

4TRAFFIC INCIDENT MANAGEMENT FOR THE BALTIMORE REGION (TIMBR)

September 6, 2017

SHA State Highway Administration Office of Maintenance Training Room

10 A.M. to 12 P.M.

MINUTES

The meeting was called to order at 10:00 AM by Eileen Singleton.

Handout: Agenda and Meeting Presentation

1. REVIEW OF MINUTES

There were no comments on the minutes from the June 14, 2017, meeting.

2. UPDATES

TIM TRAINING UPDATE

As of the meeting, 22.6% (5,236) of the incident responders in Maryland have taken the SHRP 2 TIM training Class, which is slightly less than the national average of 23.8%. The Fire Department has trained a significant number of people; a significant reason is that the Fire Department has 3 years (until January 2018) to have all responders trained in TIM in order to receive NFPA grants.

SHA is analyzing registration data to determine which agencies and jurisdictions have been trained and identify where there are training gaps.

It is important to get champions from each agency to support the training because TIM training is not mandated so it is difficult to get everyone trained; however, CHART and the various jurisdictions are offering TIM training to all incident responders.

CHART continues to offer the TIM training opportunities for all incident responders. Contact Pat Rooney, SHA Training and Certification Manager (prooney@sha.state.md.us) for more information.

If you are a Trainer and can help set up a TIM class, please contact Pat Rooney.

AUTOMATED CRASH RECORDING SYSTEM (ACRS) UPDATE

A box for secondary incidents has been included in the ACRS long form. A short form is being developed; however, the long form has to be finalized before the short form is completed. The short form would not be used for establishing fault.

MSP COORDINATION WITH TOWING AND INCENTIVE TOW PROGRAM

MSP is working with Towing and Recovery Professionals of MD to better define State towing regulations.

Incentive programs from other states are being looked at to obtain best practices. Virginia is one agency that has a policy with a goal to provide tows in under 2 hours. It should be noted that 60-65% of the incidents that are not fatal and involve commercial vehicles have taken more than 2 hours to clear travel lanes.

Initial thoughts on an incentive program is that a crash would be scored (who scores the crash has not yet been identified) and that would identify performance measures for the tow. One instance is that tow companies have 45 minutes to respond to the site and 90 minutes to clear. The more complex incidents would have specific performance measures. Tow companies that perform below established standards would be taken off the list.

INCIDENT AWARENESS WEEK NOVEMBER 13-17, 2017

During Incident Awareness Week, MDTA and SHA will hold a press event on November 15 to educate the public about responder safety. During Incident Awareness Week, the State will focus on educating the public about highway safety, the Move Over law, and incident response.

DISCUSSION OF RECENT AND UPCOMING EVENTS

In September, there is a weeklong exercise at Peach Bottom Nuclear Plant to plan for a nuclear event. This event is done every 8 years to keep the plans as current as possible.

3. FOLLOW UP FROM TRAFFIC INCIDENT MANAGEMENT (TIM) SELF-ASSESSMENT

Eileen Singleton said that members of the TIMBR Committee met in August to conduct the Federal Highway Administration (FHWA) Traffic Incident Management (TIM) Self-Assessment (SA). The goal of the TIM SA is to assess the region in TIM with the goal to identify areas that the group is doing well in and in what areas may need to improve.

Based on the assessment, there were four priority areas identified:

1. Secondary Crashes
2. Outreach
3. Needs Assessment
4. After Action Reports

Secondary Crashes

The statewide crash reporting form (ACRS) is in the process of being updated. Joey Sagal has been working on getting secondary crashes on the long and short form. A task force that includes Police and SHA personnel has been discussing how to define Secondary Crashes. In the May 2017 crash report bulletin, it was noted that crash codes have been updated and there is now a way to report secondary crashes on the long form. Training is needed to ensure that all incident responders can identify and report a secondary crash accurately. One issue that was raised is that about half of crashes are not in ACRS because a crash report is not created; drivers just exchange information.

Outreach

There is a need for additional outreach to local jurisdiction to stress the importance of having TIM on all types of roads, not just high speed/high volume roads. There is also a need to include all modes, including transit. Ms. Singleton will work to identify existing committees (i.e. Tri-agency meetings that SHA District Host) to spread the word about TIMBR.

Needs Assessment

What are the needs of the local jurisdictions other than training? It was noted that the training could be used to identify where the gaps are and what can be done. Once needs are identified, they can be prioritized.

After Action Reports (AAR)

CHART has started doing AARs. CHART is starting small, so the AARs are not always multijurisdictional. However, there is need to start small so that a process can be established and a preliminary format created before involving more disciplines.

4. OTHER BUSINESS

The next meeting will be held on December 6, 2017, at SHA offices in Hanover Maryland.

The meeting adjourned at 12 P.M.

Members

T.J. Bathras – Maryland Transportation Authority
Colin Bristow – Maryland State Police, CHART Liaison
Breck Jeffers – Federal Highway Administration, Maryland Division
Bill Johnson – State Highway Administration – OOM
Shelley Kellam – State Highway Administration – CHART
Tanya King – Daniel Consultants, Inc.
Chris Letnaunchyn – Carroll County DPW
JJ Lynott – Maryland Transit Administration
Patty Murawski – State Highway Administration – CHART

Patrick Rooney – State Highway Administration – CHART
Raj Sharma – Baltimore City Department of Transportation
Alan Williams – Maryland Department of the Environment
Scott Yinger – State Highway Administration – CHART

Staff

Eileen Singleton – Baltimore Metropolitan Council