

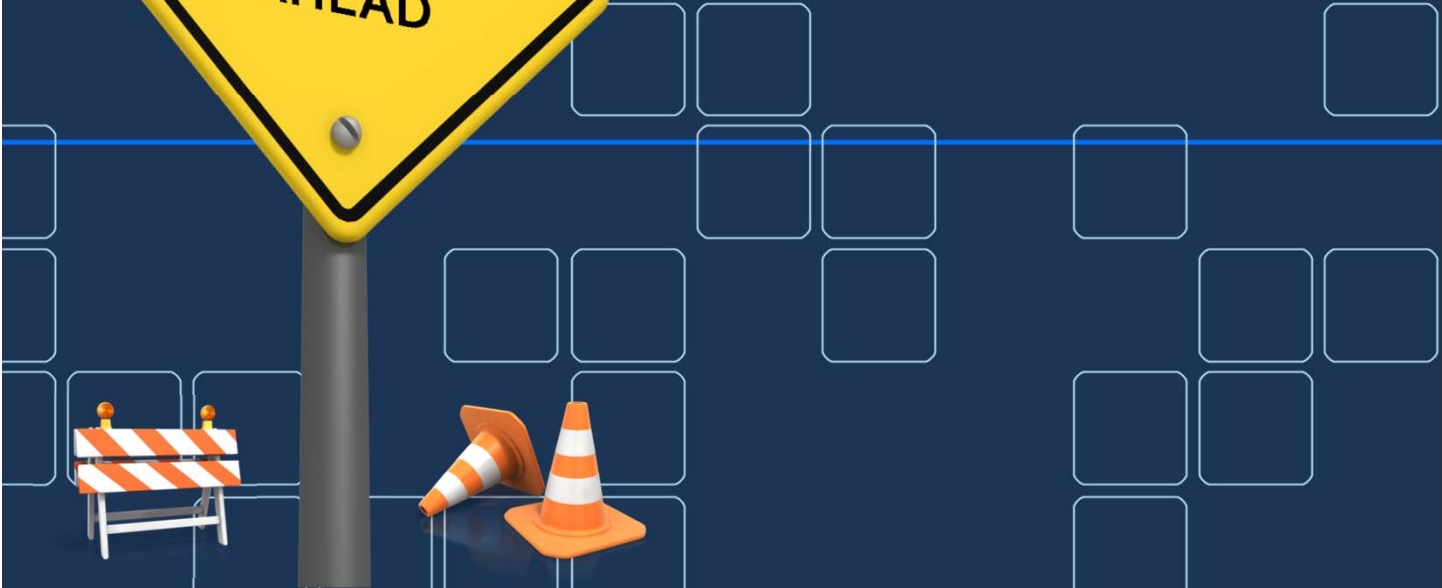
# Alachua County, FL



## TIM Newsletter



December 2011 Edition  
Volume 3





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## Team Update

As we approach our winter holidays, the Alachua Traffic Incident Management (TIM) Team remains ready to handle incidents occurring in our area. Our last meeting this year will be held December 14<sup>th</sup> at the Gainesville Operations office, located at 5301 Northeast 39th Avenue in Gainesville.

This year has been a productive year and all of our members continue to work together as a true team. Along with our quick clearance of incidents including two Rapid Incident Scene Clearance (RISC) events, our accomplishments include participation in several emergency operation exercises including hurricane evacuation, evacuation route updates and child abduction.

While we were fortunate not to have to activate for any hurricanes, we did professionally deal with several wildfires. We participated in the 2011 Federal Highway Administration (FHWA) Traffic Incident Management Program Self-Assessment and learned areas where we can continue to improve. Some members attended training in *Incident Command System Overview for Executives*, the Governor’s Hurricane Conference and the Intelligent Transportation System (ITS) World Congress. And of course, the beginning of our *Alachua TIM Team Newsletter* has proven to be a success.

Working as a team, we continue to grow toward meeting our mission and vision remembering our “efforts to continuously

reduce incident scene clearance times to deter congestion and improve safety.”

I wish you and your families, a safe and happy holiday season. Thank you for being such a great team.

### Mission

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The Florida Department of Transportation District Two’s Traffic Incident Management Teams through partnering efforts strive to continuously reduce incident scene clearance times to deter congestion and improve safety. The Teams’ objective is to exceed the ‘Open Roads Policy’ thus ensuring mobility, economic prosperity and quality of life.

