



# Traffic Incident Management for the Baltimore Region (TIMBR) Committee

*March 3, 2021*



# Agenda

**1. WELCOME AND SELF-INTRODUCTIONS (5 min.)**

**2. REVIEW OF MINUTES FROM DECEMBER 2, 2020 (5 min.)**

**3. MARYLAND INCIDENT MANAGEMENT TEAM (20 min.)**

Joe Davis, MDOT MTA, will provide an overview of the Maryland Incident Management Team.

**4. PLANNING FOR EVERYDAY COUNTS NEXT-GENERATION TIM (20 min.)**

SHA staff will present the proposed work plan for Maryland's Everyday Counts Round 6 [Next-Generation TIM innovation](#), and the group will discuss opportunities for local jurisdictions to participate.

**5. STATE AND LOCAL TIM UPDATES (40 min.)**

- State TIM Updates
  - Part Time Shoulder Use Plan for I-695
  - Alternate Route Planning for Tydings and Hatem bridges
- Local TIM Updates
- TIMBR Committee updates
- TIM Training updates
- MUTCD Comments
- Upcoming planned and special events

**6. OTHER BUSINESS (5 min.)**

- 2021 meetings: June 2, September 1, December 1 (First Wednesday quarterly)

# 4. EDC6 Next-Generation TIM Innovation

<b>Innovation Implementation Stage Definitions</b>  <i>*State is all-inclusive (e.g., state transportation agency, local municipalities, contractors, consultants)</i>	<b>Guidance</b>  Prompt questions to help assess your current state of practice.  <i>NOTE: Not all questions have to be affirmatively answered to meet any given stage; judgment is required; call the Next Gen TIM Deployment Team w/ questions.</i>
<b>Not Implemented:</b>  The State* is minimally supporting TIM training and is collecting little to no TIM data. TIM on local roadways is not being considered and no NextGen TIM technologies have been implemented.	Little or no TIM program support on local roadways.  Limited to no use of the following <b>NextGen TIM technologies</b> : <ul style="list-style-type: none"> <li>• <b>Computer-Aided Dispatch (CAD) Integration</b> – Little or no sharing of information between public safety and Transportation Management Centers (TMCs) beyond occasional phone calls or email.</li> <li>• <b>Unmanned Aircraft Systems (UAS)</b> – Not used for TIM or crash mapping and state laws may preclude use.</li> <li>• <b>Video Sharing</b> – Sharing of video between dispatch centers/TMCs and on-scene responders does not occur.</li> <li>• <b>Responder-to-Vehicle (R2V) Alerts</b> – Not utilizing any type of R2V alert systems.</li> </ul>
<b>Development Stage:</b>  The State* is providing some TIM training and collecting TIM data. Efforts are underway to collect information, build support, or develop an implementation process for local TIM elements and/or one or more NextGen TIM technologies.	Are Local TIM programs being considered? Have some TIM program elements been used on local roadways on a small scale?  Is your State evaluating use of NextGen TIM technologies? <ul style="list-style-type: none"> <li>• CAD Integration – Incident information is routinely provided by public safety agencies to TMCs via phone, email or other similar method.</li> <li>• UAS – May be used by public safety agencies, but not for TIM or crash mapping.</li> <li>• Video Sharing – Evaluating technologies required to allow video sharing.</li> <li>• R2V Alerts – Evaluating existing alert technologies.</li> </ul>
<b>Demonstration Stage:</b>  The State* is regularly providing TIM training and exploring ways to use TIM data. Local TIM elements and/or one or more NextGen TIM technologies are being piloted.	Are some TIM program elements being supported on local roadways in a single metro area?  Is your State piloting use of NextGen TIM technologies? <ul style="list-style-type: none"> <li>• CAD Integration – TMC operators can view public safety CAD data via a public or media interface.</li> <li>• UAS – Experimentation with UAS for TIM or crash mapping.</li> <li>• Video Sharing – Experimentation with video sharing between TMCs and on-scene responders.</li> <li>• R2V Alerts – Actively testing R2V alert technology.</li> </ul>

