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

Date: July 21, 2006

Time: 9:00 AM

Meeting Held: MITSC – Detroit

HRC Job No. 20050887.02

<u>Present:</u>	<u>Representing</u>	<u>Phone No.</u>
Mike Morenko.....	MSP – Dispatch.....	(313) 237-7488
Ola Williams	MDOT – Statewide Planning.....	(517) 241-1237
Dan Jasman	MDOT	(313) 256-4800
Bob Lariviere	AAA Michigan	(313) 336-1405
Richard Beaubien.....	HRC.....	248-454-6381

Planning Subcommittee Report

Richard Beaubien reported that the Planning Subcommittee met on June 28, 2006. The subcommittee discussed the regional concept transportation operations project and the stakeholder meeting held on June 21st at the Southeast Michigan Council of Governments (SEMCOG). This stakeholder meeting resulted in several recommendations for activities, some of which related to traffic incident management. One of these activities was clearing traffic incidents as an action item.

The Michigan Department of Transportation (MDOT) has plans to expand the geographic coverage of the Freeway Courtesy Patrol within the SEMCOG region. Hours have already been expanded to 24/7. Additional expansion may require additional staffing at the MITSC. The motorist “call in” number is scheduled for completion in 2007.

The committee reviewed the Detroit Incident Management Next Steps matrix produced in June 2006 by the Planning Committee. A copy of this Traffic Incident Management Self Assessment matrix is attached for information.

Report of Freeway Operations Subcommittee

Dan Jasman from MDOT reported on Freeway Operations activities. In late June, the fireworks coordination plan was put into effect to handle the traffic coming to and leaving from the fireworks on the Detroit River. Freeway shutdowns were coordinated better this year. The strategy of using an open time slot for freeway closures allowed freeway closures to be staged at a time when they were needed (but not before). The MITSC auxiliary operations center was used for the fireworks and public safety officials have found this is a superior way to coordinate activities among the different agencies involved in handling traffic for the event. The auxiliary operations center makes road agencies, in particular, respond in a more timely manner. Mike Morenko from the Michigan State Police Dispatch noted that the special event procedures used by MDOT are an exercise

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in incident command used by most public safety officials.

MDOT is documenting the auxiliary traffic control room capabilities. These capabilities include camera feeds, news coverage, and flexible work stations.

MDOT has developed a monthly report of freeway operations activities including the activities of the Freeway Courtesy Patrol. In April 2006, 58% of the Freeway Courtesy Patrol dispatches occurred between 2:00 PM and 10:00 PM, 15% between 10:00 PM and 6:00 AM and 26% between 6:00 AM and 2:00 PM. On a typical weekday in April, the hits on the MDOT website peaked during the early afternoon periods to 3:00 PM. In April 2006 the Freeway Courtesy Patrol provided assistance to 2,846 motorists.

Traffic Incident Management activities included coordination and planning meetings focused on incident response in work zones for the I-696 projects between I-75 and I-94, the M-14 reconstruction project, and the "mixing bowl" project.

DMS messages were updated to create single phase messages for incidents reflecting lanes blocked. Also, non-incident messages were limited to a single phrase by reducing the number of safety messages and travel time messages displayed. Both changes serve to improve the readability and impact of the DMS.

Report of Regional Concept of Transportation Operations

Richard Beaubien reported on the results of the stakeholder meeting held at SEMCOG on June 21, 2006. The stakeholders generally agreed that the mission, vision and goals produced as a result of this stakeholder meeting actually reflected the consensus of the stakeholders. The stakeholders broke into four (4) groups to discuss the objectives and the actions which go with each of four (4) objectives resulting as a result of the stakeholder meetings. These objectives included establishing priority corridors, retiming traffic signals, clearing traffic incidents effectively, and communicating traffic information to travelers. A draft report is expected to be available in September 2006 and FHWA comments on the report are expected during December 2006 and January 2007. The process of developing a regional concept for transportation operations has been beneficial to the traffic incident management program in metro Detroit. It has helped define relationships among various transportation operations agencies.

Next Meeting

The next meeting of the Metro Detroit Incident Management Coordinating Committee is scheduled for September 22, 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/jjb
pc: All present
HRC; File