**MEETING MINUTES**

**SOUTHEAST MICHIGAN REGIONAL TRANSPORTATION OPERATIONS**

**COORDINATING COMMITTEE**

Date: April 4, 2014

Time: 9:00 AM

Meeting Held: Southeast Michigan Transportation Operations Center (SEMTOC), Detroit, Michigan

Present Representing Phone Number E-Mail

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Freeway Operations

Dayo Akinyemi reported that I-96 will be closing during the week of April 7 for reconstruction. MDOT staff have been meeting with the Michigan State Police and local police to get ready for the freeway closure during the construction season. One of the issues to resolve is public safety access during the construction process. The express lane will be available only for access to the Southfield Freeway. M-14 traffic will be diverted to I-275.

ITS devices on the MDOT network will be getting increased scrutiny. The goal is to have dynamic message signs and closed circuit television cameras working 95% of the time. Freeway Courtesy Patrol guidelines have been updated. SEMTOC now serves as the backup Emergency Operations Center for the City of Detroit.

March 20 Traffic Incident Management Workshop

Tom Bruff reviewed the March 20 Traffic Incident Management Workshop and invited comments from those who attended. Comments received so far indicated that the public is generally unaware of the “move over” law. Some participants felt that the breaks were too long and others felt that the breaks provided a good opportunity for networking. We should encourage more participation by fire service representatives. Those who toured the Macomb County COMTEC operation thought the tour was a highlight of the workshop experience.

Ideas for the 2015 workshop included using Wayne County Community College as a meeting site.

Gordon Graham from California would be a keynote speaker who would likely attract the fire service. TIM Train the Trainer modules might be included in the program. A tabletop exercise would encourage participation by attendees.

National Traffic Incident Management Program Highlights

Richard Beaubien reviewed the highlights of John Corbin’s presentation at the January Transportation Research Board meeting in Washington, DC. John Corbin works for the Wisconsin Department of Transportation and is one of the national leaders for traffic incident management. His presentation reviewed the progress made in freeway operations since the 1950’s and 1960’s and the vision for traffic incident management.

The National Vision for traffic incident management is through continuous and enhanced planning and training of all TIM personnel*:*

1. Reduce or eliminate responder and motorist injuries and fatalities
2. Promote rapid incident clearance thereby reducing traffic congestion
3. Develop or enhance local TIM Programs that ultimately benefit corridors, regions and states
4. Measure performance that demonstrates improved TIM responses and programs over time
5. Emphasize TIM as a system operations “core mission” for all responders

National initiatives for traffic incident management have included:

* TIM Program Self Assessment
* Performance Measures
* National TIM Training Program
	+ SHRP 2 TIM Training
	+ Advanced TIM Workshops
	+ Senior Management Outreach

Train the Trainer Lesson 3

Angie Kremer presented one of the modules of the SHRP-2 Train the Trainer program that will be presented in the state later this year. This lesson concerns notification and scene size-up. It encompasses the role of public safety including public safety answering points, notification and verification, the typical response of a traffic operations center, and the key information for scene size-up. The first step is notification and the dispatch of appropriate resources. Notification may come through phone calls, mobile data, two-way radio, or real-time video. For verification it will be important to note the type and level of incident, the exact physical location, the number of vehicles involved, the lanes affected, and any injuries or entrapments.

Transportation Operations Centers can monitor traffic with cable TV, detectors, and public safety complaints. They can provide real-time travel information, monitor traffic management devices, and maintain equipment. Incident location can come from passing motorists. Color and type of vehicle is important information. Once verified, responders can be dispatched. Key information for the size-up includes vehicle identification, exact location, number and type of vehicles, degrees of damage, number of lanes affected, hazardous material issues, and the establishment of command. The size-up will determine the type of traffic control needed.

Statewide Traffic Incident Management Report

Angie Kremer from MDOT reported on statewide traffic incident management activities MDOT is working to get more public awareness of the “Steer it, Clear it” legislation. . SHRP-2 Train the Trainer courses will be held at three locations in Michigan. The first will be May 28-29 in Lansing. More fire service representatives are needed.

At the ITS World Congress in Detroit, Tuesday will be Emergency Responder Day. There will be a demonstration on Belle Isle. Responders in uniform will have free entrance for the day. Responder Safety Workshops have been scheduled for Clair County and the North Region.

Next Meeting

The next meeting for the Southeast Michigan Regional Transportations Operations Coordinating Committee is scheduled for July 11, 2014 at the Southeast Michigan Transportation Operations Center. It will feature a presentation on the Mutual Aid Alarm Box program by Troy Fire Chief Bill Nelson. 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,

BEAUBIEN ENGINEERING.



Richard F. Beaubien, P.E., PTOE

Chair-Southeast Michigan Regional Transportation Operations Coordinating Committee

pc: All present