TRAFFIC INCIDENT MANAGEMENT FOR THE BALTIMORE REGION (TIMBR) COMMITTEE

Wednesday, June 5, 2024
10:00 A.M.

MINUTES

1. WELCOME AND SELF-INTRODUCTIONS

Chair JJ Lynott welcomed attendees and attendees introduced themselves.

2. REVIEW OF MINUTES FROM MARCH 6, 2023

There were some edits to the minutes regarding use of green emergency lights. The minutes have been updated, with tracked changes shown, and are attached.

3. OVERVIEW OF MARYLAND RISK ANALYSIS OF VEHICLE ENVIRONMENTAL NETWORK (RAVEN 2.0)

Mr. Doug Mowbray provided an overview of the Maryland Highway Safety Office (MHSO) Traffic Records Program and about crash data collection and analysis. The MHSO manages the Traffic Records Coordinating Committee (TRCC) that provides guidance for how federal funds to MHSO are used. MHSO and the MDOT transportation business units coordinate closely with the Maryland State Police.

The Traffic Records Strategic Plan (TRSP) is updated every five years; the current update cycle started in early June. TIMBR Committee members can get involved to provide input to the TRSP update.

National Highway Traffic Safety Administration (NHTSA) oversees the State Electronic Data Collection (SEDC) funding program, created by the Bipartisan Infrastructure Law. MHSO submitted an application for various projects to improve crash data systems in Maryland over the five years from 2025 to 2029, including:

- Updating Maryland's Automated Crash Reporting System (ACRS) to align with the standards of the recently released Model Minimum Uniform Crash Criteria (MMUCC) 6th Edition.
- Integrating various datasets to allow access to data related to crashes from other agencies (i.e., eMEDS, driver records, etc.).
- Officer training that will also result in improved data quality assurance.
- Continued work on data dashboards to make the data available online.

ACRS has been used by law enforcement agencies (except Federal agencies) in Maryland since 2015. In January 2024, Maryland State Police released ACRS 2.0 2024; it is consistent with MMUCC 5th edition.

Crash data is available from on the MSP interactive dashboard site and includes:

- Crash Data Dashboard – 2024 - Present: Improved crash dashboard developed for individuals to analyze crashes. Approved crash reports from all agencies are included in this dashboard.

- Crash Data Download Tool – 2019 - 2023: Approved crash report data can be downloaded after selecting some criteria to filter the data. The crash data is updated regularly and contains 2019 through 2023 approved crash data for any reportable crash in the state.

- Maryland Fatal Crash Dashboard: MHSO and MSP collaborated on the development of the Fatal Crash Dashboard to track and identify fatal crashes yearly. It includes open reports/investigations and is updated daily.

Some fields in ACRS 2.0 2024 of interest to the committee:

- Emergency Vehicle Involved: For a fatal crash, this field is marked "Yes" if an emergency vehicle was involved in the crash.
- Incident responder type can be specified beyond "Non-motorist" so responder strikes can be tracked. The types listed are: EMS, Fire, Police, Tow Operator, Transportation, and Other.

Mr. Mowbray noted that in many cases, the Incident Responder type is not being reported correctly. In ACRS, if a non-motorist is struck, column A (see below) indicates the type of non-motorist. If the non-motorist is a responder, the officer would select "Pedestrian" in column A and the type of responder in column B. If the pedestrian is not a responder, column B should say "No." There is confusion about how to fill out this field, and it seems that it shows the type of responders that were on the scene but not injured. This discrepancy is identified because it is known that responders were not hit at these incidents. Additional training is needed to ensure law enforcement personnel know how to properly fill out this field.

A B

Crash Severity Descr	Reportnumber	Type NM Descr	IncidentR	InjuryStatus NM De	Location NM Description
Fatal Crashes	MSP7395003V	Pedestrian	Police	Fatal Injury	Travel Lane – Other Location
Fatal Crashes	MSP626300LG	Pedestrian	EMS	Fatal Injury	Travel Lane – Other Location
Fatal Crashes	MSP7453003Q	Pedestrian	EMS	Fatal Injury	Unknown
Fatal Crashes	MSP684600TB	Pedestrian	Police	Fatal Injury	Travel Lane – Other Location
Injury Crashes	ADK8930017	Pedestrian	Police	Possible Injury	Unknown
Injury Crashes	DA42450032	Pedestrian	EMS	Possible Injury	Driveway Access
Injury Crashes	CA7740004M	Pedestrian	Police	Possible Injury	Travel Lane – Other Location
Injury Crashes	ADG648005R	Pedestrian	EMS	Possible Injury	Shoulder/Roadside
Injury Crashes	ADK867001T	Scooter (electric)	EMS	Possible Injury	Travel Lane – Other Location
Injury Crashes	ADJ875005M	Cyclist (Electric)	Police	Possible Injury	Travel Lane – Other Location

