

TRAFFIC INCIDENT MANAGEMENT FOR THE BALTIMORE REGION (TIMBR) COMMITTEE

Wednesday, September 28, 2022
10:00 A.M.

MINUTES

1. WELCOME AND SELF-INTRODUCTIONS

Mr. JJ Lynott, Chair, welcomed attendees and attendees introduced themselves.

2. REVIEW OF MINUTES FROM JUNE 1, 2022

There were no comments on the minutes.

3. OPEN DISCUSSION

The group discussed several questions posed for discussion.

What is a TIM success that you (or your agency) has recently had?

- Efforts to get TIM training as a requirement for all towers on the police tow list.
- Traffic management support for the Maryland Cycling Classic that took place in Baltimore County, Carroll County, and Baltimore City went very well. In addition, Google was able to access real time road closures to keep Google Maps updated during the race.
- Response and coordination at a recent five-car crash on I-70 went very smoothly. All responders had done TIM training and all on scene worked efficiently to clear the incident that included a very short roadway closure.

What is a TIM-related challenge that you (or your agency) has been having?

- Need for responders to remember that non-transportation incidents often have transportation impacts. For example, a response to a “suspicious package” at a school potentially causes road closures around the school and parents often come to the school to get their children.
- While there has been progress in the number of towers taking the TIM training, more work is needed to get them all trained.

- There continues to be staffing shortages at response agencies which makes it more difficult to make responders available to attend TIM training.
- There is a need for more training on handling electric vehicles (EVs) involved in crashes, especially for vehicle fires (for example, many gallons of water are required to extinguish EV fires). This need will only increase as the number of EVs increases.
 - It was noted that MTA will be purchasing more electric buses.
 - Fires sometimes spontaneously start in EVs (or the EV explodes) and towing companies need to consider this as they store EVs, because they are responsible for all vehicles on their lot. Some towing companies keep EVs in a separate area on their lot, away from other vehicles.
- There is a need to ensure representatives from fire companies get TIM training and attend the TIMBR Committee meetings.
 - Chair Lynott will work with a few other TIMBR Committee members to address this need.

At the start of the pandemic, traffic volume was down but crash rates were up as was the rate of more severe crashes. Now that many people are traveling at closer to pre-pandemic levels, have you observed any changes to incidents (number, severity, cause, etc.) or incident response?

- There are still increased rates of more severe crashes and more frequent crashes.
- There is a need for troopers to get training on the recent legislation regarding changes in liability of individual law enforcement officers.

Thoughts on TIM Training: Do you have any ideas for expanding TIM training as more events are in person? Do you think there should be more classes held as remote classes)? Any other thoughts related to TIM training?

- As noted under challenges, there is a need for more training on handling electric vehicles (EVs) involved in crashes
- The online TIM courses have been helpful for some responders; they can take the class on their own time when they are not busy.
- More TIM training classes are needed; there is interest in having more in person classes. More trained instructors need to teach these courses.
- The classes that include representatives from multiple disciplines and that are taught by instructors from multiple disciplines can be the most impactful because students hear multiple perspectives.
- It was noted that it is especially important for fire company leadership to attend TIM training because they respond in the field. For law enforcement, leadership do not typically respond in the field so there should be a focus on troopers that respond to incidents.
- Many new state troopers are assigned to barracks in the Baltimore metropolitan region so there should be a focus on training them. It was noted that it would be useful

to have these relatively new troopers attend TIM training after they have had some field experience. It is also important to include other disciplines in these classes. Try to have responders from different agencies that would respond together to attend TIM classes together.

- There is a need to ensure that all responders understand that all fatal crash scenes are considered crime scenes until deemed otherwise by law enforcement, and responders should not enter the area unless invited by law enforcement – maintaining scene integrity. There was a suggestion to do training on responding to fatal crashes.
- It was noted that TIM is not just for state/larger roads but is also important for local roads so all responders should be invited to attend TIM training.
- Chair Lynott suggested that a [video from Colorado](#) of police placing a handcuffed suspect in a car parked on railroad tracks could be used as a training tool for in-service training and/or roll call. It provides a good reminder to maintain situational (and location) awareness.

[Handout: Traffic Incident Management for the Baltimore Region Committee, September 28, 2022]

4. TIM SELF-ASSESSMENT FOLLOW UP

Ms. Singleton highlighted a few 2021 TIM self-assessment action items.

- Question 6 pertains to TIM training. Ms. Singleton noted there is still a need for more people who have taken the TIM training to teach TIM classes. People should contact Pat Rooney at MDOT SHA with any questions about scheduling training or teaching a class.
- Questions 18 and 19 pertain to collecting and using data from secondary crashes. Ms. Singleton is working with Chair Lynott to prepare a document to request secondary crash checkbox be added to the crash report form.

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5. STATE AND LOCAL TIM UPDATES

- Upcoming and Special Events
 - November 13, 2022: Across the Bay 10k
 - November 14 – 18, 2022: Crash Responder Safety Week
 - **Note: The statewide event to support Crash Responder Safety Week has been canceled.**
- TIM Training updates:
 - Number of responders trained in Maryland is increasing slowly, up to 39.9%.

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6. OTHER BUSINESS

Lt. Ryan offered to make a presentation at a future meeting on a dump truck crash on I-695.

Andrew Burke suggested a presentation on drone use that was recently presented to the NCR.

The next TIMBR Committee meeting will be December 7. Location (or remote) to be determined.

ATTENDEES

Members:

Major Ronce Alford, Maryland Transportation Authority Police
Golnaz Askari, MDOT State Highway Administration OTMO
Jennifer Biddle, Howard Co Dept. of Public Works
1/Sgt. Colin Bristow, Maryland State Police, CHART Liaison
Andrew Burke, Metropolitan Washington Council of Governments
John Contestabile, Skyline Technologies
Eric Fogle, MDOT State Highway Administration OTMO
Lt. Ryan Franks, Baltimore Co Police
Breck Jeffers, Federal Highway Administration Maryland Division
Shelley Kellam, Maryland Transportation Authority
David Lewis, Maryland Fire Chiefs Association/Odenton VFC
JJ Lynott, MDOT Maryland Transit Administration
Alvin Marquess, Jacobs
Pat McElroy, Tim's Automotive and Towing
Andrew Meese, Metropolitan Washington Council of Governments
Roxane Mukai, Maryland Transportation Authority
Timothy Peck, MDOT State Highway Administration OTMO
Cpt. Jason Pulliam, Maryland Transportation Authority Police
Lt. David Ryan, Maryland State Police
Sgt. Mike Smith, Baltimore Co Police
Cpl. Mike Streett, Baltimore Co Police
Off. Jonathan Strickler, Baltimore Co Police
Phil Westcott, MDOT State Highway Administration, District 7
Ron Westervelt, Maryland Transportation Authority
Patrick Zilliacus, Metropolitan Washington Council of Governments

Staff

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