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MEETING MINUTES
METRO DETROIT TRAFFIC INCIDENT MANAGEMENT
ARTERIAL TRAFFIC MANAGEMENT COMMITTEE

Date: May 6, 2008

HRC Job No. 20060304.22

Time: 12:00 PM

Meeting Held: Skyline Club, Southfield, Michigan

| <u>Present:</u> | <u>Representing</u> | <u>Phone No.</u> | <u>E-Mail</u> |
|------------------------|----------------------------------|----------------------|------------------------|
| Steve Brudzinski | SEMCOG | (313) 961-4266 | sbrudzinski@semcog.org |
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PURPOSE: This meeting was convened to review objectives of the Regional Transportation Operations Shareholders to address the issues of priority corridors and traffic signal retiming. The meeting also reviewed proposed changes to the Manual on Uniform Traffic Control Devices.

Proposed Changes to the Manual on Uniform Traffic Control Devices

A notice of proposed amendments to the Manual on Uniform Traffic Control Devices has been published in the Federal Registry on January 2, 2008 for public review and comments. This notice of proposed amendments contains comprehensive revisions that are proposed for incorporation into the next edition of the Manual on Uniform Traffic Control Devices. A seven month period is being provided for the comments to the docket, which will close on July 31, 2008. Slide presentations illustrating the proposed amendments are available at <http://mutcd.fhwa.dot.gov/>. Richard Beaubien, from Hubbell, Roth & Clark, Inc. (HRC), provided a highlight presentation on the proposed amendments to the Manual on Uniform Traffic Control Devices.

Priority Corridors

Tom Bruff and Wei Chen, from SEMCOG, reviewed revised criteria for evaluating and prioritizing corridors. The factors considered in the revised evaluation criteria include safety, traffic volume, traffic congestion, and transit. Factors eliminated from consideration include freight, density of population and employment, activity centers, and functional classification.

SEMCOG has revised the length of the corridors to develop shorter segment links that would be more logical for the communications or traffic signal retiming project. The class breaks for the corridors are determined statistically, based on natural groupings inherent in the data, and highlighting where there is a relatively large difference in data values.

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SEMCOG will provide a revised list of priority corridors to the stakeholders so that a comparison between stakeholder identified priority corridors and SEMCOG evaluated priority corridors can be made to determine whether there is a good match.

Traffic Signal Retiming

Tom Bruff, from SEMCOG, noted that Congestion Management Air Quality (CMAQ) funding was available for traffic signal optimization. The Road Commission of Macomb County (RCMC) reported that it has traffic signal optimization projects scheduled for the summer and fall of 2008. These projects will be on the Garfield, Hayes, and Harper corridors as well as a corridor on Metro Parkway. Steve Stramsak reported that the Michigan Department of Transportation (MDOT) Signal Optimization projects will be on M-24, M-59, and M-5.

Wayne County is purchasing software for traffic signal inventory, and SEMCOG staff will be helping with the task of populating the database. The status of traffic signal retiming programs in the City of Detroit is unknown.

CMAQ Funding for Traffic Signal Optimization

Steven Brudzinski, Policy Analyst with SEMCOG, reported on the use of CMAQ funds for traffic signal retiming. Traffic signal retiming projects are eligible for 100% federal aid.

SEMCOG will be issuing an announcement requesting new projects for CMAQ funds in the summer of 2008. Typically, two-thirds of the CMAQ projects approved are for traffic signal improvements. Traffic Operations Center operations are also eligible for CMAQ funds and these funds have been used for the operation of the Traffic Operations Center in Oakland and Macomb Counties.

SEMCOG expects that the next Federal Circuit Transportation Act, likely to be called "Green Tea," is likely to include provisions for CMAQ projects. Accordingly, SEMCOG will issue a call for CMAQ projects in August 2008. Typically, the response to requests for projects was double the dollar value available by Michigan.

Next Meeting

The next meeting of the Metro Detroit Traffic Incident Management Arterial Traffic Management Committee is scheduled for August 26, 2008 at 10:00 AM.

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., PTOE

RFB/jjb

pc: All present
HRC; File