![BRTB - Baltimore Regional Transportation Board logo]

The Metropolitan Planning Organization for the Baltimore Region

TRAFFIC INCIDENT MANAGEMENT FOR THE BALTIMORE REGION (TIMBR) COMMITTEE

Wednesday, December 2, 2020
GoToMeeting Online Conference Call
10:00 A.M.

MINUTES

1. WELCOME AND INTRODUCTIONS

Mr. Raj Sharma opened the meeting and attendees introduced themselves.

2. TIM TRAINING UPDATE

Mr. Pat Rooney provided an update on TIM training in Maryland. Some highlights:

- A virtual train-the-trainer was held for Harford County responders.

- December 9th and 10th, he will be doing a TIM training course in two 2-hour virtual sessions in the evenings, to be attended by Baltimore County Auxiliary Police, Howard County Auxiliary and Reserve Police, and Bel Air Police Auxiliary.

- In Maryland, 35.5% of responders have been trained out of 23,218 total. This breaks down to 6,992 taking the training in person and 946 using the web-based training.

- The total number of responders to be trained in Maryland is based on the number of positions, so as positions turn over, new people may need to be trained if they haven't already taken the training.

- Nationally, over 500,000 responders have been trained.

- Mr. Rooney mentioned that the Harford County Sheriff's office also trains County firefighters.

- There are about 300 people in Maryland that have taken the train-the-trainer course but only about a dozen have ever taught a class, and many are no longer in positions to train (due to retirement or changing positions). Mr. Rooney estimates at least 50 trainers from the total trainer list could be called upon to teach a class.

- The National Fire Protection Association (NFPA) has mandated TIM training for its members.

- Some states have put mandates and practices in places that facilitate training of responders:

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Voting: City of Annapolis, Anne Arundel County, Baltimore City, Baltimore County, Carroll County, Harford County, Howard County, MD Department of Transportation; Non-Voting: MD Department of the Environment, MD Department of Planning, MD Transit Administration

- o Texas mandated TIM training statewide for police and fire this year; they have trained 60.9% of their responders.

- o New Jersey has six state troopers dedicated to TIM training.

- Mr. Rooney sent out the file for the 1-hour TIM Refresher class. If anyone needs the file, contact Mr. Rooney or Ms. Eileen Singleton.

[Handout: TIMBR Committee Agenda Notes, TIM Self-Assessment Results]

3. VIRTUAL TIM CONFERENCE

The virtual TIM Conference was held on November 10, 2020, and was attended by about 60 people. One of the important take-aways from the conference is the need for additional and continued education of motorists on the need to stay alert and move over/slow down.

It was noted at the meeting that the Move Over Law is written in such a way that is very general, stating if motorists cannot change lanes, they are to slow to a "reasonable and prudent" speed. This is hard to enforce. It was also suggested that the fines be increased to be similar to passing a school bus illegally. Pennsylvania and Illinois have stricter Move Over Laws that we should look at. The Illinois law is called Scott's Law. Ms. Cindy Burch added that the process to update the Maryland Strategic Highway Safety Plan kicks off in January, and there is a legislative component that might be able to be used to help address this need. Mr. Bob Cumberland suggested contacting other organizations, such as MSFA.

4. FHWA TIM SELF-ASSESSMENT FOLLOW-UP

The group discussed results from the TIM self-assessment conducted at the September meeting to identify next steps and action items for the TIMBR Committee. The overall score increased slightly from last year. Based on results of the self-assessment, Ms. Singleton identified questions/topics that could lead to actions.

Questions 4 – 5: Programming and funding; SHSPs, Transportation Improvement Programs, Consolidated Transportation Programs

- Ms. Burch said that 4 of 7 local SHSPs have been completed will be kicking off implementation in January (Baltimore, Carroll, Harford, and Howard counties); usually TIM falls under the pedestrian emphasis area in the SHSPs. She will share the TIM sections from each plan with Ms. Singleton and let the group know about next steps for implementation of the local SHSPs. Unlike the state SHSP, local SHSPs will not be linked to specific funding streams but having projects/issues in the local SHSP may help with securing funding.
- Several jurisdictions have included TIM in their local SHSPs.
  - o Harford County
    - has action steps focused on TIM in their SHSP
    - tried to conduct a Move Over enforcement day each week
  - o Cecil County has a whole section on responder/worker safety.
  - o Anne Arundel County has interest from response agencies and a focus on pedestrian safety so it is anticipated that TIM may be included in the pedestrian safety emphasis area.

