Baltimore Region TIM Self-Assessment Process

October 3, 2019

Overview

- Traffic Incident Management for the Baltimore Region (TIMBR) Committee
- TIM Self-Assessment Process
- Thoughts on Conducting the TIM SA

TIMBR History

- Created in 2000, initially known as the Baltimore Regional Operations Coordination (B-ROC) Committee
  - Modeled after MD NCR ROC Committee
- Identified need by staff and responders
- Small amount of consultant support for meetings and small projects from SHA
- Meets quarterly
- Chair is Chris Letnaunchyn, Carroll County DPW Traffic Engineer
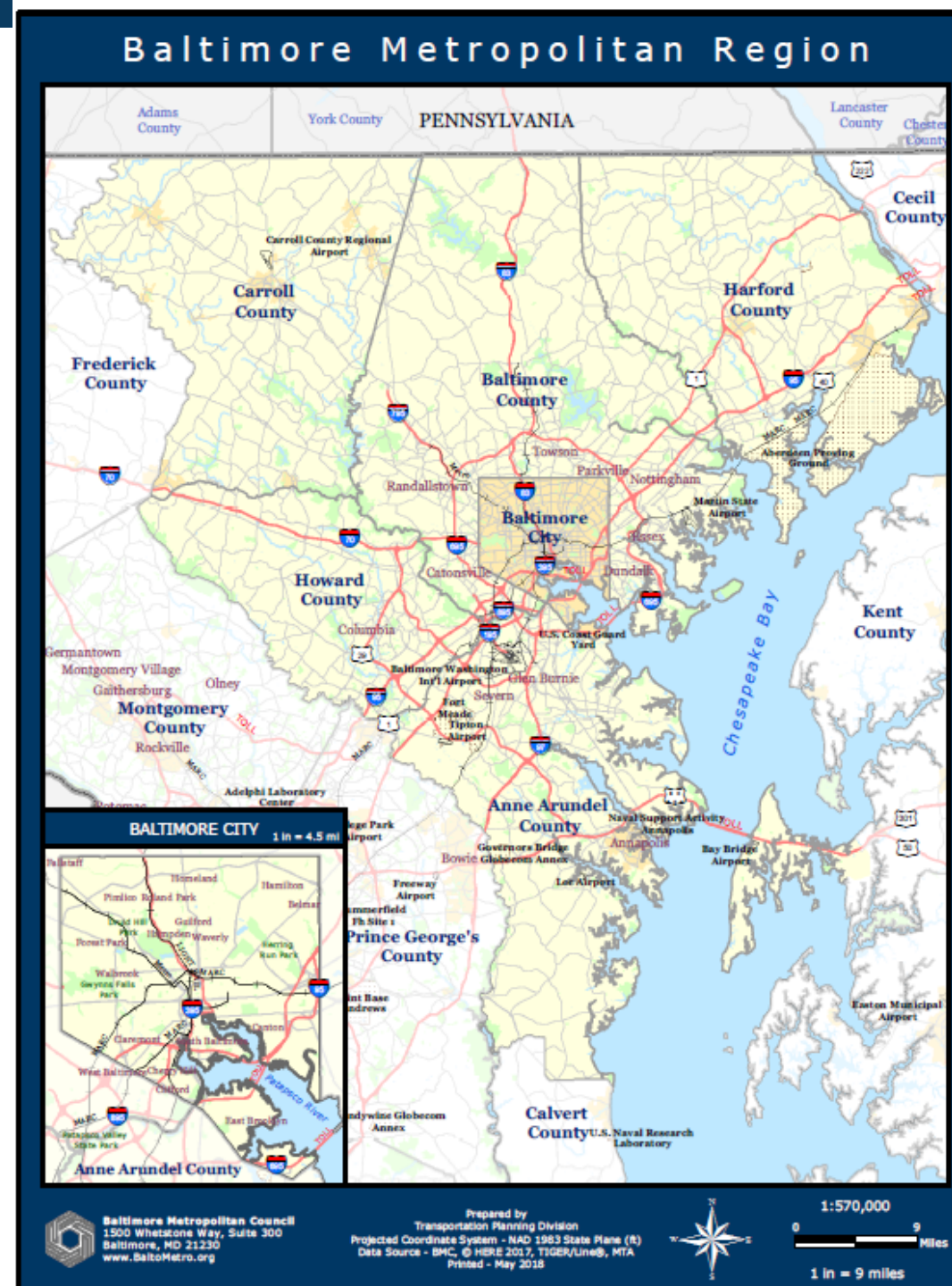
TIMBR Committee Members

