

ould recall is as
BT

ulance crash: Two
their patient died
ehicle collided
ailer Thursday. B1

column:
al worth risk

next few weeks,
will be given the
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dance group
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his great deal
udzu.com/deal
removal of polish &
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wood floors!

Puzzles D13
Television D13
The Vent B2

VOL. 65, NO. 158
BY INK ON RECYCLED PAPER



facility to lock up more violent
criminals.

He also accused some judges
there of being too lenient
with repeat offenders.

In the past month, Reed has
unleashed a barrage of vitriol
at the county unprecedented
for an Atlanta leader.

"A responsible government
would have at least come up
with a proposal to build a
facility rather than releasing vi-
olent criminals back into the

ty Commission Chairman
John Eaves said the county
has solved its jail overcrowd-
ing problem. And while he ac-
knowledged that some judges
have failed to revoke the pro-
bation of repeat offenders, the
county is addressing that is-
sue, he said.

Fulton County Superi-
or Court Chief Judge Cynthia
Wright issued a response to

Fulton continued on A8

Journal Constitution has
covered the difficulties Fulton
County has faced in complying
with a federal consent order
to improve conditions at
the county's jail. Find recent
coverage—including the
problems with locks at the jail
and updates on how the county
and feds are dealing with
dilemmas at the jail—at
our premium website for
subscribers. MyAJC.com.

service.

Whether they are using
smartphones to manage their
lives or streaming video, peo-
ple and businesses are us-
ing up the available capaci-
ty. That can lead to slower re-
sponse speeds, dropped calls
and dissatisfied customers.

"You have to build addi-
tional infrastructure to deal

AT&T Jobs continued on A18

JUVENILE CORRECTIONS

Sex survey troubling for Ga. juvenile jails

Victimization rates at 4 state youth prisons among highest in U.S.

By Rhonda Cook
rcook@ajc.com
and Steve Visser
svisser@ajc.com

Four Georgia lockups for ju-
venile offenders are among
the U.S. facilities with the
most instances of inmates be-
ing victimized sexually, ac-
cording to a federal report re-
leased Thursday.

A regional youth deten-
tion center in Paulding Coun-
ty led the nation with 32.1 per-
cent of the teenagers surveyed
anonymously last year report-
ing they were victimized sexu-
ally by either staff or other ju-
veniles. That was more than
three times the national rate

ajc.com
Find the full survey results on the
juvenile justice facilities, as well as
our reports about Georgia's work
on its juvenile justice system. Get
news where and when you want
it: from your computer, tablet or
smartphone at MyAJC.com.

of 9.5 percent.
Also included in the list of
the 13 U.S. facilities with the
highest rates of sexual vic-
timization were the Eastman
Youth Development Campus
in Dodge County, the Augusta
YDC in Richmond County and
the Sumter YDC in Americus.

Researchers found that 15.8
percent of the 497 juveniles in
Georgia's criminal justice sys-
tem who were surveyed had
had a sexual encounter with a
staff member, which is a felony

Jail survey continued on A8

YOUR COMMUTE

Could drones help ease your commute?

Georgia Tech studying peaceful uses such as real-time traffic cams.

By Kelly Yamanouchi
kyamanouchi@ajc.com

In Afghanistan, drones can
deliver death from the skies.
In Atlanta, their civilian cous-
ins could deliver traffic condi-
tions on the highways.

While the use of weapon-
ized drones for lethal mili-
tary strikes is generating con-
troversy, researchers at Geor-
gia Tech are studying the po-
tential for more peaceful uses
of unmanned aerial vehicles.
That includes the potential
use of drones to monitor I-285
and other congested highways
for backups or help with ac-
cident investigations to clear
roads faster.

Not that the civilian use of

TECHNOLOGY & YOU

The Atlanta Journal-
Constitution is committed
to showing how technology
affects our lives. From the
"connected" car and "digital"
home to today's story on
how drones could be used in
battling traffic congestion.

drones doesn't come with its
own challenges. The Feder-
al Aviation Administration is
currently working on how to
safely integrate unmanned air-
craft into the nation's airspace
by 2015. Debate also swirls
around their potential impact
on people's privacy without
any resolution in sight.

