TRAFFIC INCIDENT MANAGEMENT FOR THE BALTIMORE REGION (TIMBR) COMMITTEE
Wednesday, March 2, 2022
10:00 A.M.

MINUTES

1. WELCOME AND SELF-INTRODUCTIONS

Chair JJ Lynott welcomed attendees.

2. REVIEW OF MINUTES FROM DECEMBER 1, 2021

There were no comments on the minutes.

3. LESSONS LEARNED FROM LOCAL AND STATE AGENCY CO-LOCATION

Ms. Kristen Routzahn, MDOT SHA, provided an overview of how CHART operators in the CHART Western Region Traffic Operations Center located in Frederick County have used integrated Computer Aided Dispatch (CAD) data.

The Frederick County CAD system includes a tab for CHART data (yellow oval below), and CHART operators in the Western Region TOC have access to all CAD data. This has resulted in quicker response from CHART because operators can see that an incident has occurred sooner, and they have more details about incidents sooner. Ms. Routzahn noted that CHART operators typically follow the "ALL Events" tab (purple oval below).
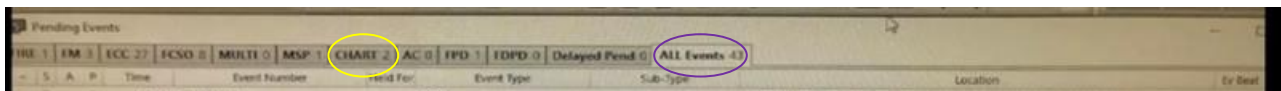
Ms. Routzahn also noted that access to the CAD data can improve safety of CHART field responders because they can be alerted earlier about any hazards at an incident scene (examples provided are a person with a gun and unidentified hazardous materials).

The CAD system includes data for all responding agencies which also speeds response. An example is a medical emergency on a roadway that only requires Fire/Rescue response that blocks a lane; CHART operators can be alerted more quickly and send CHART patrols to the scene more quickly.

Since the CAD system includes personal data, all CHART operators must go through brief training to learn about keeping CAD data secure.

1500 Whetstone Way, Suite 300, Baltimore, MD, 21230 ★ Phone 410-732-0500 ★ www.baltometro.org
Voting: City of Annapolis, Anne Arundel County, Baltimore City, Baltimore County, Carroll County, Harford County, Howard County, Queen Anne's County, MD Department of Transportation and Annapolis Transit. Non-Voting: MD Department of the Environment, MD Department of Planning, and MD Transit Administration.

The integration of CAD and CHART data happened several years ago, and an MOU was created between Frederick County and SHA/CHART; that happened before Ms. Routzahn started at the Western Region TOC.

CHART Operators in field do not have access to the CAD data to ensure sensitive information remains secure.

In the Baltimore region, there are no jurisdictions that have integrated CAD data with CHART data. Howard County CAD data is included in the Regional Integrated Transportation Information System (RITIS); the data is scrubbed and sent back into CHART under "notifications" tab but it is not fully integrated with CHART.

Ms. Routzahn said that she will do some research to see if incident data shows a time savings for incidents in Frederick County. This could be used to support expanding integrating CAD from other jurisdictions and CHART. First Sgt. Colin Bristow said he thinks data showing the benefits would help support the case to expand CAD integration, and he would help present positive results to State Police leadership.

4. TIM SELF-ASSESSMENT FOLLOW UP

The group reviewed issues and action items identified during the 2021 TIM self-assessment.

- Question 6 pertains to TIM training. Ms. Singleton noted there is still a need for more people who have taken the TIM training to teach TIM classes.

- Questions 18 and 19 pertain to collecting and using data from secondary crashes. At the last meeting, there was a discussion about having BMC and MWCOG prepare letters in support of collecting and using data from secondary crashes.
    - Letter could go to executive leadership in MSP.
    - Letter should include any positive statistics about using secondary crash data.
    - First Sgt. Bristow will assist with coordination with MSP leadership.
    - At MWCOG, their TIM is led by their ESF 1 group which is outside of the Transportation Planning Board umbrella. The lead for ESF 1 is Eli Russ but can keep Andrew Burke as the main point of contact.

- Question 35 pertains to routine use of back of queue warning. In a past meeting, there was a question about how the Baltimore region compares to others across the country. Ms. Singleton received information from Federal Highway Administration that the national average for this question for the last few years has been about 2.96.

