

MEMORANDUM

To: Traffic Incident Management Group and Interested Parties

From: Julia Dawson, Senior Transportation Planner

Date: August 12, 2009

RE: Meeting Notes from Traffic Incident Management Group on August 11, 2009

Those in attendance included: Beth Barton – MEMA; Robert Bohlmann – YCEMA; Owen Davis – York Police Department; Julia Dawson – SMRPC; Sgt. Kevin P. Donovan – Maine State Police; Gary Eaton – Kittery Police Department; Ruth Farnsworth – Wells Police Department; Tim Hamilton – Gray Dispatch Center; Mark Kirouac – NH DOT; Patrick Moulton – York Police Department; Lieutenant Lt. Louis Nyitray, Troop A, Alfred; Tom Reinauer – SMRPC; Gregory J. Stone, Maine Turnpike Authority.

Guests: Rory Howe and Christine Macaulay; Delcan Corporation, under contract with the I-95 Corridor Coalition (I-95 CC)

The meeting was held at the Maine Turnpike Authority, Portland.

1. Welcome and Introductions

Tom gave a brief overview of the meeting process for the guests.

2. Recent incident review

Tom opened the discussion with a brief overview of the two traffic incidents that occurred on the Turnpike and Route 1 since the last meeting. He explained that there is also an official post incident review process that has been used in the past for large scale events.

Greg Stone explained that the Turnpike (July 15) incident was a tractor trailer fire that occurred in the breakdown lane of a construction zone between the Scarborough and Saco exits. Although the breakdown lane was being used as a travel lane at the time due to the construction, it was difficult to have travelers use this extra lane during the incident. It was also unfortunate that the incident happened at a peak travel time making the delay longer than expected. Scarborough Fire Department attended the fire. There were at least two secondary (minor) related crashes.

Pre-planned road closures

Tom informed the group that the Dennett Road Overpass in Kittery will be closed for approximately six months due to replacement construction. There is no official word when the work will start but it is estimated it will be closed somewhere between the fall of 2009 and reopened before the summer of 2010. The MaineDOT recently held a public meeting on the issues and Tom offered to follow up with the project manager.

3. Updates

- **MaineDOT:** Not present.

Maine Turnpike Updates: Greg Stone announced that the repaving between Saco and Scarborough was now complete. No other news to report.

New Hampshire DOT Updates: Mark Kirouac reported:

- The I-93/Spalding Turnpike Study, which will be a Traffic Incident Management Plan, is wrapping up and a final report should be available by October.
- A TIM symposium was held in Concord on May 27th. Approximately 80 people attended.
- There was an I-95 Quick Clearance Workshop held in April 30th, around 20 people attended.
- Construction is underway for the high speed tolling system at the Hampton Tolls.
- NH DOT sold the High Level Bridge to the NH Turnpike and there is some talk about expanding it to include other interstate and divided highways. It will greatly allow reallocation of available funding for maintenance of other state maintained roads.

Action Plan Updates:

Julia explained that the call tree and detour mapping guidelines document is a work in progress and that it now makes sense to include a third section that has the portable equipment inventory for the region. She is working with Bob Bohlmann on scheduling a formal presentation of the document for the region's Town Managers and Public Works Directors. To provide a little history to I-95 Corridor Coalition guests, she went on to explain how the call tree and detour maps were developed.

Tom gave a brief overview of the PISIC grant that was awarded to carry out CONOPS training and reprogramming of CONOPS frequencies in first responder radios. For the benefit of the guests there was a brief discussion regarding why, what and how the frequencies were chosen. Tom went on to explain that the reprogramming of the radios is almost complete. North Berwick is interested in including two additional radios at the local high school, where they have a command center for major incidents involving the school. There was money left over from the CONOPS training portion of the grant, so we have proposed to do some radio protocol training. He explained that we are still waiting for official confirmation from MEMA on whether or not this will be covered. Based on MEMA's request that we video tape the training sessions for future use, we are assuming they will give us the go ahead. Bob Bohlmann and Julia are working on putting something together; it should be ready this fall.

The recent State Wide TIM meeting was cancelled; however, at the previous meeting there was some discussion about hosting a multi discipline fire/police quick clearance workshop. A brief discussion followed on the idea of using something that was already established i.e. I-95 CC program rather than developing something new.

The Statewide Mutual Aid Agreement was signed into law by the governor in May. As it is written, all communities in the State would fall under the agreement, unless towns specifically chose to opt out. Reimbursement is taken care of at the county level; the program was created to

cover large scale events and not replace any local agreements already in place between communities and/or agencies.

11. Discussion with Rory Howe – I-95 Corridor Coalition

Rory is working with the I-95 Corridor Coalition on a project to develop a report that lays out what best practices are currently being used along the I-95 corridor related to quick clearance and or other policy related guidance on detour routing. He and Christine are interviewing state experts and meeting with regional TIM groups along the corridor in order to determine what is actually in place and working well.

Christine mentioned the *Southern Traffic Incident eXchange Program (STIX)*. The four state (Georgia, North Carolina, South Carolina and Florida) coalition was created to develop interstate incident notification, information sharing, and interjurisdictional/inter-disciplinary coordination across state lines. It basically addresses any lane closures (in excess of two hours) near one of the state's borders.

Rory asked how often the ME/NH TIM group met and if any fire departments/agencies were part of the process. A brief discussion followed. It was mentioned that historically there have been some policy differences between the fire and police departments in the area of traffic incident management. Maine's Department of Labor issued the rules on how fire departments should handle traffic related events, and thus far have not officially recognized quick clearance policy techniques. Christine explained that this was not unique to our region. Georgia put together a training workshop specifically for the fire department that was produced by the TIM Group. Sgt Donovan pointed out that the two departments are beginning to communicate more, and that the New England Highway Operations Group (HOGs) will include a fire chief from Massachusetts as one of the three co-chairs. Mark noted that in NH state legislation gives the incident commander authorization to implement quick clearance. The state also has a Move It Law and is considering adding amber lights to its Move Over Law.

6. I-95 Corridor Coalition funding – Summary Project Ideas

Tom asked the group if they were interested in applying for an I-95 Corridor Coalition Grant. If anyone is interested please let him know. It should be noted that they generally do not fund the purchase of equipment. Their philosophy is to fund programs, policy development or other related concepts that can be used by any state along the corridor.

7. Other Business

Bob Bohlmann mentioned that there would be a state wide 24 hour EOC exercise on October 29.

Next Meeting – October 23rd at noon. Location York Public Library

Post Meeting: Greg Stone and other Turnpike Authority staff gave the group a brief tour of the new LED certified Turnpike building that also houses the State Police Troup G barracks.