The Tech study is part of
a yearlong project exploring
how drones might help the

Drone study continued on A12

Some have privacy concerns

Drone study

continued from A1

Georgia Department of Transportation with its day-to-day mission, even though widespread use of them is still years away. GDOT is funding the \$75,000 study with a combination of federal research funds and state funds.

"We can already see so many applications that would make things so much better for all of us," said Georgia Tech assistant professor Javier Irizarry, a lead researcher in the study.

Atlanta traffic congestion is the seventh-worst in the nation, according to the Texas A&M Transportation Institute's Urban Mobility report.

Irizarry thinks drones can improve the accuracy and timeliness of GDOT's online Navigator map of highway congestion. Existing stationary cameras have a limited field of vision, he said, and sometimes "traffic managers can see backup, but they cannot see what the cause is."

On the Navigator map or on dynamic highway signs, "that data could be more precise. ... It could be more real-time."

Georgene Geary, a GDOT research engineer, said she hopes drones might also be able to help with clearing accidents faster to reduce backups.

The study will also explore how they could be used in other GDOT areas ranging from construction to airports.

Geary hopes drones might help with bridge inspections. Workers today get into "snoop-

ing, are interviewing GDOT employees and plan to do a cost-benefit analysis of drone usage at GDOT.

Other states such as Utah have done different tests of the aircraft for highway surveying and other uses.

Plans are to share the results of the Georgia Tech study with other state transportation departments, "so it may end up having influence beyond Georgia as well," Johnson said.

The Association for Unmanned Vehicle Systems International estimates the unmanned aircraft industry will create more than 70,000 new jobs in the first three years after the FAA completes its guidelines using drones in U.S. airspace in 2015.

"It's coming - it's not a question of if, it's a question of when," said Steve Justice, director of Georgia's Center of Innovation for Aerospace.

The FAA says unmanned aircraft systems can come in "a variety of shapes and sizes, and serve diverse purposes." The aircraft can be "smaller than a radio-controlled model airplane" or have a wingspan the size of a Boeing 737, the agency said.

Justice thinks many of the drones will probably fly at low altitudes - perhaps 300 to 400 feet - to inspect things such as crops, roadways and construction projects, and will be relatively small.

"Most people would not even notice that they're there," Justice said.

The FAA plans to propose procedures, policies and standards for users of small unmanned aircraft - defined as under 55 pounds - later this year.

Meanwhile, Georgia is competing to be selected as one of six test sites for unmanned aircraft systems. An FAA decision is expected by the end of the

not fair."

Bob Goodman, an activist with the Georgia Peace and Justice Coalition, said he understands that perspective but added, "the history of science is that you never know how discoveries are going to be used."

Another issue that could loom even larger is the potential for invasion of privacy.

Goodman, whose group led an anti-drone rally late last month at the International Conference on Unmanned Aircraft Systems in Atlanta, is concerned that drones could be used by law enforcement for "spying and surveillance on the American public."

Unmanned aerial vehicle researchers counter that privacy issues exist whether aircraft are manned or unmanned. They also say the public is already being monitored by cameras posted all over - including along metro Atlanta highways.

"It's a problem to connect important discussions about privacy to whether it's an aircraft with a person in it or not," Johnson said.

But Goodman thinks "it's much easier" to spy on people with unmanned aircraft because they could be quieter, smaller and less noticeable.

Amie Stepanovich, director of the Washington-based Electronic Privacy Information Center's domestic surveillance project, is concerned that traffic surveillance technology could be used to track people.

"We need to prohibit the broad and untargeted surveillance of individuals," she said.

At the moment, how privacy concerns will be addressed in the case of drones has not been determined.

