paul Clark at (850) 410-5540 or by email at Paul.Clark@dot.state.fl.us.

District One Arterial Management: Traffic Signal Performance and Safety Evaluation Reports

By Renjan Joseph, District One TSM&O Engineer, FDOT; Samuel Campbell, HNTB Corporation

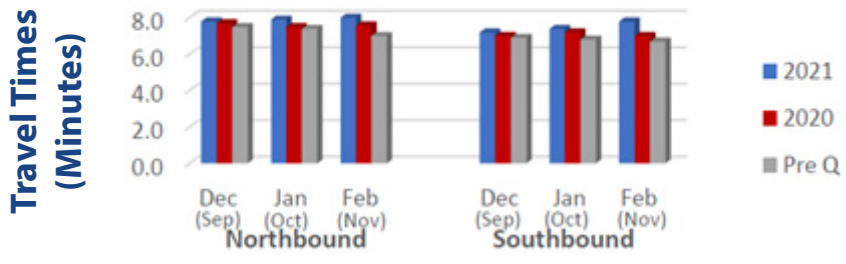
District One's arterial management program is focused on improving both performance and safety on arterial roadways in Manatee and Sarasota Counties. Manatee and Sarasota Counties have 34 coordinated traffic signal systems that are evaluated on a quarterly basis. These systems are grouped so that two to three systems are evaluated each week.

These reports are developed each week summarizing performance measures such as travel times, traffic volumes, detection and communication failures, ramp backups, and signal timing adjustments made during that quarter. These reports also include a safety component, where crashes are plotted for each system/corridor and evaluated for crash trends. A weekly meeting is held to review the reports, identify any operational deficiencies, and brainstorm solutions/improvements.

Travel Times

Travel times during peak periods are compared to the same months of the previous year to identify and compare trends in the travel times. The average travel time, 95th percentile travel time, 5th percentile travel time, and free flow travel time are all plotted for each day of the week and peak periods. This is done to evaluate the performance of the corridor and identify any periods where the corridor is not operating as well, relative to historic periods.

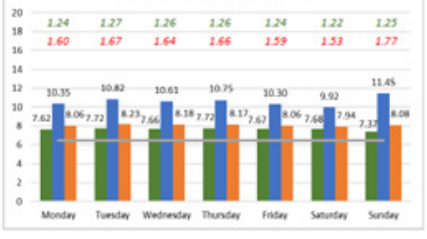
PM Peak Travel Times



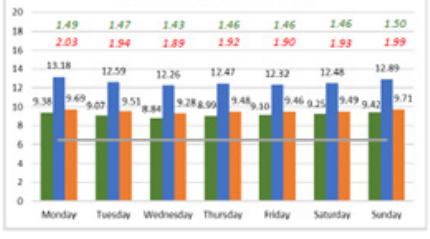
Corridor Volume

Microwave vehicle detection systems (MVDS) are used to compare volumes between months and previous years, to determine trends in the traffic volumes. This has proven very valuable during COVID-19 lockdowns. This data was used to determine when to run shortened cycle length signal timing plans, while traffic volumes were low, to reduce side street delay. As volumes picked back up, this was monitored closely to determine when to revert to normal signal timings.

Westbound Travel Times AM Peak Period

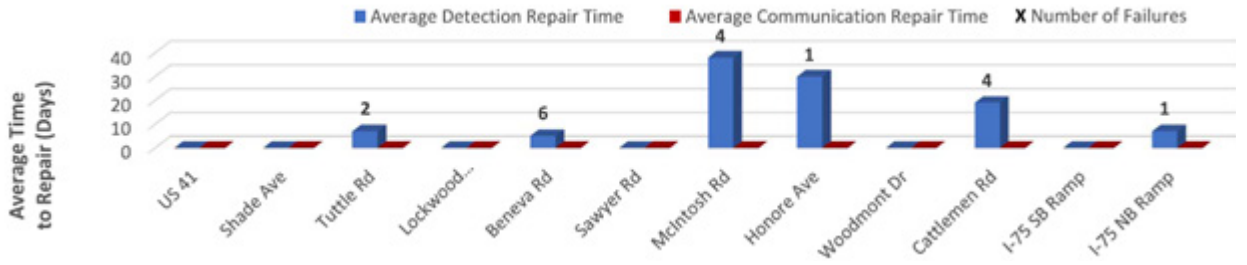


Westbound Travel Times PM Peak Period



District One Arterial Management: Traffic Signal Performance and Safety Evaluation Reports, continued from page 12

