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**MEETING MINUTES  
METRO DETROIT TRAFFIC INCIDENT MANAGEMENT  
COORDINATING COMMITTEE**

Date: February 17, 2006  
Time: 9:00 A.M.  
Meeting Held: MITSC

HRC Job No. 20050887.02

<u>Present:</u>	<u>Representing</u>	<u>Phone No.</u>
Jim Schultz .....	MDOT .....	(248) 483-5131
Matt Smith.....	MDOT .....	(248) 483-5120
Mia Silver.....	MDOT .....	(313) 256-9600
Steve Stramsak .....	MDOT – Oakland TSC .....	(248) 451-2405
Chade Saghir .....	SEMCOG.....	(313) 961-4266
Tom Bruff.....	SEMCOG.....	(313) 324-3340
Chanita Charles .....	URS (MITSC) .....	(313) 256-9800
Sarah Gill.....	URS (MITSC) .....	(248) 867-6841
Keith Kuchenmeister.....	Macomb County Emergency Management .....	(586) 469-5270
Wynonia Sturdivant.....	MSP – Detroit Post .....	(313) 456-6650
Tony Stidham .....	Traffic.com (Southfield) .....	(248) 352-5288
Richard Beaubien .....	Hubbell, Roth & Clark, Inc.....	(248) 454-6300

Super Bowl Traffic Highlights

Mia Silver spoke to the lasting benefits of Super Bowl event traffic operations, including enhanced relationships across agencies, trailblazer signing, the auxiliary traffic operations center and others. Some strategies were implemented based on previous event after action reviews, including the use of traffic control devices, reflective gear and coordinated dissemination of pre-trip information.

Detroit Police and MDOT officials learned how to minimize the use of police cars in barricading roads and redirecting traffic. The use of traffic cones was sometimes possible instead of deploying police cars. The Detroit Department of Transportation Park and Ride operation moved 400,000 persons during the weekends events on the shuttles to downtown. The MDOT operation learned that they could make event-over-event improvements. The after action reviews from one event helped lead to better closures for future events. Closures for the Super Bowl worked better than past events and there were more security closures. There was a better use of police and reflective gear was used by police more for this event. This included vests and gloves in particular. The package of information provided in advance of the event worked well for the attendees. This package of information was on the website and it listed road closures and other

information by day so that travelers destined for the Super Bowl events had the information in advance. The benefit of the relationships developed for the Super Bowl is that the same relationships will be useful in traffic incident management response.

The Freeway Courtesy Patrol had extra staff on hand for the Super Bowl event. The Courtesy Patrol reported 500 motorist assists during the weekend events.

#### Incident Management Planning Subcommittee

The Incident Management Planning Subcommittee met in January and reviewed the traffic incident management self assessment matrix. This matrix was updated and the results of the update of the status of recommended actions is attached for information.

#### Report on Regional Concept of Transportation Operations

Tom Bruff from the Southeast Michigan Council of Governments (SEMCOG) reported that the Federal Highway Administration (FHWA) has provided grants to three (3) communities to develop a regional concept of transportation operations. The grant recipients are Metro Detroit, Portland, and Tucson. The early work on the Metro Detroit area has been to identify the partners for regional transportation operations. A number of stakeholder meetings have been held in Wayne, Oakland and Macomb Counties. As a result of these meetings and conversations with stakeholders, a vision, goals, objectives for the regional transportation operations program have been developed. Some of the early objectives identified by the meetings with stakeholders have been to establish priority corridors for improved instrumentation and communication, sharing video images, and retiming traffic signals.

SEMCOG will participate in the March 1, 2006 partnering workshop for regional transportation operators sponsored by MDOT at Ford Field. This partnering workshop is consistent with the regional transportation operations grant objectives and will allow additional contact with the transportation operations stakeholders.

All three (3) of the metro areas receiving the FHWA grants met in a workshop in Washington, D.C. in late January to discuss progress in developing regional concepts of transportation operations. The project in Detroit appeared to be ahead of the work in the other regions, probably because of the relationships developed as a result of the traffic incident management process in metro Detroit. The work on the regional concept of transportation operations is expected to be complete in March 2007.

#### Report of the Freeway Courtesy Patrol Operations

The Freeway Courtesy Patrol subcommittee met on February 16, 2006. The call card filled out by operators for every motorist assist is in the process of revision. The card will be streamlined after determining which data is still relevant and whether all the data that is needed is available.

Emergency Road Response (ERR) has automatic vehicle location running in all vehicles. The 2005 data for the evaluation report is expected to be forthcoming from MDOT in the next month. There were 500 motorists assists during the Super Bowl weekend by the Freeway Courtesy Patrol operators. This dispatching of Freeway Courtesy Patrol vehicles seems to be working well.

### Report of Freeway Operations

Tony Stidham from Traffic.com was present and reported on the progress of gathering freeway information. The construction of the Traffic.com equipment on the freeway is nearly complete. Traffic.com is checking travel times and average speeds. Traffic.com is paying particular attention to the data needs on I-275. They are checking to determine whether their information on speeds on I-275 is accurate. Data collected by Traffic.com will be in their traffic management system. One of the potential benefits of this system will be the ability to confirm travel times made available to Traffic.com subscribers.

Traffic.com is adding sensors to I-75 in the City of Troy. The City of Troy could sign up as a stakeholder and receive the benefit of travel time information and speed information on I-75 as a result.

Channel 4 and radio stations subscribing to Traffic.com services will have travel times available to broadcast if desired. The general public can sign up for traffic alerts on Traffic.com. Information is available for individuals on freeway routes. Individuals could get information on nine (9) potential drives and six (6) potential reports (customized alerts). Traffic.com has sensors on I-275, I-696, I-75, I-96 and the Southfield Freeway.

### Arterial Traffic Management

The Arterial Traffic Management Committee met in January 2006. This committee is hoping to get an update on the MDOT Communications Plan for metropolitan Detroit. Gregg Krueger may be available to discuss this communication plan with the arterial traffic management committee members at the April 2006 meeting.

The Road Commission of Macomb County (RCMC) reported the need for additional staff to operate the Macomb Traffic Operations Center. The RCMC expects to communicate with 17 master controllers in the field and 14 of these are currently installed. The next master controller to be installed will be along Gratiot through Mt. Clemens. In the near future, Macomb County expects to be communicating with 23 to 25 master controllers and approximately 300 traffic signals.

Gary Piotrowicz from the Road Commission for Oakland County (RCOC) reported that a contract has been awarded to TransCore to look at wireless communications for SCATS signals. Three (3) different wireless systems will be tested. The locations for the tests include Madison Heights, Baldwin Road, Big Beaver Road, 12 Mile Road in Farmington Hills, and Pontiac Lake Road. Once the different wireless systems are in place, TransCore will evaluate the systems and produce a document to be reviewed by the FHWA. The RCOC expects that there will be multiple solutions depending on the location. That is, one system may be applicable in one location and a different system would be applicable in a different location. The idea is to provide a toolbox of ways that will work to provide communications to the SCATS signals.

### Next Meeting

The next meeting of the Metro Detroit Incident Management Coordinating Committee is scheduled for 9:00 AM, April 7, 2006, at the MITSC in Detroit.

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These minutes are intended to be a summary of those items discussed. Any corrections and/or comments should be noted to the writer as soon as possible.

Respectfully submitted,

HUBBELL, ROTH & CLARK, INC.

Richard F. Beaubien, P.E., P.T.O.E.  
Incident Management Coordinating Committee Chair

RFB/jjb/scb  
pc: All present  
HRC; File