Local Jurisdictions
- Annapolis
- Anne Arundel Co
- Baltimore City
- Baltimore Co
- Carroll Co
- Harford Co
- Howard Co
- Queen Anne's Co

Local Agencies
- Public Works/Transportation
- Police
- Sheriff
- Fire
- Schools

State Agencies
- MD Dept of Transportation
- State Highway Administration
- MD Transportation Authority
- MD Transit Administration
- MD State Police
- MD Emergency Management Agency
- MD Dept of the Environment
- Office of the Chief Medical Examiner

Other
- Baltimore Metropolitan Council
- Federal Highway Administration
- Towing & Recovery Professionals of MD
- Metropolitan Washington Council of Governments
- University of MD, CATT

TIMBR Committee Overview

Membership	• Multi-discipline, inter-agency • Field supervisors and managers • Any agency can join
Primary purpose	Provide forum for response agencies to: • Share information and lessons learned • Identify issues and opportunities • Initiate projects to enhance coordination
Activities	• Quarterly meetings • Discuss incidents/events • Presentations on TIM activities/events • Conduct annual TIM Self-Assessment • Plan TIM conferences • Support SHRP 2 TIM Training
Benefits and Challenges	Provide value to attendees: • Educating TIM responders • Information sharing • Networking opportunities • Outreach to specifically get local input – done periodically, doing now Challenges: • Some responders are difficult to reach (e.g., vol fire, towing & recovery) • Difficult if agency champion retires or is reassigned

TIMBR Accomplishments

Field Guides / Forms (with MD NCR ROCC)
- Spanish Language Field Guide
- Maryland Statewide Incident Management Coordination Field Guide
- Medical Examiner Traffic Fatality Form
- Move-It Form

Training / Awareness
- Traffic Incident Management Conferences
- On-line Traffic Incident Management Training Course
- Traffic Incident Management Self Assessments
- FHWA Traffic Incident Management Workshop
- SHRP 2 TIM Training

Plans
- Contingency Transportation Emergency Management Plan
- Traffic Incident Response Coordination Plan

Topic-Specific Task Forces
- Escorted Motor Ride Task Force
- Funeral Procession Task Force

Agreements
- Memorandum of Regional Cooperation
- Maryland TIM MOU/Resolution

CHART Coordinated Highways Action Response Team

SHA State Highway Administration

Spanish Language Aid for Incident Response

¿Habla Usted Español?

Co-sponsor:

U.S. Department of Transportation
Federal Highway Administration

December 15th, 2005
Hyperlink: September 30th, 2013

TIM Self-Assessment Process

- Conducted annually since FHWA developed TIM SA in early 2000s
- Typically conducted as a multi-disciplinary discussion
- Stakeholders are actively engaged in the discussion
- Has been conducted both as a separate meeting and as TIMBR meeting agenda item

