

(Bottleneck—Continued from page 1)

The focus of this monitoring effort is urban interstate interchanges, where congestion is typically problematic during AM and PM rush hours. The results of this research indicate that not all freight significant corridors have the same level of congestion as others; while many cities experience costly gridlock on a recurring basis, others are more fortunate, experiencing only minor delays or no congestion.

Both private and public sector freight stakeholders can use this information to understand the severity of congestion and mobility constraints experienced along the freight transportation system. For each freight significant location on the list, ATRI provides a time-of-day speed profile showing when congestion impacts freight operations. The list of all 250 locations is available online at [www.atri-online.org](http://www.atri-online.org). ATRI and FHWA will continue this monitoring effort next year, with an analysis of data collected throughout 2011.

| Congestion Ranking | Location Description               | State | Avg Speed |
|--------------------|------------------------------------|-------|-----------|
| 1                  | Chicago, IL: I-290 at I-90/I-94    | IL    | 29.41     |
| 2                  | Fort Lee, NJ: I-95 at SR 4         | NJ    | 28.98     |
| 3                  | Houston, TX: I-45 at US 59         | TX    | 38.55     |
| 4                  | Houston, TX: I-10 at I-45          | TX    | 41.28     |
| 5                  | Houston, TX: I-10 at US 59         | TX    | 41.01     |
| 6                  | Gary, IN: I-65 at I-80             | IN    | 47.35     |
| 7                  | Austin, TX: I-35                   | TX    | 34.55     |
| 8                  | Chicago, IL: I-90 at I-94 (North)  | IL    | 35.39     |
| 9                  | Atlanta, GA: I-285 at I-85 (North) | GA    | 45.69     |
| 10                 | Los Angeles, CA: SR 60 at SR 57    | CA    | 46.43     |

## ATRI Designing Real-Time Weather Notification System for Truck Drivers

Inclement weather has become an increasing concern for the trucking industry. As delivery time windows contract and just-in-time manufacturing pressures increase, on-time deliveries are becoming ever more critical. At the same time, trucks are often the first victims of critical weather events; high winds, slippery roads and blinding precipitation all play havoc with fleet safety and operations.

ATRI and FHWA have jointly analyzed ATRI's "Freight Performance Measures" data – which monitors hundreds of thousands of truck GPS units – to identify numerous instances where weather events dramatically impacted trucking operations. In some instances, these same trucks were deliberately headed into weather events such as hurricanes with much needed emergency response supplies.

In an effort to monitor and notify truck drivers of critical weather events, ATRI has undertaken an important research initiative to capture real-time weather data from National Oceanic & Atmospheric Administration (NOAA) databases. The moving weather event data would be virtually "geo-fenced" onto roadways and truck routes; when trucks enter a weather buffer zone, they would receive real-time weather notifications with enough advance notice to take action, e.g. re-routing or safe parking, as needed.

ATRI is now working with a major telecommunications provider to engineer a weather information delivery system that would inform drivers of events without creating un-necessary distractions. ATRI is also working with several motor carriers, state DOTs and NOAA to pilot test the system in operational settings where critical weather events are known to occur. It is hoped that preliminary research data and findings would be available to interested stakeholders in April 2012.



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## ATRI's Vice President of Research Appointed to Journal Advisory Board

Dan Murray, ATRI's Vice President of Research, was appointed in September to the Editorial Advisory Board of the *Journal of Transportation Law, Logistics & Policy*. The quarterly Journal contains academic-quality research and articles on timely subjects of interest to transportation attorneys, government officials and a wide variety of policy, legal and academic experts in the field.

ATRI has had several research papers published in the Journal, which covers all modes (rail, truck, air, and water), and all aspects of transportation law and policy, including matters of interest both nationally and internationally. Contributors to the Journal include practicing attorneys, legal and academic experts, and government officials. The Journal's subscribers consist of transportation law professionals, freight transportation experts and policymakers, Supreme, Federal, State and Local courts, government libraries, as well as university libraries around the world.

Recent appointees to the Editorial Advisory Committee include Russell W. Pittman with the U.S. Department of Justice, and Former FMCSA Administrator Annette Sandberg.