### Vision

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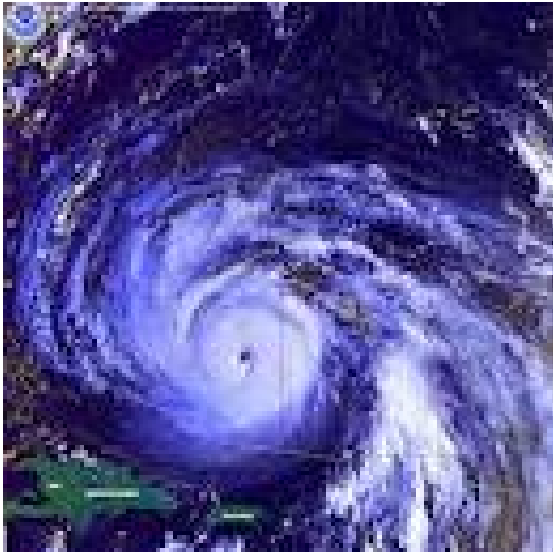
Through cooperation, communication and training the teams intend to reduce incident scene clearance times by 10 percent each year through 2015.

**Donna Danson - FDOT District Two  
Traffic Incident Management (TIM)  
Team Project Manager**





## Emergency Management Update



Well, we seem to be escaping any impacts from tropical storms or hurricanes in 2011. At the time of this writing, Tropical Storm Sean, the 18<sup>th</sup> named storm is traveling north through the Atlantic Ocean. Of these 18 named storms, we have had six hurricanes and three of those have been major hurricanes of category three or higher.

As I have stated many times, it doesn't really matter how many named storms there are, or how many of them develop into hurricanes or even major hurricanes. It only takes one to ruin your day. So, even with 18 named storms, six hurricanes and three major hurricanes, we have had a quiet year. I am sure the people in Mexico and South Texas would have a different opinion of the 2011 hurricane season.

There have been a couple of exercises held since our last newsletter. Gina Busscher and I participated in a severe weather exercise at the Columbia County Emergency Operations Center on November 8. The scenario was tornados touching down in Lake City and in Alachua and Lafayette counties on a Saturday when most responders are not at work.

In the scenario, there was a girls' softball tournament taking place in Lake City with 17 teams involved. The discussions held between the various agencies including Fire/Rescue, Emergency Medical Services, Law Enforcement, County Emergency Operations, the Department of Transportation, 9-1-1 Dispatch Center and others probably created more questions than it answered. Major issues came to light such as:

- ✓ How do you account for all the players, coaches and parents visiting from other areas?
- ✓ How do you communicate with the family members who did not travel to Lake City?
- ✓ How quickly can responders be notified?
- ✓ When do you notify folks of a potential tornado; at the watch, the warning or after touchdown?
- ✓ How quickly can you expect help from adjoining areas?





- ✓ Will adjoining areas even be able to respond, since some of them are also dealing with tornado touchdowns?
- ✓ How do you deal with any fatalities?
- ✓ Without a Presidential Declaration of Emergency how can a small to mid-sized county afford to respond and recover from such a disaster knowing there will be no reimbursement?

The exercise went very well. Columbia County will now be updating portions of their Comprehensive Emergency Management Plan (CEMP) to address these new concerns.

The second exercise was conducted at the State Emergency Operations Center (SEOC) on Wednesday, November 9. Emergency Management staff from the FDOT Central Office and I attended. This scenario was dealing with fuel supply shortages after a major hurricane.

In attendance were representatives from some major oil companies, the Florida Petroleum Council, local fuel distributors and all other personnel who would normally be at the SEOC during an activation.

In this scenario, the storm path was landfall in Broward County, crossing the state and exiting north of Tampa then continuing on for a second landfall in the New Orleans area.

This storm track closed all of the ports in Florida and the ports and refineries in Louisiana. That meant no fuel was being delivered to the state and no fuel was

being transported out of the port. This was one of the best exercises I have attended. As the scenario unfolded, motor fuel (gasoline & diesel) became more and more scarce.

The plot of the scenario was for all emergency responders to think about where they would get fuel. If you could not get fuel, how would you continue to carry out your mission? The fuel folks provided very valuable information as to how the fuel industry works, how fuel gets to Florida, and then how it gets to the vendors.

