

# TSM&O DISSEMINATOR

TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS

March - April 2019

## District One Intelligent Rail Bypass System



## Skyway Bridge Run: Applying TSM&O Strategies to Special Events



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# 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.

## LOOKING TO BE A CONTRIBUTOR FOR THE NEXT ISSUE OF THE TSM&O DISSEMINATOR?

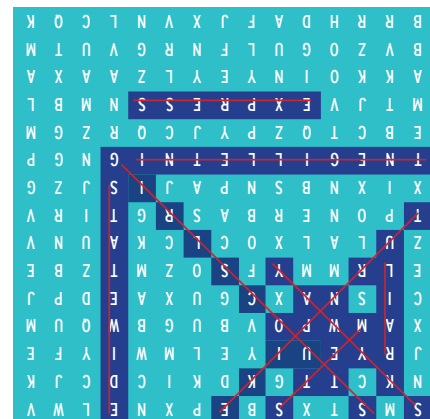
Email Jennifer Rich  
(Jennifer.Rich@dot.state.fl.us)  
with your story subject and title.

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

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# District One Intelligent Rail Bypass System

By Katherine Chinault, District One TSM&O Project Manager; Subhasis Ghosh and Victor Blue, HNTB Corporation

The Florida Department of Transportation (FDOT) District One is working with the city of Lakeland, midway between Tampa and Orlando on I-4, to implement an Intelligent Transportation Systems (ITS) solution to at-grade train stoppages of traffic on SR 37/S. Florida Avenue in the city's growing downtown. ITS signage will direct drivers to a nearby alternative grade-separated roadway, SR 563/Sikes Boulevard, by use of local feeder roads to and from SR 37/S. Florida Avenue. The alternate route will enable motorists to bypass delays during freight line interruptions of through traffic.

Traffic delay, caused by the train crossing, can often last several minutes and add uncertainty to trips. When long, slow trains pass through downtown, traffic can back up several blocks along SR 37/S. Florida Avenue and, after the railroad crossing gates open, it can take several signal cycles to clear vehicle queues. Delay and unreliability, from intermittent closing of SR 37/S. Florida Avenue, impose driver costs, which increase with arrival uncertainty and are particularly high for activities with strict schedules such as business travel and commuting.

This Rail Bypass System has been in the works since 2014 when a feasibility study was performed. The original project concept included more sophistication than was finally adopted. The Rail Bypass System was originally envisioned to include the development of an automated decision support software (DSS) that would determine if the alternate route was a viable option for motorists during a train crossing at SR 37/S. Florida Avenue. However, that portion of the project has been put off, for now, to allow the Design-Build process to implement a scaled-down version of the system. A future project may include the DSS enhancement via the Agile software development process. The current project approach doesn't require changes to the Regional Intelligent Transportation System Architecture (RITSA), as it only extends the use of existing service packages.

This Rail Bypass ITS solution includes:

- Traffic Management Center (TMC) operational support - TMC staff, Econolite Centrac traffic control system, Closed-Circuit Television (CCTV) cameras (existing)
- Traffic control system hardware - Econolite traffic controllers (existing)
- Real-time information collection devices - CCTV cameras
- Real-time information dissemination devices - blank-out signs, electronic message boards
- Static ground-mount signs - along the alternate route to guide traffic back on to SR 37/S. Florida Avenue during the bypass operation
- Communication infrastructure - Fiber Optic Network (existing)

These ITS components, most of which are already in place, will make the Rail Bypass System a fully functional system for traveler information and active traffic diversion in downtown Lakeland.

The existing Econolite Centrac traffic management system software and Econolite 2070 controllers will initiate the Rail Bypass System and its preemption timing plans. Activation of the train preemption at the adjacent traffic signals will trigger the central



Figure 1: Downtown Lakeland Rail Crossing at SR 37/S. Florida Avenue

*continued on the next page*

# District One Intelligent Rail Bypass System (continued)

controller and engage the preferential phasing and timing plans to facilitate the movement of traffic along the alternate route. The Econolite Centrac system will process the train preemption message, notify the TMC operator, activate the bypass timing plan, and initiate the traveler alert system. The TMC operator will view camera images on the video wall to monitor traffic movements. The central controller will also deactivate the Rail Bypass System when the railroad preemption ends. The Rail Bypass System will be fully automated with 24/7/365 operations without human supervision when staff oversight is not available.

Figure 2 on the right shows the Logical Architecture of the system, where elements of the new system appear in bold. The existing bypass signal controllers will progress traffic along the alternate, grade-separated route. Driver alert signs will direct drivers to the bypass and the city's TMC operator will oversee the operation through CCTV cameras on S. Florida Avenue and along the bypass route.

The next figure below shows the signage and CCTV camera layout plan. The project involves installing blank-out signs and flashing beacon signs along the north and south approaches on SR 37/S. Florida Avenue to alert travelers of the railroad crossing closure and to direct them to the alternate route. This driver alert system will be very visible when activated.

The project includes installing static fixed-message signs along the alternate route, to relay to travelers they are following the correct route back to SR 37/S. Florida Avenue. Since the signs are static, travelers will understand the established route even if the system shuts off from the train's completed passage or if there is a power or other system failure.

