

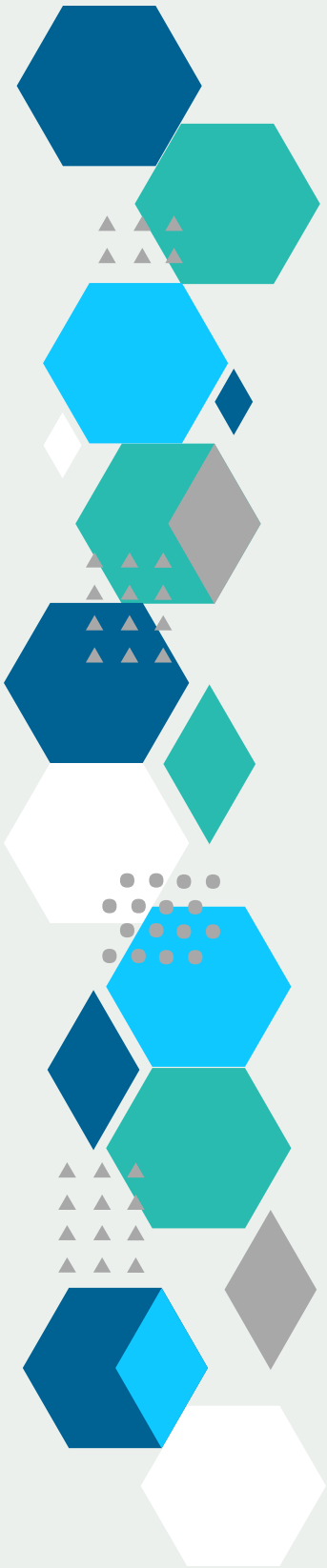
Performance Measure Report

Maine-New Hampshire



January-
September
2017

Traffic Incident
Management Committee



Report Compiled by Southern Maine
Planning and Development Commission

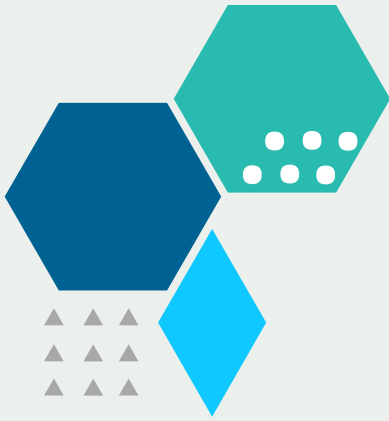
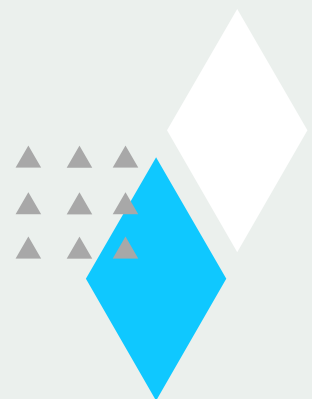


Table of Contents

Introduction.....	Pg 3
Objectives.....	Pg 4
Incident Clearance Times – Maine.....	Pg 5
Incident Clearance Times – New Hampshire.....	Pg 6-7
Roadway Clearance Times – Maine.....	Pg 8
Roadway Clearance Times – New Hampshire.....	Pg 9
Average Incident Clearance & Roadway Clearance Times.....	Pg 10
Public Notification of Incidents – Maine.....	Pg 11-12
Public Notification Time – New Hampshire.....	Pg 13-15
Secondary Crashes.....	Pg 16-17
Fire Department / EMS Call-Backs - Maine.....	Pg 18-19





Objectives

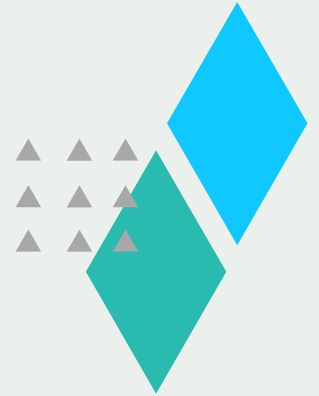
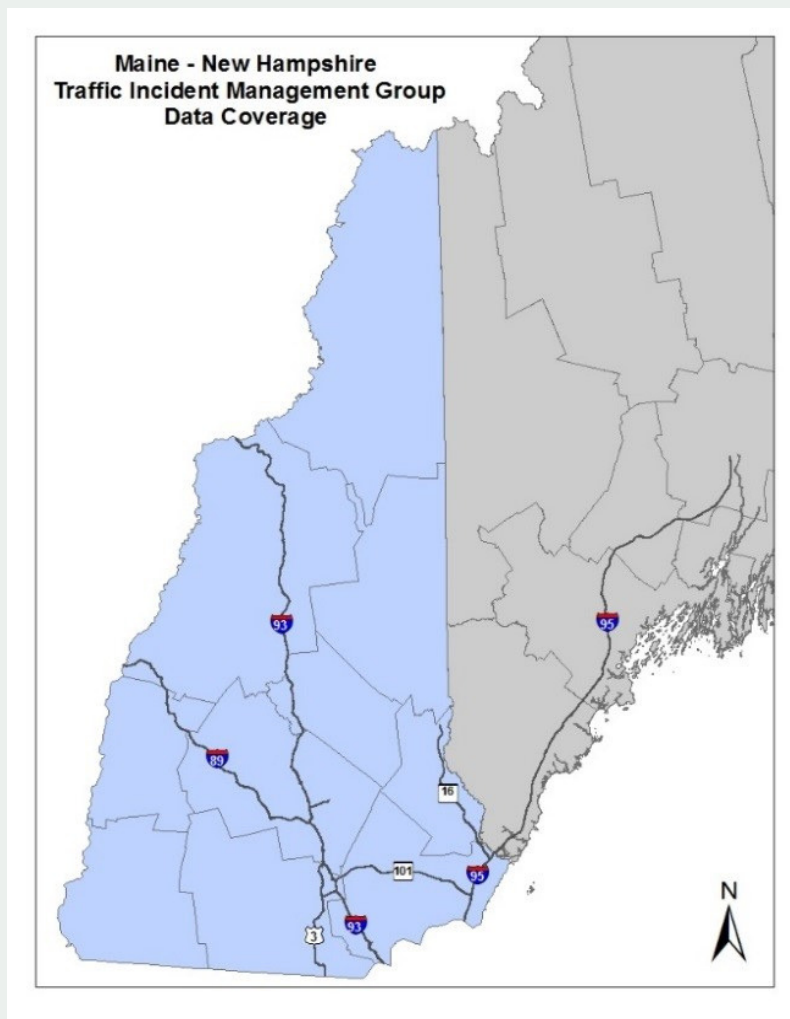
National-Level TIM Objectives

1. **"Reduce roadway clearance time"**
the time between the first recordable awareness of an incident (detection, notification or verification) by a responding agency and first confirmation that all lanes are available for traffic flow.
2. **"Reduce incident clearance time"**
the time between the first recordable awareness of the incident and the time at which the last responder has left the scene.
3. **"Reduce the number of secondary incidents"**
the number of unplanned incidents beginning with the time of detection of the primary incident where a collision occurs either a) within the incident scene or b) within the queue, including the opposite direction, resulting from the original incident.

ME – NH TIM Objectives

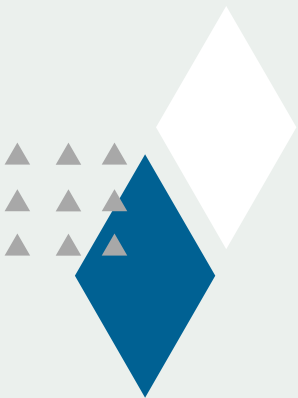
1. Increase responder safety by eliminating stuck-by incidents, injuries, and fatalities
2. Minimize impacts to the free flow of traffic.
3. Decrease incident clearance time.
4. Decrease secondary incident occurrences.
5. Improve inter-agency communication during incidents.





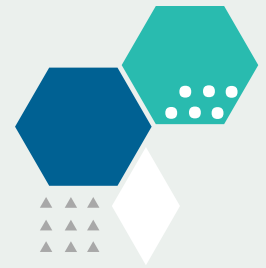
Introduction

The Maine - New Hampshire Traffic Incident Management (TIM) Committee is a group consisting of law enforcement, fire and rescue, and transportation agencies interested in enhancing traffic incident management on Interstate 95/Maine Turnpike, Route 1 and other arterial roads in York County Maine and northeastern Rockingham County and Strafford County New Hampshire. Incident-related traffic flow issues are an increasingly significant challenge for this bi-state region as witnessed by the number of crashes, natural disasters and other events that have caused traffic circulation issues in the area.



