TRAFFIC INCIDENT MANAGEMENT FOR THE BALTIMORE REGION (TIMBR) COMMITTEE
Wednesday, March 3, 2021
Virtual Meeting
10:00 A.M.

MINUTES

1. WELCOME AND INTRODUCTIONS

Mr. JJ Lynott opened the meeting and attendees introduced themselves.

2. REVIEW OF MINUTES FROM DECEMBER 2, 2020

There were no comments on the minutes.

3. MARYLAND INCIDENT MANAGEMENT TEAM

Mr. Joe Davis provided an overview of the Maryland Incident Management Team; there is one team in Maryland and it is a Type III all-hazards IMT.

- The IMT currently has 60 members from a variety of agency types (e.g., fire, police, transportation, public works, aircraft, port, etc.), and they are looking for people from state and local agencies to join.
- Being a member of the IMT serves as a good resource for a response career, supporting networking, education, and training. The training offered expands on the NIMS training. Team has expert level knowledge in a variety of areas.
- The team is trained in the Incident Command Structure (ICS).
- Teams are deployed in a group of 10-20 people.
- The IMT is not a first responder; it is used to supplement/relieve local responders after the first few days of response.
- Type I and Type II teams are federal. Type III is a new type of IMT that is managed at the local or state level.
- All hazard IMTs are used to support a range of operations.
  - The NCR IMT is helping with vaccine sites in the NCR.

- The Maryland IMT is managed by MEMA and uses the command and general staff structure. Mr. John Scholz is the State Coordinator and Mr. Charlie Summers is the Deputy Team Coordinator.
- There is a monthly team call.
- Detailed expectations for team members are defined in the presentation.
- The IMT is particularly looking for local jurisdiction responders to join. To sign up;
  o Need to make 3 to 5 year commitment
  o Need to get a sign off from your agency leadership to join
  o Need to get sign off from your senior leadership to join a deployment
  o Check the website www.mdimt.org and contact Mr. Scholz (john.scholz@maryland.gov) if interested in joining.
- Momentum to start a State IMT came from the Ellicott City floods and the need to relieve responders during the long period of response.
- To request the IMT in a jurisdiction, submit a request through WebEOC and call the Maryland Joint Operations Center.

[Handout: Maryland Incident Management Team]

4. PLANNING FOR EVERYDAY COUNTS NEXT-GENERATION TIM

The Federal Highway Administration has a program called Everyday Counts that focuses on deploying innovations in the field. The EDC program has a two-year cycle; it is currently in the sixth cycle, currently called EDC 6. The focus has been on getting states to implement the innovations; there is an increased focus this year on implementation by local jurisdictions, especially the [Next-Generation TIM innovation.](#)

MDOT SHA will be working on two of the EDC 6 projects that support TIM: Next-Generation TIM and Crowdsourcing for Operations. Mr. Scott Yinger provided an overview of how these projects will be implemented in Maryland.

- Next Generation TIM innovation:
  o CAD integration
    ▪ How to integrate without needing a new system in the center
    ▪ At the demonstration stage
  o Unmanned aerial system (UAS) investigation for crash reconstruction
    ▪ There are some agencies using it (MSP, Anne Arundel County, and a few others); there is interest in having more agencies use UAS
    ▪ In addition to crash reconstruction, UAS uses will include observing queues and chokepoints.
  o Video sharing
    ▪ Through mView platform, which integrates over 7,000 video feeds.
    ▪ mView can bring up the six closest cameras to the incident

- o Responder to vehicle alert system
  - ▪ HAAS
    - Sends alert through Waze if the vehicle lights are activated to alert drivers that an emergency vehicle is on the scene or approaching the scene.
    - MDOT SHA conducted a pilot of HAAS last year; it was installed on several different types of maintenance vehicles.
    - Pennsylvania has installed over 100 HAAS devices.
  - ▪ HELP system
    - Cell Phone emergency alert system is being considered; emergency messages are sent to a geo-fenced area, typically to cell phones in an area impacted by a major incident. The messages would come from MEMA. This system may be deployed this summer.
    - A license is needed to be allowed to send the alert.
    - A protocol is being established to identify when, where, and how the system can be used.
- Crowd sourcing for Operations innovation:
  - o Uses Waze, Probes, etc.
  - o Identify where incidents are to reduce detection time.
  - o Jason Dicembre is the lead for this project for Maryland.
  - o The work will not just include TIM but wider operations focus.

MDOT SHA will do outreach to local jurisdictions to identify how local agencies can participate in these projects.

5. STATE AND LOCAL TIM UPDATES

State TIM Updates

- Mr. Yinger provided an update on the Part Time Shoulder Use Plan for I-695 from I-70 (Triple Bridges) to MD 43 (White Marsh)

  - o MDOT SHA is using a Design-Build process for the project.
  - o Part Time Shoulder Use is expected to be operational in February 2024.
  - o The left shoulder will be open during peak hours and when needed (e.g. during an incident) to increase capacity when needed. It will be controlled with Lane Control Signals similar to what is at the Bay Bridge.
  - o The project will also have camera coverage for most of the section. There will also be automated detection if there is a blockage in the road (automated incident detection).
  - o Pull off areas will be added for law enforcement and for disabled vehicles.
  - o It was noted that Northern New Jersey has been operating Part Time Shoulder Use and they have experienced fewer crashes.
  - o There are still concerns from some TIM agencies about how incident response and enforcement will work in this section; however, these groups have been included throughout the process so their concerns can be identified early and addressed.