Detection/Communication Failures



Detection and Communication Failures

Detection failures are monitored by running split reports between 3 a.m. to 4 a.m. The detection and communication failures are reported to the maintaining agency, then tracked to determine how long until they are repaired. This data is then reported to identify intersections with recurring issues and to track the performance of maintenance teams.

Ramp Backups

All freeway ramps are monitored by the operators for backups onto the freeway. A notification is sent to the signal timings engineers to adjust the signal timings to avoid spill back onto the freeways. This data is then tracked and reported to identify ramp signals that may need to be retimed, or interchanges that may need infrastructure improvements.

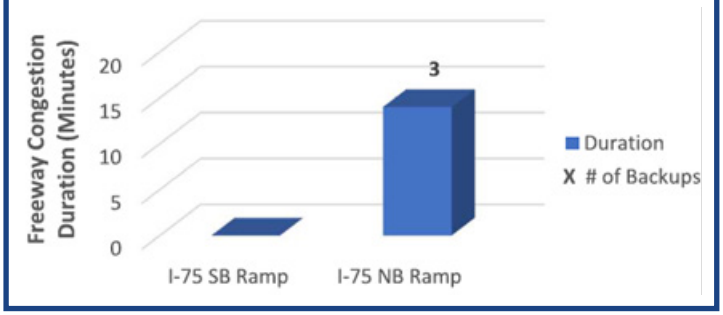
Signal Timing Adjustments

Temporary Signal Timing Adjustments are made in response to incidents on arterials, traffic diversions, ramp backups, and significant congestion events. These signal timing adjustments are tracked and reported, to determine where the District One Integrated Corridor Management (ICM) team is observing recurring events. This information is valuable for identifying systems that need retiming, infrastructure improvements, or areas that need to be monitored closely by the operators. These signal timing adjustments can also be used to show the benefit of the ICM program.

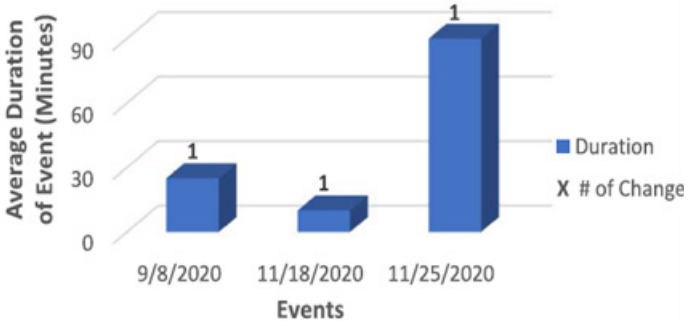
Safety Evaluation

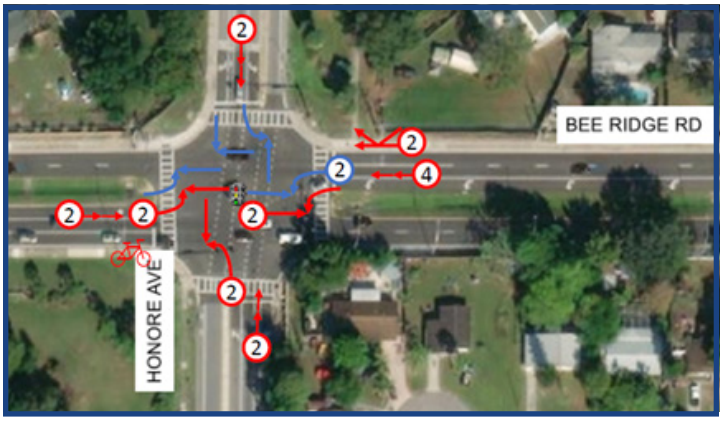
One year's worth of crash data, from Signal4, is plotted onto a crash diagram, for each corridor. A type of crash that appears three or more times in a location, is determined to be a pattern and is reviewed. Crash patterns are identified and tracked along with any time of day concentrations to determine where potential improvements could be made to enhance safety. This included left-turn evaluations, coordination issues, excessive queues, left turn spill back, access management issues, safety issues, etc. If adjustments are found to be warranted and made, then they are tracked, to see if the changes improved operation/safety.