<b>Innovation Implementation Stage Definitions</b>  <i>*State is all-inclusive (e.g., state transportation agency, local municipalities, contractors, consultants)</i>	<b>Guidance</b>  Prompt questions to help assess your current state of practice.  <i>NOTE: Not all questions have to be affirmatively answered to meet any given stage; judgment is required; call the Next Gen TIM Deployment Team w/ questions.</i>
<b>Assessment Stage:</b>  The State* has a foundation of TIM training and TIM data use, has deployed local TIM Program elements and one or more NextGen TIM technologies, and is assessing performance and adjusting any processes for full deployment.	Are formal TIM program elements present on major local roadways? Are these programs being considered or tested on other roadways and/or in other areas?  Is your State assessing and refining use of NextGen TIM technologies? <ul style="list-style-type: none"> <li>• CAD Integration – Public safety CAD data is provided to the TMC via a dedicated feed, but requires operator review, entry or copy.</li> <li>• UAS – Actively used for TIM and/or crash mapping, but is not used by all agencies, or is not the technology of choice.</li> <li>• Video Sharing – Actively sharing video and the technology is being evaluated.</li> <li>• R2V Alerts – Alert technology has been deployed and is being evaluated.</li> </ul>
<b>Institutionalized:</b>  The State* has established TIM training as a standard practice and implemented training requirements, is regularly using TIM data to support operations, and has adopted local TIM elements and two or more NextGen TIM technologies as standard practice.	Are formal and funded TIM program elements, including TIM training and data, on all local roadways?  Has your State implemented two or more NextGen TIM technologies as standard practice? <ul style="list-style-type: none"> <li>• CAD Integration – Data is automatically transferred to the TMC from public safety agencies, and an event can be created in the TMC software if applicable.</li> <li>• UAS – Use is legally permissible and used for crash mapping, or other TIM purposes, as a matter of practice.</li> <li>• Video Sharing – Video from the TMC is shared with on-scene response personnel, and vice versa, as a routine part of operations.</li> <li>• R2V Alerts – Warning systems are implemented and widely used.</li> </ul>

## 4. EDC6 Next-Generation TIM

- Opportunities for additional local participation

# 5. State and Local TIM Updates

- State TIM Updates
  - Part Time Shoulder Use Plan for I-695
  - Alternate Route Planning for Tydings and Hatem bridges
  - Other
- Local TIM Updates
- TIM Training updates
- MUTCD Comments
- TIMBR Committee updates
  - Legislation
- Upcoming planned and special events