## Volume 7, Issue 2

October 2011

### UPCOMING ATRI APPEARANCES AND PRESENTATIONS

- ★ October 27 - AAMGA University Dan Murray Denver, CO
- ★ October 27 - ATRI on the Air, Top Industry Issues Rebecca Brewster Sirius/XM Satellite Radio Channel 106
- ★ November 10 - AMSA Safety and Operations Conference Rebecca Brewster Baltimore, MD
- ★ November 10 - ATRI on the Air, Top Industry Issues 2 Dan Murray Sirius/XM Satellite Radio Channel 106
- ★ November 15 - I-95 Corridor Coalition Senior Operations Academy Rebecca Brewster Baltimore, MD

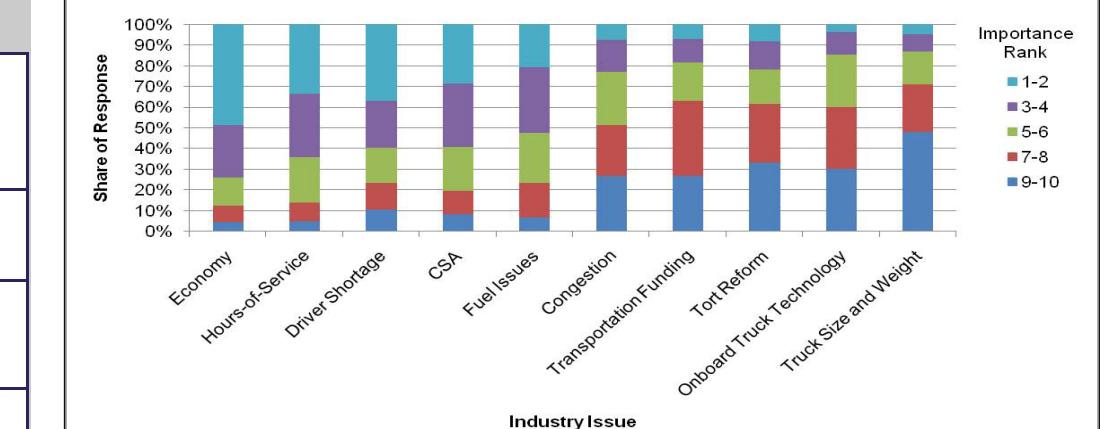
For the third consecutive year, uncertainty about the economy was strong enough to trump concerns for a host of other issues facing the trucking industry according to an industry-wide survey. Nearly one in three respondents listed the economy as the most pressing trucking industry issue. The annual survey, now in its seventh year, was conducted by ATRI on behalf of the American Trucking Associations and surveyed over 4,000 industry professionals to track year-over-year changes in issue priority. In addition to identifying the top issues of concern, ATRI's Top Industry Issues Survey also solicited and tabulated specific

strategies for addressing each issue.

Widespread uncertainty surrounding proposed changes to federal commercial driver Hours-of-Service (HOS) regulations caused that issue to climb to second place, up from fourth in 2010. Though it remains a perennial industry issue, concern over the worsening driver shortage led to that issue ranking third on the list, up two spots from last year's survey. Freight volumes are up in many parts of the country and many carriers are reporting difficulties finding qualified drivers. The sweeping impacts of FMCSA's Compliance, Safety,

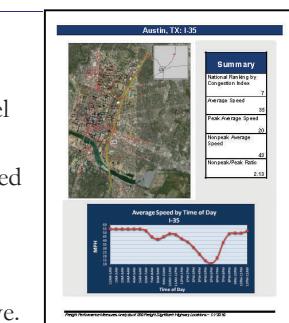
and Accountability (CSA) program, the fourth-place finisher on this year's survey, continued to weigh on the collective mind of the industry and may play a role in the driver shortage. However, the relative uncertainty surrounding the new program appears to be lessening, as CSA dropped two spots from its 2010 second place finish. Other critical issues on the 2011 top ten list were fuel prices, congestion, transportation funding, tort reform, onboard truck technology, and truck size and weight. A full copy of the Top Industry Issues report is available from ATRI at [www.atri-online.org](http://www.atri-online.org).

### Distribution of Industry Issue Importance Rankings



### ATRI and FHWA Release Bottleneck Analysis of 250 Freight Significant Highway Locations

The American Transportation Research Institute (ATRI) and the Federal Highway Administration (FHWA) last month released the findings of their annual congestion monitoring report. The research, which assesses the level of truck-oriented congestion at 250 freight significant locations on the national highway system, uses ATRI-developed analysis methods, customized software tools and terabytes of data from trucking operations to produce a congestion severity ranking for each location. FHWA's Office of Freight Management and Operations sponsors and ATRI operates this ongoing research, which is part of the Freight Performance Measures (FPM) initiative.



(Bottlenecks—Continued on page 5)