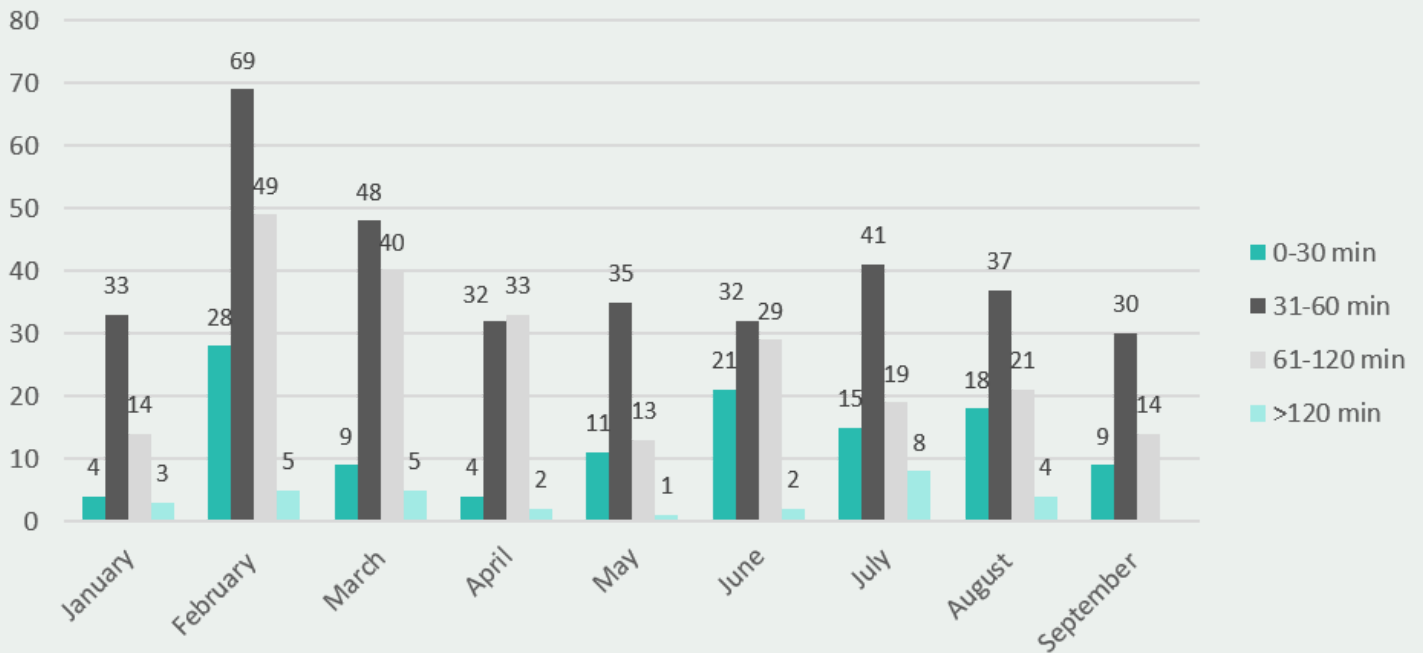
Incident Clearance Time

Maine

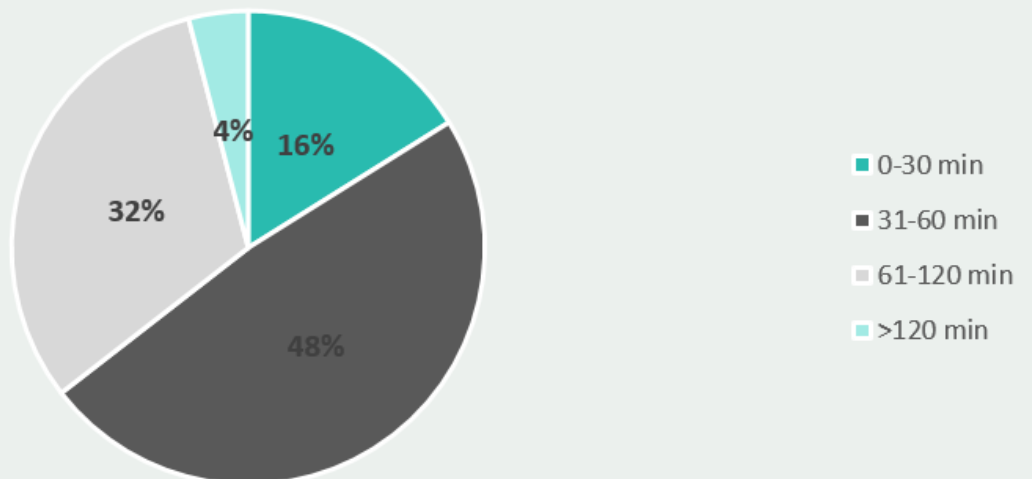


The first series of graphs depict Incident Clearance Time, which is defined as the time between first recordable awareness of an incident by a responsible agency and the time at which the last responder has left the scene. Due to the way in which the Maine Turnpike Authority collects available data, the incident clearance times reflect when the Maine State Police have cleared the scene. Maine Turnpike data depicted here is for incidents that occurred between the New Hampshire border and exit 109 in Augusta.

**Maine Turnpike Incident Clearance Time
January - September 2017**

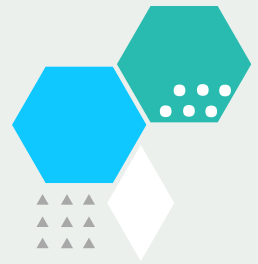


**Maine Turnpike Incident Clearance Time
Percent of Total Incidents
January - September 2017**



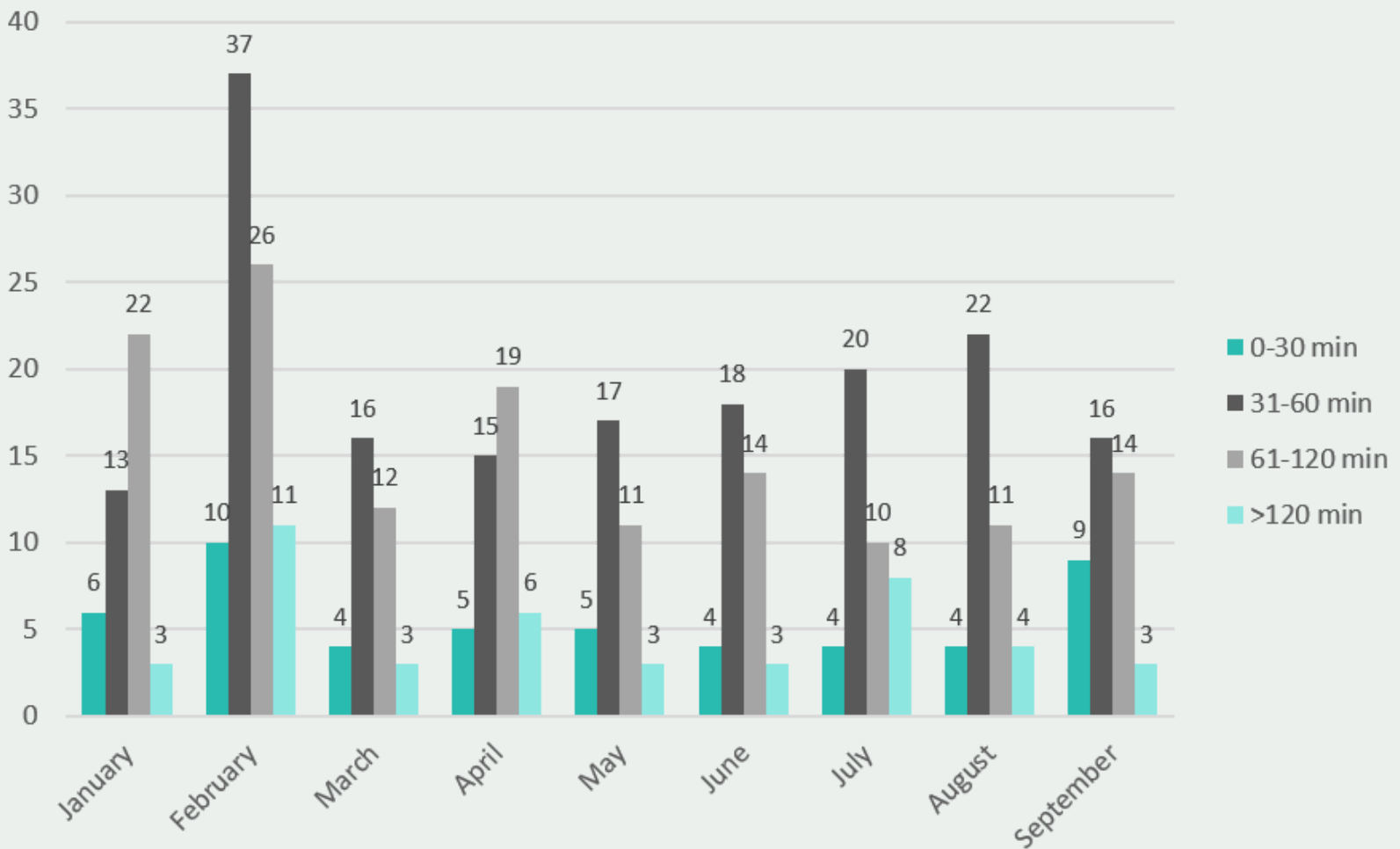
Incident Clearance Time

New Hampshire



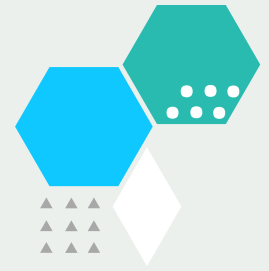
New Hampshire data reflects incidents that occurred on the following roadways: F.E. Everett Turnpike, I-293, I-93, I-95 and the Spaulding Turnpike. The data in the graphs below are provided by the New Hampshire DOT's Traffic Management Center.

