

## MEMORANDUM

**To:** Traffic Incident Management Group and Interested Parties

**From:** Julia Dawson, Transportation Planner

**Date:** January 15, 2007

**RE:** Meeting Notes from Traffic Incident Management Group on January 11, 2008

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Those in attendance included: John Cannell, MaineDOT Region 1; Scott Carr, NH State Police, Troop A; Jim Colburn, NHDOT; Clifton Curtis, MaineDOT; Julia Dawson, SMRPC; Andrew Donovan, Maine State Police; Gary Eaton, Kittery PD; Gil Emery, Portsmouth PD; Ruth Farnsworth, Wells PD; David Brion Feeney, Cumberland County EMA; David Ferland, Portsmouth PD; Robert Fisk, MaineDOT Region 1; Pam L'Heureux, York County EMA; Arthur Murdock, Maine State Police; Tom Reinauer, SMRPC; Greg Stone, Maine Turnpike Authority; Charles Szeniewski, York PD. The meeting was held at the York Public Library.

### 1. Welcome and Introductions

### 2. SMRPC Updates

**Routing Maps:** Tom explained to the group that Staff was continuing to meet with local communities regarding their detour and routing procedures. Hopefully the end product will be routing maps that can assist towns with traffic incident management. Julia explained that she had recently met with the Town of Dover to discuss how they route traffic through the one way down town system. She also met with Berwick and Somersworth to go over their routing procedures. In the last eighteen months the bridge that connects Berwick to Somersworth has been closed at least twice. As such, both towns have tested detour plans in place. All three towns expressed an interest in meeting with other towns in the region to discuss the implications of local routing procedures on the region as a whole. Also they would like more information on communication protocol in the case of an emergency incident. So far routing maps have been created for Berwick, Dover, Eliot, Kittery, Portsmouth, South Berwick, Somersworth, Wells and York. The next towns Julia will meet with are Rochester, Lebanon and North Berwick.

**Patriots Day Storm – Road Closures:** A draft map of the road and bridge closures from the April 2007 Patriots Day storm was posted on the wall for comments. Tom understands that there is still a lot of missing data and asked the group to add any missing information. The Town of Sanford has expressed an interest in this map and can be made available to other towns as needed. Map data was down loaded from the SWIMS database and also the 511 website during the storm.

**Call Tree:** Tom informed the group that the Maine side of the tree is now complete. The New Hampshire side is almost complete. When TransCore has finished the I-95/Spaulding Tnpk Study we will be able to complete the New Hampshire side. The next steps will be to test the system and have a training session for the dispatchers. Jim Colburn noted that NH Joint Dispatch is putting together a manual outlining the responsibilities of the NHDOT and NH State Police. The NH Transportation Management Center (TMC) will ultimately be the starting point for any calls. The TMC was able to watch much of the action on the bridge with remote cameras. However, NH is currently having a privacy issue with using cameras for traffic information.

**Mutual Aid Agreement:** Maine has existing legislation that will allow a blanket agreement to be put into operation. A small subcommittee comprised of Bob Bohlman, Robert Gardner, Tom Reinauer, Peter Coughlin and Kathy DesRoches met in October to go over the current draft of the agreement. It was decided to have MEMA take another look to make sure they are comfortable with it. We are waiting for MEMA to view and agree before it is passed onto the Maine Municipal Association, and then the Attorney General's office. Pete Coughlin of MaineDOT has offered to host the program and maintain the database. NH currently has a public works MAA, however NHDOT is not currently part of the agreement – though they are on the Board.

### **Maine DOT Updates**

Cliff Curtis gave a quick update on the “Really Simple Syndication” RSS system. He is updating the closure field using the 511 feed. He is also working on incorporating the 511 information from New Hampshire. The RSS system is available to the public. To access the system and download the RSS reader, users will need to do the following:

1. Go to <http://www.maine.gov/>
2. Click on “RSS Feeds” on the upper right-hand corner of the page

Click on “Citizen Alert” system or other RSS feeds that you might be interested in. There is also a link that explains what RSS is.

Cliff also said that MaineDOT is still working on developing links to Computer Aided Dispatch (CAD) programs, and will update the group if anything comes up over the next few months.

Massachusetts is in the 2<sup>nd</sup> faze of their CAD program. IBI Group is doing the work on the interface and system development. The form will include: MA Police, CCTV, Records Management, and Messaging.

### **Maine Turnpike Updates**

Greg Stone announced that MTA is upgrading its Highway Advisory radio system. There is still one dead area in Kennebunk, so they are looking into installing a new tower somewhere in the area. He also said that ME and NH are exploring the idea of joining the I-95 Corridor Group; upfront costs will be incremental. Greg has expressed an interest.

There will be a MaineDOT meeting on January 24 in Augusta to look at the possibility of a statewide TIM Group.

### **New Hampshire DOT Updates:**

Jim Colburn explained that New Hampshire has a statewide mutual aid agreement in place and he will forward a copy of it to the group.

On January 22, the NHDOT I-95 & Spalding Turnpike Traffic Incident Management Group will hold the first of two stakeholder meeting at the Newington Town Hall.

### **Review of Post Incident Analysis Initiative**

There was a brief discussion on who should be included in the post incident analysis meeting. At the last meeting, the group agreed that the October “suspicious package” incident on the I-95 bridge would be used as the first example. Tom explained that NH EMA had expressed an interest in having State Police and State DOTs from both ME and NH meet initially, and then conduct a separate meeting for other responders. After some further discussion, the group agreed that it would be more beneficial if all responding agencies were included. Tom agreed to set up a post meeting that will include all responding agencies, and will contact the NH State Police to coordinate the meeting.

### **Other Business:**

There was a brief discussion on crossovers. David Ferland wanted to know why one couldn't be place at the approach to the I-95 Bridge. Arthur Murdock, Maine State Police, explained that crossovers are not very popular due to safety concerns, and they have not had much luck in the past for approval of adding any more on the Interstate. The Maine Turnpike is removing them because they create a safety hazard. Greg Stone noted that every time someone uses one illegally, they receive multiple complaints from the public. John Cannell explained that the MaineDOT is moving away from using them because they are not only unsafe, but also costly to repair. Tom agreed to look at what other states are doing and how they are dealing with routing traffic.

NHDOT will be installing permanent I-93 detour signs on secondary roads from Salem to Manchester. He will provide more information on how they work if there is an incident in the future.

The next meeting was scheduled for March 7 at noon, proposed location at the NH TMC (still needs to be finalized).