

A stylized, semi-transparent map of Southeast Michigan is overlaid on a blue gradient background. The map shows the outlines of several counties, including Washtenaw, Lapeer, and others in the region.

SEMCOG

Southeast Michigan Council of Governments

The background of the slide is a solid blue color. Overlaid on this background are the dark blue silhouettes of two people sitting at a table, facing each other as if in a meeting. The person on the right is more prominent, showing their head and shoulders. The person on the left is partially obscured by the text.

Working Together to Improve Regional Operations through Traffic Incident Management



SEMCOG



4.9 million people



22,800 miles of public road

Over 3,500 bridges



950 miles in poor condition

4,884 miles of truck routes



Over 5,400 traffic signals

Over 140,000 crashes



140 million vehicle miles traveled daily

1,000 miles currently congested

Metro Detroit Traffic Incident Management History

- November, 1991 – Greater Detroit Incident Management Conference (NIMC sponsor)
- February, 1992 – Volunteers established the Metropolitan Detroit Incident Management Coordinating Committee
- 1993 – Eight Task Forces established to develop recommendations regarding detection, response, removal, alt. routes, information, jurisdiction, legislation and budget.

Metro Detroit Incident Management Coordination Coalition

- Michigan Department of Transportation
- Michigan State Police
- Southeast Michigan Council of Governments
- Road Commission for Oakland County
- Road Commission of Macomb County
- Wayne County Roads
- Federal Highway Administration

Metro Detroit Incident Management Coordination Coalition (cont'd)

- City of Detroit
- City of Southfield
- City of Troy
- WWJ radio
- Emergency Road Response
- MDOT – Grand Region
- Wayne State University
- Hubbell, Roth & Clark, Inc.

Blueprint for Action, 1994

Recommendations

- Create Incident Management Center
- Remove abandoned vehicles in 4 hours instead of 48 hours
- First agency on scene to take charge
- Prepare standard boundary maps
- Install intermediate location markers
- Notify jurisdiction's road agency

Blueprint for Action, 1994

Recommendations (cont'd)

- Expand coverage of Detroit's Freeway Operations
- Encourage towing/courtesy patrol
- Educate police and fire departments
- Legislate/educate moving disabled vehicles from travel lanes
- Develop alternate route plans
- Formalize jurisdictional agreements



Blueprint for Action Accomplishments

Surveillance

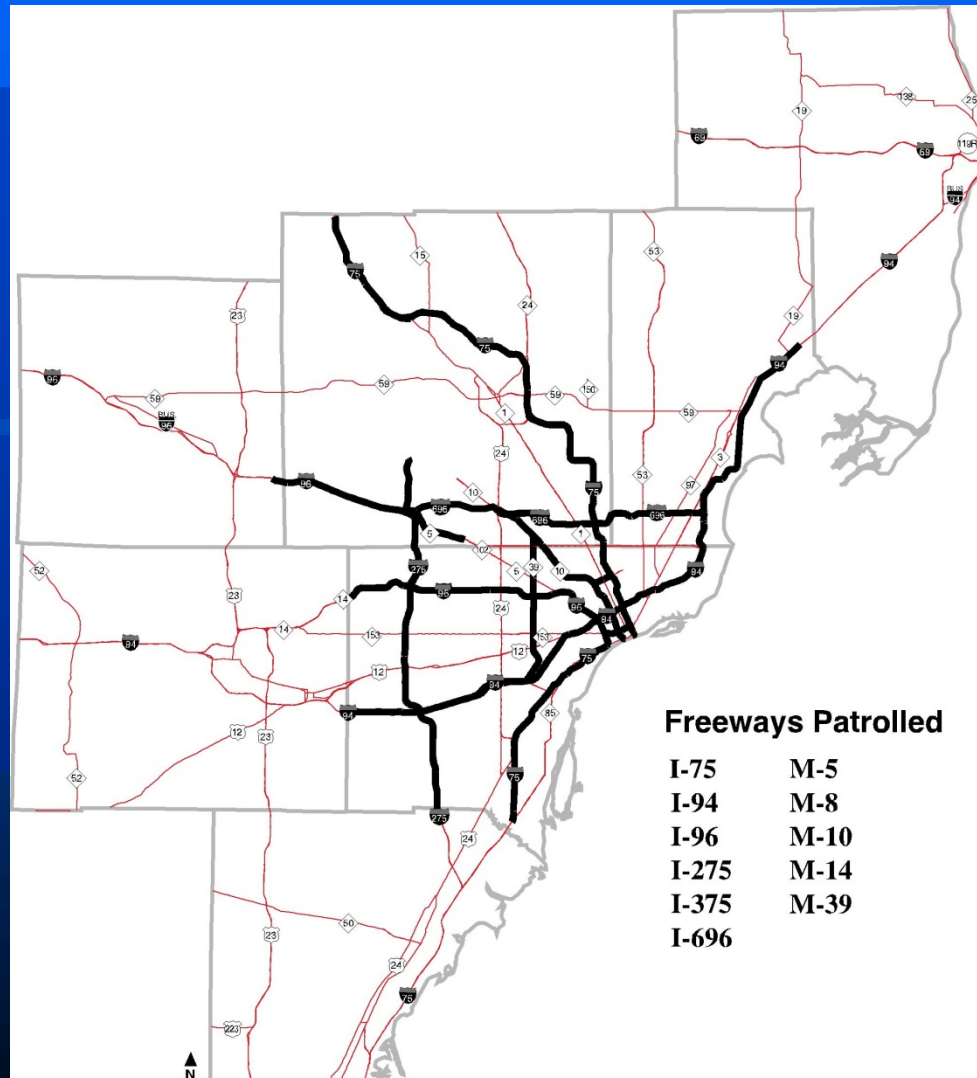
- System Expansion
 - 1957 – 1971: John C. Lodge Freeway Traffic Management Center, 2 miles
 - 1976 – 1991: SCANDI, 1,300 detectors, 4 cameras, 9 advisory signs, along 32.5 miles of freeway.
 - 1983: ramp metering
 - 1991: expansion to 180 miles of freeway, 180 CCTVs, 59 DMSs, 2,260 loops