BMC

BRTB

Trends: 2015 to 2019

Rev Ques #	Question Topic	Trend & Status
SECTION 1: STRATEGIC		
1	Formal TIM program	↔
2	Disciplines/agencies represented	↔
3	TIM understood & supported	↔
4	Leadership involvement	↔
5	Full-time position	↔
6	Understanding of roles/responsibilities	↔
7	TIM planning across agencies	↔
8	Funding	↔
9	TIM in construction/work zone planning	↔
10	TIM in special event planning	↔
11	TIM in weather event planning	↔
12	How many trainers are teaching SHRP 2 TIM training	↔
13	Percent responders taken SHRP 2 TIM Training	↑
14	Are TIM training sessions multi-discipline	↔
15	TIM training incorp into academies	↔
16	Multi-discipline/multi-agency AARs	↔
17	Measure Roadway Clearance Time	
18	RCT practices	↔
19	Setting RCT performance targets	↔
20	Using RCT performance data	↔
21	Measure Incident Clearance Time	↔
22	ICT practices	↔
23	Setting ICT performance targets	↔
24	Using ICT performance data	↔
25	Measure secondary crashes	↔
26	Collect secondary crash data	↔
27	Setting secondary crash performance targets	↔
28	Using secondary crash data	↔

Rev Ques #	Question Topic	Trend & Status
SECTION 2: TACTICAL		
29	Authority removal law in place	↔
30	Drive removal law in place	↔
31	TIM education for public and elected officials	↔
32	Safety service patrols in place	↔
33	SSP coverage	↔
34	Responders using ICS/UC	↔
35	Use of temp traffic controls	↔
36	Tow/Recovery resource deployment	↔
37	Tow/Recovery qualifications/requirements	↔
38	Tow/Recovery penalties	↔
39	Hazmat response	↔
40	Hazmat contractor use/override	↔
41	Early response of ME	↔
42	Removal of deceased prior to ME	↔
43	Expedited crash procedures	↔
44	Abandoned vehicle removal policy	↔
45	Standardized/document TIM procedures	↔
46	Use of TTC according to MUTCD	↔
47	Back of queue warning	↔
48	Safe vehicle positioning procedure	↔
49	Emergency vehicle lighting procedure	↔
50	Use of high-visibility clothing	↔
SECTION 3: SUPPORT		
51	TMC/TOC use for inc detection/notification/response	↔
52	TIM data captured/shared	↔
52a	Level of CAD integration	↔
53	Video sharing & real-time use	↔
54	Polices/procedures for signal timing changes	↔
55	Pre-planned detour routes identified/shared	↔

Legend	
	Low score and/or decreasing score
	Max score

TIM Self-Assessment Outcomes

- Discussions have identified:
  - projects
  - issues
  - new stakeholders
- Projects/issues often take more than one year to address/improve, but annual discussions are useful

BMC

BRTB

Example of Follow-up Actions

Next Steps from 2016 TIM Self-Assessment

1. Secondary Crashes:
   - Secondary crashes are not included on the crash report; work on this.
   - If secondary crashes are added to the crash report, responders will need training on how to identify secondary crashes
   - CHART identifies secondary crashes in the annual performance report based on time and location of crash

2. Outreach to all disciplines:
   - work on actions to progress from level 3 to 4:

3. Needs assessments:
   - Identify what local jurisdictions need for TIM

4. After Action Reports:
   - Work on actions to progress from level 2 to 3 and 3 to 4:
   - What can we do to increase the frequency of AARs?
   - Is there a way to do virtual AARs/lessons learned?

Follow-up Actions

2016

22. How is data for the number of Secondary Crashes collected?	Score:
Comments: CHART tracks secondary incidents and there are some calculations are done.	2

23. Has the TIM program established TIM performance targets for a reduction in the number of Secondary Crashes?	Score:
Comments: A good baseline is needed to do this.	1

1. <u>Secondary Crashes:</u>
   - Secondary crashes are not included on the crash report; work on this.
   - If secondary crashes are added to the crash report, responders will need training on how to identify secondary crashes
   - CHART identifies secondary crashes in the annual performance report based on time and location of crash

<u>Actions</u>
- Work from EDC4 resulted in secondary crashes being added to crash report
- Still more work needed to inform LE about importance of this data

2019

25. Is the number of Secondary Crashes being measured and used? FHWA defines Secondary Crashes as the "number of unplanned crashes beginning with the time of detection of the primary crash where a collision occurs either a) within the incident scene or b) within the queue, including the opposite direction, resulting from the original incident?			Score: 3
Score 1 if:	Score 2 if:	Score 3 if:	Score 4 if:
Secondary Crashes are not typically measured.	Secondary Crashes are routinely measured.	Secondary Crashes are routinely measured and reported.	Secondary Crashes are routinely measured, reported, and tied to system or region-wide outcomes such as travel time reliability or congestion/delay.