Tracking the number of secondary crashes is another data element of interest to the committee. In ACRS 1.0, secondary crashes were captured in the contributing circumstances field when the following new selections were added in 2017: Backup Due to Prior Crash; Backup Due to Prior Non-Recurring Incident; Backup Due to Regular Congestion; and Toll Booth/Plaza Related. Using these contributing circumstances as search criteria, the following table (from slide 25) shows assumed secondary crashes (Note: 2017 is low because the field was added during the year):

Category	2017	2018	2019	2020	2021	2022	2023
Fatal Crashes		2	1	1	6		2
Total of All Fatalities		2	1	1	6		2
Injury Crashes	240	645	747	343	486	478	537
Total Number Injured	345	930	1,096	518	746	735	795
No Injuries Reported	487	1,593	1,881	924	1,404	1,407	1,637
Total Crashes	727	2,240	2,629	1,268	1,896	1,885	2,176

The MMUCC 5th edition updated contributing circumstances for secondary crashes to include additional attributes: Non-highway work; Traffic incident; and Work zone (construction/maintenance/utility). When there is more data available from using ACRS 2.0 2024, MHSO will analyze the data to determine if the data collection form is capturing reasonable data. MHSO will also develop a definition of secondary crash. This could be an opportunity for TIMBR Committee members to provide input to MHSO.

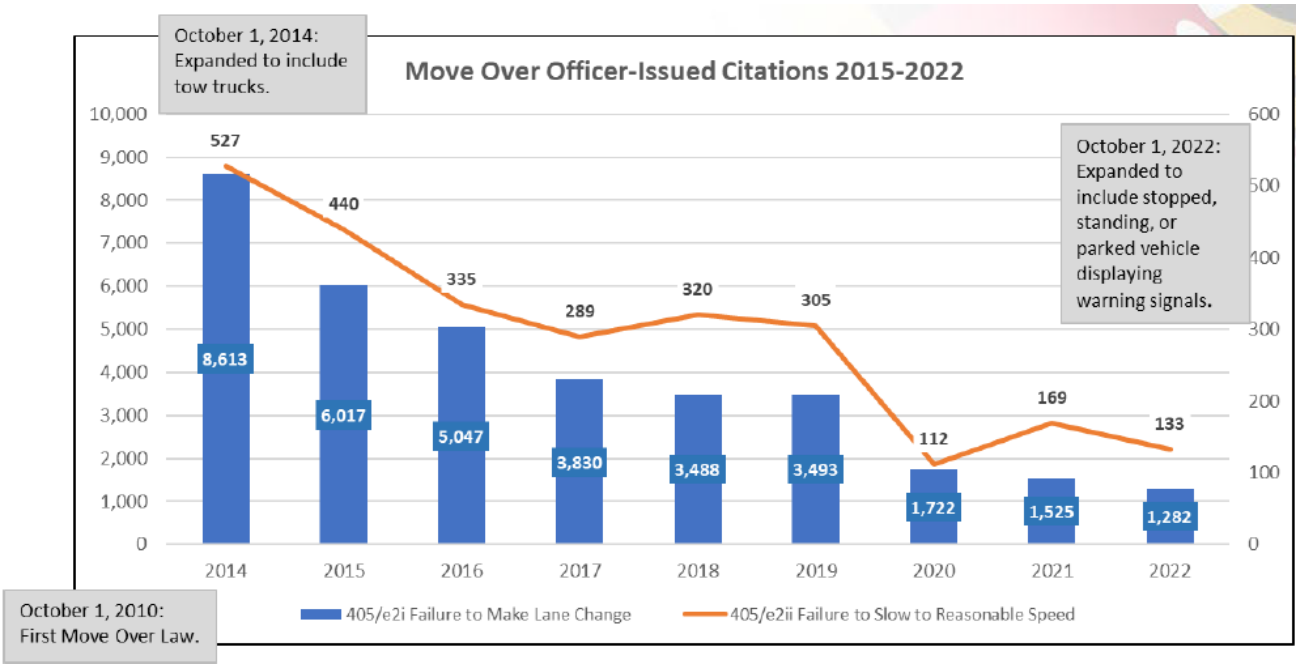
The MMUCC 6th edition changed how secondary crashes are identified. The guideline is to use a checkbox to indicate if a crash is secondary and an entry to indicate the primary crash report number. There are additional details about MMUCC 6 in a recent Talking TIM Webinar.

It is important to train law enforcement about any changes on data collection so they know how to collect the data correctly.