Established Freeway Courtesy Patrol (FCP), 1994



- A service of MDOT
- 24 vehicles patrol Metro Detroit freeways
- Vehicles available 24 hours/7 days
- In 2007 there were 51,000 vehicle stops and 35,000 assists to stranded motorists

FCP Coverage Map



FCP Coordination Activities

- Established FCP Operations Committee
- Developed Freeway Courtesy Patrol Operations Guidelines
- Developed Incident Management Procedures
 - Incident Severity Classification
 - Responder Matrix for each Incident Level
- After-Action Review of Incident Response

Levels of Incidents

<u>Level</u>	<u>Criteria</u>
Level I	Construction or weather-related lane restrictions
Level II	Freeway or median shoulder closure
Level III	One or more lanes closed in one or both directions
Level IV	One-direction freeway closure
Level V	Full freeway closure

Combined MDOT ITS TOC and MSP 911 Dispatch, 1995



Disseminating Operations Information

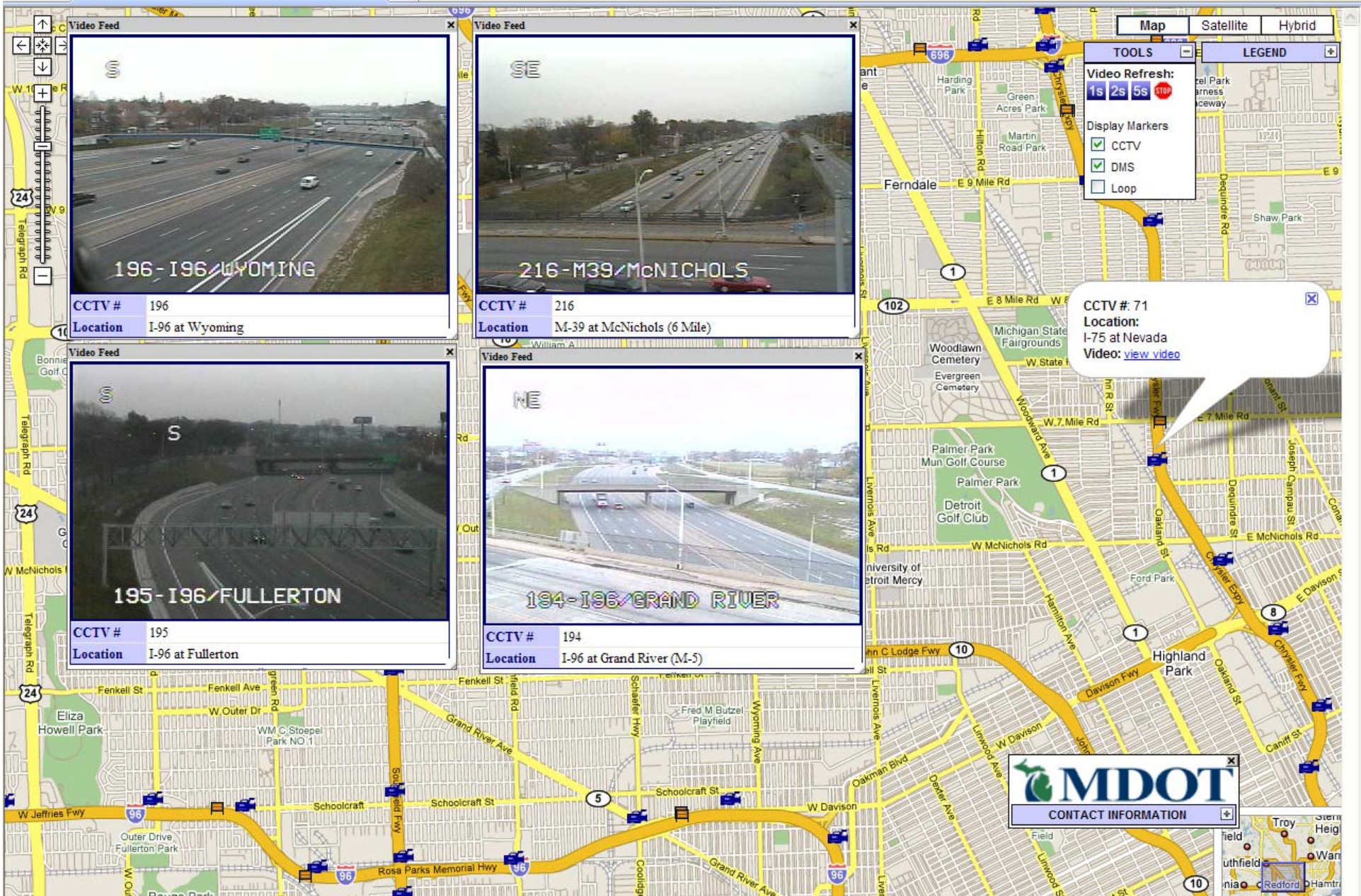
www.michigan.gov/drive

The screenshot shows the MDOT Drive website interface. At the top, it displays the MDOT logo and navigation links. The main content area features a map of the Metro Detroit area with color-coded traffic conditions (red for less than 25 MPH, yellow for 25 to 45 MPH, and green for 45+ MPH). A legend at the bottom left explains these color codes and symbols for clearing and active incidents. A pop-up window titled "Accident on The Northbound I-75 Chrysler Fwy" provides details: "7:51 AM - There is an accident on The Northbound I-75 Chrysler Fwy Between Clay exit and Holbrook exit involving 1 vehicle affecting the left shoulder." The website footer includes copyright information for 2001-2007 State of Michigan.