Ramp Backups



Temporary Signal Timing Adjustments





District One Arterial Management: Traffic Signal Performance and Safety Evaluation Reports, continued from page 13

US 41 (Tamiami Trail) — Center Road to Woodmere Blvd					
Intersection	**Total # Of Crashes**	**Identified Crash Patterns**	**Any TOD Concentration of Crash Patterns**	**Any Recommendations/ Action Items to Enhance Safety**	**Status And Effectiveness of Measures Taken**
Center Road	29	8 WB Rear End Crashes	1 Morning, 4 Midday, 1 Evening	Review Potential Timing Adjustments	
		7 SB Rear End Crashes	1 Morning, 4 Midday, 2 Evening	Review Potential Timing Adjustments	
US Bus 41 (S Tamiami Trail)	9	No Pattern Identified			
Shamrock Blvd	25	5 SEB Rear End crashes	3 Midday, 2 Evening	Review Potential Timing Adjustments	
		8 NWB Rear End Crashes	1 Morning, 4 Midday, 2 Evening, 1 Night	Review Potential Timing Adjustments	
		4 SEB Sideswipe Crashes	1 Morning, 3 Evening	Review by Safety Group	
Lowe's Entrance Road	26	11 NWB Rear End Crashes	2 Morning, 5 Midday, 4 Evening	Review Potential Timing Adjustments	
East Seminole Drive	12	No Pattern Identified			
Alligator Drive	9	5 NB Rear End Crashes	5 Midday, 2 Night	Review Potential Timing Adjustments	
Englewood Road	16	6 EB Off Road Crashes	1 Morning, 6 Night	Review by Safety Group	
				Evaluate Signage & Lighting	
Jacaranda Blvd	22	No Pattern Identified			
Woodmere Park Blvd	13	No Pattern Identified			
TOTAL	**161**				

Major Incident Evaluations

Major Incidents on arterials are reviewed each week along with the Quarterly Performance and Safety Evaluations. All arterial incidents in District One that result in a fatality are considered as Major Incidents for this purpose. One year of crash data is reviewed at the location of the incident, to identify any pattern of crashes and any potential operational or roadway infrastructure improvements that could enhance safety.

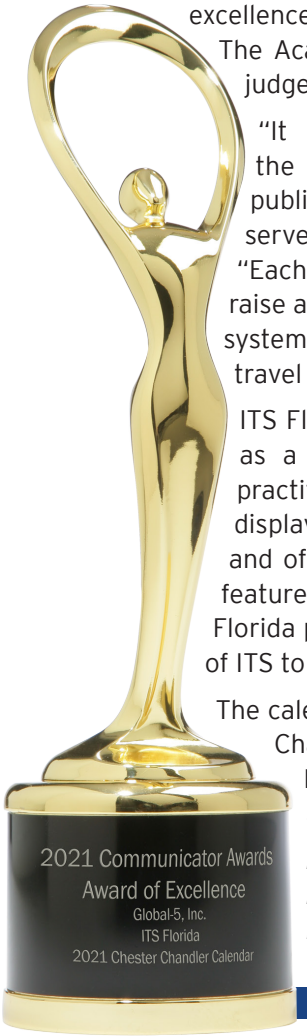
The District One's Active Arterial Management program continues to improve the operation and safety of the arterial roadways, by monitoring, tracking, and reporting on the performance of the arterial roadways. The team has provided major benefits to the residents and visitors of District One, and will strive to build upon the current program, to ultimately provide a better and safer experience to the traveling public.