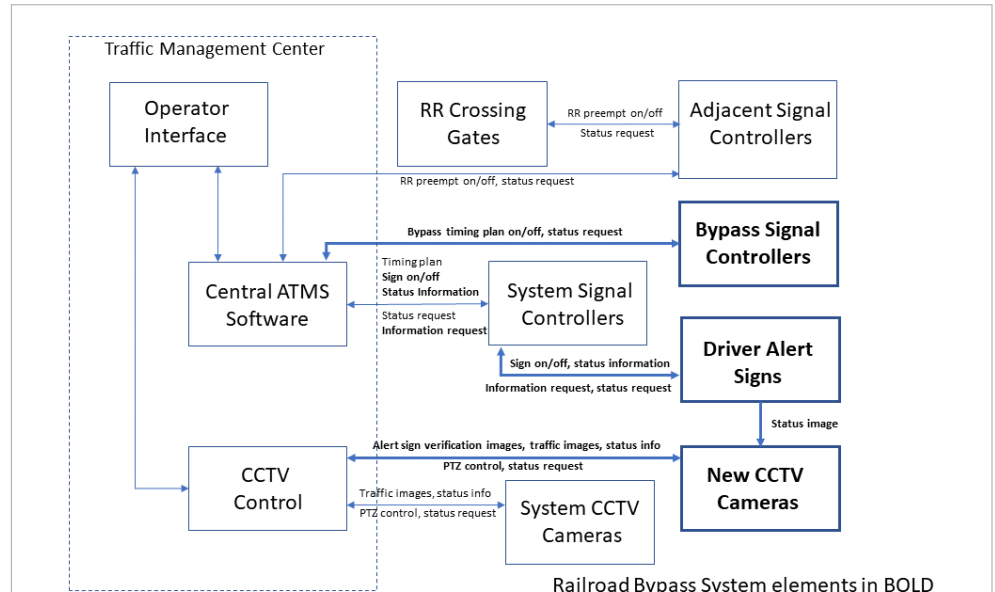


Figure 2: Logical Architecture of the Rail Bypass System

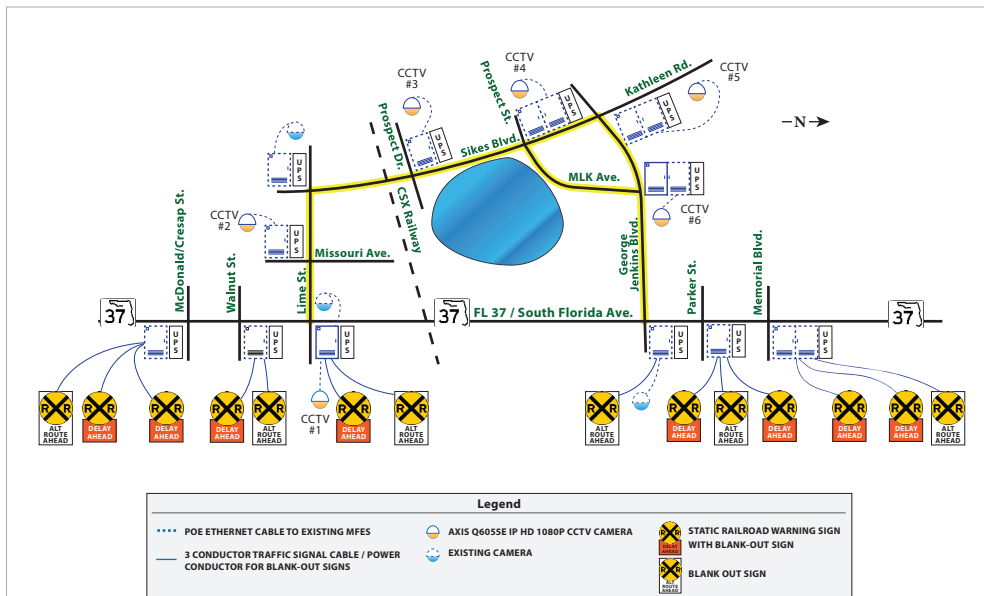


Figure 3: Conceptual Signage and CCTV Plan

FDOT issued the Request for Proposal (RFP) for solicitation of a Design-Build Team in July 2017. The design consultant is supplying systems engineering and the Design-Build Team are working with requirements set up as part of the project systems engineering process to deliver a successful project. The Rail Bypass System is currently under construction with a completion date of June 2019.

For more information, please contact Katherine Chinault at (863) 519-2726 or by email at [Katherine.Chinault@dot.state.fl.us](mailto:Katherine.Chinault@dot.state.fl.us).

# FDOT District Three RTMC Supports Local STEM Education Programs

*By Amy DiRusso, District Three TSM&O Program Engineer and Terry Hensley, Gannett Fleming, Inc.*

Science, Technology, Engineering and Math (STEM), programs teach skills for future engineering careers, and foster valuable life skills like problem-solving, creativity, and collaboration.

STEM offers kids the opportunity to learn in a new way, providing hands-on and individual and team “thinking” lessons and activities. They make math and science fun and interesting and give students a way to apply their knowledge in a practical way.

One of the teachers commented, “My biggest STEM goal is to introduce students to different engineering ideas and concepts and get them to consider engineering careers in their future. Several of my former students have come back to me and told me that because of my class, they are thinking about becoming engineers.”

In a desire to support the local community in a meaningful way, the District Three (D3) Regional Transportation Management Center (RTMC) Management Team, led by Kevin Mehaffy and supported by D3 FDOT Project Manager Amy DiRusso and the Operations Contractor for the D3 RTMC, reached out and offered support to the school district. The result is an ongoing collaboration between RTMC personnel and the Washington County School District.



The first program to benefit was the Vernon Middle School. In 2018, their STEM program had 103 students (approximately 33 percent) of total enrollment. The District Three RTMC Operations Contractor donated funding to purchase consumable supplies and materials. It is important to note that most supplies for these programs come from donors and not the school system.

The second program to benefit is the Roulhac Middle School with the funding used to support their third season of the “Lego League Robotics Competition.” In the competition, students work together as a team, identify a problem, create a solution, build a robot, and program the robot to complete a variety of tasks. The challenge encourages participants to overcome obstacles while using a variety of problem-solving skills.

In addition to funding, RTMC personnel support the programs in the following ways:

- Tours of the RTMC here in Chipley, FL
- Assistance with marketing (video, print, and social media) on employee personal time
- Speakers, including engineers to speak at the school or during field trips to the RTMC