# TIM Training Update – National

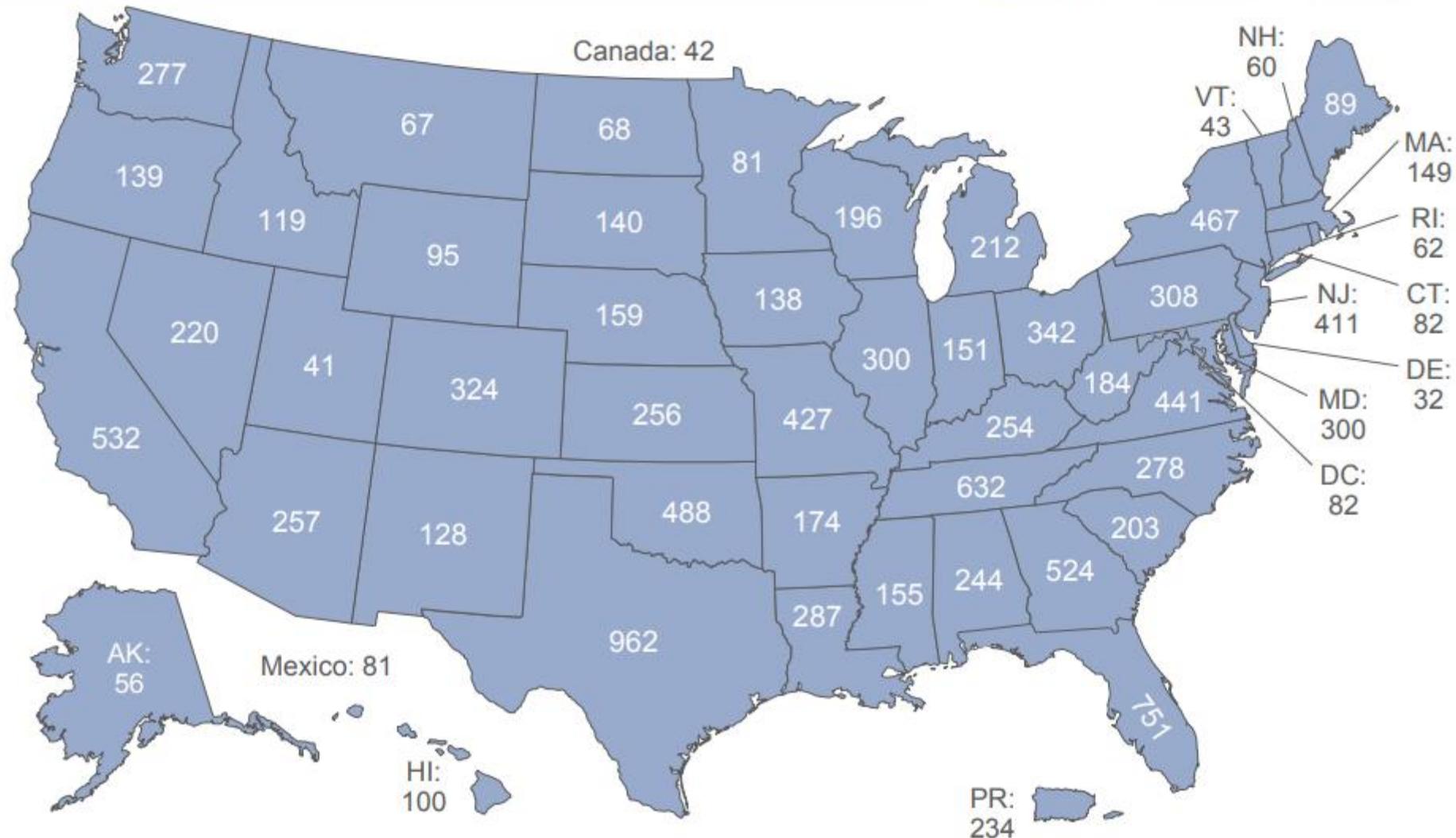
Discipline	Train-the-Trainer	Responder Training	Web-Based Training*	Total	Percent
Law Enforcement	4,097	118,408	9,936	132,441	25.7%
Fire/Rescue	4,247	168,987	45,179	218,413	42.4%
Towing and Recovery	731	34,245	8,428	43,404	8.4%
EMS	719	24,023	16,580	41,322	8.0%
Transportation/Public Works	2,167	46,465	1,673	50,305	9.8%
Other Disciplines	883	13,968	14,686	29,537	5.7%
<b>Total Trained</b>	<b>12,844</b>	<b>406,096</b>	<b>96,482</b>	<b>515,422</b>	<b>100.0%</b>
<b>Number of Sessions</b>	<b>472</b>	<b>17,595</b>	<b>--</b>	<b>--</b>	<b>--</b>