There is currently no standard definition for a “Move Over-Related Crash.” MHSO has developed a query to approximate some of the circumstances of a Move Over-Related Crash: 1) any vehicle on the shoulder; and 2) vehicle parked on the shoulder. This is not complete and more work will be done to better define this type of crash. Move Over Crashes are estimated in the following table:

Category	2014	2015	2016	2017	2018	2019	2020	2021
Fatal Crashes			4	4	6	1		4
Total of All Fatalities			4	4	6	1		4
Injury Crashes	49	66	71	86	74	82	89	81
Total Number Injured	70	91	97	111	91	109	108	112
Property Damage Only Crashes	176	958	1,004	552	507	535	475	528
Total Crashes	225	1,024	1,079	642	587	618	564	613

The following graph shows that the number of Move Over citations over time have gone down, which is a similar pattern to other types of citations. Mr. Mowbray added that it is difficult to enforce the Move Over law.



He added that many warnings have been issued for Move Over violations that can be used as education about the law. The February Talking TIM webinar included information about Mover Over updates in MMUCC 6.

Mr. Mowbray said that he will come back to the TIMBR Committee to request ideas about how to collect data on incident management crashes such as secondary crashes and Move Over crashes.

In response to a question about whether the type of vehicle (i.e., hybrid, electric, etc.) is tracked in ACRS, Mr. Mowbray said that the make and model is captured from the vehicle registration as well as the VIN so information like whether the vehicle is electric would likely be available. There is interest by the responder community to know how many electric vehicles are involved in crashes. It was noted that there are many crashes that are not reported in ACRS (crashes with no police report) so the total would not be known.

Mr. Mowbray added that there is a new field in ARCS 2.0 to collect data on automated features, and so far, this field is not being filled out correctly. At this time, there are no automated vehicles on our roads but some of the reports indicate self-driving vehicles.

ACRS does not have a field to capture whether a rail crossing was guarded.

The information from MMUCC 6 may eventually be added to the national TIM training, but it has not been added yet.

Mr. Sean Lynn then presented information about the Risk Analysis of Vehicle Environmental Network (RAVEN) using a storymap he prepared. RAVEN was first created, in 2015, to provide a way to visualize crash and E-TIX data and trends. RAVEN 1.0 was retired earlier this year and RAVEN 2.0 is being rolled out.

RAVEN 2.0 has expanded abilities such as showing crash locations and pop-ups on the map with various crash statistics. The data in RAVEN 2.0 is from the MSP data download tool that is publicly available. Mr. Lynn said that there will eventually be updated dashboards available on the Zero Deaths MD website; they are not available yet.

RAVEN 2.0 was released in mid-May 2024 internally to MVA and work is being done to get it ready for broader release. The home page of RAVEN shows the emphasis areas.

Mr. Lynn mentioned that the crash locations are not corrected so some of the locations are clearly not correct because they are not in Maryland or are in the water.

Mr. Lynn demonstrated the Workzone Crash Dashboard. Throughout RAVEN, the data shown is dynamic based on what is shown on the zoom level of the map and what data elements are selected to view. There is also a new Analysis function that enables additional visualizations and analysis capability in RAVEN.

Any responders interested in staying updated on RAVEN can sign up (scroll to the bottom). This form will also be used to inform people when RAVEN 2.0 is ready for people to create accounts. MHSO is very interested in having responders participate in focus groups to provide input as RAVEN is developed; you can indicate your interest on the sign up form.

It is not yet known when RAVEN 2.0 will be released more broadly.

In response to a question about whether a search can be done for a specific road, Mr. Lynn said that is not available at this time, but it could be added later.

[Presentation: Traffic Records Data Updates; Traffic Safety Geospatial Solutions]

4. STATE AND LOCAL TIM UPDATES

SHA and TIM Training Update

Mr. Kevin Fox provided an update on SHA Office of Transportation Mobility and Operations (OTMO), responder safety, and TIM training.

So far this year, there have been 20 responder fatalities nationally. The Emergency Responder Safety Institute webpage tracks responder struck-by-vehicle fatalities. You can also report a struck-by incident on the ERSI webpage (www.ReportStruckBy.com). ERSI also has links to near miss reporting databases from fire, law enforcement, and towing.

Mr. Fox then provided a summary of CHART activity (slide 4). The year to date events graph shows the results for the full year 2023. He provided examples for several of the event types that might not be clear:

- Congestion events: delays from recurring and non-recurring congestion.
- Planned closure: scheduled roadwork, construction, or maintenance activities.
- Action event: traffic signal outage, pothole repair, message sign testing, or similar events.
- Weather event: road salting.
- Special event: football or baseball games, concerts, etc.
- Safety event: safety message broadcast to the public

Each year, the University of Maryland works with MDOT SHA to prepare a report that evaluates the CHART program. In 2022:

- 1,084 crashes on Maryland interstates did not occur due to CHART operations
- 472 secondary crashes did not occur due to CHART operations
- 41 million vehicle-hours of reduced delay due to CHART operations

OTMO has been working with University of Maryland to test the LaneBlade roadway debris removal blade that attaches to trucks.