Our score on this question has been 2 for the last few years. This is a practice that could be improved in our region as well as across the country.

[Handout: Traffic Incident Management for the Baltimore Region (TIMBR) Committee, March 2, 2022]

5. **STATE AND LOCAL TIM UPDATES**

- Legislative update: Maryland HB105/SB147: Expanding Maryland's Move Over law to apply to any "stopped, standing, or parked vehicle displaying hazard warning lights, road flares, or other caution signals." These bills have both gone through the first reading.

- Upcoming and Special Events
  - Baltimore City Fleet Week: September 10 – 11, 2022
    - MDTA and Baltimore City will be starting planning meeting in April.
  - Maryland Highway Safety Summit has been scheduled for April 18th at the Maritime Institute. Additional details about registration and the program will be sent soon.
    - Within the Strategic Highway Safety Plan, TIM does not have one specific place; TIM likely fits best in the pedestrian/bicycle emphasis area team but could also be incorporated in distracted driving and speeding emphasis area teams.
  - Maryland Cycling Classic: September 4, 2022
    - Race route is still being developed.
    - There will be a ride on September 3rd that encompasses part of the race route.

- TIM Training updates: Mr. Pat Rooney provided updates on TIM Training:
  - Number of responders trained in Maryland is increasing slowly, up to 39%. The pandemic has slowed progress but the number has been going up.
  - A total of 311 people in Maryland have taking the TIM train-the-trainer, but only 24 have taught a course and about 12 are regular trainers.
  - In places, like Texas, where TIM training is mandated, the numbers of responders trained is very high.
  - In Maryland, fire/rescue has trained almost ¾ of their staff.
  - Anne Arundel County has been doing a good job getting their fire staff trained.
  - Mr. Rooney is working closely with the Maryland Fire and Rescue Institute (MFRI) on getting the TIM training to their students and getting the numbers into the training portal so they are counted.
  - Mr. Rooney started adding the numbers trained by jurisdiction, rather than attributing the numbers to the jurisdiction in which the training was held. This helps get a more accurate record of how each jurisdiction is doing.
  - Baltimore County Police Academy sends their training numbers to Mr. Rooney and he adds the numbers to the training portal.
  - Mr. Rooney will contact Cpl. Streett to get numbers trained at the Baltimore County Police Academy.

- o The total trained through the Responder Safety Institute sends the number trained directly to FHWA.
- o Pat McElroy encourages all to help push to make training mandatory for the towers, any help from agencies is appreciated.

*[Handout: **Traffic Incident Management for the Baltimore Region (TIMBR) Committee, March 2, 2022**]*

6. OTHER BUSINESS

The next meeting is June 1. It is not yet known if the meeting will be virtual or in person.

ATTENDEES
Members:
T.J. Bathras, MDOT Maryland Transportation Authority, Operations
1/Sgt. Colin Bristow, Maryland State Police, CHART Liaison
Andrew Burke, Metropolitan Washington Council of Governments
Tony Clarke, Jacobs
Bob Cumberland, Cumberland Valley Volunteer Firemen's Association
Joe Davis, MDOT Maryland Transit Administration
Eric Fogle, MDOT State Highway Administration OTMO CHART
Breck Jeffers, Federal Highway Administration Maryland Division
Bill Johnson, MDOT State Highway Administration
Tanya King, Daniel Consultants
David Lewis, Maryland State Fireman's Association/Maryland Fire Chief's Association
JJ Lynott, MDOT Maryland Transit Administration
Alvin Marquess, Jacobs
Pat McElroy, Tim's Automotive and Towing/TRPM Board
Lt. David McGill, Annapolis Fire Department
Roxane Mukai, Maryland Transportation Authority
Timothy Peck, MDOT State Highway Administration OTMO
Cpt. Jason Pulliam, Maryland Transportation Authority Police
Patrick Rooney, MDOT State Highway Administration OTMO
Raj Sharma, Baltimore City DOT
Kristen Skogsberg, Maryland Dept. of Transportation
Cpl. Michael Streett, Baltimore Co Police
Off. Jonathan Strickler, Baltimore Co Police
Ron Westervelt, Maryland Transportation Authority

Staff and Guests
Cindy Burch, Baltimore Metropolitan Council
Kristen Routzahn, MDOT State Highway Administration
Eileen Singleton, Baltimore Metropolitan Council