This exercise was a real eye-opener for most of us in the room. Without the availability of fuel, almost nothing else can get accomplished; vehicles can't be used, emergency generators won't run, people can't get to work, emergency supplies can't be delivered, the power companies can't get electrical lines repaired, etc.

The lack of motor fuel – with no other factors – is a major disaster. The SEOC is now going to update the state's Energy Assurance Plan, which deals with all types of energy issues including motor fuel.

On the Homeland Security front, things are quiet. There was a National Emergency Alert System (EAS) exercise on Wednesday, November 9 at 2:00 p.m. Every radio station, every television station, every cable station in the entire United States conducted a test of the EAS at the same time.





The test length varied from area to area. Some tests lasted a few seconds and some lasted up to a minute.

Overall, the nationwide test was a huge success, even though there were areas where the test failed. The reason for the test was to discover such non-functional areas so they can be corrected and function properly in the future.

I have not been able to find a list of those non-working areas. I am sure that list will remain classified information so would be evil-doers won't know where those areas are located.

I hope everyone has a very safe Merry Christmas and Happy New Year. Remember to always buckle up and don't drink and drive - use a designated driver.

**Ed Ward, CEM FPDM**

## **Traffic Management Center Activities**

*The Traffic Management Center is a jointly funded project by City of Gainesville, Alachua County, University of Florida and Florida Department of Transportation. It is operated by the City of Gainesville.*

Currently, the Traffic Management Center (TMC) continues to work with local law enforcement agencies on pre- and post-football game traffic for games at Ben Hill Griffin Stadium at the University of Florida.

The TMC staff is also working with Alachua County Fire Rescue, Gainesville Fire Rescue and the Alachua County Combined Communications Center (CCC) on implementing a program called Emergency.NOW. This is part of the overall Traffic Management System software, which is run at the TMC, called ATMS.NOW. Emergency.NOW is a software package that will increase response times of local fire rescue agencies.

It utilizes existing Global Positioning System (GPS) technology used on each vehicle and route selection from the vehicle's current location to the address of the call. The CCC dispatch software utilizes the same technology to derive the driving route that most common GPS units use.

The CCC dispatch software then transfers that route to Emergency.NOW. Emergency.NOW prioritizes the traffic signals along the proposed route to expedite response times. The GPS unit on each responding vehicle keeps the CCC software and the Emergency.NOW software up to date on the vehicle's location so both software packages can manage response times appropriately.

The TMC remained staffed until late Wednesday before Thanksgiving and will do the same for the last week of exams at the University of Florida and Santa Fe College. On those dates, the corridors headed to Interstate 75 get over congested as the students all head home for holiday breaks. In addition, Gainesville





and Alachua County residents are also traveling for the holidays.

**If you have questions:** 352-393-7960 (Traffic Management Center)

**Hours of Operation:** Monday through Friday – 7:00 AM to 6:00 PM

**Website:** [www.gac-smartraffic.com](http://www.gac-smartraffic.com)

**Twitter:** @gacsmartraffic

Gainesville / Alachua County Smartraffic – like us on Facebook!



## Construction Update

Two new construction projects are set to begin the first week of January and once completed, will make driving in and around Alachua County a little better.

The first project is to resurface 2.5 miles of SW Archer Road (State Road 24) between Southwest 43<sup>rd</sup> and 75<sup>th</sup> streets. The project also includes reconstructing the median in front of Arredondo Farms to a directional median to help improve the safety of traffic. The directional median will allow traffic to turn left, but will not allow traffic to cross Archer Road from driveways.

APAC-Southeast, Inc. of Jacksonville has been hired by the Florida Department of Transportation (FDOT) to complete the work for \$2 million in approximately four months.

The second project is the resurfacing of nearly 13 miles of State Road 235 between County Road 241 and the Bradford County line. APAC-Southeast, Inc. of Jacksonville has been hired to complete the work for \$4.2 million in approximately five months.

A third project to resurface the Interstate-75 frontage road in Alachua began the week of November 28. The 1.5 mile project is expected to be completed in about three months. V.E. Whitehurst & Sons, Inc. has been hired to complete the project for \$1.2 million.

All project completion dates may vary depending on unforeseen conditions such as bad weather.

If you have any questions or concerns on any of these projects, please don't hesitate to contact Laurie Windham at 386-292-0901.

