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MEETING MINUTES
METRO DETROIT TRAFFIC INCIDENT MANAGEMENT
COORDINATING COMMITTEE

Date: November 9, 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>	<u>Email</u>
Jim Schultz	MDOT-Metro Region Office	(248) 483-5131	schultzj3@michigan.gov
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Chade Saghir	SEMCOG	(313) 961-4266	
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Quick Clearance Policy for Freeway Incidents

Auburn Hills Deputy Police Chief, Jim Mynsberge, was present to describe the progress in promoting quick clearance of traffic incidents from Metro Detroit freeways. The Auburn Hills PD and the Troy PD are working together to change the mindset for policing with regard to disabled motor vehicles on the freeway. Their intent is to open travel lanes as soon as possible.

The City of Troy is developing a CD to train officers to clear freeway incidents quickly. Other agencies cooperating in this effort include the Michigan State Police, Oakland County Sheriff, City of Royal Oak, City of Madison Heights, and Bloomfield Township. Once the video is complete, Troy Police Chief, Charles Craft, wants to distribute the information to other police agencies in the region.

The training program will encourage police agencies to keep freeway lanes clear during peak traffic periods. Efforts to retrieve vehicles that have run off the road will be delayed until after peak traffic periods. Abandoned vehicle removals will be scheduled for off-peak hours as well. Officers will be encouraged to push vehicles off the road with their vehicles instead of waiting for a wrecker to arrive. Police officers will also be encouraged not to close freeway ramps during rush hours but to wait for off-peak periods. During periods of icy roads, police will be encouraged to clear vehicles from the side of the road when the weather clears, instead of attempting to retrieve off the road vehicle during icy road conditions.

Deputy Chief Mynsberge noted that the Michigan Department of Transportation (MDOT) database of freeway crashes indicated that 15% of these crashes are secondary crashes resulting from an earlier crash on the same freeway segment.

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With respect to legislation for quick clearance in the Michigan legislature, Tony Kratofil from MDOT, now has the assignment to shepherd this legislation, which has been drafted by MDOT and the Michigan State Police (MSP). Contacts have been made with Representative Hopgood, Chair of the House of Representatives Transportation Committee.

Deputy Chief Mynsberge noted that helicopter videos of traffic leaving the freeway for arterials when freeway lanes are blocked might be helpful in encouraging other metro Detroit police departments to put a similar priority on keeping freeway lanes clear.

I-75/I-96 Freeway Closure Incident Management

Tony Kratofil from MDOT outlined the project to improve access to the I-75 gateway to the Detroit River crossing. The project is expected to begin February 2008 and will close I-75 in this area for a two year period. During this freeway closure, numerous new bridges over I-75 will be constructed. The new project will provide direct freeway access to the international border crossing. I-75 is expected to be reopened to traffic in December 2009.

MDOT is testing several alternative traffic management schemes to best optimize traffic movement during the I-75 closure. The closing of some ramps to I-94 during this period has some potential for improving traffic operations. During the I-75 closure, more traffic is expected to use I-94. MDOT will be meeting with several agencies in the area of the closure to explain the project and to describe alternate routes and keeping these alternate routes clear of traffic incidents during the construction period.

MDOT is building emergency response areas along some portion of the freeway alternate routes to assist law enforcement activities during the I-75 closure. MDOT is also developing communication links with the partner agencies in the project area. Alternate routes to I-75 include Telegraph Road and the Southfield Freeway. The I-75 closure will be in the Clark Street to Rosa Parks area. Access to the international bridge will be maintained during the freeway closure period.

Report on Regional Concept of Transportation Operations

Chade Saghir from the Southeast Michigan Council of Governments (SEMCOG) distributed the Regional Concept of Transportation Operations for Southeast Michigan document as well as the Regional Concept of Transportation Operations Final Report: Southeast Michigan Experience documents for committee information. The two-year process to develop the Regional Concept of Transportation Operations resulted in a consensus on four objectives to be pursued. Two of these objectives have been assigned to the Arterial Traffic Management Committee, subcommittee of the Incident Management Coordinating Committee. A third objective, clearing traffic incidents quickly, has been assigned to the Incident Management Coordinating Committee.

Report of the Incident Management Planning Subcommittee

The Incident Management Planning Subcommittee met in September 2007 to review proposed homeland security procedures on behalf of MDOT. As the result of this meeting, several comments were conveyed to MDOT to pass along to the Department of Homeland Security.

The planning committee also reviewed the Detroit Incident Management Next Steps-Traffic Incident Management Self Assessment Matrix and made appropriate updates and corrections to this status report, a copy of which is attached to the minutes.

Report of Freeway Courtesy Patrol Operations

Chade Saghir from SEMCOG noted that the data supplied to SEMCOG from MDOT and contractor Emergency Road Response, has been improved. SEMCOG is maintaining the data for this operation and expects to issue quarterly reports on Freeway Courtesy Patrol operations. Based on the new coordination activities, Freeway Courtesy reports are coming to SEMCOG in a more timely manner.

Chanita Charles from the MITS Center Operation stated that performance measures for the Freeway Courtesy Patrol should be posted to the website next week.

Report of Freeway Operations Subcommittee

Dan Bateman from the MSP District Headquarters and Emmitt McGowan from MSP Detroit Post were present to discuss this item. Committee discussion indicated that the charge to this committee was not entirely clear. In previous years, this committee has reported on the effectiveness of the ITS technology to improve traffic operations on metro Detroit freeways. The committee has also undertaken after-action reviews to clarify responsibilities in responding to major incidents. The committee has also been instrumental in planning for special events such as the Super Bowl, the Major League All-Star Game and the fireworks in downtown Detroit. During 2008, MDOT expects to expand the number of miles instrumented with ITS technology so that more of the freeway system will be observable with CCTV cameras and dynamic message signs will be available to a larger portion of the Detroit metro area. The coordination of this equipment with existing equipment will be important to monitor.

Arterial Traffic Management Committee

The Arterial Traffic Management Committee has been working on the objectives assigned as part of the Regional Concept of Transportation Operations. One of these objectives has been to encourage traffic signal optimization projects and it appears that both Wayne County and the City of Detroit will be initiating traffic signal optimization programs with CMAQ funds during the next year.

The committee has also been working on the evaluation criteria to determine an appropriate listing of priority corridors. The matrix currently being considered by the committee considers factors such as safety, congestion, freight movement, transit operations, traffic volume, density, activity centers, and functional classification. A preliminary review of application of these factors has developed a priority list that has a good correlation with the priority corridors identified by stakeholders during the Regional Concept of Transportation Operations pilot program. The committee will be refining this priority ranking system. Ultimately, the priority corridors will be used as a way to identify candidate projects for traffic signal optimization, and installation of ITS equipment such as communication technology and CCTV cameras.

Next Meeting

The next meeting of the Metro Detroit Traffic Incident Management Coordinating Committee is scheduled for January 11, 2008 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