New Hampshire Incident Clearance Time
January - September 2017



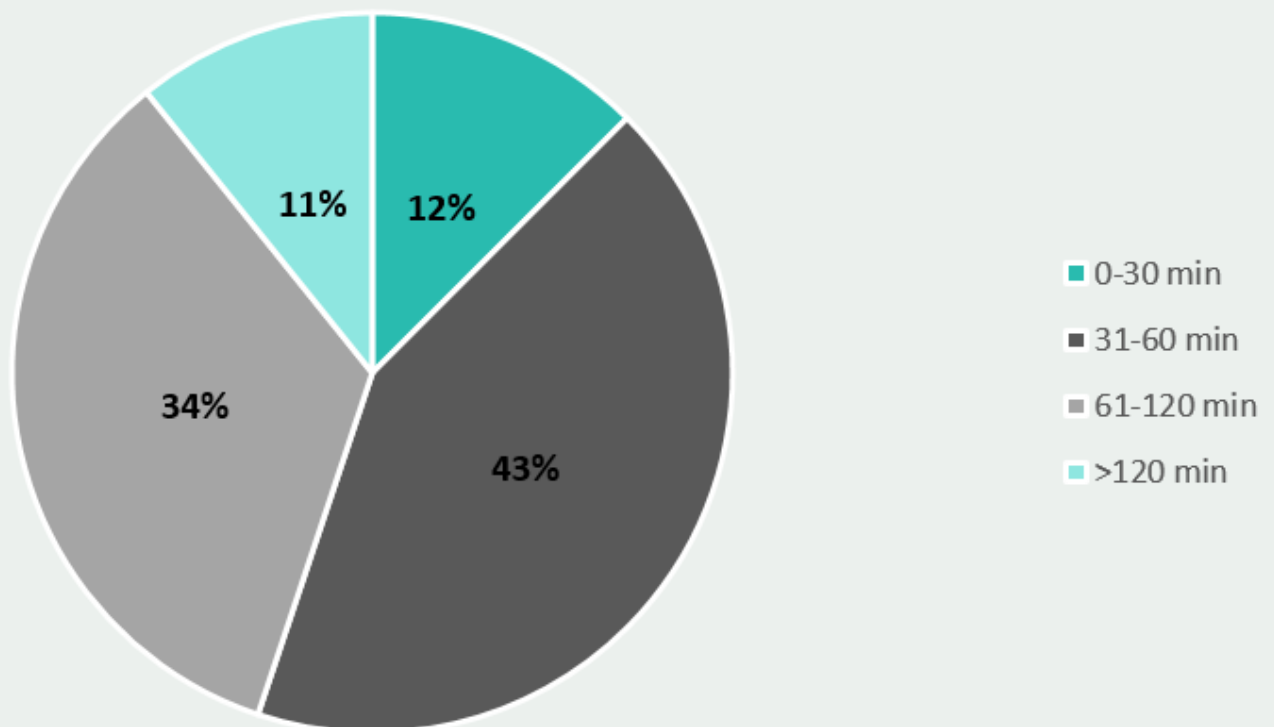
Incident Clearance Time

New Hampshire



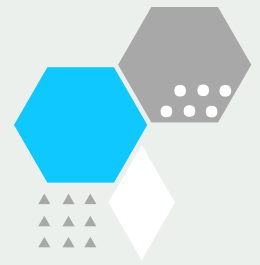
New Hampshire data reflects incidents that occurred on the following roadways: F.E. Everett Turnpike, I-293, I-93, I-95 and the Spaulding Turnpike. The data in the graphs below are provided by the New Hampshire DOT's Traffic Management Center.

**New Hampshire Incident Clearance Time
Percent of Total Incidents
January - September 2017**



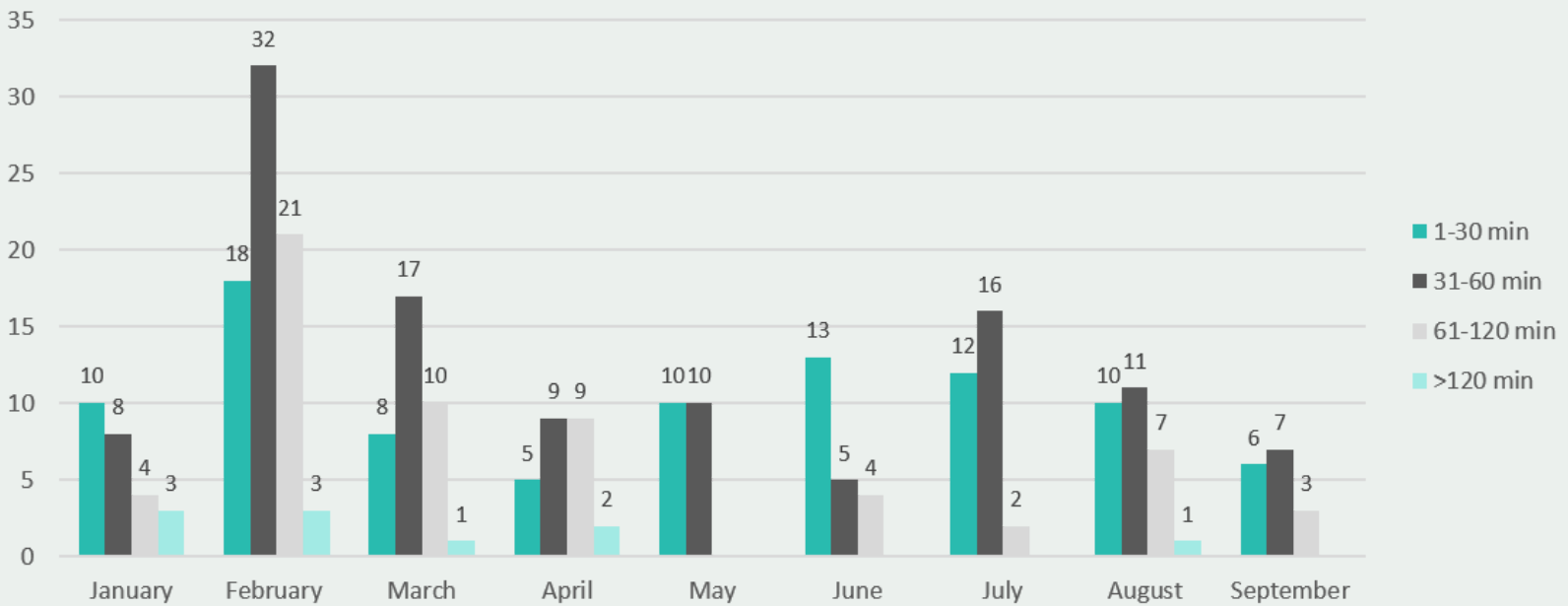
Roadway Clearance Time

Maine

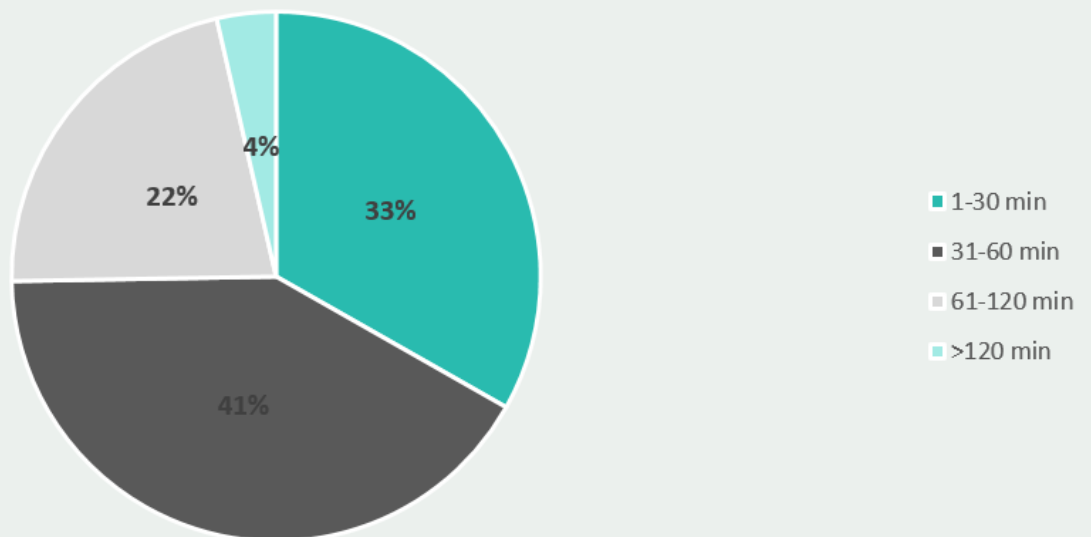


The second series of charts depict Roadway Clearance Times, defined as the time between the first recordable awareness of an incident by a responsible agency and the first confirmation that all lanes are available for traffic flow.