- o Baltimore City will have a focus on pedestrian safety, most likely incorporating roadside safety action items into that emphasis area and working closely with state agencies on the highways that run through the city.
- o Baltimore County has incorporated roadside safety into its pedestrian emphasis area and included Move Over as an outreach campaign.
- o Carroll County has incorporated roadside safety and Move Over into its distracted driving emphasis area.
- o Cecil County has identified responder and worker safety and protection as an emphasis area (outside our region but could be used as a model and example).
- o Harford County is designating roadside responders as a target group to be addressed in all emphasis areas and taken into consideration for all action items.
- o Howard County has incorporated roadside safety into its distracted driving emphasis area and Move Over is included as a strategy.
- o Queen Anne's County is expected to address roadside safety in its plan, most notably on the state highways and during times of congestion

Questions 6 – 8: TIM training

- We need more trained trainers to teach courses. No train the trainer sessions are currently scheduled.

Question 9: Multi-discipline After Action Reviews

- Will continue to track development of RITIS AAR template

Questions 10 – 21: Performance measures

- ACRS data is available quarterly from a public portal, we could do a search for secondary crashes. Ms. Burch offered to help get this data. MDOT SHA Office of Traffic and Safety is building a public portal to share data, unsure when this will be available.
- Incident location data in ACRS may not be correct because the GIS location used to identify where the incident occurred is captured in GIS as the point where the report is filled out which is not necessarily where the incident occurred.

Questions 22 – 23: Authority Removal Law and Driver Removal Law

- Mr. Bob Cumberland said that Emergency Responder Safety Institute has a [Move It video](#) that can be used as a public service announcement/driver education.
- There was a recommendation to have a coordinated public safety/PIO campaign.
- It was noted that there is a need for all responders to understand the importance of moving vehicles off the road as quickly as possible.

Question 24: TIM education for the public and elected officials

- Recommendation to create a TIM outreach/education plan. Ms. Singleton will look for examples.

Question 26: Safety Service Patrol coverage

- The score reflects the need for coverage on arterials
- Possible action item is documenting the need for expansion outside current limits, including arterials, particularly in Carroll, Harford, and Queen Anne's counties.

Questions 28 – 30: Towing deployment/resources/qualifications

- There were no activities identified for the TIMBR Committee.

Question 33: Expedited crash procedures / investigations

- Need to determine what is needed.
- Identify examples of good policy to share with committee members.
- The recent increase in the number of truck crashes has caused increases in roadway clearance time (RCT) and incident clearance time (ICT).

Question 35: Back of queue warning

- Make sure to share good examples if any are identified.

Questions 36 – 37: Safe vehicle positioning

- While this topic is covered in TIM training, there is a need for reinforcement.

Questions 39 – 39a: Video sharing

- Video sharing in the region is widespread but there is still need for additional coverage and CAD integration.

Question 40: Signal timing change policies

- SHA signal technicians only have access to state signals
- Baltimore City can control their signals from the Traffic Management Center.
- There is a recommendation to document this a as need and to document the potential benefits.

[Handout: TIMBR Committee Agenda Notes, TIM Self-Assessment Results]

5. STATE AND LOCAL TIM UPDATES

- Crash rates and severity continue to be high this year. Responder strikes are also high this year.

- During the pandemic, the Maryland Joint Operations Center (MJOC) has been activated and has been 98% virtual.

6. OTHER BUSINESS

- 2021 meetings: March 3, June 3, September 1, December 2, 2021

ATTENDEES
Members
Maj. Ronce Alford, MDOT Maryland Transportation Authority Police
Yishitla Argaw, MDOT State Highway Administration
Bob Cumberland, Emergency Responder Safety Institute
Lt. Aaron Dombrowsky, Howard Co Police
John Dulina, Maryland Emergency Management Agency
Hiwot Habtemariam, MDOT State Highway Administration, OOTS
James Harkness, MDOT Maryland Transportation Authority
Dan Janousek, Maryland Dept. of Transportation

Shelley Kellam, MDOT Maryland Transportation Authority
Tanya King, Daniel Consultants
Sgt. Michael Lane, Harford Co Sheriff, Traffic Unit
JJ Lynott, MDOT Maryland Transit Administration
Roxane Mukai, MDOT Maryland Transportation Authority
Sally Nash, Annapolis Dept. of Planning & Zoning
Andrew Orr, MDOT State Highway Administration
Timothy Peck, MDOT State Highway Administration
Patrick Rooney, MDOT State Highway Administration - CHART
Raj Sharma, Baltimore City Dept. of Transportation
Off. Jonathan Strickler, Baltimore Co Police
Eric Tabacek, Anne Arundel Co Dept. of Public Works
Cpl. Todd Walker, Baltimore Co Police
Ron Westervelt, MDOT Maryland Transportation Authority

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