Maine-New Hampshire Traffic Incident Management Committee
Responder Safety
Safe, Quick Clearance
Prompt, Reliable, Interoperable Communications
Maine TIM Committees

- Greater Portland (2011)
- Bangor area (2013)
- Augusta (2015)
- Statewide Committee - 2016
ME/NH TIM Background

- Started in 2005 – recommendation from two separate Corridor Committees (Route 1 and 236) and Chambers of Commerce
- Similar group started & stopped in 2001
- Facilitated meetings regarding issues with incident response and coordination
- Developed Action Plan
- Meet every other month
Participants

- Municipal Police and Fire
- EMA – York & Cumberland County, ME & NH
- NH and Maine State Police
- Public Transportation Providers
- ME and NH Towing/Recovery
- Maine and NH DOTs & Turnpikes
- Coast Guard
- Red Cross
- Hospitals
Executive/Subcommittee

Meets as needed:

- Lieutenant – Maine State Police, Troop G
- Fire Chief – Town of Wells
- Police Chief – Town of York
- Fire Chief – City of Saco
- York County EMA Director
- Director of Public Safety – Maine Turnpike
- NH Traffic Management Center
- Deputy Fire Chief – Town of Scarborough
TIM Action Plan Items Involving Both States

- Call Tree and detour routing
- Post – Incident Review process
- Joint Table Top Exercise in April 2014
- Performance Measures
- Sharing of Camera feeds
- Bridge projects coordination
- Communications between MTA and NH TMC
Action Plan

Call Tree
- Notification of crashes & other events affecting roadways for more than one hour
- Originates with major dispatch centers or on-scene

Detour Routing
- Meetings with communities to go over scenarios
- Total of 51 scenarios
- Coordination with NH and regional evac plans such as Seabrook Station
**Level 1:** Impact to traveled roadway estimated to be greater than one hour but less than two, with lane blockages – not a full closure of the roadway.

**Level 2:** Impact to traveled roadway estimated to be greater than two hours with lane closures in either/both directions.
Post Incident Review

- Can be requested by any responding agency
- Strongly Suggested for any full closure lasting more than 1.5 hours
- SMPDC responsible for scheduling & facilitating
- After Action Report is created with specific recommendations

Examples:
- Truck fire on I-95 northbound ~ 4 hour closure
- Multiple tractor-trailer crash & secondary crash – I-95 ~ 11 hour closure
- Fatal crash on I-95 northbound ~ 4 hour closure

Smaller incident reviews at regular TIM meetings
Examples of After Action Report items

- Mapping of hydrant locations and info
- Response Frequency Protocol between State Police troopers and responding fire/rescue – 13 cities & towns participating
- Revised fire department response areas – 20 cities & towns participating (Paper Maps & ArcGIS online)
- Consistent lane identification
- Exit/Entrance Ramp Signs
- Development of TIM Operating Guidelines
TIM Operating Guidelines

- Meeting of all police & fire chiefs with MTA, MaineDOT, State Police in 2010
- Endorsed by full Committee in 2011
- Coordinated 20 training sessions
- Developed training DVD – Video Creations
  https://www.youtube.com/watch?v=mN2oavPpWAc
- Updated as needed
Priorities & Goals

PRIORITIES

1. LIFE SAFETY – attend to injured & ensure overall scene safety
2. INCIDENT STABILIZATION – minimize any impact the incident may have on the surrounding area, including traffic
3. RESTORE TRAFFIC TO NORMAL CONDITIONS – reopen traffic lanes as soon as possible

GOALS

Increase responder safety by eliminating struck-by incidents, injuries, and fatalities
Minimize impacts to the free flow of traffic
Decrease incident clearance time
Decrease secondary incident occurrences
Improve inter-agency communication during incidents
TIM Operating Guidelines

- Roles and responsibilities
- Recommended equipment
- Communication
- Incident response and operations
- Arriving on scene
- Traffic control & Vehicle Positioning
- Operating on scene
- Post Incident Analysis
Performance Measures
Subcommittee – Spring 2014

- NHDOT – Traffic Management Center
- NH Bureau of Turnpikes
- Maine Turnpike Authority
- MaineDOT
- FHWA
Performance Measures

- Roadway Clearance Time
- Incident Clearance Time
- “Call-Backs” for Fire/Rescue or State Police due to Response Frequency protocol
- Public Notification Times
- Secondary Crashes
Maine Turnpike Incident Clearance Time
Percent of Total Incidents
January - June 2017

New Hampshire Incident Clearance Time
Percent of Total Incidents
January - June 2017
Maine Turnpike Roadway Clearance Time
January - June 2017

Total Events

Jan
Feb
Mar
Apr
May
Jun

1-30 min
31-60 min
61-120 min
>120 min
Average Incident Clearance Times

Average Roadway Clearance Times

Maine

New Hampshire

Q1

Q2
SHRP 2 Training

- Multi-discipline 4-hour training course on traffic incident management
- 1047 trained so far ~ 14%
- CT – 1,131 ~ 36%
- Train-the-Trainer course on October 11
- State Police ordered to complete training and incorporated into SP academy curriculum
Lessons Learned

Feed the People
- Friday lunch meetings work

Subcommittee option helps get things done

Implementation and action by staff

Trust between TIM members & staff takes time

Meeting locations for 2 States/Out of State travel

MPO has no official TIM authority

Staff turnover

TIM is typically an additional item for someone doing another full-time job
Questions?