**Maine Turnpike Roadway Clearance Time
January - September 2017**

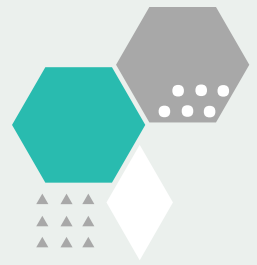


**Maine Turnpike Roadway Clearance Time
Percent of Total
January - September 2017**

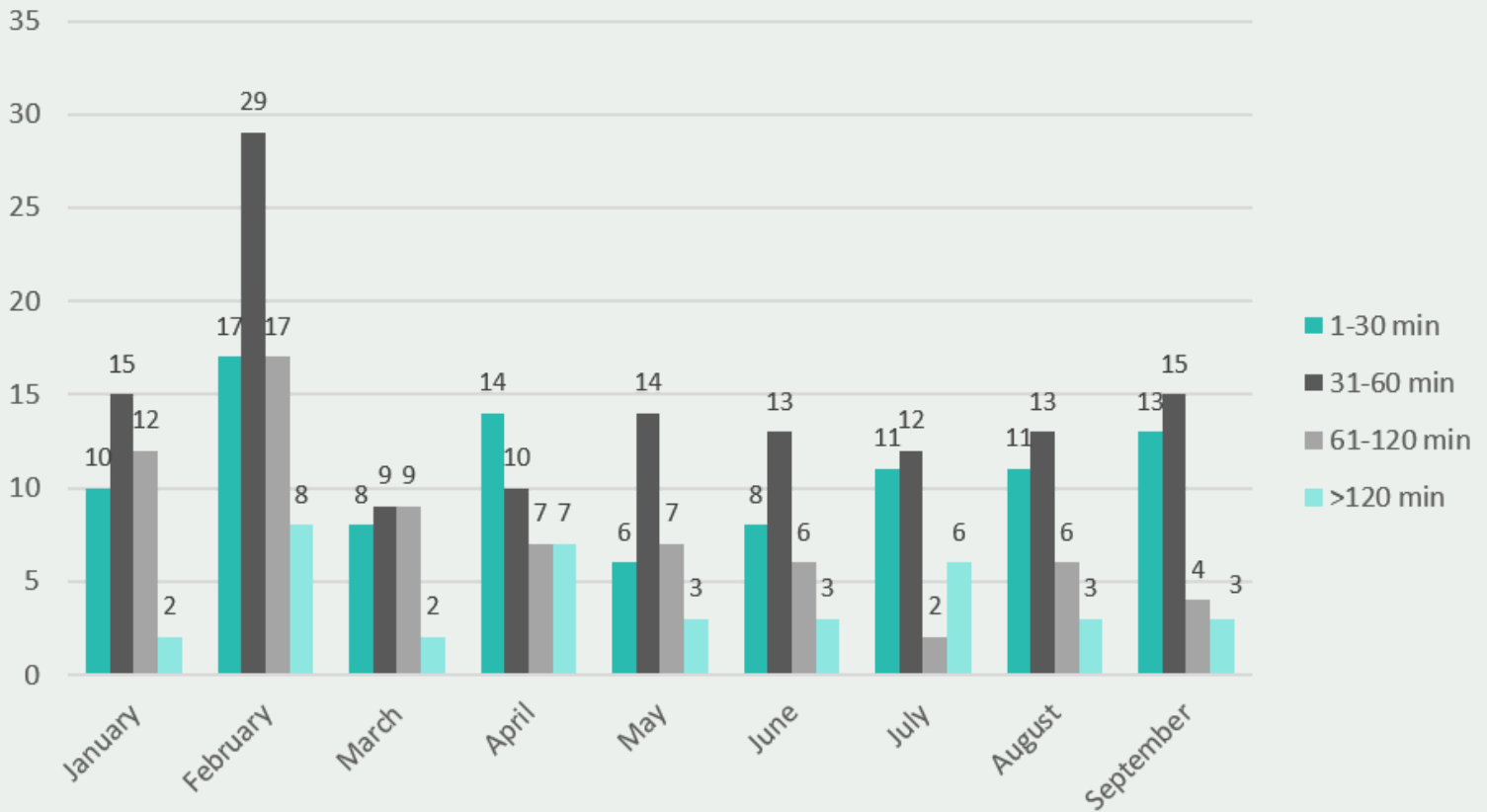


Roadway Clearance Time

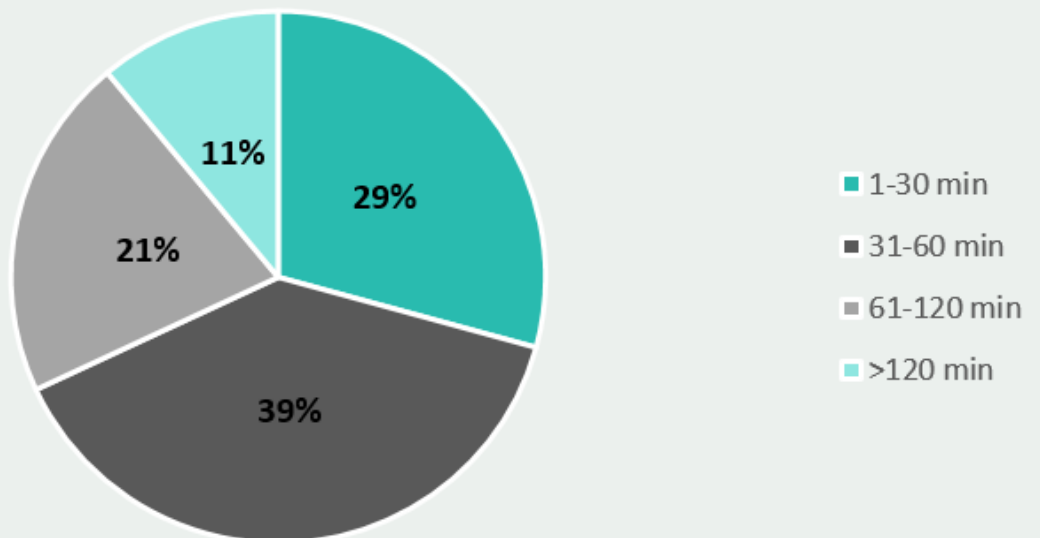
New Hampshire



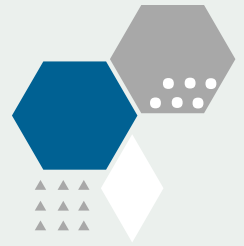
**New Hampshire Roadway Clearance Time
January - September 2017**



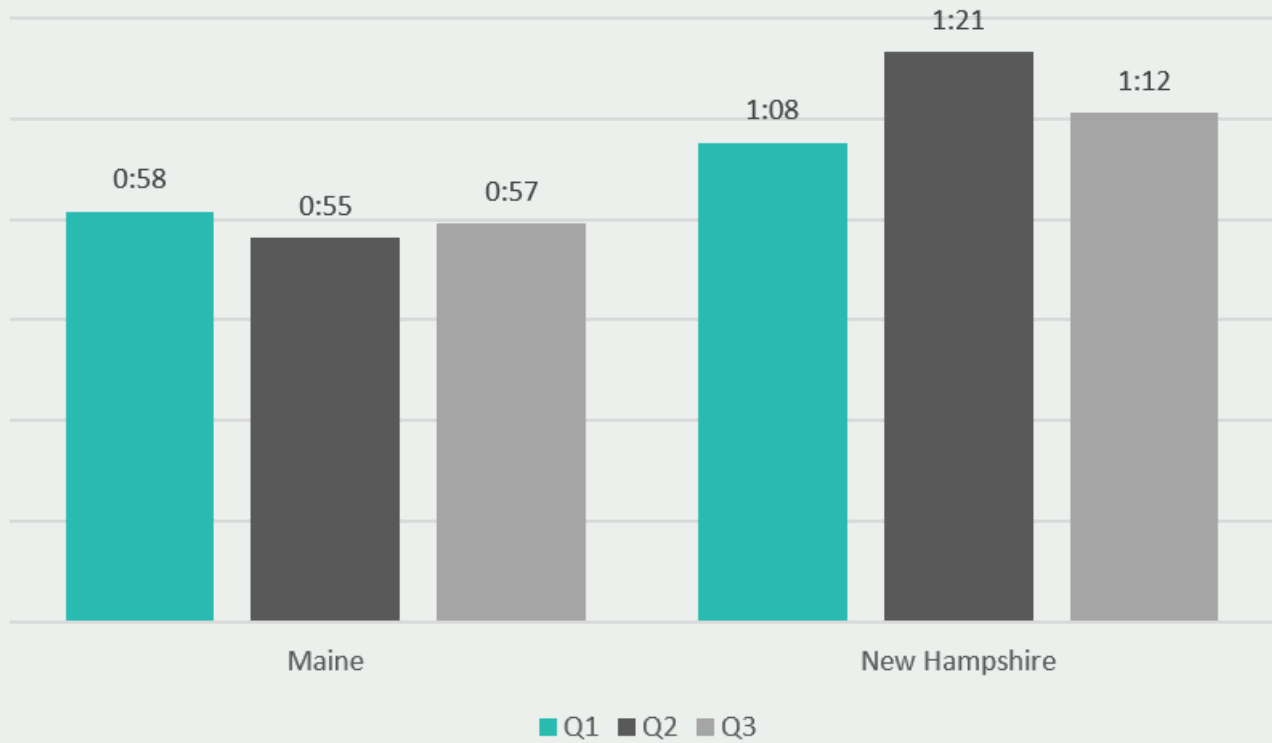
**New Hampshire Roadway Clearance Time
Percent of Total Incidents
January - September 2017**



