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MEETING MINUTES
METRO DETROIT TRAFFIC INCIDENT MANAGEMENT
COORDINATING COMMITTEE

Date: February 29, 2008
 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>
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Impact of I-75 Closure on Ambassador Bridge Operations

Joe Polak and David Jolly from the Detroit International Bridge Company were present to provide insights on the impact of the closure of I-75 on Ambassador Bridge operations. They indicated that the volume of traffic on the bridge was nearly the same as it was before the closure. Detours on the U.S. side are being adjusted in response to the travel demand. Fort Street seems to be the primary alternate route chosen by motorists to get around the closed section of I-75. Fort Street seems to be the detour of choice for motorists.

The Detroit International Bridge Company representatives suggested that more detour routes be identified, especially for truckers. Potential additional alternate routes included Michigan Avenue, Trumbell, and West Grand Boulevard for automobile traffic. The most severe traffic loading on the adjacent arterial road system appears to be between 4:00 and 7:00 PM.

On the bridge plaza itself, some lanes are dedicated to transponders for toll collection, and more of these lanes will be designated in the future. Michigan Department of Transportation (MDOT) planning for the closure generally has been very good. One of the issues in the future operation will be to keep construction traffic clear of the alternative routes. MDOT may wish to consider using reversible lanes on Fort Street during peak traffic periods. A meeting of

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incident responders is planned in the near future to discuss an after-action review of the closure to determine whether additional measures need to be programmed to assist motorists in this area.

Report on Regional Concept of Transportation Operations

Tom Bruff from Southeast Michigan Council of Governments (SEMCOG) was present to explain the progress on the Regional Concept of Transportation Operations. The objectives identified by the stakeholders are being pursued by several different committees. SEMCOG is updating the priority corridor list. So far, the SEMCOG analysis has shown a close correlation with the selection of high priority corridors by stakeholders.

Signal retiming is gaining interest. One of the questions to be answered for most communities is when was the signal last retimed? SEMCOG is purchasing a traffic signal inventory software program for use by counties outside of Oakland and Macomb Counties.

Web access to camera images is being provided to interested public agencies in the region. A partnering workshop of stakeholders is scheduled for March 3, 2008 at the SEMCOG offices and attendance is expected to exceed 60 persons.

Under the Quick Clearance Objective, Representative Hopgood is helping to draft legislation to be introduced into legislature later this year. Questions from AAA Michigan and tow companies are being answered by Michigan State Police and MDOT representatives. Jason Gutting is back in Lansing for MDOT and will be pursuing the passage of this legislation on behalf of MDOT.

2008 Plans for Incident Management Planning Committee

During 2008, the Incident Management Planning Committee expects to update the traffic incident management self assessment matrix and use this as a tool to assist the Federal Highway Administration with the Traffic Incident Management self-assessment for metro Detroit.

The committee will be establishing coordinating committee agendas and identifying funding for ITS projects to improve traffic incident management. The committee also reviews the activities of the subcommittees under the Metro Detroit Traffic Incident Management Coordinating Committee.

The next meeting of the Traffic Incident Management Planning Committee is scheduled for 9:00 AM, March 18, 2008 at the Vintage House Restaurant, 31816 Utica Road, Fraser, Michigan. The meeting will immediately follow the Traffic Safety Association of Macomb County March meeting which begins at 8:00 AM.

2008 Plans for Freeway Courtesy Patrol Operations

The Freeway Courtesy Patrol has been planning for the Gateway Project, which closes I-75 between I-96 and Clark Street. To provide better service during this closure and the incidents which may occur on designated alternate routes, the Freeway Courtesy Patrol is not available between 12 midnight and 5:00 AM as of Monday, February 25, 2008. This provides more coverage along the freeways during heavier travel times on the detoured routes around the I-75/I-96 construction project. The change in Freeway Courtesy Patrol coverage was made to accommodate shifting traffic patterns and demands as a result of the Gateway I-75 projects. The magnitude of this project and the unprecedented shift in traffic flow throughout the region drove the need to have increased Freeway Courtesy Patrol during the peak hours for traffic mobility and motorist safety purposes.

To more efficiently populate the database on Freeway Courtesy Patrol operations, some of the forms will be pre-filled to provide for more efficiency. Approximately 4,000 forms per month are filled out by Freeway Courtesy Patrol drivers. SEMCOG and Emergency Road Response are getting data from the Freeway Courtesy Patrol operation. SEMCOG will prepare an annual report on Freeway Courtesy Patrol operations. The report will match the fiscal year ending September 30. The annual report may be available for the next meeting of the Traffic Incident Management Coordinating Committee.



2008 Plans for Freeway Operations Subcommittee

Sarah Gill reported that the construction on the I-75/I-96 area has begun and the education of motorists to seek alternate routes seems to be working. I-94 is jammed but has not reached gridlock operation yet.

The committee will be conducting an outreach effort to Dearborn and Allen Park because traffic from the construction project will be detoured in their area. Crash investigation areas have been established for this section of I-94.

Responder safety workshops have been scheduled for the end of April with the Detroit Fire Department and the Detroit Police Department at the Fire Department Training Center. Workshops for Downriver departments will be scheduled in March.

After action reviews are scheduled for the January 25 tanker fire on the Rouge River bridge and the January 30 auto show.

2008 Plans for the Arterial Traffic Management Committee

Richard Beaubien reported that the Arterial Traffic Management Committee will be working on identifying priority corridors for investment and encouraging traffic signal optimization programs.

As part of the effort to encourage traffic signal retiming programs, SEMCOG is arranging the purchase of software to allow a uniform traffic signal inventory in the region. One of the elements in the inventory has helped to be the time/date that the traffic signal was last retimed in conjunction with other traffic signals in the area.

The City of Detroit Traffic Operations Center is expected to be open in the fall of 2008 and the committee hopes to visit that Center to review the technology available and how that technology improves arterial operations.

MDOT is contracting for new software which may be able to connect traffic operations centers in the region. This may be a subject for a future Arterial Traffic Management Committee meeting.

Next Meeting

The next meeting of the Metro Detroit Traffic Incident Management Coordinating Committee is scheduled for April 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