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

Date: April 7, 2006
Time: 9:00 AM
Meeting Held: MITSC - Detroit

HRC Job No. 20050887.02

<u>Present:</u>	<u>Representing</u>	<u>Phone No.</u>
Jim Schultz	MDOT - Metro.....	248-483-5131
Matt Smith.....	MDOT – Metro	248-483-5120
Tony Kratofil.....	MDOT – Metro	248-483-5102
Olatunbosun Williams.....	MDOT Statewide Planning	517-241-1237
Mia Silver.....	MDOT	248-256-9800
Wynonia Sturdivant.....	Michigan State Police	313-456-6650
Wioletta Bilan	Oakland TSC	248-451-2464
Dawn Bierlein	RCOC.....	248-858-7250
Tom Bruff.....	SEMCOG.....	313-324-3340
Ron Ristau.....	SMART	313-223-2309
Steve Fern.....	SMART	248-362-4633
Tony Stidham	Traffic.com.....	248-352-5288
Richard Beaubien	HRC.....	248-454-6381

Travel Information for Public Transit

Ron Ristau, the SMART Director of Service Development, was present to explain how traveler information gets to the transit riders served by SMART. SMART covers all of Macomb County and major portions of Oakland and Wayne Counties. SMART has more than 50 bus routes, with 7,000 bus stops. The Detroit Department of Transportation (DDOT) has more than 50 bus routes, with 9,000 bus stops. SMART now has a toll free number for information about transit service. This helps overcome the multiple area codes in metropolitan Detroit. The SMART information is also on a web site. The web site information has the potential to be placed on cell phones and personal data assistants in the future. If the SMART and DDOT systems were to merge, there could be a joint information system and wireless internet access to that information system.

Steve Fern from SMART explained the communication system available. The SMART radio system is approximately ten years old, and is good for data transmission. SMART has allocated three of its 13 channels (800 MHZ system) to the Southeast Michigan Snow/Ice Management Project. The snow and ice

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management project is essentially a communications project. In times of a natural or man-made disaster, there is a great need for radio interoperability among public safety agencies. Coordination of public safety operations is essential. This coordination will need to include transit for a “big event”.

Metro Detroit Communications

- MSP – 800 Mhz Motorola
- Detroit – 800 Mhz Motorola
- DDOT – 450 Mhz Motorola
- SMART – 900 Mhz Motorola
- Washtenaw – 800 Mhz Motorola
- Warren – 800 Mhz Motorola
- Oakland – 800 Mhz M/A-COM
- Livonia – 800 Mhz Ericsson
- Flint MTA – 900 Mhz Motorola

There are a variety of radio systems being used in metropolitan Detroit, and it is unlikely that all public safety agencies can be placed on exactly the same radio system in the near future. Radio switch links may be a way to connect these various radio systems.

To operate well in a disaster situation, the various public safety dispatchers need common training, procedures, and policies. It will be important to work toward a Regional Center for Emergency Management and to work on solutions for common training, procedures and policies, and a more interoperable radio system.

Incident Management Planning

The Incident Management Planning Committee has been sharing experiences using the video images available from MDOT. These video images are now being used by some public safety answering point dispatchers, including the City of Southfield.

The Subcommittee will be reviewing the Metro Detroit Incident Management Self Assessment at their meeting of April 11, 2006. This is the annual review required by the Federal Highway Administration.

Mia Silver suggested that the Courtesy Patrol Committee had ideas for improved operations that could be folded into the action plan. The committee is ready to receive these ideas as they become available.

Freeway Operations Subcommittee Report

- Hosted Operations Partnering Workshop
- I-75/Opdyke coordination
- NHI TSMO Workshop
- Speed advisory system
- CMS Study operations & maintenance review

- Message updates from “NB” to “NORTH”
- Present MITS Performance Measures to Metro Region Leadership Team
- Traffic Incident Management
 - Draft design for M-53/M-3 signing
 - I-94/12 Mile after action
 - Detroit 911 tour
 - Coordination with I-696 bridge work closure
 - Draft design for M-3 signing
 - Added internet video users
- Planned Special Event (PSE) Traffic Management
 - Ikea opening coordination
 - Tigers opening day coordination
 - NAIAS draft traffic management plan review
 - Complete design trailblazer signing to Gd River/I-75
 - Outreach for PSE calendar
- Construction Operations
 - Region-wide construction coordination meetings
 - Present to Region Construction meeting
 - Road work workshop for enhanced monitoring
 - RTWS road work information

Regional Transportation Operations Grant Activities and Partnering Workshop

Tom Bruff reported that the Michigan Department of Transportation (MDOT) hosted a partnering workshop emphasizing operations activities on March 1, 2006. This event was held at Ford Field, and approximately 80 people involved in transportation operations in southeast Michigan attended. Nuggets of information were exchanged, and relationships were developed. This event meshed nicely with the goals of the regional concept of transportation operations.

The stakeholders in regional transportation operations have been contacted, and drafts of the goals, objectives and vision for regional transportation operations have been formulated. A second meeting with Detroit stakeholders is scheduled for April 19, 2006.

SEMCOG is scheduling a series of events in September to highlight transportation operations, including an update on Super Bowl transportation operations.

Arterial Traffic Management Report

Matt Smith reported that MDOT is preparing work zone incident management plans for freeway reconstruction projects in southeast Michigan. The first projects to be addressed will be the I-696/Lodge reconstruction, and the M-14 reconstruction. Stakeholder meetings for both projects will be scheduled for April 27, 2006.

MDOT is preparing a US DOT grant for an integrated corridor study. MDOT will be proposing a “pioneer site” for development of a concept of operations. MDOT has selected the I-696 and Eight Mile corridor

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between I-275 and Gratiot for this pioneer site proposal. MDOT believes that there is additional capacity available on Eight Mile to handle traffic diverted from I-696.

Road Commission for Oakland County Activities

Dawn Bierlein from the Road Commission for Oakland County (RCOC) reported that a concept of operations for the I-75/Opdyke Freeway Arterial Integration project has been developed. The concept will develop techniques for diverting traffic from northbound I-75 onto Opdyke when there are closures or partial closures on northbound I-75. Traffic signal timing on Opdyke will be modified to accommodate additional traffic volumes from I-75.

Next Meeting

Next meeting of the Metro Detroit Incident Management Coordinating Committee is scheduled for June 2, 2006, at 9:00 AM at the Michigan Intelligent Transportation Systems Center in Detroit.

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/scb
pc: All present
HRC; File