

00:48:29 Todd Leiss: You will be missed Justin but congrats on the new job!

00:49:39 John M. Sullivan TDOT HELP: Absolutely! Congratulations to you Justin! I was honored to work with you and I wish you well in the new job.

00:51:36 Justin Guinan: Thanks Todd and John. It's been a fun time and a great journey.

00:59:08 Todd Leiss: We use cost/benefit analysis on our Turnpike system to show that by reducing clearance times by 8 minutes have resulted in a \$15 million in savings over the last three years both in hard costs (agency personnel/equipment) as well as soft costs (RULD).

01:02:32 John M. Sullivan TDOT HELP: I am trying to get this started here as I want to see the savings associated with us being at 98% vs. our target of 90% of 90 minutes or less on major urban clearance times last quarter.

01:05:00 Todd Leiss: Maryland probably does it best to track this or they have in the past.

01:13:36 Molly McDermott - SafeHighways.org: Thanks Alexis! We will share these links and information in our recap follow up

01:14:16 Todd Leiss: www.ReportStruckby.com

01:18:48 Sam McClain-Travelers Marketing: It helps everyone out if you add your state or entity after your name. Easy to do - on your own profile, click on the 3 dots in the upper right corner to pull down the menu for "Rename." Thanks.

01:20:48 Alexis Ramos - Sunshine Towing / FDOT D6 Road Rangers: Thank you again Todd for the invitation to this meeting!

Here are the links for the Towing Museum. I strongly encourage those from our industry to join! If you have any questions, please do not hesitate to reach out - LittleMissSunshineTowing@gmail.com

Wall of the Fallen - <https://internationaltowingmuseum.org/wall-of-the-fallen/>

ITRHFMM Membership - <https://internationaltowingmuseum.org/members/>

Survivor Fund - <https://internationaltowingmuseum.org/survivor-fund/>

01:21:47 Todd Leiss: Thanks Alexis!

01:29:19 Todd Leiss: What we call as 511PA Connect is now marketed by InfoLogistics as their HELP system

01:33:50 MNDOT John McClellan: That's a very good point. We've had similar discussions here about are we (DOT) the right folks to be pushing some of this

01:36:43 Todd Leiss: This is why we need Unified Incident Command for these incidents

01:38:03 Shawn Kinney:10-4

01:38:22 Todd Leiss: Thanks Shawn, I didn't want to forget to call on Dave.

01:40:01 MNDOT John McClellan: Similar in MN, moving away from responding to the crash itself as a focus to slowing traffic before the slippery or crisis area.

01:40:18 Todd Leiss: Good point John

01:40:33 Jeffrey Council: Yes! The value of a "Protective Queue" -- a subject I also am interested in, and one that can be utilized as a "tool" in how we approach the Traffic Control aspect of such incidents.

01:40:51 John M. Sullivan TDOT HELP: I agree John... priority changes have to be fluid and ongoing with assessments

01:41:00 Dan Whetzel:
https://www.511pa.com/pdfs/Travel_Restriction_and_Ban_11032021.pdf
01:41:22 John M. Sullivan TDOT HELP: Thanks dan!
01:41:36 Dan Whetzel: <https://www.511pa.com/TravelConditions/definitions.aspx>
01:41:52 Todd Leiss: What is the SSP role in these incidents (for your state), do you have your SSP go to the scene or stay back and protect the que?
01:42:45 John M. Sullivan TDOT HELP: I feel that it's all dependent here... gauging resources etc.
01:45:00 Molly McDermott - SafeHighways.org: Thanks for joining Danielle!
01:55:50 Todd Leiss: Here is a presentation on the Texas MCI incident from the Towing Perspective

<https://vimeo.com/600286149>

01:56:25 Jeffrey Council: I would like to share my project idea: "How to Slow Down Safely to Prevent Rear-End Crashes" -- Proposed PSA idea. I approached this based on the understanding that "Speed DIFFERENTIAL" is a significant contributor to such crashes. (Maybe I can get John Dewees to help with his voice, for a first pass.) My approach here is to try to train safer HABITS by drivers. It may only take one or a couple drivers to make a critical difference and possibly help to prevent a massive pileup crash from ever occurring, by doing their part to "Slow Down Safely". (I am also interested in what we can do with digital alerts -- which can help to trigger such safer behavior response by drivers. I like some of the ideas being shared here.) (Jeff Council, engineer in IL)

01:56:30 Jeffrey Council:
https://docs.google.com/document/d/1Vxkqsm8Fn8kAqPHu83e1Hs_LjE2e9GyLQwIECzz-_EM/edit?usp=sharing

02:03:03 Robert Rabe VDOT: From VDOT's SSP perspective "NO". Contract requires all tools and consumables to be available all times. A case of water is always available. Roll Call reminders occur days before impending weather. Local hotels may used to put personnel in to keep them close.

02:03:25 Nancy Perea, New Mexico DOT: Good idea for PSA. Appreciate sharing the google doc. Thanks Jeffrey!

02:04:09 John M. Sullivan TDOT HELP: Thanks for that Rob, I like the idea of having hotels available for resting personnel

02:04:13 Todd Leiss: Thanks Robert and thank you for all your comments.

02:05:12 Jeffrey Council: Thank you, Nancy!

02:05:56 MNDOT John McClellan: Poultry grit works very well too

02:32:03 Molly McDermott - SafeHighways.org: Thank you all! Stay Safe!