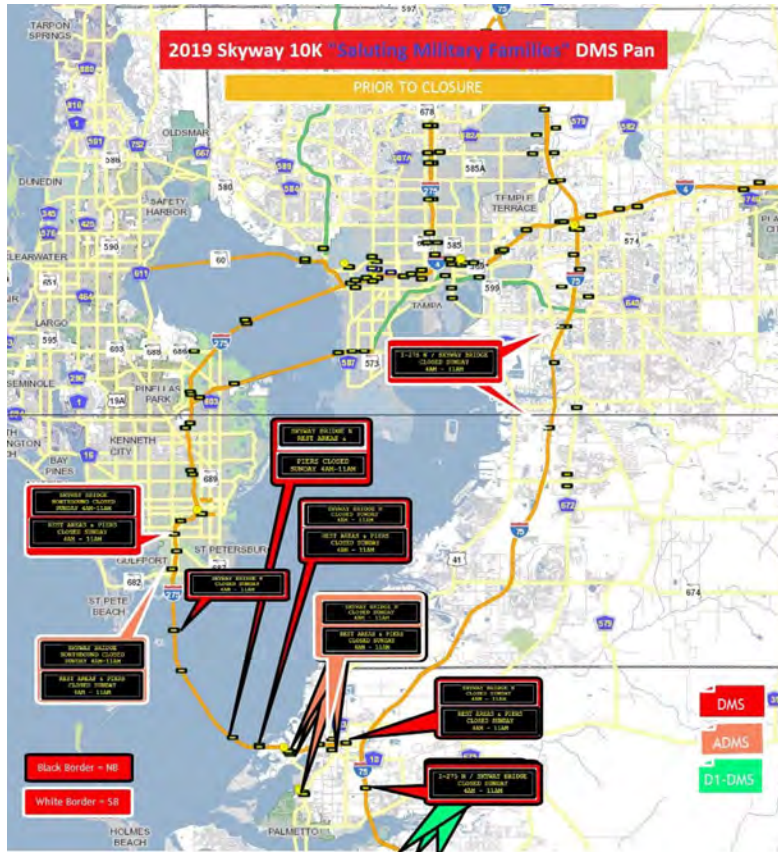
The involved personnel are proud and happy to showcase Traffic Engineering and Operations careers in the educational environment while supporting local schools and teachers.

For more information please contact Amy DiRusso at (850) 330-1241 or by email at [Amy.DiRusso@dot.state.fl.us](mailto:Amy.DiRusso@dot.state.fl.us).



# Skyway Bridge Run: Applying TSM&O Strategies to Special Events

By Dan Buidens, District Seven ITS Operations Manager, FDOT; Michael Crawson, RTMC Manager, Lucent Group; Carlton Urban, Project Manager, Lucent Group



For the second year in a row, the District Seven Traffic Operations office successfully used several Transportation Systems Management and Operations (TSM&O) strategies to safeguard participants in the Sunshine Skyway 10K race. On Sunday, March 3, 2019, 8,000 people participated in this point-to-point (Manatee County to Pinellas County) road race that permits runners to cross the northbound span of the Sunshine Skyway Bridge.

The following TSM&O strategies used by District Seven may be useful for the planning and management of an upcoming special event.

## TSM&O Strategy #1: Interagency Coordination Meetings with Law Enforcement and the Event Organizer

Get involved early with event organizers and impacted law enforcement agencies (i.e., get a seat at the table). The Department exchanged initial device maps and the message panel plan several days before the event to ensure locations and messages were correct. The last coordination meeting was held on February 26, 2019, where the ITS Operations Manager and the Regional Transportation Management Center (RTMC) Manager met with the Florida Highway Patrol, St. Petersburg Police and Fire Department, the Coast Guard,

and the event's organizer, the Armed Forces Families Foundation. The intent was to finalize discussions on posting Public Service Announcements (PSAs), finalize messaging with the dynamic message signs (DMS), and to review the permits and plans for the event. Revisiting the plan was key in ensuring all participants knew their roles for the day of the event.

## TSM&O Strategy #2: Secure Necessary Permits for Closure

With the event planned for early March, the Traffic Operations office received Maintenance of Traffic (MOT) plans for review from the District Permits Engineer regarding the event months in advance. The plan proposed closing the northbound lane of I-275 from US-41 to the rest stop area, near mile marker 13 for approximately 10 miles. The event organizers proposed using trailer-mounted portable changeable message signs (PCMS) and static detour route markers to provide for a detour route onto I-75, and the duration of the detour was seven and a half hours. When issuing the permit, ensure the permit closure times align with the planned physical closures of the MOT.

## TSM&O Strategy #3: Develop an ITS Plan Blue-Print for Future Events

Don't reinvent the wheel with your ITS device plan. Pre-closure/closure DMS plans and DMS messaging in the SunGuide® Software system that was used in the 2018 inaugural event served as the blueprint for the 2019 event. Traffic Operations began discussing ways to support/improve the 2019 detour plan using RTMC resources, such as Closed-Circuit Television Cameras (CCTV), Highway Advisory Radios (HAR), and DMS, as well as getting the RTMC operators well informed of the event's duration and the detour route. There were only slight modifications made to the plan, and that saved valuable time. Upon modification to the plan, retain the files, so it does not have to be recreated for future events.

#### TSM&O Strategy #4: Broadcast Closure Message Prior to the Event

Getting the message out early to the motorists may reduce driver confusion and frustration during the event. This was particularly important to have the messages displayed on the DMS the weekend before the event for weekend traffic (i.e., including recreational and fisherman/boaters) because it is different than weekday commuter traffic. The Department used DMS messaging to broadcast the closure on I-275 and I-75. The District One and District Seven Public Information Offices (PIO) and Law Enforcement Office (LEO) also helped get the information out. While the event organizer's MOT plan was deployed weeks in advance, the RTMC's pre-closure DMS plan began broadcasting closure messages to motorists starting the weekend prior to the event.

#### TSM&O Strategy #5: Coordinate with Your Neighbors

The pre-closure/closure plan included three additional DMSs from FDOT District One located upstream inside Manatee County before the I-275/I-75 interchange, which reinforced the messaging on the PCMS that had already deployed the week prior by the event organizers. Messages were displayed during off-peak periods continuously prior to the event weekend. On Saturday, the day before the race, event messages ran continuously until Sunday at 3:30 a.m. when SunGuide activated the scheduled closure DMS messaging plan. The difference between the pre-closure and closure plans were additional DMSs and Arterial Dynamic Message Signs being activated. The messages on the DMS not only broadcast that I-275 northbound was closed, including the rest area and fishing pier, but also provided detour information.



#### TSM&O Strategy #6 : Day of Event - Staff Accordingly

In District Seven, a shift supervisor and operator were scheduled on-duty for Sunday operations. This was found to be adequate RTMC staffing to manage this special event and regular district-wide traffic. Prior to 3:30 a.m. the day of the event, operators confirmed that the pre-closure messages on the DMS, HAR, and FL511 had been sent. After this time, the system was checked again to ensure the DMS, HAR, and FL511 closure plans were implemented and posted correctly.