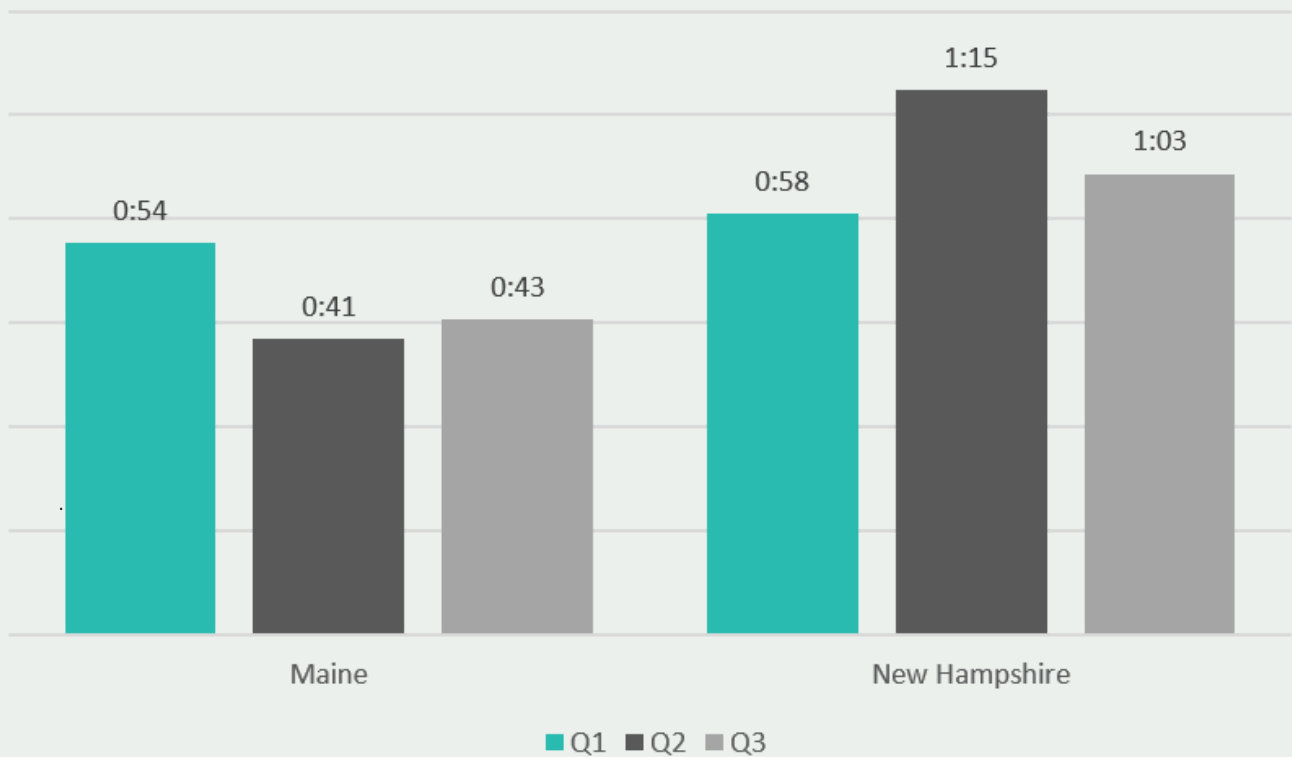
Averages



Average Incident Clearance Times

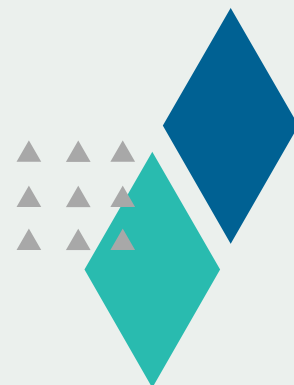
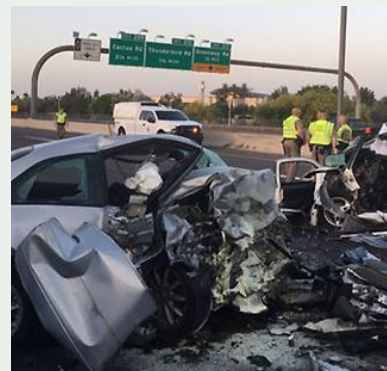


Average Roadway Clearance Times



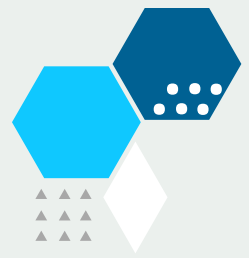
Public Notification of Incidents

The charts that follow show the time between the first recordable awareness of the incident and when public notice took place. The notification could include several different methods, including Facebook, Twitter, email, etc. This measurement is key to the implementation of the Real-Time System Management Information Program. The Program was included in Section 1201 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to provide the capability to monitor in real-time the traffic and travel conditions of the major highways across the U.S. and provide a means of sharing these data with state and local governments and with the traveling public. A Final Rule was published on November 8, 2010, establishing the provisions and parameters for the Program to be established by State DOTs, other responsible agencies, and partnerships with other commercial entities. The Program is to be established on all Interstate routes within 4 years (November 8, 2014) and on other significant roadways as identified by the States and local agencies within 6 years (November 8, 2016). It sets a goal for public notification of incidents based on metropolitan/non-metropolitan regions and also the type of incident such as planned construction, vehicle crash, weather etc.

