**MEETING MINUTES**

**SOUTHEAST MICHIGAN REGIONAL TRANSPORTATION OPERATIONS**

**COORDINATING COMMITTEE**

Date: July 10, 2015

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

A major incident response effort recently was the tanker fire at the Stroh’s curve where northbound I-75 transitions to northbound I-375. The tanker fire caused damage to the bridge, and there was a hazardous material spill associated with the incident. The bridge damage and the hazardous material spill resulted in the three day closure of this part of the freeway system. Traffic was diverted to other freeway facilities during the closure. The freeways receiving the diverted traffic included M-10, I-696, and I-275.

The major event at the end of June was the fireworks on the Detroit River celebrating the United States Independence Day and Canada’s Canada Day. The fireworks were started early because of thunderstorms in the area. The Detroit Police Department and other law enforcement agencies shared the Emergency Operations Center at the Michigan Department of Transportation Transportations Operations Center to coordinate traffic control for this event.

Michigan Department of Transportation will be participating in the Federal Highway Administration Traffic Incident Management Self -Assessment Exercise along with other members of the Transportation Operations Planning Committee. In addition, MDOT will be sponsoring on traffic control room operations in early September. This workshop was inspired by an operations academy in Maryland earlier this year. The workshop will feature a team from the Federal Highway Administration.

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. The new traffic plan is expected to accommodate traffic circulation for 800,000 show attendees, including 100,000 to 125,000 on weekends. Downtown parking adjacent to Cobo Center is now more limited because of the greater employment population in the downtown area. A shuttle system that allows use of the parking at Ford Field may be part of the new traffic plan.

A second traffic plan will be needed to address the unique issues associated with the Charity Preview night at the show. Finding a location for cabs is a new problem. Press day is expected to draw 8000 people. The people mover system serving the area carries 40,000 people per day during the show.

He asked that a sub-committee be formed to develop the traffic plan for the 2016 Auto Show by October 1. Members wishing to serve should contact Carl Berry.

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. To identify areas for improve Metro Detroit performance in the traffic incident management arena, he reviewed our scoring on the 2014 Federal Highway Administration Self-Assessment. One area we identified as needing improvement was agreement on roles and responsibilities. There are very few written agreements between agencies covering the respective roles. Our efforts at continuous dialog, after action reviews, and TIM training have helped to define the roles.

Another area for improvement was the implementation of the recently approved “hold harmless” law. Although an understanding of this law is catching on, more information on this law needs to be distributed. Other areas for potential improvement include vehicle and equipment placement, clearance of hazardous material spills, and medical examiner involvement.

Response to Ambassador Bridge Fire

Bryan Sparks, Operations Security Supervisor for the Ambassador Bridge, described the response to the pickup truck and camper fire on Tuesday, April 14, 2015. The fire occurred at 12:05 PM. There is medium to heavy traffic at this time of day. Traffic crossing volumes for a Tuesday are 5200 cars and 5600 commercial vehicles. There was a full complement of staff on duty at the Ambassador Bridge 24-hour command center

* At 12:05 PM radio report to Bridge Command Center of possible vehicle fire heading to Canada.
* Bridge Command Center operator begins scanning bridge with available cameras.
* Additional employees radio in that they see black smoke on the bridge.
* Operations Supervisor and Security Supervisor respond to location.
* 911 notified of vehicle fire on the bridge structure.
* U.S. Customs and Border Protection respond to scene and block traffic.
* 1210hrs CBP stops traffic on the bridge.
* 1208hrs Detroit Fire dispatched to fire.
* 1218 Bridge supervisors escorting first DFD engine up to the scene.
* 1221 second DFD engine arrives on scene. Cleanup crews placed on standby and respond to stage at bridge.
* 1300hrs the fire is contained. DFD claims HazMat Level 1 due to diesel fuel spill
* 1315hrs CBP starts to clear plaza of stopped traffic. Traffic is already backed up on surface streets and freeways leading to the bridge.
* 1340hrs HazMat cleanup crew starts removing vehicle and trailer. Cleaning roadway of spilled fuel. DFD clearing from scene.
* 1415hrs intermittent traffic flowing into USA from Canada.
* 1459hrs intermittent traffic flowing both ways on bridge during cleanup
* 1540hrs cleanup complete and traffic lanes all clear.

The lessons learned from this event were:

* Update response plan to clearly define each person’s role during an incident.
* Regular checks of emergency equipment and supplies.
* Proper marking of fire department connections
* Clear procedures to notify media and other stakeholders of incidents.
* Designate a HazMat responder

Statewide Traffic Incident Management Report

Angie Kremer from MDOT reported on statewide traffic incident management Training for Traffic Incident Management continues. There were 3 training sessions last year, and one more is scheduled in August. Over 2000 trainers have been trained so far. The goal for training 1500 by the end of 2015 has already been exceeded. MSP has supported the program, and over 90% of officers have been trained.

The Michigan experience is that 50% of the trainers go out and conduct the TIM training. This exceeds the national average of 20%. The updated TIM Action Plan has been posted on the website. A public safety announcement video has been prepared advising pedestrians to stay in the vehicle after an incident. An October launch is expected for this video.

Next Meeting

The next meeting for the Southeast Michigan Regional Transportations Operations Coordinating Committee is scheduled for October 23, 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