#### TSM&O Strategy #7: Acknowledge RTMC Operations Personnel

The Sunshine Skyway Bridge Northbound span was reopened mid-morning, on schedule, to normal traffic operations without incident. With good coordination, follow-through on posting messages, and good practices learned from the previous year, the Skyway 10K road closure was successfully implemented. After

completion of the event, the RTMC staff meeting was used to review the event lessons learned, and to acknowledge operations personnel who successfully managed the event and were part of the preparation and coordination.

District Seven successfully used the aforementioned strategies for this event. By implementing the TSM&O strategies identified, an agency can enhance its planning and managing of a special event of this scale.

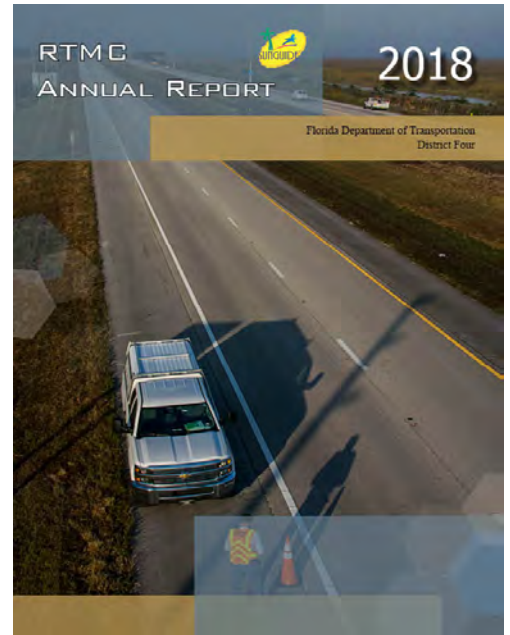
For more information please contact Daniel Buidens at (813) 615-8611 or by email at [Daniel.Buidens@dot.state.fl.us](mailto:Daniel.Buidens@dot.state.fl.us).

# District Four's 2018 Annual Report Now Available

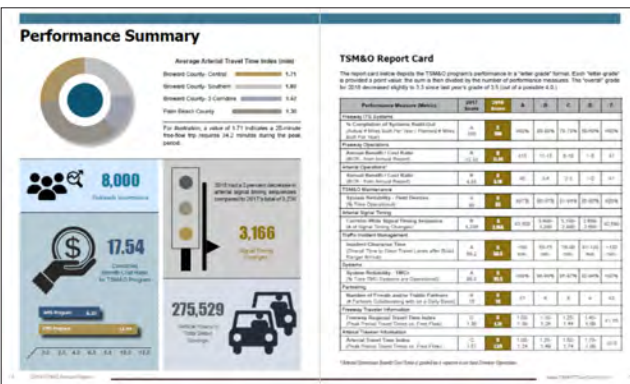
By Daniel Smith, District Four ITS Operations Manager, FDOT

With great pride, the District Four Transportation Systems Management and Operations (TSM&O) Group officially published the highly anticipated 2018 Regional Transportation Management Center (RTMC) Annual Report. This year's annual report highlights District Four's innovations and successful deployments in arterial management, managed lanes, and information technology.

One of the most important metrics displayed in the 2018 RTMC Annual Report is the Freeway and Arterial Management Benefit-Cost Ratios; these are figure-values that represent the benefits toward motorists based on improvements to the Florida Department of Transportation (FDOT) District Four's TSM&O Group. This year, the Freeway Management Benefit-Cost Ratio was identified as 11.44. This signifies that every dollar spent on Intelligent Transportation Systems (ITS) improvements within the Fleet Management System (FMS) program generated \$11.44 worth of motorist benefits in travel times and fuel savings. Comparatively, the Arterial Management Benefit-Cost Ratio was identified as 6.10, meaning that every dollar spent on signal timing changes within the arterial



corridor generated \$6.10 worth of motorist benefits in travel times.



Also reflective of these improvements is District Four's Average Incident Clearance Time, a key performance measure of any incident management program. Similar to last year, District Four continued its record of advancement with an average clearance time of 58.9 minutes; more than a minute under the Federal Highway Administration's industry standard of 60 minutes.

A major theme throughout this year's report was the expansion of TSM&O. As outlined in the report, throughout 2018, in an effort to increase TSM&O coordination, a virtual distributed video wall system (DVWS) is under development to enhance communication, collaboration, and content sharing between District Four managers and agency stakeholders. The virtual DVWS will feature customizable template layouts, access to real-time data for situational awareness, and enhanced viewing capabilities for mobile platforms. District Four's TSM&O Group anticipates, that at any moment, users can view their very own customized video walls featuring District Four's state-of-the-art performance metric graphics, and high-quality live stream video feeds specific to their areas.

District Four's "no challenge is too great" attitude continues to set trends within the state and region. The aforementioned accomplishments, plus more, are highlighted in the 2018 RTMC Annual Report. To review the full report, please visit the SMART SunGuide website at <http://www.smartsunguide.com/pdf/2018%20Annual%20Report%20-%20WEB.pdf>.



For more information about District Four's TSM&O strategies, please contact Daniel Smith at 954-847-2633 or by email Daniel.Smith@dot.state.fl.us.



# FDOT Program Educates Girl Scouts on Driver Safety

*By Marc Morgenstern, FDOT District Five RTMC Communications Specialist*

According to statistics from the Centers for Disease Control and Prevention, motor vehicle crashes are the leading cause of death for teenagers in the United States. In an effort to reduce traffic fatalities within that demographic, Florida's District Five Regional Transportation Management Center (RTMC) is partnering with the Girl Scouts of Citrus County to provide teenage Girl Scouts nearing or of driving age with the Senior Car Care Badge event. The event is a bi-monthly program designed to increase familiarity and understanding of safe driving practices, emergency roadside procedures, and vehicle maintenance. Activities include hands-on exercises, live demonstrations by Road Rangers, Questions and Answers (Q&As) sessions with law enforcement, and facility tours with traffic engineers. The Girl Scout members are also given packets full of information that are oftentimes overlooked, such as fuel economy and how to drive green, important safety features to look for when selecting a vehicle, and potential careers in the field of traffic and transportation. Included with these handouts are detailed photos and instructions for checking a vehicle's fluids, changing a tire, and jumping a dead car battery.

The first Senior Car Care Badge event was held on August 31, 2018 after eight months of coordination and collaboration between the Florida Highway Patrol, the Central Florida Expressway Authority, Global-5, and the Florida Department of Transportation. Each event invites up to 15 Girl Scouts and their families from anywhere in Florida to the District Five RTMC and lasts for approximately two hours.