MDOT MITS Center Control Room





Special Events Planning

- Lions, Tigers, and Red Wings
- Thanksgiving Day Parade
- July 4th Fireworks
- Dream Cruises
- And much more



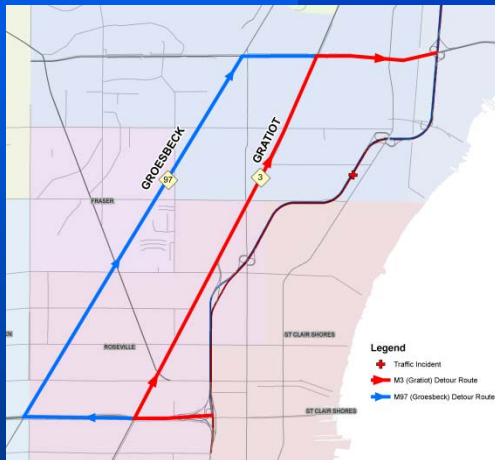
SHUTTLES WILL RUN FROM MIDLAND MALL TO DOWNTOWN EVENTS



Intermediate Location Markers



Construction Impact Mitigation: Ambassador Bridge Gateway Project



Legend

- Traffic Incident
- M3 (Gratiot) Detour Route
- M97 (Grosbeck) Detour Route

- Alternative Route Planning
- Crash Investigation Sites
- Redeployed Freeway Courtesy Patrol
- Transit Alternatives/Commuter Challenge
- Communicate, Coordinate, and Cooperate



Incident Responder Safety Training



2 Sessions **2008**
Thursday, May 15
9:00 A.M. – 12:00 P.M.
Wednesday, May 28
9:00 A.M. – 12:00 P.M.

8:30 to 9:00 Meet & Greet
Brownstown Fire Department
24150 Sibley Road
Brownstown, MI 48174

Public Safety Workshop
Highlighting Strategies to Improve Responder
& Traffic Safety at Incident Scenes

Visibility
Video Clips
Traffic Control
"Hat's" Video
Responder Safety



Sponsored By:
MDOT

Questions: Contact Mark Geib

GeibM@michigan.gov 313-256-9800 ext. 304

RSVP: Email Rob Marz by Friday, May 9

MarzR@michigan.gov



High Visibility



Regional Concept for Transportation Operations (RCTO), 2005

Planning Group

- SEMCOG
- MDOT
- Michigan State Police
- Assistance by Hubbell, Roth & Clark, Inc.

