

MEETING NOTICE

Greater Portland Traffic Incident Management Committee Wednesday April 28th at 9:00 AM

Remote Meeting

Meeting Link:

<https://us02web.zoom.us/j/88622139621?pwd=TXpUa3ArMEVwUjJXSnVHQmUxbEZDUT09>

AGENDA

1. Welcome

- January 27th GPTIM Meeting Notes attached.

2. Review of recent incidents

3. Review of any upcoming/planned events

4. MaineDOT CMS Messaging

- Inclement weather
- Timing
- Message quality
- 45 MPH messaging for over-sized permits

5. Training Updates

6. Agency/Department updates

7. Next Meeting date: Wednesday July 28, 9:00 a.m.; location TBD

Future meeting dates:

- October 27th, location TBD
- January 26th, 2022, location TBD

**Greater Portland Area Traffic Incident Management Group
January 27th Meeting Notes
Location – Remote Meeting on Microsoft Teams**

In attendance were: Harold Spelta (GPCOG), Eric Sanderson (SMPDC), Randy Ilian (MaineDOT), Steve Landry (MaineDOT), Brian Lawrence (FHWA), Eric Nevins (Portland PD), Kyle Tilsley (Maine State Police), David Grover (Scarborough), Deb Plummer (Cumberland County E911), Kerry Joyce (Cumberland County Sherriff's Office), Amy Berry (South Portland), Kellon Ronspies (FHWA)

1. Welcome/Introductions

2. Review of Incidents:

No recent incidents

3. Review of Upcoming/Planned Events:

- **Portland – Veranda Street Bridge Replacement**

- **Portland - Franklin Arterial Ramp Closures?**
 - 8 week closure beginning March 15th

4. Training Updates

Midcoast Committee may host a training remotely.

Steve Landry, creating a prerecorded training video. May take up the offer from GPCOG to perform video editing. May use the video as a secondary option. Eric Nevins expressed support for an online option. Eric also noted it would be helpful to get folks education on scenarios they don't normally see—i.e., MSP highway response for Portland PD.

Strategic Plan goal is to make online training more interactive. Steve mentioned there would be multiple kinds of training—rural vs urban vs highway.

The Committee also discussed classification of rollovers, as rollover is not the cause of a crash usually, but leaving the road and overcorrecting or veering to avoid something in the road. Training officers to accurately document crashes is important for insurance companies and the general public.

5. Agency/Department Updates

Signage updates/ chevrons for curves and exit speeds by MaineDOT. Eric noted that a lot of off ramp crashes are due to rear end collisions with merging. Steve Landry added that there are a lot of tire tracks off the road that go unreported. Randy noted that MaineDOT Safety would like to differentiate between a true roll over and a car going off the road and then rolling over—want to establish consistency with reporting. Kyle Tilsley added that excessive speed and inattention are the two significant contributions to crashes—over correction is often the primary cause, but there is a precipitating event that leads to a roll over.

Kyle Tilsley, informed the group that MSP was not going to be receiving any additional resources for interstate patrol. MSP will be restructuring Troop B and pulling rural patrol for the interstate. Will make an effort to staff the interstate 24/7, perhaps in September 2021, stated this will eventually happen.