



Traffic Incident Management Enhancement (TIME) Quarterly Meeting Minutes

DeKalb County Fire Rescue Headquarters
1950 West Exchange Place
Tucker, Georgia 30084
July 26, 2011

Welcome

Shane Dobson, DeKalb Fire Battalion Chief, welcomed everyone and told the group how pleased DeKalb Fire is to host the third quarterly meeting of 2011. He thanked Chief Eddie O'Brien for his commitment to traffic incident management.

Introductions and TIME Overview

Emanuel Jackson, HERO Unit Manager and Chair of the TIME Task Force, asked everyone to do self-introductions.

After everyone stated their name and agency, Emanuel told meeting attendees about the following recent accomplishments: the rollout of the Georgia TIM Guidelines, the medical examiner/coroner MOU with law enforcement, and all of the metro area TIM teams. He then discussed the mission of the TIME Task Force and said its purpose is to improve interagency coordination, to create opportunities for more training, and to be a platform for participants to create strategies.

Regional Traffic Operations Program (RTOP) and Arterial Traffic Incident Management

Grant Waldrop, GDOT Regional Traffic Operations Manager, gave a presentation on the RTOP project and explained what DOT has been doing to help manage traffic signals. He explained that the state DOT manages freeways, while local agencies manage arterials. Metro Atlanta has 4 districts, 15 counties, and 22 cities.

Arterial Management means to actively improve the operation of traffic signal systems through the use of techniques and resources to reduce congestion and improve traffic flow. Grant explained that RTOP has been doing the following:

- Preventative and routine maintenance
- Repair of equipment
- Operational improvements
- Communications to traffic signals
- Surveillance at key locations
- Active signal timing adjustments
- Vehicle detectors - 129 replaced, 435 repaired
- Pedestrian detectors - 134 replaced, 198 repaired

www.timetaskforce.com

During AM/PM peaks, RTOP has reduced the number of stops by 5.9%, eliminated 155 person-years of delay, and saved 639,383 gallons of fuel. Eventually GDOT will have a person at the TMC who is dedicated to arterial roads during AM and PM peaks.

Next, Dave Richie with Arcadis gave an overview of an incident on SR 8 on July 6, 2011. A signal went dark at Scott at Ponce, and then came back on, which backed up morning traffic tremendously. Changing the timing of signals cleared up most of traffic within 15 minutes. Dave was able to actively manage traffic signals to help with incident management. He explained that this instance was reactive instead of proactive, but he did the best he could at the time.

Hank Fielding with GSP asked if the TMC could help with this now—reroute people from interstate to arterial roads. Grant said that once that dedicated person is at the TMC, it will be possible.

Motor Carrier Compliance Division (MCCD) Incident Debrief

MCCD Captain Gwen Fulton gave a brief description of what MCCD does. They are responsible for enforcement of commercial vehicles in Georgia; they handle weight, size requirements, length, width, security, and safety roadside inspections. MCCD enforces federal rules and regulations for tractor trailers, motor coaches, tour buses, and school buses.

MCCD's goal is safe, quick clearance of the roadway, and the keep up with crashes all over the state. MCCD officers must respond as soon as possible, and they must gather specific information at the scene. They'll conduct a post-crash inspection at the request of agency.

Most incidents occur as a result of tailgating, passengers cutting off tractor trailers, speeding, trying to beat a train, taking a curve too fast, or texting.

MCCD officers have a lot of experience working with other agencies. They give outreach presentations to educate about dangers of unsafe drivers.

Officer Michael Cooper gave a debrief of a TRIP incident Henry County. He got the call from TMC. It was an hour's drive away, but there was light traffic because it was between 2 – 3AM. Hudson Bridge was blocked, and a TT was in the emergency lane. Part of it was in right lane. An 18-wheeler rear-ended a truck pulling horse trailer. The TT jackknifed, punctured fuel tank, which caused a fire. One horse was killed, and one had to be put down. The passengers were okay. Everything was finally cleared by 5:30AM. Everyone on scene did a very professional job.

A Word from our Quarterly Meeting Sponsor, NAVTEQ

Rick Brady, Atlanta TGO Supervisor and Abe Howard, Regional Manager, Central and Southeast Regions, gave the group a look at how NAVTEQ gathers and distributes traffic information.

Operation of the New I-85 Managed Lanes

Patrick Vu from SRTA and Ben Rabun from GDOT gave an overview of how the new High Occupancy Toll (HOT) lanes on I-85 will operate, and how they will impact and be impacted by traffic incident management activities along the corridor.

HOT lane will provide travel time reliability and choice. All vehicles must pre-register and have a Peach Pass account and transponder. Toll exempt vehicles include 3-person occupancy, over-the

road buses, on-call emergency vehicles, motorcycles, and AFVs. Single drivers and 2-passenger vehicles will pay a toll. The toll will be dynamically priced; toll will fluctuate based on congestion levels.

The estimated average trip length is 6 -7 miles, with typical toll prices ranging from \$.60 to \$6.00 depending on congestion. Over 90% of customers will pay less than \$5 for their HOT lane trip

The goal is to provide reliable traffic time through technology. There will be no toll plaza on I-85. Everything will be electronic.

Enforcement Needs:

1. Lane integrity and weaving

- Separation between HOT lane and general purpose lanes

- Access and egress allowed only in designated sections to reduce weaving to maintain effective capacity

2. Vehicle Occupancy Enforcement

- Meeting occupancy level for toll-free passage in HOT lane

- Current peak period HOV violation rate in Atlanta: 11-12%

3. Toll avoidance

This project is deploying in mid-September. The majority of the work being done right now is trying to get people registered. The marketing campaign includes the website peachpass.com

Ultimately, everyone needs to remember that the HOT lanes are not a fool-proof system. Drivers still need personal responsibility.

TIME Committee Updates and Announcements

Operations

Rory Howe of the TIME Task Force announced the following recent activities:

TIM Guidelines are complete. They are available on the TIME website under the Resources tab. Rory and Daniel Hester held a train-the-trainer session in Henry County. The sessions will be available soon in Gwinnett and Cobb/Bartow Counties.

Johns Creek is getting a HERO truck. They don't have inter- or intrastate roads, but they're putting a driver on the road during peak drive times

Rory thanked DeKalb Fire for becoming more involved thanks to Chief Eddie O'Brien and Shane Dobson.

Training

SFC Ryan Newman Ryan gave the following Training Committee updates:

New Image Towing hosted a TRIP Level I course at end of June.

The committee approved the I-95 Corridor Coalition Core Competency online course as 1 hour of annual ongoing training.

A Dispatcher Awareness Course will be available soon.

New Image is hosting a Big Rig Rescue course on November 5-6 9-10.

Programs

Carla Holmes thanked everyone for attending the meeting. The next quarterly will be held in January. We're always looking for locations and meetings.

The TIME annual conference will be at Unicoi in October 3 and 4. The theme is Opening Roads: Better, Safer, Faster. The TIME Board is looking for volunteers to help, speakers, etc. Sponsorships are also available. If anyone has any items to donate to the silent auction, please let Carla know.