

Maine Statewide Traffic Incident Management Group Agenda
January 30th 2024 at 1130
MaineDOT Headquarters and Via Zoom

1) Welcome and Introductions

2) Review of Meeting Minutes from June 30th, 2023 (Attachment A)

3) IBI Work Update

4) Training Materials Review / Update

5) TIM Self-Assessment

Discussion of reimplementing TIM Self-Assessments.

6) Training Updates

a) Training Classes

b) Train the Trainer

7) Review of Major Incidents

8) Regional TIM Group Updates

Brief Overview of TIM Programs, Management, and Work to Date

a) ME/NH

b) Greater Portland

c) Mid Coast

d) Augusta / Capital Region

e) Penobscot County

f) Hancock County

9) Discussion of Tools / Equipment / ITS

10) Next Steps

Scheduling for future meetings.

11) Other

Attachment A
Maine Statewide Traffic Incident Management Group Agenda
June 30th, 2023 at 1000
MaineDOT Headquarters and Via Zoom

1) Welcome and Introductions

Name	Representing
Dean Williams	SMPDC
David Allen Colby Fortier Brown Allen Farrington Joe Lacerda Steven Thebarga	MaineDOT
Sara Devlin Mary O'Flaherty	BACTS
Michelle Boucher	Arcadis IBI Group
Peter Cusolito	Ranger S
Roger Hooper	York County Fire
Rod Charette Peter Michaud Toby Watson	State Police
Patrick Adams	FHWA
Noah Vye	Auto Base Inc
Bob Conary	HCRCC
Bob Webber	Winter Harbor Fire
Craig Shane	Dedham Fire
Rand Maker	Lincoln County Sheriff's Office
Harold Spetla	GPCOG
Greg Stone	Maine Turnpike Authority
Kyle Chandler	Chandler Automotive and Towing
Bill Malcom	Trenton Fire Department

Mark Dupuis	Wells Fire
Eric Pelletier	Bangor Fire Department
Tommy Morris	Hancock County Firefighter Association, Brooklyn Fire Department
Mark —	NH DOT
Christine May	WNEMA
Oriana Fleming	NLMT
Nick King	NH DOT
Terri Thompson	CRCOG

2) Review of Meeting Minutes from February 28th, 2023

3) IBI Work Update

Postponing IBI work update to the end.

Michelle Boucher presentation on IBI Group TIM support. Tasks include Task 1: Project Administration, Task 2: TIM Training and Outreach, Task 3: New Technologies to Improve TIM, Task 4: Gap Analysis for TIM Performance data and Task 5: Statewide TIM Operating Guidelines. Discussion on the operating guidelines and participation. Notes to include, Lifeflight of Maine, EMS, other responsibilities of fire departments include extraction, maybe specifically include safety service patrol who are independent subcontractors. Also included for DOT and Maine Turnpike, incident control. Including NHS reporting as part of Federal Highway.

Discussion of 5 objectives. Volunteers to read the first draft. Hoping to have involvement from the sheriff's department to also overlook, mention of Rand.

Discussion of how to improve snow removal near the interstate.

Suggestion to add to the fire department section, EVs/Hybrids, note that you can not put foam to a fire on the vehicle as it will cause the fire to get worse. Add traffic control and traffic control in rural areas to the responsibilities list. For Maine DOT Responsibility list, edit third bullet, add continuators and something that creates a buffer for people who may be working on the highway/at a scene of a crash. Discussion of what criteria should be necessary for towing and recovery when responding to an accident. Add assisting in extrication to responsibilities for towing and recovery. Discussion of AAA involvement in traffic incidents. Suggestion for communication to be determined on scene and announced. It is usually a case by case basis. TMC is included in every crash.

Possibly providing resources/technologies for departments who can get at least 50% of their department to attend TIM trainings.

Discussion of improving traveler information/relaying information to travelers in an effective way.

4) Training Materials Review / Update

Presentation from Peter on the Responder Training Program on the highlight slides of what will be included in the four hour training. BACTS can forward pictures to Peter to make it more inclusive for Maine.

Trying to increase participation in these training including in-person training.

Feedback for Presentation: Add a section for EMS, there are lots of independent agencies.

5) Training Updates

- a) Training Classes
- b) Train the Trainer

6) Review of Major Incidents

Recently had penobscot and Hancock TIM Meetings. There was an incident in Bucksport as well as one the previous day in Bangor.

