Southeast Michigan Council of Governments
Working Together to Improve Regional Operations through Traffic Incident Management
22,800 miles of public road

4,884 miles of truck routes

140 million vehicle miles traveled daily

Over 3,500 bridges

Over 5,400 traffic signals

Over 140,000 crashes

950 miles in poor condition

Over 140,000 crashes

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
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

Freeways Patrolled

I-75  M-5
I-94  M-8
I-96  M-10
I-275 M-14
I-375 M-39
I-696
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

<table>
<thead>
<tr>
<th>Level</th>
<th>Criteria</th>
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</thead>
<tbody>
<tr>
<td>Level I</td>
<td>Construction or weather-related lane restrictions</td>
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<tr>
<td>Level II</td>
<td>Freeway or median shoulder closure</td>
</tr>
<tr>
<td>Level III</td>
<td>One or more lanes closed in one or both directions</td>
</tr>
<tr>
<td>Level IV</td>
<td>One-direction freeway closure</td>
</tr>
<tr>
<td>Level V</td>
<td>Full freeway closure</td>
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</table>
Combined MDOT ITS TOC and MSP 911 Dispatch, 1995
Disseminating Operations Information

www.michigan.gov/drive

MDOT MITS Center Control Room
Special Events Planning

- Lions, Tigers, and Red Wings
- Thanksgiving Day Parade
- July 4th Fireworks
- Dream Cruises
- And much more
Intermediate Location Markers
Construction Impact Mitigation:
Ambassador Bridge Gateway Project

- Alternative Route Planning
- Crash Investigation Sites
- Redeployed FreewayCourtesy Patrol
- TransitAlternatives/CommuterChallenge
- 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

Visibility
Video Clips
Traffic Control

“Hat’s” Video
Responder Safety

Sponsored By:
MDOT

Questions: Contact Mark Geib
GeibM@r-onnetin.gov 313-296-5880 ext. 304

RSVP: Email Rob Marz by Friday, May 9
MarzR@r-onnetin.gov
High Visibility
Regional Concept for Transportation Operations (RCTO), 2005

Planning Group
- SEMCOG
- MDOT
- Michigan State Police
- Assistance by Hubbell, Roth & Clark, Inc.
“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.”
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

- Transportation Operations
- Network
- Arterial (Operations) Traffic Management
- Traffic Incident Management Planning
- Communications (Urban Area Security Initiative, PSAPs)
- Regional Operations Steering Committee
- Freeway Operations
- Transit Operations
- Border Operations
- Maintenance
- SEMSIM
- Vehicle Infrastructure Integration
- Traffic Signal Coordination
- Special Events
- Courtesy Patrol
- Abandoned Vehicles
- Abandoned Vehicles
For More Information

- SEMCOG’s Web site

- Contact SEMCOG
  - Ms. Wei Chen, Transportation Engineer,
    wchen@semcog.org or 313-324-3322
  - Mr. Chade Saghir, Senior Transportation Planner,
    saghir@semcog.org or 313-324-3342
  - Mr. Tom Bruff, Transportation Coordinator,
    bruff@semcog.org, 313-324-3340