**MEETING MINUTES**

**SOUTHEAST MICHIGAN REGIONAL TRANSPORTATION OPERATIONS**

**COORDINATING COMMITTEE**

Date: April 17. 2015

Time: 9:00 AM

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

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Detroit Auto Show

Carl Berry from the Detroit Auto show explained that he is developing a new traffic plan for the 2016 Detroit Auto Show, and he would like Coordinating Committee members to be involved in formulating this plan. Conditions for the 2016 Auto Show will be somewhat different from those at the 2015 show. He asked that the traffic plan for the 2016 Auto Show be placed on the July10 agenda for discussion by the committee.

Freeway Operations

New contracts for the freeway courtesy patrol and the control room operations contract will be in place effective May 1, 1015,. MDOT will be taking advantage of new data available from Regional Integrated Transportation Information Systems (RITIS). The University of Maryland will be providing real-time data to measure system performance. The performance reports from this system can measure travel time reliability and average travel speed. The system provides reports for MDOT on ITS operations. It has live dashboards, after actions, and ad hoc reporting. RITIS is an excellent data source for operations, and access to the data by local agencies is possible.

The Detroit Fire Department was a responder to the fire on the Detroit International Bridge recently. The responses to this fire are a potential subject for discussion at a future Coordinating Committee meeting.

Update on Regional Transportation Operations Goals and Objectives

Tom Bruff updated the Metro Detroit progress in achieving the transportation operations goals and objectives adopted by the region’s stakeholders. Some of the objectives have been included in the Michigan Traffic Incident Management Action Plan, which is part of the Governor’s Traffic Safety Advisory Committee program. We may wish to expand traffic incident management to non-freeway roadway segments. The Integrated Corridor Management plans for Wayne, Oakland, and Macomb Counties have developed some alternate routes and some coordination between freeway and arterial operations.

The sub-committee on Arterial Traffic Management has not been meeting regularly, and that has hampered progress in promoting the objective of retiming traffic signals regularly. The next objective to consider might be traffic incident management on arterials. Macomb County Roads is planning to add 175 new traffic cameras to help with their arterial street operations. For special event planning, local police need to be informed and involved.

We need to continue to monitor progress on our initial goals and objectives. These discussions of progress may best be handled in short discussions at quarterly meetings.

Seamless Transit Fare Integration Study

Cornelius Henry from the Detroit People Mover explained the study intended to point the way to improved transit fare technology in the region that can be shared by multiple transit agencies. The study has documented a low investment in transit in the region, and the need for improved fare technology. Three of the transit systems in the region are using the same technology. The goal is to have a stored value card that can be used on all the transit systems in the region. The Regional Transportation Authority places many transit agencies under one umbrella

The study has identified three options for seamless fares. The first is a magnetic card. That would help agencies get away from coin collection. The second is a smart card, similar to a credit card. The third options would be any card with access to money (credit card, gift card, etc.) The third option is the one preferred. Whatever option is chosen, public acceptance will be the key to its success. The transit agencies will have to develop memoranda of understanding to be able to shard fare cards. The study will be submitted to the Regional Transportation Authority in June. An election to finance the regional transit system is scheduled for November 2016. Documents generated by the study are posted on the Regional Transit Authority website. The study will provide the basis for a regional transportation plan that will be subject to the vote in 2016.

Hazardous Material Clearance Issues

Phil Wagner from Westshore Fire outlined the issues involved in clearance of hazardous materials spills. He distributed copies of and excerpt of the Fire Prevention Code, Public Act 207 of 1941. Section 29.5a covers the inspection of a vehicle transporting hazardous material, violation, and notice of condemnation. When answering the question, “who is in charge?” of the hazardous material spill, the answer is usually the fire service. Using public safety as a crutch, the response is often to close the road. Most hazardous material removal is now done on a regional level. Trucking companies generally have the contacts to start the process. The offending party typically has the contact. The removal cannot begin until who will pay for the removal and disposition of the material. The removal should be timely and safe. It will be important to have the answer to the questions, “who is responsible?” and “who pays?” Generally speaking, the spiller pays. Another important question is “whose property?” Often it is not easy to the answers to these questions to expedite the safe, quick removal of the spill.

Statewide Traffic Incident Management Report

Angie Kremer from MDOT reported on statewide traffic incident management Training for Traffic Incident Management continues. Over 1400 trainers have been trained so far. More training is scheduled for the summer. Trainers are needed for the Upper Peninsula.

The TIM Action Team goals and accomplishments for 2014 included;

* Promote and educate the use of high-visibility apparel for first responders.
* Coordinate traffic incident response between all responders.
* Conduct training in traffic incident management for all stakeholder groups.
* Provide public education on safe, quick clearance and vehicle removal laws.

The International Association of Chiefs of Police is preparing a new video on traffic incident management directed to media and dispatchers, and it should be available in the middle of 2015.

Next Meeting

The next meeting for the Southeast Michigan Regional Transportations Operations Coordinating Committee is scheduled for July 10, 2015 at the Southeast Michigan Transportation Operations Center. 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