

MEMORANDUM

To: Emergency Incident and Traffic Flow Management Group and Interested Parties

From: Josh Mack, Transportation Planner

Date: January 31, 2007

RE: Meeting Notes from Incident Management and Traffic Flow Management Group on January 31, 2007

Those in attendance included: Bob Bohlmann, York County EMA; Jon Carter, Town of Kittery; Jim Colburn, New Hampshire DOT; Kevin Conger, State Police, Troop A; Cliff Curtis, Maine DOT; David Ferland, Portsmouth NH Police; Robert Fisk, Maine DOT; George Flaherty, Cumberland County EMA; Robert Gardner, Maine EMA; Bruce Ibarguen, Maine DOT; Josh Mack, Southern Maine Regional Planning Commission; Arthur Murdock, State Police, Troop B (Turnpike); Tom Reinauer, Southern Maine Regional Planning Commission; Gregory J. Stone, Maine Turnpike Authority; Ed Strong, Kittery Police; Charles Szeniewski, York Police Department. The meeting was held at the Maine Turnpike Authority's York Maintenance Facility.

Development of ME/NH Incident Management Routing Plan:

Southern Maine Regional Planning Commission explained that staff created new map data that can be used as an analysis tool for the Incident Management group. The data created is based on the draft scenario-based routes that were created by the Maine-New Hampshire I-95 Securities Issues group as well as information about access control points in Maine and New Hampshire that are part of the Seabrook Evacuation Plan. Tom Reinauer ran through major features of the map data with the group. Tom showed that the former ME-NH I-95 group created seven draft routing scenarios based on various combinations of bridge closures at the I-95 Bridge, Sara Long Bridge and the Memorial Bridge.

The seven scenarios include the following. Closure scenarios are for full closures for north and southbound traffic:

1. Memorial Bridge closure
2. Sara Long Bridge closure
3. Memorial and Sara Long Bridge closures
4. I-95 Bridge closure
5. Memorial Bridge and I-95 Bridge closures
6. Sara Long Bridge and I-95 Bridge closures
7. All three bridges closed

Access control points from the Seabrook Evacuation Plan include several major points in Kittery, as well as Exit 32 in Biddeford, Junction of Route 111 and 35 in Lyman, River Street and Route 202 in Sanford, Route 202 at NH and ME border in Rochester, and junction of Route 4 and 236 in South Berwick. The following feedback was given by the group on the routing map displays:

- Several of the scenarios don't accurately reflect how Kittery PD would actually handle traffic flow.
- All towns know how they handle traffic flow. The importance of looking at the routing is to see how all the individual town routing scenarios impact each other, and so other towns know what their neighbors are doing for routing.
- Work done by the former I-95 group was mostly followed through on the New Hampshire side of the border. The group that developed the routing maps used arterial and collector roads as a rule with the intention of following up with individual communities to receive their input on when they think use of a local street is a more efficient alternative. That follow-up has not yet occurred with Maine communities.
- What is the scope of the incident routing scenarios. Shouldn't interchanges also be considered? Spaulding Turnpike should also be a major consideration, including the daily backups that the arterial currently has during peak hours.
- Metro Boston evacuation model shows traffic vaporizing at the NH border. What about that possible evacuation traffic.
- Memorial Bridge can handle very limited capacity and highly dense urbanized areas surround it. Should it be evaluated the same way as the other bridges as an alternate route?
- Shouldn't traffic control device inventory also be part of this analysis? Tom Reinauer responded that this issue was discussed at the last meeting and it was pointed out that reprogramming traffic signals is not something for which Towns have capacity. The existing protocol for current traffic control is depended on by manning key intersections with police enforcement/ fire and rescue, such as the plan in the Seabrook Evacuation Plan. Arthur Murdock pointed out that manpower would not be easily achieved for every intersection. Jim Colburn suggested that group might need to go outside of the box and look at other manpower opportunities such as having municipal public works and fire department involved.
- Should this plan that we are currently working on be as detailed (number of men, cones, barriers, etc,) as the Seabrook Evacuation Plan? Group consensus was that a basic framework is needed and towns can handle the specifics in coordination with state and county resources.
- It was suggested that a good starting point for routing work is with the seven scenarios, which involve Kittery and Portsmouth. SMRPC staff should sit down with those two towns at a joint meeting to discuss routing specifics. Jim Colburn said that he could handle follow up with the other New Hampshire towns. SMRPC will follow up with other Maine towns.