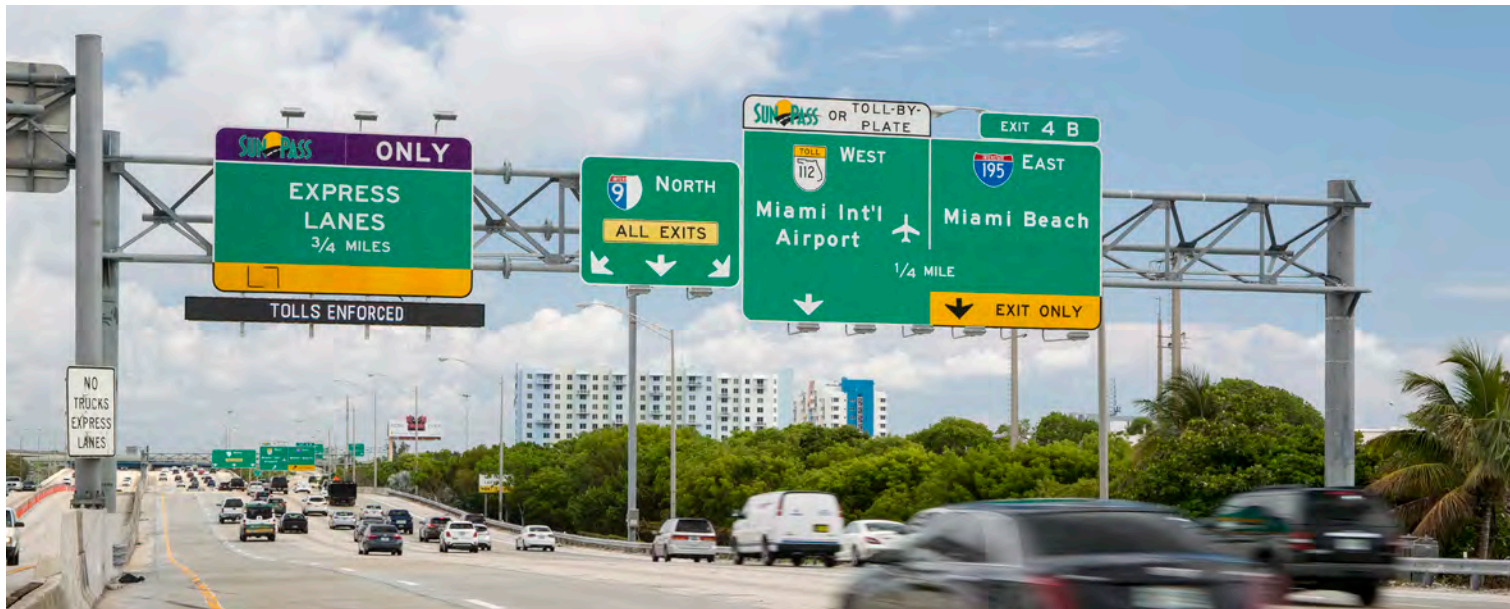
These events afford fantastic opportunities for driver education, workforce development, the advertisement of public services, such as the Road Rangers and FL511, and supporting a well-respected and influential nonprofit in the Girl Scouts of America.

For more information please contact Jeremy Dilmore at (386) 943-5660 or by email at [Jeremy.Dilmore@dot.state.fl.us](mailto:Jeremy.Dilmore@dot.state.fl.us).



# District Six Completes Safety Improvement Plan on 95 Express!

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



Recent reports reveal that enhancements made to 95 Express have improved the safety and mobility levels of Interstate 95 in Miami-Dade County.

The improvements are the result of a multi-phase safety plan by the Florida Department of Transportation's District Six Office to increase the corridor's reliability. The safety plan kicked off in 2016 when an uptick in unsafe driver practices began impacting operations. The Department partnered with the Florida Highway Patrol to announce the multi-pronged initiative that focused on education, enforcement, and engineering.

The plan began with the launch of the "Drive Safe, 95 Express" public awareness campaign created to educate motorists about the consequences of unsafe driving. The campaign used a combination of multimedia messaging and grass-roots efforts to reach the public. During this same time, the District began replacing the express lane markers (ELM) with sturdier versions and reduced their spacing from ten feet to five feet to discourage illegal lane changing.

The Department expanded on these efforts with the construction of five emergency stopping sites along the median of 95 Express. The sites provide the express lanes with 13-foot shoulders that measure between 1,200 feet and 1,900 feet in length. They serve as a temporary refuge for disabled vehicles before they are relocated and provide first responders the space to manage incidents and enforce traffic laws. The sites were completed in May 2018 and have reduced the need to close adjacent 95 Express travel lanes during traffic events.

The plan's final initiative was the installation of a Warning Gate System (WGS), completed late last year. The WGS installed along three key 95 Express entrance ramps prevent drivers from entering the facility during an active closure.

The combination of these efforts has worked to meet the Department's goal of improving the corridor's safety and reliability. The latest report shows that illegal lane changing reduced by 93 percent, ELM replacement went down by 91 percent and traffic crashes decreased by 35 percent in the express lanes. These figures have stayed consistent since 2016. The Department continues to actively manage the facility and look for additional ways to enhance operations. For more information about 95 Express, please visit [www.95express.com](http://www.95express.com).