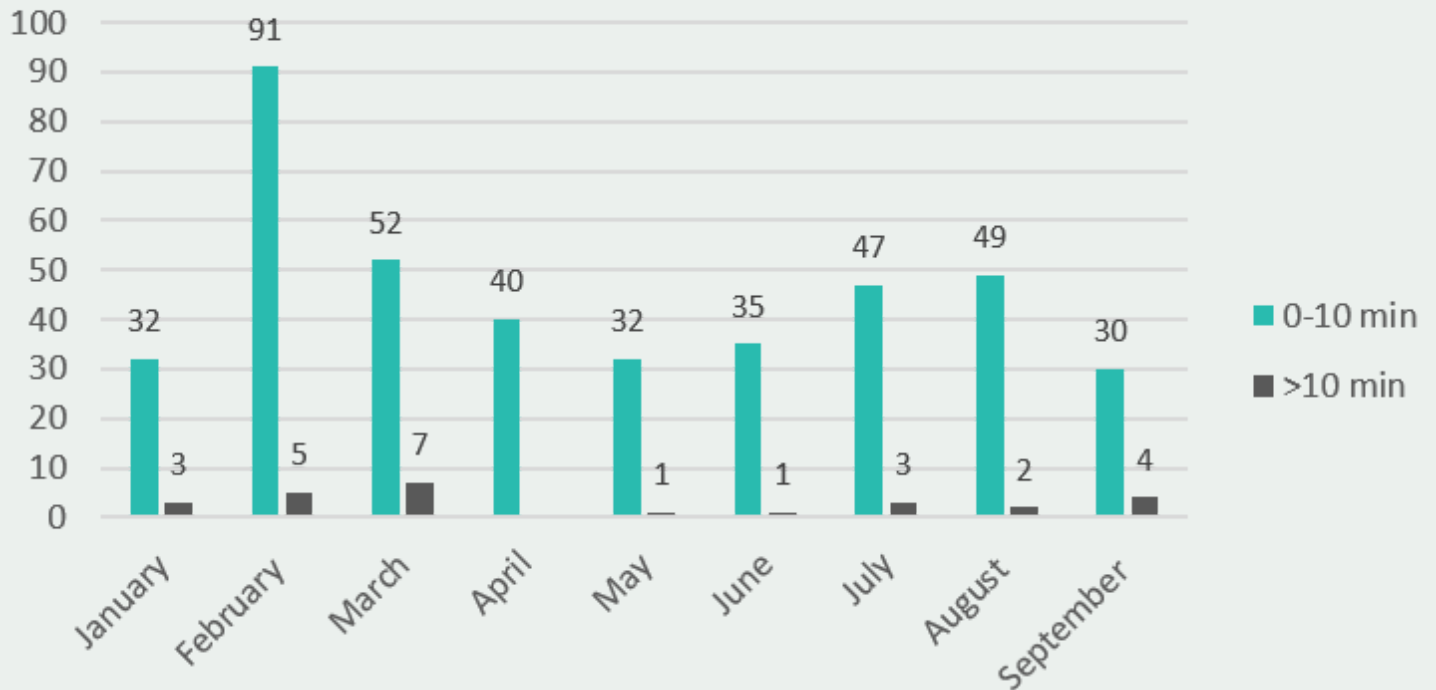


Public Notification of Incidents

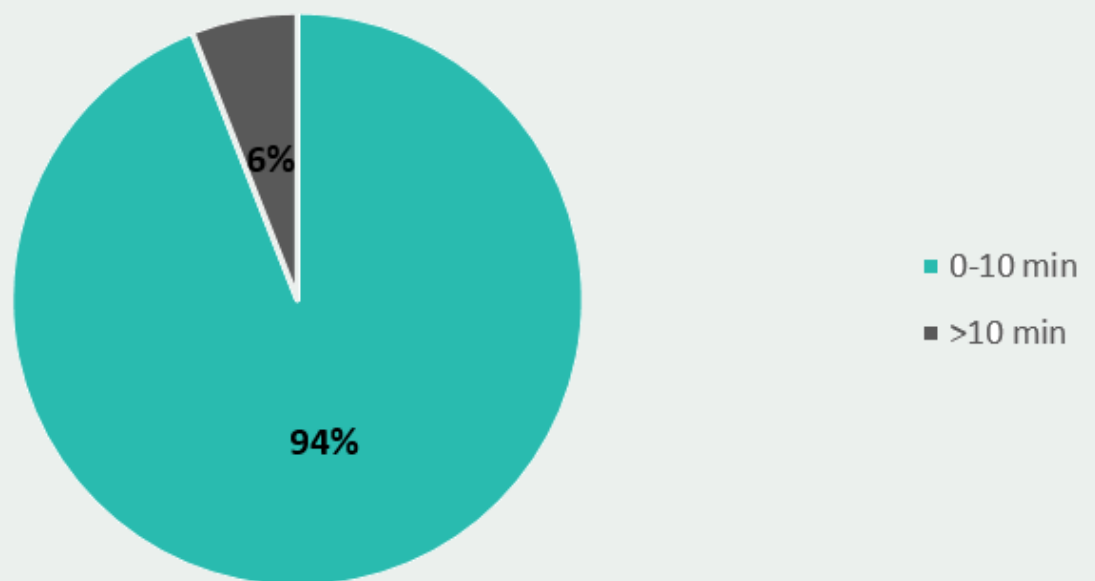
Maine



Maine Turnpike Public Notification Time January - September 2017

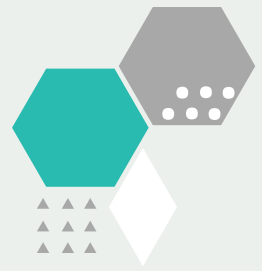


Maine Turnpike Public Notification Time Percent of Total January - September 2017

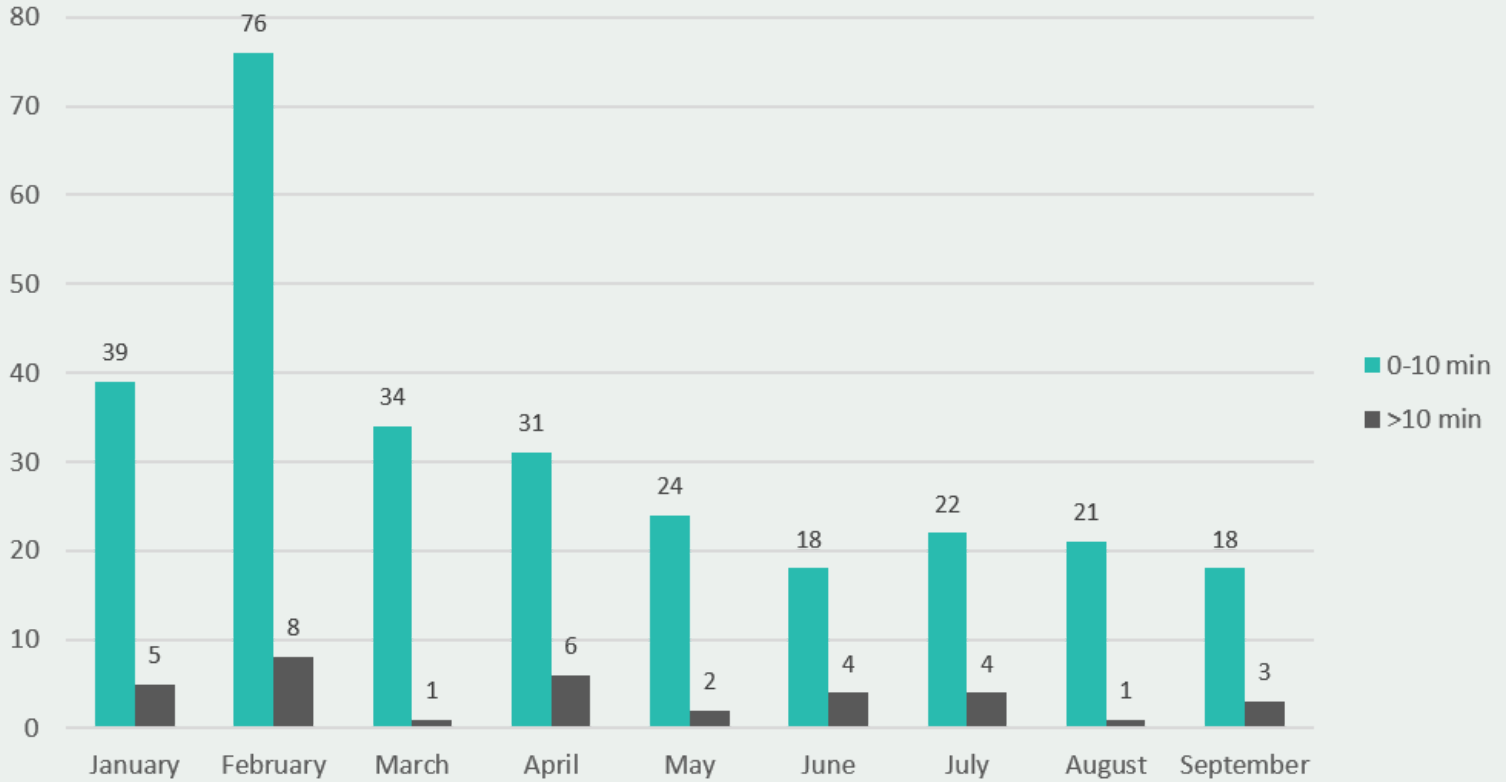


Public Notification of Incidents

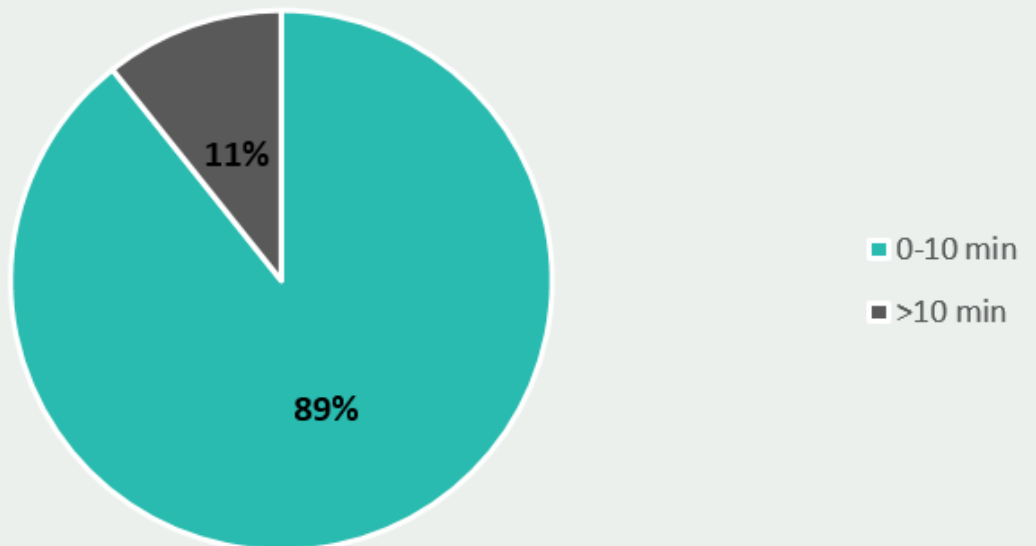
New Hampshire



New Hampshire Time to Board Posting January - September 2017

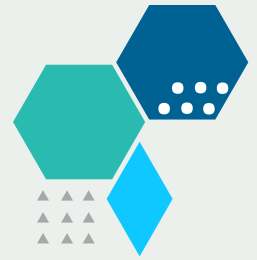


New Hampshire Time to Board Posting Percent of Total Events January - September 2017