Development of Communications Interoperability in Maine and New Hampshire

The group revisited a subject of prior meetings: how does communication flow from various town, county, state and private groups for which incident management and traffic flow information. What kind of communications technology do towns have? Should a call tree system be developed or a system in which information is "kissed" to a central location, which starts the tree system process. Where is it appropriate to site an incident command center and how is this information communicated across state lines? The following summarizes information and observations by the group:

- Who takes the lead when there is a bridge incident. Where do NH bridge authorities make calls? Issue with NH bridge maintenance is that they can communicate from 7am to 4pm on weekdays. What about all other times?
- Bill Plante gave an update on the Maine Turnpike Authority York Maintenance Facility equipment as it relates to the group's goals. He explained that the finalization of the Interop frequency between NHDOT (Dave Chase) and MDOT (Bill Plante) was 151.985 mhz with a PL tone of 156.7 hz. He explained that this was up at the York Maintenance facility and will soon have it controlled by August headquarters. Both NH and ME will monitor this channel during incidences. Bill sent a copy of the MaineDOT frequency plan after the meeting which will be brought at the next meeting and provided upon request of committee members.
- The coast guard should now start becoming involved in a communications protocol.
- The York 911 dispatch center should be implemented in a matter of months.
- What role does teletype have in communications?
- The communications branch of the Department of Public Safety has become its own entity now with its own director. The contact is Cliff Wells. Cliff Wells should be involved in our communications plan.
- Towns should consider adopting Memorandum of Understanding (MOUs) to use frequencies of neighboring communities as back up and for alternate communications.
- Existing Maine communications plan called CONOPS (Concepts of Operating) is a plan that calls for the use of 6 frequencies for incident management. However, this is somewhat limiting...use of frequencies can be used up very quickly for a major incident. An inventory of other town use of frequencies with a website and password of those frequencies should be made available to various public safety users for secondary and tertiary communications needs.
- There was consensus to form a smaller subcommittee group to work on communications issues. This group would meet with Cliff Wells and focus on at least the following items:
 - Gathering list and preliminary analysis of communications technologies and frequencies used (municipal as it relates to county) in Southern Maine. Bob Bohlman said that his office has collected this information.
 - Comprehensive overview of communication equipment and abilities for York and Newington command centers.
 - Investigation in use of Augusta as call center and development of call tree scenarios using existing information and call down list ideas created by I-95 Security Issues Group.

Maine DOT Computer Aided Dispatch Integration proposal

Cliff Curtis gave a brief presentation of his proposal to work with local towns involved in this group to try out a pilot program, which would integrate the local CAD systems (Computer-aided Dispatch) with the Maine DOT communications technologies that feed information about traffic issues on the transportation system. The idea would be to improve real time information for road users by integrating more local sources of information. Cliff explained that Maine DOT would only be interested in traffic flow information. The CAD systems, if compatible, would send out xml information to an ftp site at Maine DOT and a person at Maine DOT would screen the messages and resend with basic traffic information. Maine DOT would not be interested in personal names, or non-traffic related dispatch information...if received, this extraneous

information would be edited out and not communicated through the Maine DOT communications technologies. Cliff asked for the group's feedback on the idea, what kind of CAD system is used in each town, and what the version of the CAD system is.

- Web EOC is what is used mostly in Southern Maine. New Hampshire and Massachusetts also use this.
- There was consensus to have Josh Mack contact towns to get information about vendors for CAD systems and versions of those CAD systems and feed that information back to Cliff Curtis. Cliff will check on compatibility issues. Then the group can proceed on the question of whether to initiate this pilot program.

Other Business

- SMRPC announced that it sent username and password information for the Statewide Incident Management System (SWIMS) to parties interested. The system provides e-mail, text messaging and other alert options for various emergencies (floods, power outages, road closure, etc.). Jon Carter asked if he could be resent his password. All other participants were asked if they were interested in a username for this system.
- SMRPC announced that it could provide new members a copy of the Emergency Assets Map that it distributed at a prior meeting. Robert Gardner requested a copy. Jim Colburn also requested a copy.

The next meeting was scheduled for March 30, 2007 at the York Maintenance Facility at 12 Noon.