

TRAFFIC INCIDENT MANAGEMENT FOR THE BALTIMORE REGION (TIMBR) COMMITTEE

Wednesday, June 2, 2021

Virtual Meeting

10:00 A.M.

MINUTES

1. WELCOME AND INTRODUCTIONS

Eileen Singleton opened the meeting and attendees introduced themselves.

2. REVIEW OF MINUTES FROM MARCH 3, 2021

There were no comments on the minutes.

3. DEBRIEF OF MARCH 23RD FIRE ON I-70

Mr. Tim Peck provided an overview of response to a tanker truck fire on March 23, 2021 on I-70 eastbound at MD 75 (Exit 62) at the border of Frederick and Carroll counties. The incident resulted in a fatality. The truck driver had a medical emergency which resulted in the truck crashing and the fuel tanker becoming disconnected from the truck.

There were multiple response agencies involved:

- CHART: Western Region Patrols, Statewide Operations Center, Traffic Operations Center 7
- MDOT SHA shops: Frederick and Westminster
- Frederick County Fire Department
- Frederick County Sheriff's Office
- Maryland State Police: Frederick Barrack, Westminster Barrack, Crash Team, Commercial Vehicle Enforcement Division
- Maryland Department of the Environment (MDE)
- Geyers Towing (heavy duty tow)

The first unit to arrive on the scene was a CHART vehicle; all lanes were closed in both directions. There was initial uncertainty if a car was also involved since the tank came

disconnected from the frame; once the fire was under control, after about 10 minutes, it was confirmed that just the tanker truck was involved.

A detour was set up on MD 144, the route followed the Freeway Incident Traffic Management detour routes. MD 75 was unable to be used as a detour route because there was a low bridge in one direction and a crash in the other direction.

- Successes identified:
 - Dynamic Message Sign (DMS) activations occurred within 2 minutes of incident confirmation, incident was verified within 7 minutes, and DMSs were updated throughout the incident.
 - Highway Advisory Radio (HAS) devices were activated almost immediately and also updated throughout the incident.
 - Frederick shop was notified within 2 minutes of incident confirmation.
 - Interagency cooperation was excellent and included resources from 2 counties.
 - Fire/EMS and MDE recovered 1,580 gallons of fuel out of the estimated 2,500 on the truck.
 - Total of 3,000 gallons of fuel, water, and foam were recovered from the scene.
- Challenges identified:
 - Requests for assistance between SHA regions
 - Not all signals have remote access capability so a signal technician is required to respond to some incident scenes. Expanding remote access to signals would also address the need to retune signals. At this incident, the signals had to be put on flash because there was not a signal technician at the scene.
 - Communications between SHA District, Maintenance Shop, and MDE could be improved through pre-event contact exchange. This need was identified during the clean-up phase.
 - Communications between state agencies and local police (need improved interoperability and patch radio channels)
 - Detour for commercial vehicles was challenged by restrictions due to a low bridge in one direction and an incident in the other direction.

The estimated user delay cost for this incident, that had a total time of almost 12 hours, is \$58,000. This value is calculated in RITIS.

4. TIM SELF-ASSESSMENT FOLLOW UP

The group continued discussion of several items of interest from the self-assessment.

Move Over Legislation

As discussed at the March meeting, there is interest in having the Maryland Move Over legislation include more specific information to improve clarity of the law. Ms. Singleton noted that BMC cannot work on legislative language but can work on legislative education and can work with other agencies to educate them on the need to revise the legislation. There are a few people who expressed interested in working on this, and Ms. Singleton will follow up with

them. If others are interested, please contact Ms. Singleton. Cindy Burch will ask the Maryland Highway Safety Office Law Enforcement Liaisons about their knowledge of this issue. Pat Rooney mentioned that staff from MIEMSS and MSFA Safety Committee might also be interested in working on this.

TIM Training

FHWA is sponsoring virtual TIM Train the Trainer sessions for people interested in being a TIM trainer; each state can send two people.

In Maryland, 302 people have taken the Train the Trainer course but only about 12 people have taught a course. MDOT SHA is trying to have trainers train others after they take the training. Mr. Pat Rooney is planning to hold an in person trainer class in late summer.