RCTO Vision

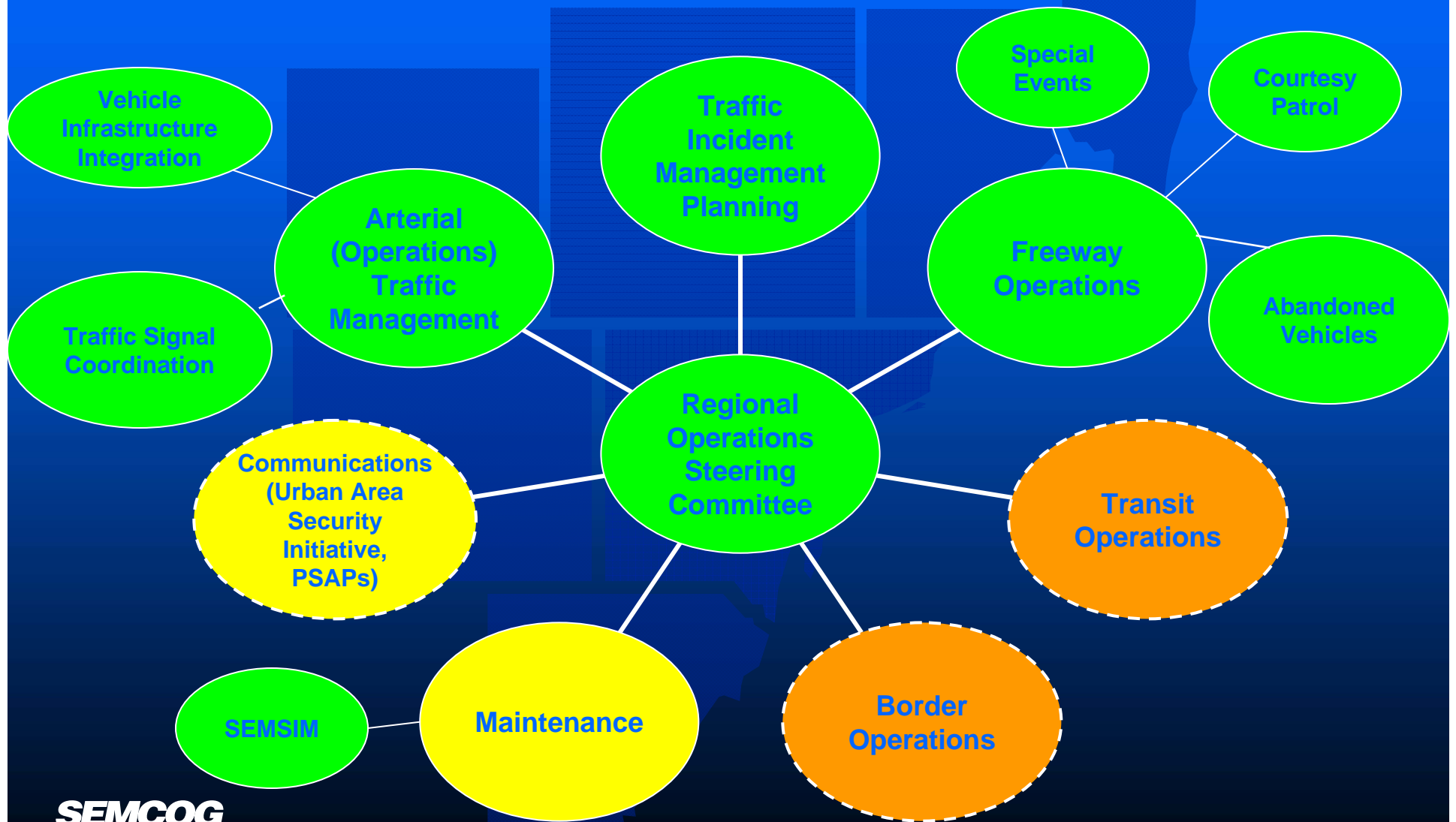
“Southeast Michigan will have a reliable and managed transportation operations across geographic and modal boundaries for both routine traffic operations and traffic incident management that saves time, lives, and money for its travelers.”

Metro Detroit (Stakeholder) Suggestions

- Objectives

- Identify arterial streets as priority corridors, making them candidates for investments in traffic signal optimization, communications infrastructure, and closed circuit television cameras.
- Disseminate operations information to stakeholders, the media, and individual travelers (i.e., video sharing).
- Retime traffic signals regularly.
- Reduce congestion and improve travel times by clearing incidents quickly and safely.

Transportation Operations Network



For More Information

- SEMCOG's Web site
www.semcoog.org/Data.aspx?id=254
- Contact SEMCOG
 - Ms. Wei Chen, Transportation Engineer,
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 - Mr. Chade Saghir, Senior Transportation Planner,
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