Eastern Shore Traffic Operations (ESTO) began May 17th and runs until October 5th ESTO is operational on Fridays through Sundays, Independence Day, and Monday holidays. ESTO now includes US 50 Ramp Management, which started May 17th and ends September 1st. The purpose of this program is to keep vehicles traveling on US 50 across the Bay Bridge from using arteries/parallel roads to bypass traffic and re-enter US 50. In Anne Arundel County, the ramp from Oceanic Drive to east bound US 50 is closed to traffic beginning 10 AM Fridays to 6 PM Saturdays. And in Queen Anne's County, the ramp from MD 8 to westbound US 50 and Duke Street ramp to US 50 west are closed to traffic. These ramps will

be closed weekly on Saturdays and Sundays between 12 PM and 6 PM, as well as holiday Mondays.

Mr. Fox is the lead contact for TIM Training in Maryland. FHWA is expected to release the updated version of the TIM training course soon. If anyone is interested in scheduling a 4-hour class or teaching a class, contact him (kfox@mdot.maryland.gov).

In Maryland, 47.1% of TIM responders have been trained.

The National Unified Goal for TIM, introduced in 2012 with the TIM training, provides common goals for all responders and agencies across the country. The goals have recently been updated and are:

- The Safety of Responders and All Road Users
- Safe, Quick Clearance
- Communication, Coordination, and Cooperation

Reminder that National Crash Responder Safety Week (CRSW) is in mid-November and agencies are encouraged to begin planning events, such as:

- Local government proclamations
- Touch a truck/public safety events
- National TIM classes
- Social media blitz
- Driver education presentations
- Safety messaging at fuel pumps

Mr. Fox is working with others to plan an event to commemorate CRSW in Maryland. Emergency Responder Safety Institute has public education materials that can be used to promote the Move Over law.

Mr. Jeramy Lanning provided the update that safety patrols on I-695 have been enhanced to support the increase in traffic rerouted from the Key Bridge.

Maryland Transportation Authority Update

Mr. Jason Pulliam said that MDTA sponsored a TIM training class for agency-approved towers in early 2024 that was attended by about 20 people.

FHWA TIM

Mr. Dave Lewis reported that the FHWA Executive Leadership Summit is scheduled for mid-June, and he will be attending. There will be TIM representatives from across the country, and it is a good opportunity to share ideas.

Past Events

- TIM panel at May 13th Maryland Highway Safety Summit: The session went very well and it was helpful to have a session at this event to educate the whole safety community about TIM to help elevate TIM in the Maryland Strategic Highway Safety Plan.

Upcoming Events

- Maryland Fleet Week will be June 12 – 18 and take place at the Inner Harbor and Martin State Airport.
- Maryland Cycling Classic has been postponed until next year.

[Presentation: TIMBR Report; Traffic Incident Management for the Baltimore Region Committee, June 5, 2024]

5. OTHER BUSINESS

- Ms. Singleton said that planning will begin soon for Baltimore Regional TIM Conference: this event will be funded by BMC. Anyone interested in helping with the planning should contact her.
- Any ideas for meeting speakers/discussions at future meetings should be sent to Ms. Singleton.
- Future meetings:
    - September 4, December 4
    - If someone would like to host the meeting, please let Ms. Singleton know.

[Presentation: Traffic Incident Management for the Baltimore Region Committee, June 5, 2024]

ATTENDEES

Members:
Golnaz Askari, MDOT State Highway Administration OTMO
Andrew Burke, Metropolitan Washington Council of Governments/TPB
Joseph DeVito, Baltimore County Fire Department

Kevin Fox, MDOT State Highway Administration OTMO
Lt. Timothy Hughes, Maryland Transportation Authority (MDTA) Police
Breck Jeffers, Federal Highway Administration, Maryland Division
Bill Johnson, MDOT State Highway Administration
Tanya King, Daniel Consultants
Jeramy Lanning, MDOT State Highway Administration OTMO
David Lewis, Maryland Fire Chief's Association
JJ Lynott, MDOT Maryland Transit Administration
Tim Peck, MDOT State Highway Administration OTMO
Jason Pulliam, MDTA
Patrick Smith, Howard Co Office of Transportation
Off. Jonathan Strickler, Baltimore Co Police
Eric Tabacek, Anne Arundel Co Dept. of Public Works
Jennifer Woo, Howard Co. Dept. of Public Works

Staff and Guests
Cindy Burch, Baltimore Metropolitan Council (BMC)
Chris Corea, Maryland State Police
Sean Lynn, Washington College
Doug Mowbray, MDOT Motor Vehicle Administration, MHSO
Eileen Singleton, BMC