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

# Leveraging Construction

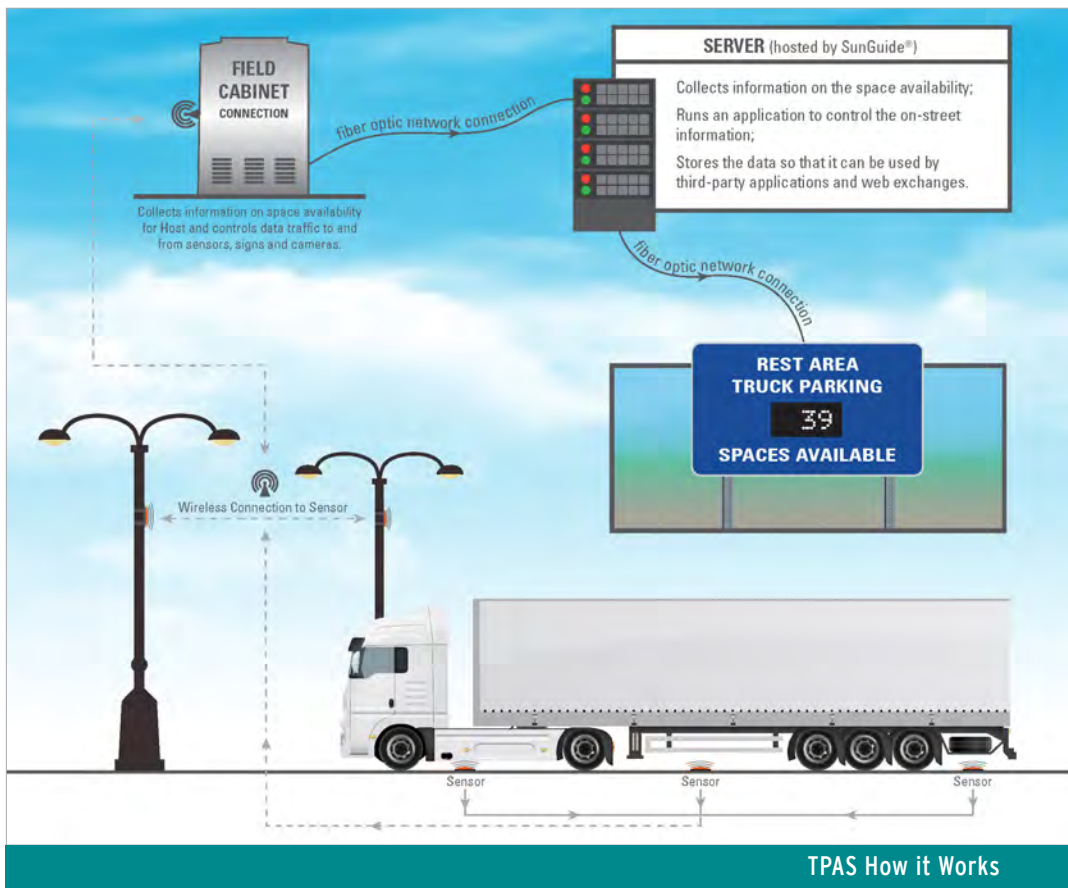
By Mark Nallick, District Three ITS LAN Manager, FDOT; Greg Reynolds, District Three RTMC Manager, FDOT; Karen Gonzalez, Kimley-Horn

As TSM&O strategies are more widely deployed throughout the state of Florida, finding opportunities to leverage construction projects can be an efficient alternative to advance program initiatives. Districts Two and Three have opted for such an approach, showing the extent to which communication and collaboration between districts can successfully yield countless benefits.

Taking advantage of the Truck Parking Availability System (TPAS) in District Three and the I-10 Freeway Management System (FMS) Expansion connecting District Two to District Three, two adjacent construction projects, the districts were able to advance two Intelligent Transportation Systems (ITS) projects with the potential to reshape operations for travelers as well as traffic agencies. Far more than a single effort, the programming of these projects - which are led by the Central Office - can be highlighted as a statewide effort with involvement and benefits that resonate throughout the state.

## Statewide TPAS Project (FM # 440096-1)

The first one of these projects, the TPAS aims to provide truckers with real-time counts on parking space availability to alleviate a long-standing issue related to overcrowding of parking facilities, which often results in trucks parking on the entrance and exit ramps throughout the state. The project, which is to be deployed along I-4, I-10, I-95, and I-75, seeks to track more than 2,300 public truck parking spaces out of the 2,510 available throughout the State. The latest phase of construction began in March 2018 in Marion and Sumter Counties. Upon completion, it will provide truckers with real-time availability of parking spaces on six locations along I-75, through the use of in-ground sensors at welcome centers, rest areas, and weigh stations. Truckers will be notified of availability through message boards, in-truck sensors, and mobile apps.



## I-10 FMS Expansion, Connecting District Two to District Three (FM # 213272-7)

The second project sought to close a gap in the fiber-optic system along I-10, effectually connecting the District Two segment to the District Three FMS.

In fact, the project in District Two is making connectivity not only to that district but also throughout the state, as it expands the center-to-center connections within the district. Expanding ITS infrastructure where it makes sense and ensuring a communication network throughout the state can indeed reap benefits across many stakeholders, from the traveling public to management for emergency responders, law enforcement, and monitoring of traffic congestion and ongoing construction. Using images truly allows the agency to report on all events happening on the FMS network. Moreover, as the system grows, a stated objective is to expand into the arterials. This objective will not only expand operations, but it will also allow communications redundancy to be achieved through sharing fiber-optic cable with local arterial managers once proper agreements are in place.

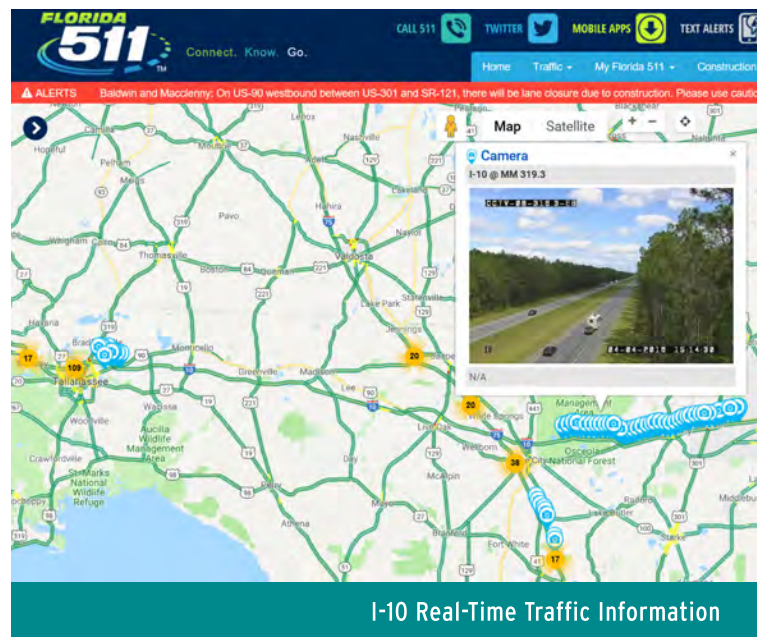
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# Leveraging Construction (continued)

Understanding the many potential uses of the system allows for its appreciation, as it essentially promotes the ability across districts to take care of each other throughout the state, especially in the event of an incident such as a hurricane. By creating a private web-based enterprise cloud, each Traffic Management Center has the ability to operate within another center and to send operators to different locations and stage them there in case a facility needs to be closed down. This level of connectivity even allows for districts to be able to ask one another to take over responsibilities, if extreme circumstances call for it.