# TIM Training Program Implementation Progress

## TtT Session Participants

- As of February 15, 2021

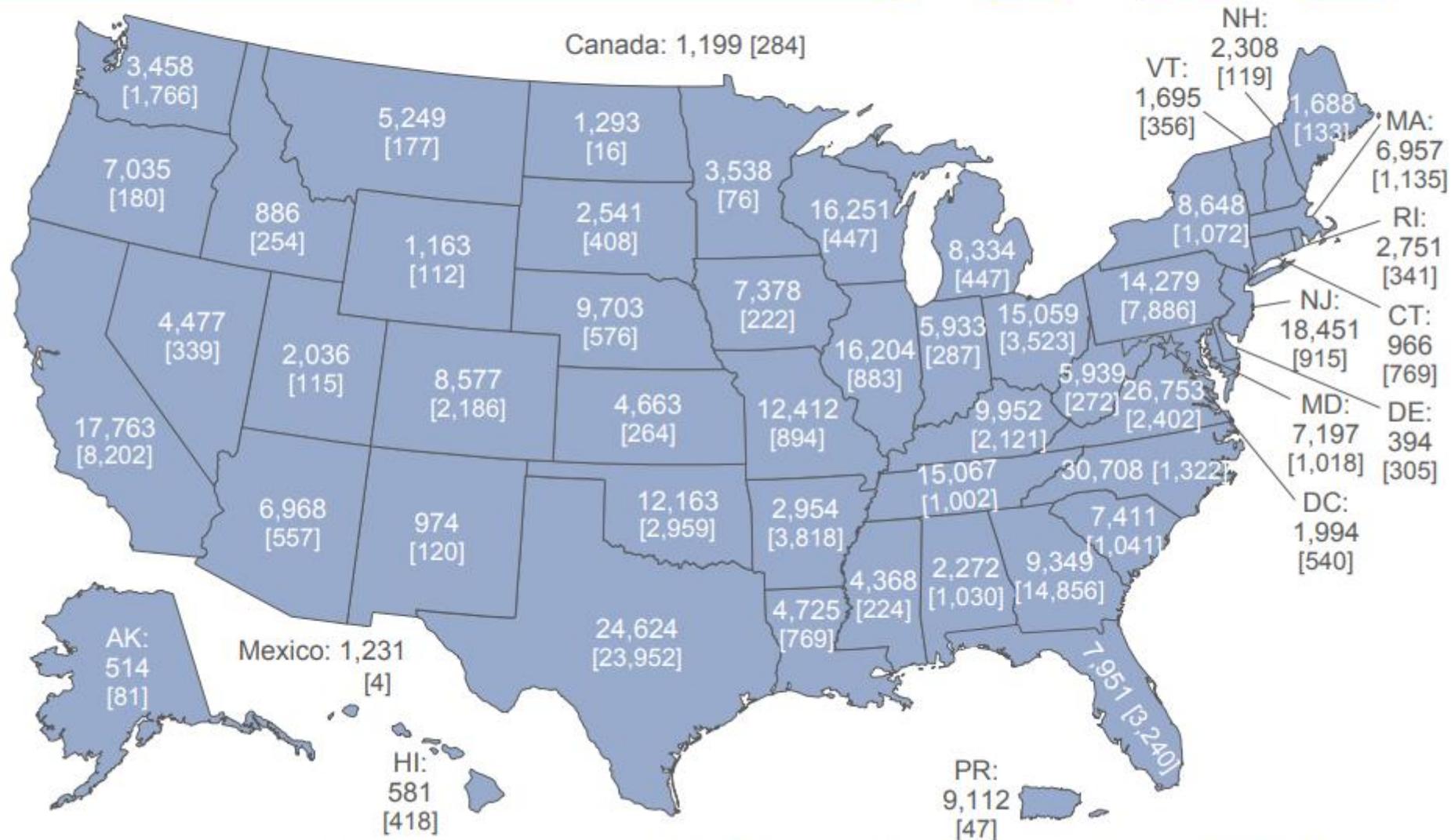


**12,844** Number of Trainers Trained

# TIM Training Program Implementation