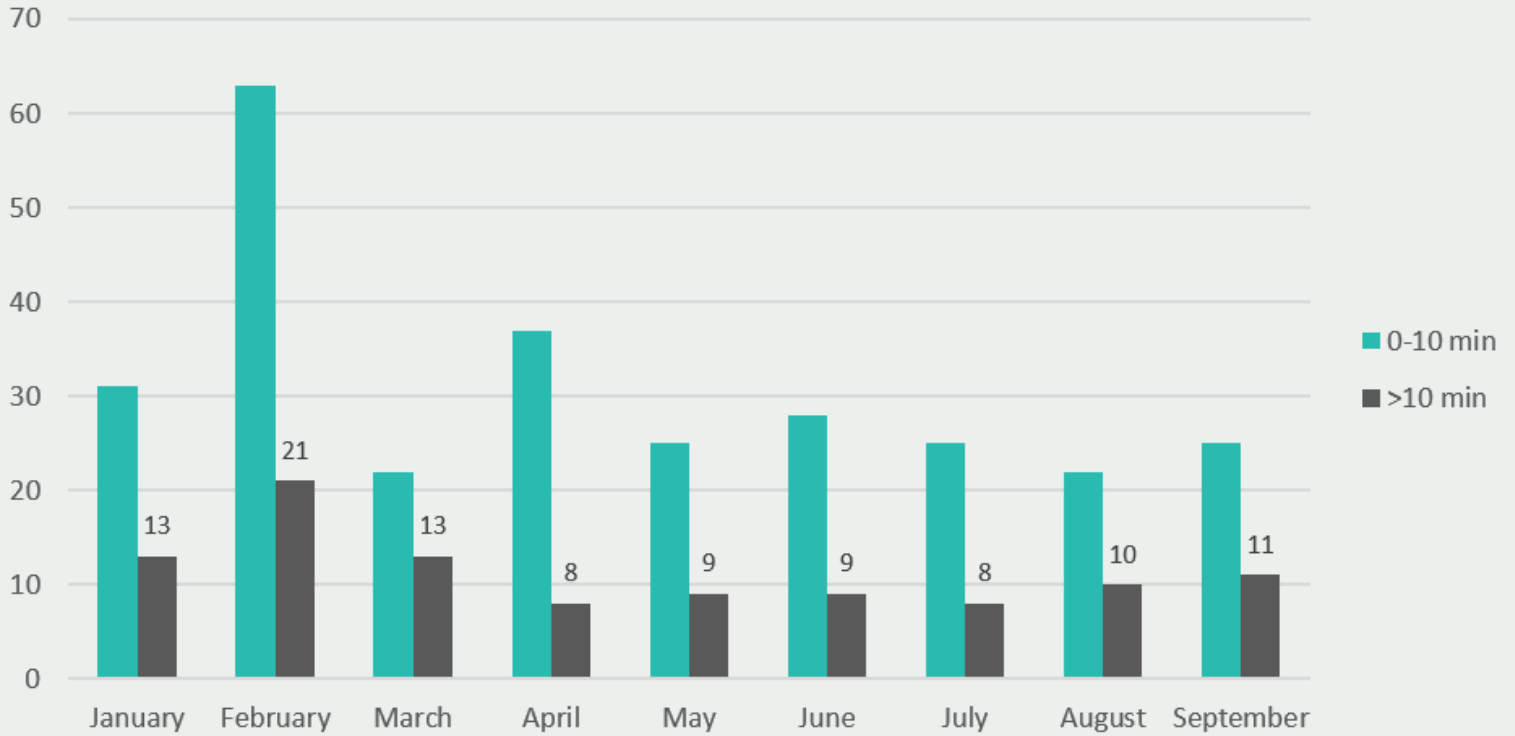


Public Notification of Incidents

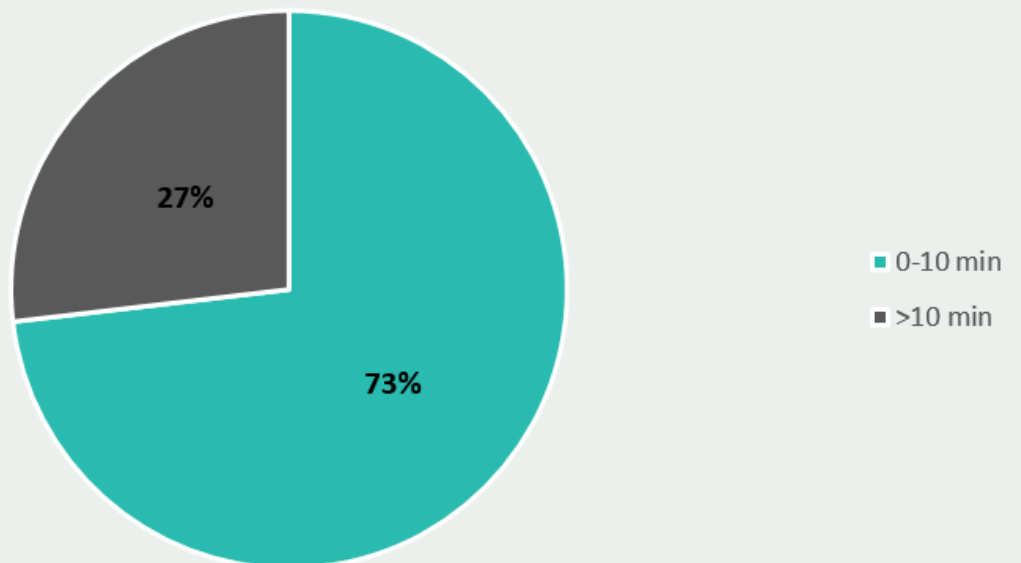
New Hampshire



**New Hampshire Time to Public Notification via Twitter
January - September 2017**

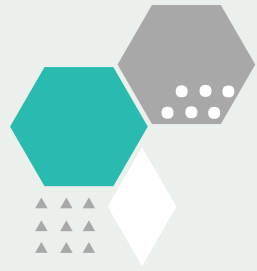


**New Hampshire Time to Public Notification via Twitter
Percent of Total Events
January - September 2017**

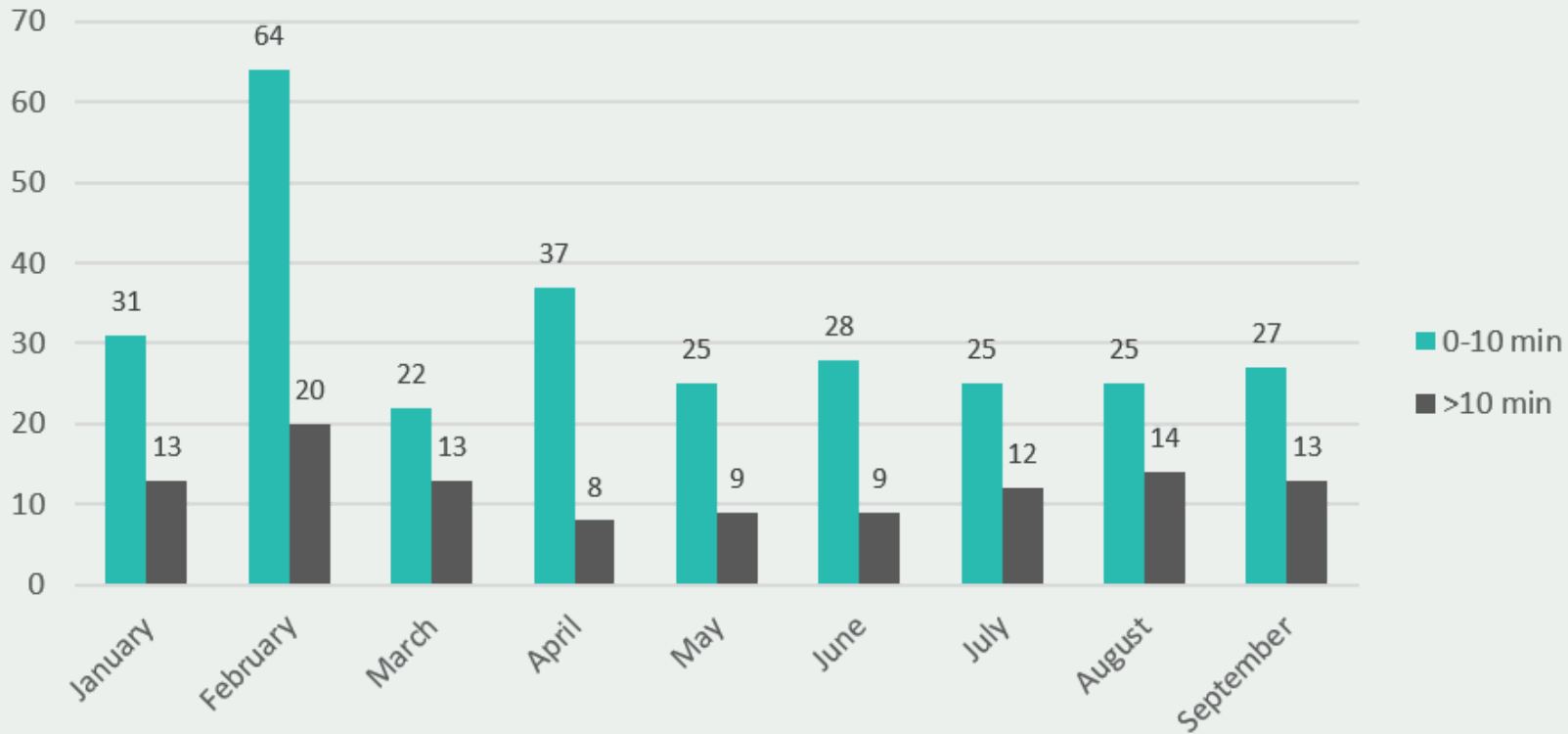


Public Notification of Incidents

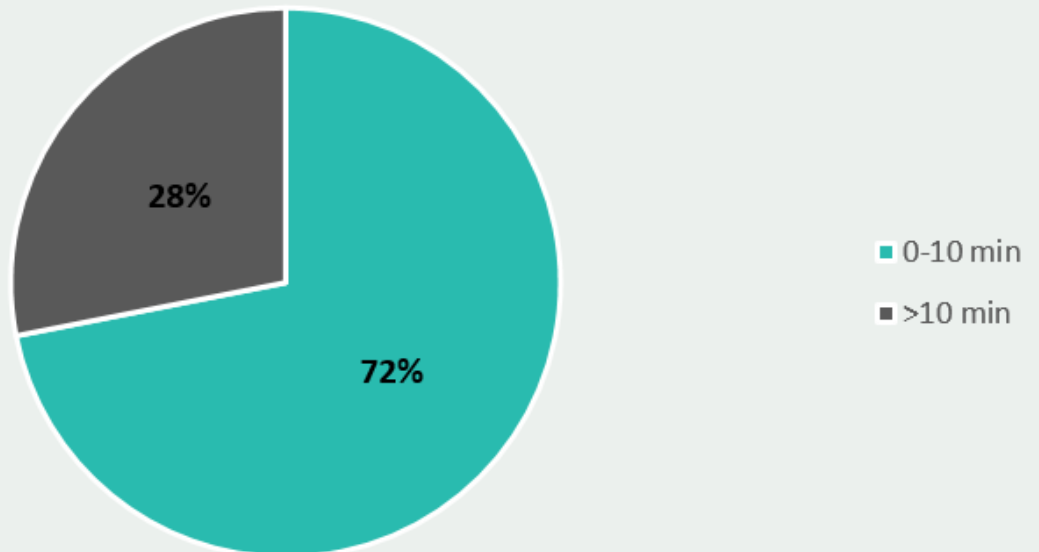
New Hampshire



**New Hampshire Time to Public Notification via 511 / ATMS
January - September 2017**



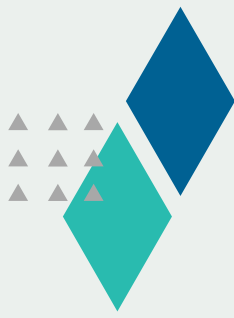
**New Hampshire Time to Public Notification via 511 / ATMS
Percent of Total Events
January - September 2017**



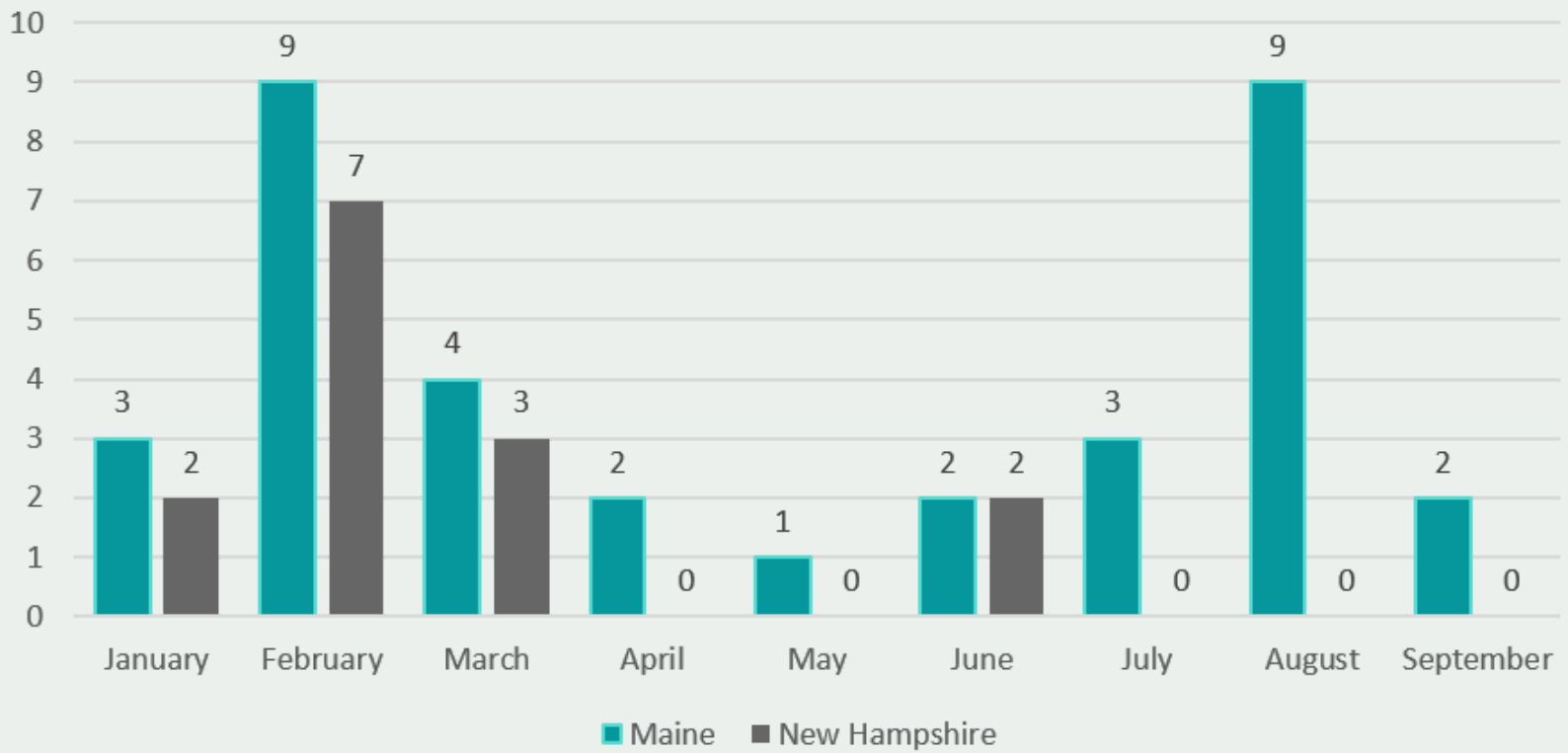


Secondary Crashes

The Maine Turnpike Authority started tracking “Secondary Crashes” in January 2016 while the New Hampshire DOT started in January 2017. The TIM Committee is utilizing the FHWA definition of secondary crashes, which states the “Number of unplanned crashes beginning with the time of detection of the primary incident where a collision occurs either a) within the incident scene or b) within the queue, including the opposite direction, resulting from the original incident.”



Secondary Crashes January - September 2017

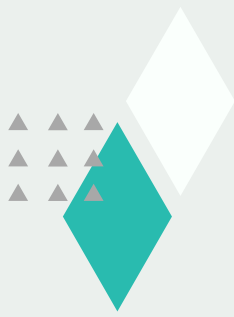




Fire/EMS Department Call Backs

Maine

The Maine Turnpike Authority has also been tracking the number of times first responders are called back to their station and were not needed at the incident. One of the goals of the TIM Committee is to share accurate and timely information about incidents between responders and between dispatch center and responders. The result is a more appropriate response level for the size and severity of incidents, and in some cases limits the number of personnel and equipment out on the highway if they are not needed. The TIM Committee adopted its Response Phase communications protocol in 2014 (revised in January 2015), and there are 15 municipal fire departments participating.



Number of Fire Dept. / EMS Call Backs
January - September 2017

