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MEETING MINUTES
METRO DETROIT TRAFFIC INCIDENT MANAGEMENT
COORDINATING COMMITTEE

Date: May 4, 2007
Time: 9:00 AM
Meeting Held: MITSC, Detroit, Michigan

HRC Job No. 20050887.02

<u>Present:</u>	<u>Representing</u>	<u>Phone No.</u>
Chade Saghir.....	SEMCOG	(313) 961-4266
Tom Bruff	SEMCOG	(313) 961-4266
Alvin Franklin, Jr.....	SEMCOG	(989) 714-7010
Jim Schultz.....	MDOT	(248) 483-5131
Jason Gutting	MDOT	(517) 322-1372
Mia Silver	MDOT-MITS	(313) 256-9800
Morrie Hoevel.....	FHWA.....	(517) 702-1834
Steve Groehn	Auburn Hills Police Department.....	(248) 364-6863
Chet Kozak	Emergency Road Response-FCP.....	(248) 215-8002
Sarah Gill	URS (MDOT-MITS).....	(248) 867-6841
Rob Marz	HNTB	(313) 350-5837
Richard Beaubien.....	Hubbell, Roth & Clark, Inc.	(248) 454-6381

National Unified Goal for Traffic Incident Management

Jim Schultz, from MDOT, explained that the National Traffic Incident Management Coalition, a group of 20 associated organizations, has developed a national unified goal for traffic incident management. The intent of this goal is to stimulate dialog about improving traffic incident management throughout the nation. In broad terms, the national unified goal contains elements of 1) responder safety, 2) safe, quick clearance, and 3) prompt, reliable incident communications.

The committee decided that the national unified goal should be reviewed by the various subcommittees of the coordinating committee to see if our activities are consistent with the National Unified Goal. Ultimately, the planning committee will review the n National Unified Goal in light of the Blueprint for Action to see if additional tasks should be undertaken in metro Detroit to improve additional areas of traffic incident management.

Quick Clearance of Freeway Incidents

Jason Gutting, from MDOT, described the process whereby the Michigan State Police and MDOT are developing legislation for quick clearance of vehicles and hold harmless for public agencies patrolling public

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roads. A draft of the legislation is expected to be available within the next two months. It will be reviewed with partners such as the trucking industry and the insurance industry before going to the legislature.

Steve Groehn, from the Auburn Hills Police Department, indicated that Auburn Hills and Troy are developing informal procedures for incident clearance that they hope to formalize within the next two weeks. These procedures amount to a quick clearance policy and provide guidance to public safety officers responding to traffic incidents. Ultimately, these procedures are intended to educate the public safety officers and get wreckers rolling faster.

Regional Concept of Transportation Operations

Tom Bruff, from SEMCOG, explained the process of developing a regional concept of transportation operations, which is really a business plan for transportation operations in metro Detroit. On March 30, there was a stakeholder meeting at SEMCOG to review goals and objectives. This meeting also provided a forum for committee meetings to kick-off the objectives activities which follow the regional concept of transportation operations. The Traffic Incident Management Coordinating Committee will be handling the quick clearance objective as identified by stakeholders. The Arterial Traffic Management Committee will be handling the identification of priority corridors and the encouragement of traffic signal retiming.

The Regional Transportation Operations Planning Group will meet again June 19, to receive reports of progress. The group will identify resources needed to achieve the objectives identified by stakeholders.

Planning Subcommittee Report

The planning subcommittee met April 24 to conduct the annual incident management self assessment desired by the Federal Highway Administration for the top 78 areas in the United States. Morrie Hoevel described the process that the subcommittee went through to evaluate progress in metro Detroit on traffic incident management. He noted that metro Detroit continues to make improvements in traffic incident management and Detroit is above the national average for traffic incident management programs. Metro Detroit improved in 8 of 40 categories evaluated by FHWA. The primary improvements were in the communications and technologies areas.

The results of the traffic incident management self assessment will be shared with incident management committee members and posted on the traffic incident management website. The self evaluation will provide information to be considered in refining the blueprint for action for metro Detroit.

Report of Freeway Courtesy Patrol Operations

Chade Saghir, from SEMCOG, reported on the Freeway Courtesy Patrol activities in 2006. The Freeway Courtesy Patrol assisted 34,000 occupied vehicles in 2006 and the benefit-cost ratio for this service has improved to 16:1. More of the Freeway Courtesy Patrol responses are dispatched (now 24%). The significant improvements to the Freeway Courtesy Patrol in the last year include the installation of 800 MHz radios in each vehicle. These radios connect the Freeway Courtesy Patrol vehicles to the MITSC control room. Another highlight was a field trip to Grand Rapids to review the Hoosier Helper Operation run by the Indiana Department of Transportation so that comparisons in operations could be made. Another highlight was the implementation of a new motorist exchange card distributed by the Freeway Courtesy Patrol operators.

Report of Freeway Operations Subcommittee

Mia Silver, from MDOT, reported that there was a debriefing on a major incident, which resulted in several recommendations for improved operations and response. One recommendation was for containment of

hazardous materials spills to protect the storm drains. A model of user delay cost for an incident of this nature suggests that user costs are in the range of \$2.7 million for an incident of this type.

The Freeway Operations Committee is planning for future major events including the fireworks, Tigers games, and the Race for the Cure.

For the Downriver construction activity, a review of the work zone indicates that shutting down traffic in both directions during an incident can reduce total delay. Coordination with dispatch centers is important to make such responses effective.

MDOT has been in contact with Western Wayne Chiefs of Police and added some new subscribers to the video camera access. The Ontario Ministry of Transportation Operation has joined as a user of the video cameras. Responder safety workshops are scheduled for Canton Township in May and Oakland County in July.

Arterial Traffic Management Committee

The Arterial Traffic Management Committee met March 30, in conjunction with the SEMCOG stakeholder workshop and identified issues related to priority corridors and traffic signal retiming. This committee will meet next on June 14, at the offices of Hubbell, Roth & Clark, Inc.

Next Meeting

The next meeting of the Metro Detroit Traffic Incident Management Coordinating Committee is scheduled for June 22, 2007 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.
Metro Detroit Traffic Incident Management Coordinating Committee Chair

RFB/jjb
Attachments
pc: All present
HRC; File