Progress

## Responder Training: In-Person & WBT

- As of February 15, 2021

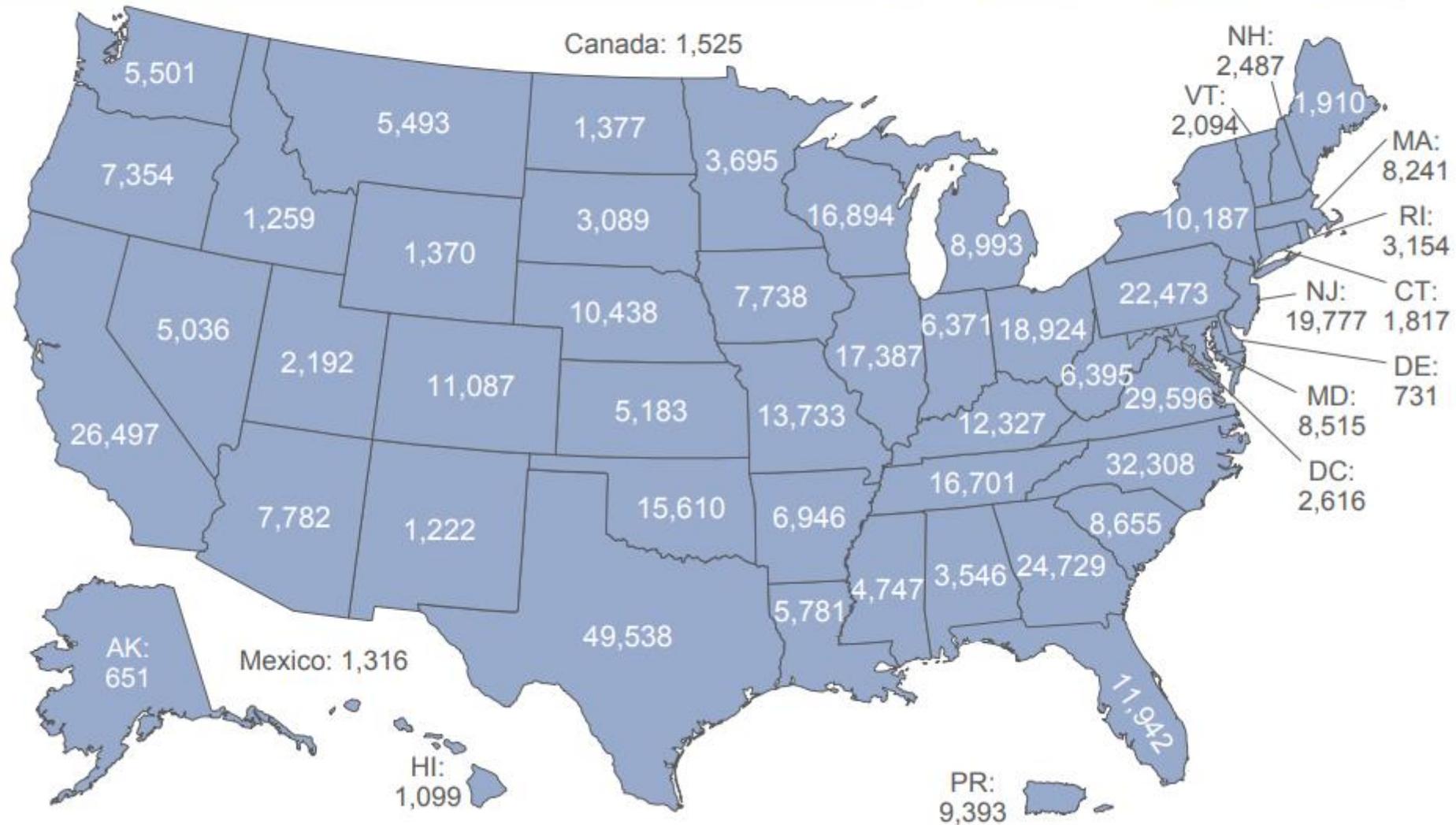


Number of Responders Trained: In-Person - **406,096** Web-Based Training (WBT) - **[96,482]**