For more information, please contact Renjan Joseph at (863) 519-2746 or by email at Renjan.Joseph@dot.state.fl.us.

Award Honors ITS Florida Calendar

By Jeff Brown, Global-5; Russell Allen, Atkins, ITS Florida

The 2021 ITS Florida Chester Chandler Calendar has won an Award of Excellence in the 27th Annual Communicator Awards, an international awards program honoring creative excellence in marketing and communications. The Academy of Interactive and Visual Arts judges and oversees the competition.



"It is an honor to be recognized for the outstanding quality of this annual publication," said Jonathan Tursky, who serves on ITS Florida's outreach committee. "Each year, the ITS Florida calendar strives to raise awareness of intelligent transportation systems and the positive contribution to safe travel and quality of life."

ITS Florida introduced the annual calendar as a promotional tool in 2010, and ITS practitioners across the state have proudly displayed each new edition in their homes and offices ever since. This year's calendar features 25 photos from the annual ITS Florida photo contest illustrating the benefits of ITS to the traveling public.

The calendar is named in memory of Chester Chandler, a distinguished leader in the ITS Florida community who passed away in 2018.

For more information, please contact Ms. Sandy Beck at ITSFlorida@ITSFlorida.org.

Save the Date! Transpo 2021

By Russell Allen, Atkins and ITS Florida

In September of 2021, the Intelligent Transportation Society of Florida (ITS Florida) and the Florida Section of the Institute of Transportation Engineers (FSITE) will come together for a joint annual meeting.

The four-day event will be filled with many opportunities for participants to learn and share their knowledge about all things ITS, as well as to network with fellow conference attendees. A series of sessions will be offered featuring informative presentations and challenging discussions.

Industry experts will share best practices, lessons learned, and new strategies to ensure further success of ITS and TSM&O for the Southeast. In addition, training and professional tours will be available to provide participants with the knowledge and tools necessary to effectively plan and deploy ITS technologies in their own jurisdictions.

For more information on ITS Florida, please check the ITS Florida website at www.ITSFlorida.org or contact Ms. Sandy Beck, Chapter Administrator, at ITSFlorida@ITSFlorida.org.

The conference will be held September 26-29, 2021 at the Hyatt Regency Coconut Point in Bonita Springs, FL.

REGISTRATION COMING SOON!

Deadline Extended!

Photo Contest for ITS Florida 2022 Calendar

By Russell Allen, Atkins and ITS Florida

ITS Florida is calling all members to be creative and submit photos for its award-winning calendar! ITS Florida is having its annual photo contest to select the best in Florida to be used in the 2022 ITS Florida Calendar. The calendars will be distributed by December 2021.

How to Enter

Please submit photographs in **high-resolution**, **landscape*** format (.jpg or .png) and a document identifying each photo with a short caption that can be used in the calendar. Please also include contact information for the submitter of the photo(s) should ITS Florida have any questions. Photos should be submitted on CD/DVD via mail delivery. The mailing address to submit photos is below. To setup an alternate means for digital submittal, please coordinate with Sandy Beck (email addresses listed below).

Ms. Sandy Beck
ITS Florida
PO Box 56468
St. Petersburg, FL 33732
Phone: (727) 430-1136
Email: itsflorida@itsflorida.org
or
SandyBeck@tampabay.rr.com

Deadline for Submittals is Tuesday, August 31, 2021 by 5:00 p.m.

- Photos submitted in last year's contest may be resubmitted for consideration. ITS Florida will not include any photos submitted last year into this year's contest. To be considered for this year's contest, they must be resubmitted.
- For questions, please feel free to contact Mr. Jonathan Tursky at Jonathan.Tursky@TransCore.com or Ms. Sandy Beck (contact information listed to the left).

*Photos in the Portrait format may be used as an insert only as this format does not fit the cover or monthly layout.

*Please note that all photos submitted to ITS Florida for the calendar photo contest shall become property of ITS Florida. No copyrighted photos will be accepted.

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