Connectivity benefits can also be integrated into daily operations to help districts meet their budget, as was recently made evident in District Two following abrupt expenses associated with Hurricane Michael. Following the storm, it was necessary to install travel restrictions on FDOT staff to meet budgetary targets, something that had posed issues in the past. However, due to the increased connectivity, Districts Two and Three were able to communicate remotely during the project, resulting in improved knowledge exchange during integration and the ability to share lessons learned. Finding and capitalizing on efficiencies is an essential part of the new connectivity across districts. Collaboration-related cost savings is but one of the many examples of the system's efficiency.

For the time being, the districts continue to look for opportunities to make the system better and look ahead in a collaborative effort, focusing on opportunities to share information and ideas.



## District Three Innovation

The innovation in leveraging the two projects ascended from an ongoing effort from the districts to scout opportunities to integrate ITS and traffic operations within existing projects, with a special emphasis on the FMS network. The projected expansion is a clear win at the district and state levels and a decisive step in the advancement of one of the paramount missions of the department: safety.

The added connectivity permitted the creation of a communications hub, which integrates the Regional Traffic Management Center, the freeway network, and the local Tallahassee network. Additionally, a standalone weigh-in-motion project - a Motor Carrier Size and Weight (MCSAW) facility - is now connected through the network via the new hub. This innovation involved a coordinated evaluation of fiber allocation across the district, equipment selection, compatibility with the existing system, a specific model for specific topology, and video distribution across Chipley.

The team effort led to a vision that was operationally focused to maximize the benefit across all three projects.

For more information please contact William "Greg" Reynolds at (850) 330-1782 or by email at [William.Reynolds@dot.state.fl.us](mailto:William.Reynolds@dot.state.fl.us).

# Photo Contest for ITS Florida 2020 Calendar

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 2020 ITS Florida Calendar. The calendars will be distributed at the end of 2019 to all FDOT districts as well as the Florida Legislature.

## 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 to is:

Ms. Sandy Beck  
ITS Florida  
P.O. Box 56468  
St. Petersburg, FL 33732  
Phone: (727) 430-1136  
Email: itsflorida@itsflorida.org

Photos submitted in last year's contest may be resubmitted for consideration. ITS Florida will not automatically 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 contact Mr. Jonathan Tursky at Jonathan.Tursky@TransCore.com or Ms. Sandy Beck (contact information listed to the left).

**Deadline for Submittals is  
Friday, July 26, 2019, by  
5:00 p.m.**

\*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 the property of ITS Florida. No copyrighted photos will be accepted.

## Break Time



|             |   |   |   |        |   |   |   |             |   |   |   |           |   |   |
|-------------|---|---|---|--------|---|---|---|-------------|---|---|---|-----------|---|---|
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| J           | R | Y | E | U      | I | Y | E | L           | M | W | I | Y         | F | E |
| X           | A | M | W | P      | O | V | B | U           | G | B | W | Q         | U | M |
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| Z           | U | L | A | L      | X | O | C | L           | C | K | A | U         | N | V |
| T           | P | O | N | E      | R | B | A | S           | R | G | T | I         | R | V |
| X           | I | X | N | B      | S | N | P | A           | J | I | S | J         | Z | G |
| T           | N | E | G | I      | L | L | E | T           | N | I | G | N         | G | P |
| E           | B | C | T | Q      | Z | P | Y | J           | C | Q | R | Z         | G | M |
| M           | T | J | V | E      | X | P | R | E           | S | S | N | M         | B | L |
| A           | K | K | O | I      | N | Y | E | Y           | L | Z | A | A         | X | A |
| B           | V | Z | O | G      | U | L | F | N           | R | G | V | U         | T | M |
| B           | R | R | H | D      | A | F | J | X           | V | N | L | C         | Q | K |
| INTELLIGENT |   |   |   | STEM   |   |   |   | GIRL SCOUTS |   |   |   | STATEWIDE |   |   |
| RAIL        |   |   |   | SKYWAY |   |   |   | EXPRESS     |   |   |   | TURNPIKE  |   |   |

# Florida's Turnpike Video-Sharing Program is Helping Responders

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

Florida's Turnpike Enterprise (FTE) Traffic Operations department has initiated a video-sharing program with its law enforcement and fire rescue partners to improve the ability to find crashes and clear travel lanes.

Twelve responder agencies along the Turnpike statewide system of roadways now have access to the Turnpike Traffic Management Center's (TMC's) Milestone video-management system to view the cameras within their jurisdictional limits. Their permission level allows for viewing but not for panning, tilting, or zooming capabilities. If they need to see something better, which requires a camera move, they simply call the TMC and the camera is moved for them.



Florida's Turnpike Incident Management Specialist Larry Saxon (standing) assists with the display setup of the Turnpike's video-sharing program within the City of Lakeland Traffic Management Center. The City of Lakeland now has access to all Closed-Circuit Televisions (CCTVs) on the Toll 570/Polk Parkway.

Once an agency is approved for use of Milestone, a Turnpike three-person team from Incident Management, Intelligent Transportation Systems, and the TMC will visit the agency to set up access and train their staff. There is no special equipment needed as it is an internet-based program. They simply need the correct credentials assigned. This ease-of-use makes it an ideal enhancement to the incident response toolbox for any agency, allowing them to view a scene before they arrive to ensure that proper equipment and personnel are dispatched.

Through FTE's TMC co-location with the Florida Highway Patrol's (FHP's) Lake Worth Regional Communications Center, FHP Troop K already has 100 percent viewing capability for all Turnpike roadways. Access has also been assigned to FHP Troop C for their interaction with the Veterans Expressway, Suncoast Parkway, and Polk Parkway on the west coast, and FHP Troop E for Miami-Dade County.

In addition, the Doral Police Department has been outfitted with Milestone because much of their jurisdiction is impacted by incidents on the Homestead Extension of Florida's Turnpike (HEFT).

Fire Rescue agencies using Milestone include Tamarac, Miami Dade, Osceola, Orange, Sumter, Lake, and Seminole Counties (for the Sawgrass Expressway, HEFT, mainline, and central Florida roadways respectively). Hillsborough County is online as well for Express Lane response on the Veterans Expressway.