- ▪ Law enforcement agencies are considering how to operate with vehicles in the left shoulder and how to move them prior to opening the lanes.
  - ▪ It was recommended that towers be involved so they understand the implications of towing in a shoulder that is operational during peak hours.
  - ▪ There was a question about how incident response will be impacted during construction.
- Mr. Yinger provided an update on the Alternate Route Planning for Tydings and Hatem Bridges.
  - o MDOT SHA finalized the navigable PDF based on updates from all agencies.

TIMBR Committee updates

- Legislation
  - o There is no TIM-specific legislation in this General Assembly session.
  - o There has been discussion in the TIMBR Committee about the need to revise text of the MoveOver regulation. The text is not detailed enough and its enforcement and interpretation depends on where the law is being enforced; in some places, the law is not being enforced because it is not specific enough. Discussions about changes to the legislation should begin now to prepare for the next legislative session.
  - o Suggestion to create a work group to work on this.

TIM Training updates

- National Level over 515,000 people have been trained.
- Total Trained in MD is 36.7% (total need to be trained 23,218)

MUTCD Comments

- Chapter on Temporary Traffic Control and cover Traffic Incident Management
- Information moves from 6I to 6O
- Comments are due on April 1, 2021. Please send any comments to Eileen.

Emergency Responder Safety Institute Updates Bob Cumberland provided some updates:

- ERSI has over 40 courses available on the web.

Upcoming planned and special events: No large in person events are planned.

[Handout: TIMBR Committee Agenda Notes; I-695 from I-70 to MD 43 Transportation System Management & Operations]

6. OTHER BUSINESS

- Open discussion
  - o Attendees noted the rates of speed of vehicles and lack of people moving over.
  - o How to get improve communications between fire, police, and CHART to better to manage traffic:
    - ▪ Need to get dispatch involved too.

- ▪ CHART trucks have police scanners; there was a recommendation to add fire scanners to the CHART trucks.
- ▪ There was a comment about the amount of equipment that gets dispatched. In some cases, it may be beneficial to initially dispatch fewer pieces of equipment. However, in some locations, like on I-95, it may be beneficial to send extra equipment (i.e., to cover the general purpose and ETL lanes due to because people often don't know where they are on the highway so they cannot communicate where a crash is located so multiple pieces of equipment is dispatched.)
  - o Improving communication and data sharing:
    - ▪ Video feeds can be accessed through mView; access to mView can be obtained by request. 911 Centers can request mView access.
    - ▪ Sharing communication channels with MDOT SHA and local agencies
    - ▪ Need to ensure to communicate with towers also so they know what to bring to an incident.
      - - CHART shares channels with MSP and MDTA Police.
      - - TIM training addresses some of these issues.
      - - There was a suggestion that Baltimore County may want to create a focused work group to discuss these issues.

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

ATTENDEES

Members:
Major Ronce Alford, MDOT Maryland Transportation Authority Police
Yeshitla Argaw, MDOT State Highway Administration (MDOT SHA)
T.J. Bathras, MDOT Maryland Transportation Authority (MDTA), Operations
Amy Beall, Carroll Co Dept. of Public Works, Traffic Engineer
Jennifer Biddle, Howard Co Dept. of Public Works
Andrew Burke, Metropolitan Washington Council of Governments (MWCOG)
David Cookson, Howard Co Office of Transportation
Bob Cumberland, Emergency Responder Safety Institute
Joe Davis, MDOT Maryland Transit Administration (MDOT MTA), Support Operations
Lt. Aaron Dombrowsky, Howard Co Police
John Dulina, Maryland Emergency Management Agency
Hiwot Habtemariam, MDOT SHA
Mark Harris, MDOT
Dan Janousek, MDOT
Breck Jeffers, Federal Highway Admin., MD Div.
Shelley Kellam, MDOT MDTA
Tanya King, Daniel Consultants
JJ Lynott, MDOT MTA
Alvin Marquess, Jacobs

Pat McElroy, Tim's Automotive and Towing/TRPM Board
Lt. David McGill, Annapolis Fire Dept., Special Ops/Training Div.
Roxane Mukai, MDOT MDTA
Ben Myrick, MDOT SHA, OOTS
Sally Nash, Annapolis Dept. of Planning & Zoning
Timothy Peck, MDOT SHA
Captain Jason Pulliam, MDOT MDTA Police
Glenn Resnick, Baltimore Co Vol Fire, Pikesville
Joey Sagal, MDOT SHA
Raj Sharma, Baltimore City Dept. of Transportation
Officer Jonathan Strickler, Baltimore Co Police
Ron Westervelt, MDOT MDTA
Scott Yinger, MDOT SHA
Greg Yost, Cumberland Valley Vol Firemen's Assn
C. Patrick Zilliacus, MWCOG

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