Ten-car accident in Bangor in "The Valley" caused by a distracted driver. The road was clear within 35 minutes and the accident occurred at exit 183. Ramp closures have been discussed in the past and there was a fair backup and they didn't detour but announced on social media/media that there was an accident to encourage drivers to choose an alternative route. The time it would take to set up a detour is the same amount of time it took to clear the road. The accident occurred around 8:45 am.

Another incident was a shooting in the 295 area. Public safety was a major concern as well as apprehending the shooter on the southbound side. Maine DOT was able to set up detours and crossovers and no secondary crashes occurred. The communication with local fire and police was broken down into two categories between apprehending the suspect and traffic safety. It is hard to match the frequencies for communication with fire but it was able to be worked out. Usually going through the dispatch center works but it can be improved. Comms is always an issue. The shooting initially was domestic and then the suspect began driving around on the highway shooting into cars. A couple of citizens were shot on the highway while he was driving. The mile markers 15 to 17 area where it primarily occurred. Police almost considered shutting down the interstate but they were able to keep the detours and shut down those miles for crime scene processing for a few hours.

The question of how to not interfere with focus and how to delegate the responsibility of who is checking to make sure people are using the detours and exits was brought up when a situation like this occurs. Discussion of how communication will sometimes come second. First thing is

prioritizing the crisis and sometimes they say they need to figure it out themselves. If turnpike listens directly to the comm they will get information more clearly by cutting out the middle person and just monitoring the radio.

There have been a lot of wrong way drivers and there has been an average of one wrong way a week. Most self correct, and the ones that dont self correct usually crash. They are mostly elderly and impaired drivers.

Question of if there were any technologies used during the shooting incident that they wish they had more of. Truck 14 was critical to the shooting incident and Truck 16 is something that they are looking forward to in Bangor. This was an incident where everyone came into help and there were no issues in terms of asking for help, everyone participated where needed.

Eric Pelletier said using region nets is great for comms, some of the dot supervisor vehicles have the radios with the frequency. Steve mentioned that they are looking into getting more boards put up on the interstate trying to cover traffic spots. Up-north they are working on being better about snow removal but it has been difficult to not have enough people to do so.

If they do decide to do that making sure tmc is also included in that. Discussion of region net tied into zome .

Discussion of who has authority over the message boards and what to type in certain situations, such as a wrong way driver.

7) Regional TIM Group Updates

Brief Overview of TIM Programs, Management, and Work to Date

a) ME/NH

The guidelines have been updated based on the discussion and then it will be distributed to the group that was there for that discussion.

The shoulder use is going to start being tested in mid to late july.

Majority of the signals in NH are run by municipalities and not DOT so once we have all the data that we need , explain to them the benefits of having an updated sign and how that can benefit that section of the highway. Emergency detour routes are going to be established

b) Greater Portland

State police will no longer be assisting in marathons.

c) Mid Coast

Wve want to have more involvement and maybe create an incentive such as free food/refreshments to get people to attend the meetings.

d) Augusta / Capital Region

None.

e) Penobscot County

There was a bike race that occurred in Penobscot and Hancock County. TIMs has been continuing to meet regularly, there have been some technologies deployed and the triangle has been a great help along the corridor especially with accidents and it slows people down, people are moving over appropriately.

f) Hancock County

The general public did not know what was going on in terms of the traffic and there was a near miss which endangered the safety of some of the firemen trying to control traffic. They do not have interest in participating again. It was too time consuming and threatened the safety of everyone involved. They wore all proper safety equipment but it still made it difficult for traffic to see them. There was no announcement made by the bike race organizers if it was still happening or not and they fully expected there to be assistance throughout the day without a permit or communication with the surrounding towns.

8) Discussion of Tools / Equipment / ITS

Discussion of how to stop wrong way drivers and runaway tractor trailers. Ideas of new technology that would be helpful are spike mats, and upgrading spike mats would be useful because the ones on the interstate are not equipped to stop vehicles including tractor trailers. Discussion of spiking being dangerous to use.

Possibly investing in a live feed drone so that it is possible to see a situation in its entirety on a live feed could also be useful technology.

9) Next Steps

Scheduling for future meetings.

10) Other

Those who assisted in providing services for the Gran Fondo bike race are encouraged to submit a bill to the race organizers for their work.

BACTS will provide a note to the organizers on what needs to be done in the future in order to hold another bike race but this is expected to be their last year.

In the future create a guideline for special events, including those that cross multiple jurisdictions and counties, come up with a plan that can be followed in the future.

From the Chat:

Offering Connecticut's current program on wrong way
<https://portal.ct.gov/DOT/Traffic-Engineering/Wrong-Way-Driver-Home>