The City of Lakeland has also recently been outfitted with FTE camera views of the Polk Parkway in their TMC through Milestone.

While the video-sharing program's main thrust is incident management, there is a broad range of usages for County Emergency Managers in times of evacuation or similar emergency response. Because many fire rescue agencies co-locate with county or city Emergency Operator Centers (EOCs), the ability to monitor Turnpike traffic volume in their jurisdiction through Milestone is a bonus.

The Turnpike's responder agencies benefit from viewing an incident scene prior to arrival to best determine the risks involved and any necessary equipment to bring to the scene.

**"WOW! Exactly what we needed... I can't thank you enough."**

**- Nelson Paganacci,  
Miami-Dade Fire Rescue**

An interesting case-study to show the power of these partnerships came at the end of 2018 in Osceola County. On Wednesday, December 12, 2018, FHP issued an advisory for a stolen vehicle containing a family pet that belonged to the victim. Shortly thereafter, the Turnpike TMC received a call from Osceola County Sheriff's Office Dispatch advising they had viewed a person walking around in the southbound lanes of the Turnpike near Mile Marker 196 on their Milestone video feed. The TMC verified that a pedestrian was standing in the middle of the roadway with vehicles swerving around him/her on both shoulders. They also noted a white vehicle in the median and identified it as the stolen car from the advisory.

The Turnpike TMC, FHP, and Osceola County Sheriff's Dispatch Center monitored their respective camera feeds and observed a vehicle stop to pick up the pedestrian before law enforcement could arrive. They visually followed the vehicle as it continued southbound on the Turnpike and exited at Yeehaw Junction/SR 60, pulling into a gas station. Law enforcement officers arrived on the scene and took the suspects into custody. The family pet, a dog, was also recovered, unharmed, from the stolen vehicle. The success of that joint venture is owed in large part to the camera-sharing capability Florida's Turnpike has with the Milestone program.

In addition to this substantial progress in video dissemination, FTE technologists are also evaluating a new mobile CCTV platform, provided by Skyline Products. These two (2) mobile units have been deployed on Road Ranger vehicles and operate over the cellular network, providing real-time video feeds of incidents or other calls for motorist assistance. FTE engineers worked with the provider and are piping the video feeds directly into the Milestone video management system. These feeds can then be cast to the video wall, the mobile application, or to other agencies that have active credentials.

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

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## Announcement

*By Ron Chin, District Traffic Operations Engineer, District Seven*

We are pleased to announce Margaret Kubilins, P.E. as District Seven's TSMO Program Engineer effective April 29. Margaret is committed in embracing evolving technology to leverage safety, mobility and economic development where her responsibilities include overseeing both Freeway and Arterial Transportation Systems Management and Operations (TSMO).



Margaret's experience as a traffic engineer includes over 30 years with 16(+) years leading her own firm and another 16(+) practicing in the consultant industry. Margaret's most recent opportunity included launching initiatives with key stakeholders to provide comprehensive multimodal (safe streets for everyone to use) expertise in Tampa Bay. Relocated from Virginia just three years ago, you may have recognized her as an instructor for FHWA - Margaret taught "Designing for Pedestrian Safety" throughout Florida over the past seven years. Margaret's passion for safety is very aligned with our "Vision" of zero fatalities.

Margaret is a proud parent of three children in their twenties with a son in the Army and two daughters - one architect and one graduating in horticulture. Margaret enjoys spending time with friends and family; walking and cycling on our complete streets, and just hanging around at the beach or gardening.

Please join me in welcoming Margaret to our District Seven family and the wealth of forthcoming traffic operations opportunities!

# News Release: FDOT Releases Upgrade for the FL511 Mobile App

The Florida Department of Transportation (FDOT) has released an upgrade for its Advanced Traveler Information System FL511 Mobile App. The FL511 Mobile App - Connect. Know. Go. is now available to download for smartphones at the Apple App Store and Google Play. Current users will receive an automatic update on their phones, if this feature is set to “enabled”.



The mobile app is a component of the Florida 511 (FL511) Advanced Traveler Information System (ATIS), which provides real-time traffic and travel conditions on Florida roads. The mobile app has been available for both Apple and Android devices since 2012. It underwent a significant upgrade in 2018 and early 2019 in response to today’s rapidly changing technology.

Improvements include a completely redesigned user interface. The following features were added: a voice interaction feature, the ability to view events within a specific radius, the ability to view camera snapshots for specific events, the ability to create and save destinations, a truck parking availability feature, and the ability to display road closures and detour maps.

“This is a major enhancement to the FL511 Mobile App,” said Eugene Jules, FDOT. “It includes popular features, including drive mode and voice interaction.”

## About FL511:

The FL511 system is the state’s official source for traffic and travel information. FL511 provides information on congestion events, crashes, construction and maintenance activities; as well as travel times on all interstates and toll facilities and several other major Florida routes, so drivers can make better choices about their travel plans. This information service is accessible by mobile app, website in English and Spanish, Twitter messages, Facebook, Instagram, text alerts and more.

FL511 provides camera views on major Florida roads, so users can see road conditions throughout the state. The goal is to provide information about current conditions to keep traffic moving safely and efficiently. To accomplish its goal, FL511 offers the latest information on transportation services and conditions throughout Florida, 24 hours a day, seven days a week.

Before heading out, drivers should check the FL511 app or interactive road map on FL511.com for important traffic information and incident alerts. Once on the road, have a passenger check to avoid using a phone while behind the wheel. Passengers can also view roadway camera snapshots showing current driving conditions on their route. Use the Drive Mode now with voice interaction feature and speak a request to your destination. The FL511 mobile app features an interactive map showing traffic congestion, incidents, and camera snapshots on roads around the user’s location.

For more information please contact Clint Smith by phone (850) 410-5626 or by email at [Clinton.Smith@dot.state.fl.us](mailto:Clinton.Smith@dot.state.fl.us).

Visit the website at [www.FL511.com](http://www.FL511.com) or download the FL511 Mobile App on Apple App Store or Google Play. Travelers can also follow FL511 on 13 Twitter handles, on Facebook @FL511, and Instagram @Florida\_511.

Travel smart with the FL511 Mobile App to Connect, Know and Go!



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