As GDOT's study proceeds, Geary said if the use of drones is feasible, "we may go through another phase and actually test it out, do a pilot." She envisions

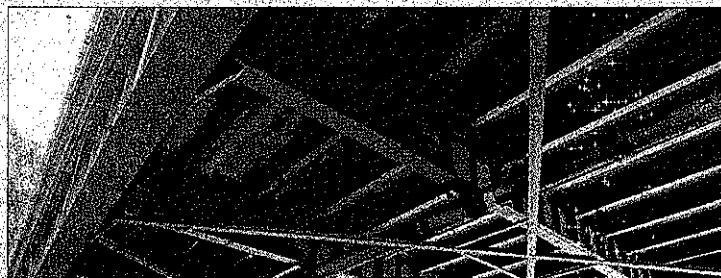
HOW DRONES CAN HELP



Drones can improve the accuracy and timeliness in the state's congestion reports because existing stationary cameras have a limited field of vision. JOHN SPINK / JSPINK@AJC.COM



The DOT alert signs, also known as dynamic highway signs, can become more timely and accurate with the use of drones patrolling the highway system. BOB ANDRES / BANDRES@AJC.COM



applications that would make things so much better for all of us," said Georgia Tech assistant professor Javier Irizarry, a lead researcher in the study.

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The study will also explore how they could be used in other GDOT areas ranging from construction to airports.

Geary hopes drones might help with bridge inspections. Workers today get into "snooper trucks" that hang over the side of the bridge to inspect the underside of tall bridges. But an unmanned aircraft might be able to do the job more quickly, safely and at lower expense, she said.

Irizarry and his partner in the study, Eric Johnson, an associate professor of avionics integration at Georgia Tech's School of Aerospace Engineer-

space in 2015.

"It's coming – it's not a question of if, it's a question of when," said Steve Justice, director of Georgia's Center of Innovation for Aerospace.

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The FAA plans to propose procedures, policies and standards for users of small unmanned aircraft – defined as under 55 pounds – later this year.

Meanwhile, Georgia is competing to be selected as one of six test sites for unmanned aircraft systems. An FAA decision is expected by the end of the year. A test site could be used to test potential capabilities of the drones for GDOT.

With the growing controversy over weaponized military drones, Johnson said he worries that uses of unmanned aircraft for safety and other civilian purposes "may be slowed down or viewed in a negative light because of that connection, which in my view is really

searchers counter that privacy issues exist whether aircraft are manned or unmanned. They also say the public is already being monitored by cameras posted all over – including along metro Atlanta highways.

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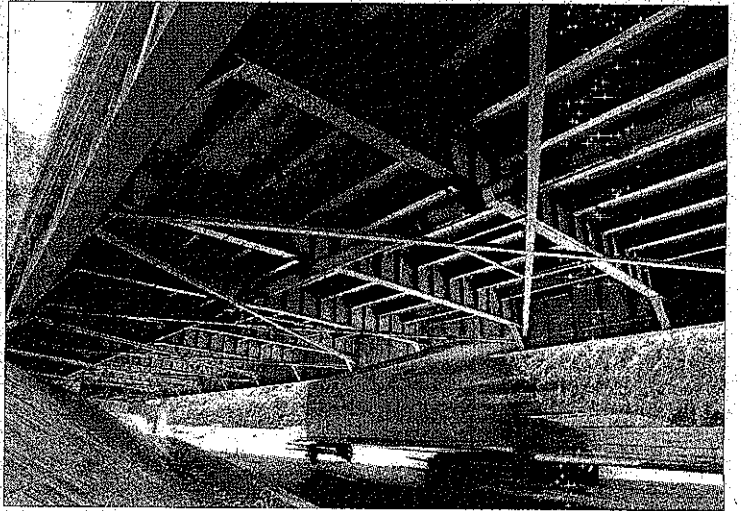
As GDOT's study proceeds, Geary said if the use of drones is feasible, "we may go through another phase and actually test it out, do a pilot." She envisions GDOT working with a consultant to use the aircraft, rather than the department managing its own fleet.

The reaction of GDOT employees to the possibility of using drones in their jobs has varied, Geary said. But by studying the issue before the widespread use of the aircraft comes, "that gives people time to think about it."

Drones can improve the accuracy and timeliness in the state's congestion reports because existing stationary cameras have a limited field of vision. JOHN SPINK / JSPINK@AJC.COM.



The DOT alert signs, also known as dynamic highway signs, can become more timely and accurate with the use of drones patrolling the highway system. BOB ANDRES / BANDRES@AJC.COM



The unmanned aircraft might even be able to help conduct bridge inspections. JASON GETZ / JGETZ@AJC.COM