**Laurie Windham**  
**Atkins, Public Information**

## Law Enforcement Update

The Florida Law Enforcement Liaison (LEL) Program is funded by the National Highway Traffic Safety Administration (NHTSA) through the Florida Department of Transportation (FDOT) and is administratively housed at Tallahassee Community College's Florida Public Safety Institute. The LEL Program provides support for enforcement and educational efforts throughout Florida. The program includes a staff of eight who





are regionally aligned within the state and provide direct services and technical assistance to Florida law enforcement agencies.

The purpose of the LEL Program is to reduce traffic-related fatalities and injuries by working with state and local law enforcement agencies to increase safety belt use, reduce drunk driving and encourage traffic safety initiatives. The LEL Program has developed and administers the:

- ✓ Florida Law Enforcement Challenge, which rewards the best overall traffic safety programs in Florida. The areas of concentration include efforts to enforce laws and educate the public about occupant protection, impaired driving, speeding and other areas of traffic safety. Agencies submit an application that documents their agency's efforts and effectiveness in these areas.
- ✓ Florida Motor Unit Challenge, rewarding motor units that increase enforcement efforts to improve traffic safety by reducing crashes and increasing seat belt usage rates on Florida's roadways. The Challenge application compares the change in statistics from the baseline data of one year to the Challenge data of the following year.
- ✓ Florida DUI Challenge, which recognizes law enforcement agencies that dedicate a significant level of resources to impaired driving. The goal

of this program is to reduce the number of alcohol-related crashes, fatalities and injuries by conducting high visibility DUI enforcement operations and increasing public awareness of the state's alcohol-related crash problem. A previous version, the DUI Sustained Enforcement Challenge, was discontinued with the recognition of a winner this year.

- ✓ Florida Click It or Ticket (CIOT) Challenge, which rewards agencies that use a multi-faceted approach to address safety belt usage in their communities. Recognized agencies promote the CIOT message at each of three waves of expected activity during the Challenge, using as many media outlets as possible and creating the highest level of public awareness. Successful agencies combine the CIOT educational message with strong proactive enforcement activity.

The LEL Program annually holds a statewide Law Enforcement Challenge Awards Ceremony, and over the last four years, participation has increased by 91 percent from 86 agencies the first year to 164 agencies last year. These ceremonies recognize the accomplishments of Florida agencies in traffic safety initiatives. In an effort to ensure fair competition, agencies compete in categories reflecting their size; university police agencies and FHP troops. Previous winners, because of their unique situations, are compared separately.







Depending on the Challenge, the highest-ranking agencies are awarded “points” for the impact of their efforts to ensure traffic safety and these points allow them to purchase traffic safety equipment, such as DUI checkpoint equipment and speed measuring devices, through the LEL Program.

Additionally, the top agencies in each Challenge category are given the opportunity to compete for a key to a brand new vehicle to be used in their future traffic safety enforcement efforts. In the 2011 award ceremony:

- ✓ Sheriff Sadie Darnell and the Alachua County Sheriff’s Office won a 2012 Chevrolet police pursuit vehicle in the Florida Law Enforcement Challenge.
- ✓ Sheriff Brad Steube and the Manatee County Sheriff’s Office won a Harley Davidson motorcycle in the Motor Unit Challenge and a Dodge Challenger in the Click It or Ticket Challenge.
- ✓ Chief Vern Clark, Perry Police Department, won a Chevrolet Tahoe in the DUI Challenge.
- ✓ Chief David Romine and the St. Pete Beach Police Department won a fully equipped SUV in the final version of the DUI Sustained Enforcement effort.

**Sgt. Jayson Levy, Alachua County Sheriff’s Office**

## **It’s All About Preparedness!**

Located in the FDOT District Two Emergency Operation Center is a sign which reads, “NOTICE, Lack of planning on your part does not constitute an emergency on my part.” I’m not sure where this quote originated from, probably some guy by the name of *Anonymous*, but it does speak volumes of those who are emergency responders.

Case in point, I recently had the opportunity to take my 5-year-old grandson, Tito, down to the Macclenny Fire Department on a Saturday morning. It was a special occasion arranged by Fire Chief Daniel J. “Buddy” Dugger. Tito and I met with Deputy Chief Martin Cole. I should point out that I have known Martin for many years, as he once was employed by the FDOT; based out of the Jacksonville Maintenance Office. Martin has since retired from FDOT and followed his passion of being a fire fighter.