# TIM Training Program Implementation Progress

## Total Trained

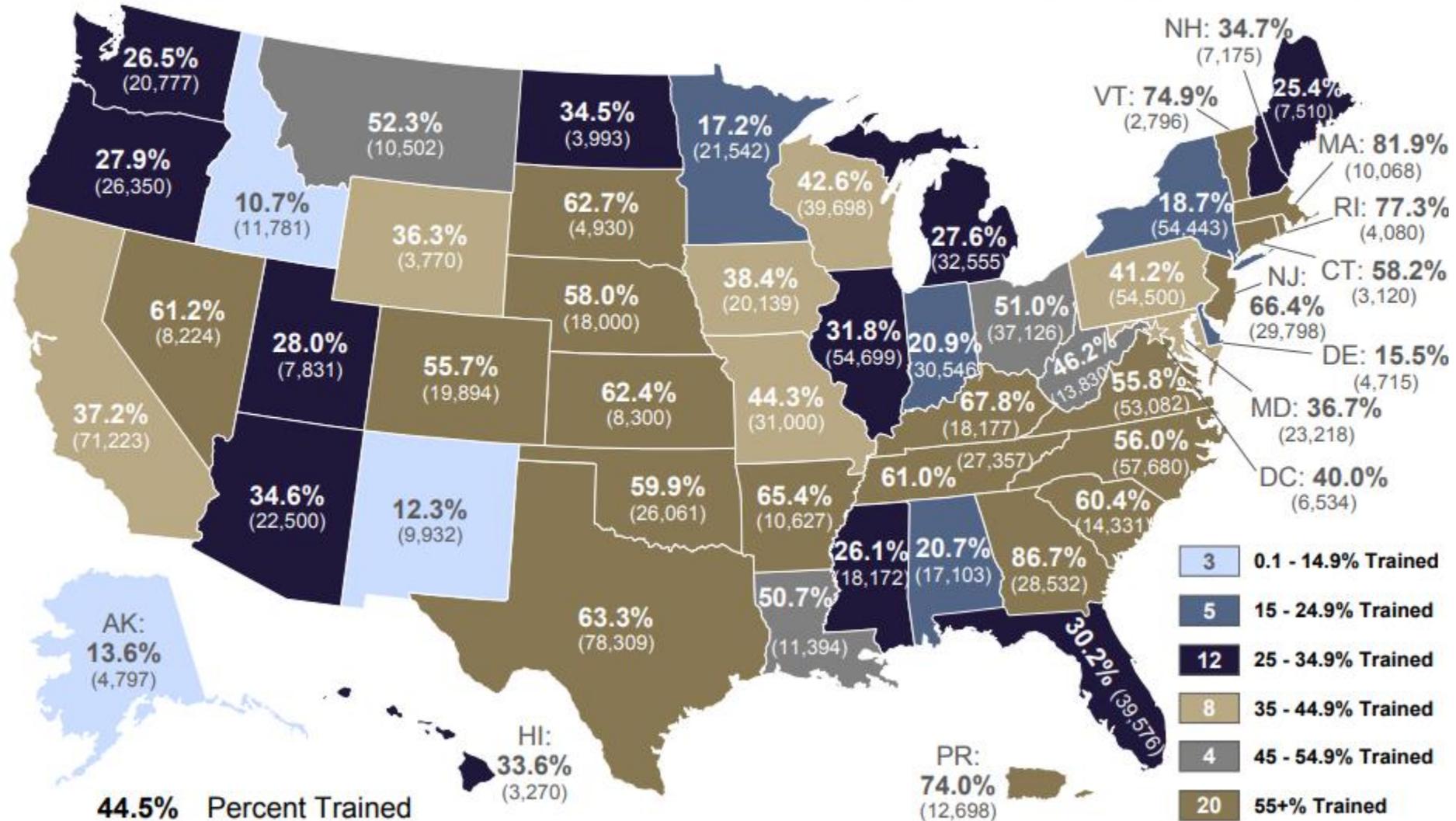
- As of February 15, 2021



# TIM Training Program Implementation Progress

## Percent Trained – Goal of 45%

- As of February 15, 2021



**44.5%** Percent Trained  
**(1,158,265)** Total Responders To Be Trained



# TIM Training Update - Maryland

Date	Train-the-Trainer		Responder Training			Web-Based Training	Total Trained		Training Progress		
	Number of Sessions	Total Trained	Number of Sessions	Total Trained	Last Training Date		Number	Rank	Responders To Be Trained	Percent Trained	Rank
3/23/2020	13	294	360	6,926	02/19/20	713	7,933	22	23,218	34.2%	33
11/9/2020	14	300	365	6,992	11/8/2020	946	8,238	22	23,218	35.5%	32
2/15/2021	14	300	377	7,197	12/10/2020	1,018	8,515	22	23,218	36.7%	31

Date	Responders Trained by Discipline													
	LE (10,860)		Fire/Rescue		Towing and Recovery		EMS		Transportation/P		Other Disciplines		Trained	% Trained
	Trained	% Trained	Trained	% Trained	Trained	% Trained	Trained	% Trained	Trained	% Trained	Trained	% Trained		
3/23/2020	3,058	28.2%	3,364	63.9%	208	11.9%	413	11.2%	616	80.0%	274	31.4%	7,933	34.2%
11/9/2020	3,127	28.8%	3,568	67.8%	214	12.2%	427	11.5%	625	81.2%	277	31.7%	8,238	35.5%
2/15/2021	3,229	29.7%	3,732	70.9%	218	12.5%	428	11.6%	628	81.6%	280	32.1%	8,515	36.7%

# MUTCD Comments

- The Manual on Uniform Traffic Control Devices (MUTCD) is used nationwide to define standards on the design, installation, and maintenance of traffic control devices on all public roads.
- One of the chapters of the MUTCD covers Temporary Traffic Control in general and there is a section of the TTC chapter that addresses Control of Traffic Through Traffic Incident Management Areas.
- The TIM section used to be 6I; it is now proposed as 6O. Several years ago, we discussed 6I in the TIMBR Committee and how it guides traffic control at incident scenes. Some of the recommendations in 6I (now 6O) are also incorporated into the SHRP 2 TIM Training course.
- Comments on the draft MUTCD are being collected. Due date has been extended. **Please send any comments to Eileen by April 1, 2021.**

## 6. Other Business

- 2021 meetings:
  - June 2
  - September 1
  - December 1