Pat McElroy is working with local police departments to have the TIM training be mandatory for all towers. She said all of her towers at Tim's Towing take the TIM training.

Multidiscipline After-Action Reviews

A template to prepare after-action reviews is being developed in RITIS and it is expected to be completed by the end of the summer. User cost will be included. The template will help to have a consistent format for after-action reviews.

TIM Education for the Public and Elected Officials

There were suggestions at the previous meeting to consider how to educate the public and elected officials about TIM and legislation such as the Move Over law. There was a suggestion for having some kind of post-crash driver education and also working with insurance companies. If anyone is interested in working on this, please contact Ms. Singleton.

5. STATE AND LOCAL TIM UPDATES

TIM Training updates

- As of May 24, 2021:
 - Nationally, over 533,000 people have been trained.
 - The total trained in MD is 8,700, which equates to 37.5% (need to train 23,218).
- Mr. Rooney noted that the states that have the highest portion of responders trained have made the training mandatory.
- He also noted that the material in the four hour course is not new, it is a replacement for existing training material in the academies.

State TIM Updates

- Pandemic traffic trends:
 - Traffic has increased in the Baltimore Region to 70 – 80% of pre-pandemic levels. Statewide, the state's traffic counters are showing average daily traffic still down about

8%. In addition, traffic patterns in some areas are different, even in areas where traffic is starting to increase.

- The number of impaired drivers has risen significantly.
- The number of fatal crashes has also increased significantly, likely due to increased speeds.
- Commercial vehicle crash rates are also still high.
- Andrew Orr provided an update on a pilot on MD 97 to track compliance with the Move Over law using CCTV and video analytics.
 - Phase 1 – CHART vehicle parked on the shoulder to assess Move Over compliance. Two scenarios were evaluated:
 1. With emergency lights flashing
 2. With emergency lights flashing and arrow board up
 - Initial results indicate compliance in Phase 1 was very low in both scenarios but the results are still being reviewed.
 - Phase 2 – CHART vehicle with Police vehicle on the shoulder to see if this changes the compliance. This phase has not been tested yet.

HAAS Alert Equipment

- Ms. Singleton said that the specifications for new Baltimore County fire trucks includes HAAS alert equipment; the HAAS alert equipment send a message to oncoming vehicles via Waze if the vehicle has its lights and sirens activated.
- MDOT SHA did a successful pilot project using HAAS equipment and is interested in adding more technology to its vehicles.

Upcoming Planned and Special Events:

- Bay Bridge Run/Walk will be held October 31, 2021. Planning for the event has started.

6. OTHER BUSINESS

- 2021 meetings: September 1, December 2, 2021

ATTENDEES

Members:

T.J. Bathras, Maryland Transportation Authority, Operations
Amy Beall, Carroll Co Dept. of Public Works, Traffic Engineer
Jennifer Biddle, Howard Co Dept. of Public Works
Colin Bristow, Maryland State Police, CHART Liaison
Andrew Burke, Metropolitan Washington Council of Governments
David Cookson, Howard Co Dept. of Planning & Zoning

Joe Davis, Maryland Transit Administration, Support Operations
Jason Dicembre, State Highway Administration, CHART
Aaron Dombrowsky, Howard Co Police
John Dulina, Maryland Emergency Management Agency
Hiwot Habtemariam, State Highway Administration
Mark Harris, Maryland Dept. of Transportation
Dan Janousek, Maryland Dept. of Transportation
Tanya King, Daniel Consultants
Alvin Marquess, Jacobs
Pat McElroy, Tim's Automotive and Towing/TRPM Board
Roxane Mukai, Maryland Transportation Authority
Ben Myrick, State Highway Administration, OOTS
Sally Nash, Annapolis Dept. of Planning & Zoning
Andy Orr, State Highway Administration
Timothy Peck, State Highway Administration
Tyrone Powell, Maryland State Police
Jason Pulliam, Maryland Transportation Authority Police
Patrick Rooney, State Highway Administration - CHART
Raj Sharma, Baltimore City Dept. of Transportation
Michael Streett, Baltimore Co Police
Ron Westervelt, Maryland Transportation Authority

Staff

Cindy Burch, Baltimore Metropolitan Council
Eileen Singleton, Baltimore Metropolitan Council