On this particular morning, Martin and the crew had just begun their shift. Martin explained that each shift was responsible for inspecting all the equipment at the beginning of the shift and to document the inspection. Equipment is not limited to the fire engines. It also includes the tools they use for firefighting and rescue as well as the devices they use for their own personal safety such as the self-contained breathing apparatus or SCBA. All of this must be in working order before an incident occurs. There is no exception





to this as lives are dependent upon this equipment being in operating condition.

I watched as Martin and his team members inspected each fire engine. They would inspect the engine compartment and check the fluid levels, the belts and the hoses. They would start the engine and then turn on all the lights to ensure they were in operational order. They walked around the vehicle giving a visual inspection. If there was an auxiliary engine such as a generator, they would start that to ensure it was working. They would then check to ensure all the tools were in place and that the alarms on the SCBA were functioning. The last thing they did was document the inspection. It did not matter if the equipment had been used or not from the previous shift, it was inspected.

In closing, it goes without saying that there is no excuse for not being prepared.

**Shaun Stewart, District Two  
Industrial Safety Manager**

## **TIM Team Spotlight**

**Name:** Rick Moore, Owner, University Towing & Transport, Inc.

**Location:** 2546 NW 74 Place, Gainesville

I have owned the business since January 1970. Today, I spend most of my working day behind a desk doing paperwork and answering questions.

I was born in Wildwood, NJ and lived in the Philadelphia area. We moved to

South Florida when I was four or five years old. When growing up, I was always interested in football and cars.

I was in the first graduating class in 1966 of Nova High School. I received my Associate degree in Business Administration from Broward Junior College. Once out of high school, I began working on cars and would buy wrecked and broken Corvettes, repair them and sell them.

In January 1970, I started school at the University of Florida (UF). I wanted to be a veterinarian, but at that time UF did not have a veterinarian school. So, I had to get a Bachelor of Arts in Agriculture and then transfer to a school that had a veterinarian degree.

When I came to Gainesville, a friend of mine also moved here. We opened a Corvette shop, which he ran and I worked at part-time while I was in school. The business grew so fast that within two years we needed a bigger building and school became part-time.

The building I moved into on South Main Street in Gainesville was a closed body shop. Customers would come in to get an estimate on their wrecked cars. I could not do bodywork or paint vehicles, but I said, "what the heck I'll hire body men and painters."

Well you can guess what happened. School became less than part -time and work became more than full- time. My friend left Gainesville. One day in 1972, I walked a wrecker salesman and told





me if I had wreckers I could get on police rotation and bring more work into the body shop. I said give me two.

So in July 1972, I was accepted onto the Gainesville Police Department and Florida Highway Patrol rotation schedule. School was gone and over the next 30 years the body shop grew, and so did the towing, thanks to many longtime dedicated and experienced employees who made it possible for us to excel in this industry.

The towing grew from cars to heavy trucks and crashes and we started transporting heavy equipment. Around 2002, towing and transporting heavy equipment grew to the point that I sold the body shop and concentrated on towing and transporting.

Then along came Rapid Incident Scene Clearance (RISC) and here I am.

I take the towing profession very seriously. In 1977, a group of Florida towers formed the Professional Wrecker Operators of Florida. I soon joined them in 1977 and since that time I have served on the Board of Directors in several positions, including Area Chairman, Regional Director, Director at Large, and currently Second Vice President. I am also a member of the Towing & Recovery Association of America.

My wife Lisa is a deputy clerk for the Alachua County Clerk of Courts and has worked there for 25 years. My stepson, Jeremy Horner, works in the business with me. He and his wife, Britney, have 2

children: Lila, 7 and Ryker, 4. Next to my wife, “the grandchildren are the apple of my life.”

My hobbies are watching football and NASCAR. I remain a big fan of Dale Earnhardt, Sr. Most of my vacations have been towing- related and usually involve going to professional shows for tow companies in Florida, Georgia, Tennessee, Alabama, Texas and Maryland. My favorite vacation spots are Daytona Beach and Charlotte, NC.

The best advice I ever received was from my father and he said, “Whatever job you are doing, whether cleaning the bathroom or President, do it to the best of your ability and take pride in it.”

My favorite quote is “The job’s not done ‘til the money’s in the bank” and I said it!



## 2012 Team Meeting Dates

February 8 <sup>th</sup>	April 11 <sup>th</sup>
June 13 <sup>th</sup>	August 8 <sup>th</sup>
October 10 <sup>th</sup>	December 12 <sup>th</sup>