Follow-up Actions

2016

2. Are all disciplines and agencies participating in on-going TIM enhancement activities/efforts?	Score:
Comments: More agencies need to participate.	3

2. Outreach to all disciplines:
   - work on actions to progress from level 3 to 4:

Actions
- Continuing to identify stakeholders
- Likely will never include ALL disciplines/agencies

2019

2. Are all disciplines and agencies participating in on-going TIM enhancement activities/efforts?				Score:
Comments:				3

Score 1 if:	Score 2 if:	Score 3 if:	Score 4 if:
TIM agencies and disciplines typically interact while at the scene of an incident only. Agencies and individuals do not participate collectively in separate TIM enhancement activities and discussions. Some relationships exist among individual responders but have largely been established externally to TIM efforts. On-scene problems stemming from lack of collaboration are frequent but not addressed.	Not all responding disciplines are represented during on-going TIM enhancements activities, efforts, or discussions.	There is consistent, routine participation from some key agencies/disciplines (e.g., DOT, metro fire departments, state police/patrol), but some disciplines are still missing.	There is strong, routine involvement from all disciplines and agencies which in turn lead to good working relationships. Collaboration and teamwork at incident scenes is consistently evident. The importance of collaboration and relationships is universally understood and promoted through training, planning, and program activities. All disciplines understand that they are an equal partner in TIM.

Follow-up Actions

2016

7. Is planning to support TIM activities, including regular needs assessments, done across and among participating agencies.	Score:
Comments: TIM is in long range plan	3

3. Needs assessments:
   -   Identify what local jurisdictions need for TIM

Actions
- Holding meetings with TIM stakeholders in each jurisdiction to identify local needs and introduce TIMBR Committee
- Limited inclusion of TIM in transportation planning process and no regional line item funding

2019

7. Is planning to support TIM activities, including regular needs assessments, done across and among participating agencies.			Score:
			3

Score 1 if:	Score 2 if:	Score 3 if:	Score 4 if:
No planning specific to TIM takes place regionally. TIM needs are only considered on a reactive basis when problems occur.	Some local TIM planning may take place but is predominantly specific/unique to individual partner agency(ies) only. Some regional TIM planning is conducted but typically on an ad-hoc basis and in reaction to an urgent need or problem. TIM needs are assessed on an infrequent (e.g., annual) basis with minimal follow-up.	TIM is noted or mentioned in regional transportation plans but only in the context of ongoing operations. Regional plans may integrate ongoing TIM components such as Safety Service Patrols and program support but little regular planning/programming for other enhancement strategies takes place. TIM needs are discussed on a more regular basis with input from most TIM stakeholders, but some needs may go unaddressed.	Regionally planning for TIM is routine and conducted by MPOs, COGs, Transportation Commissions, DOTs and public safety agencies. TIM needs are routinely and proactively discussed in a multidisciplinary setting and are directly linked with the regional planning process. There is a TIM line item in funding allocations to pay for TIM strategies to address identified needs.

Follow-up Actions

2016

	Score:
16. Does the TIM program conduct multidiscipline, multi-agency after-action reviews (AARs)?	**2**
Comments: Need to make a more formal process	

4. <u>After Action Reports:</u>
   - Work on actions to progress from level 2 to 3 and 3 to 4:
   - What can we do to increase the frequency of AARs?
   - Is there a way to do virtual AARs/lessons learned?

<u>Actions</u>
- Agencies often do internal AARs
- Recent discussion included developing checklist to help identify when a multi-discipline AAR should be triggered

2019

16. Does the TIM program conduct multidiscipline, multi-agency after-action reviews (AARs)?			Score: **2**
Score 1 if:	**Score 2 if:**	**Score 3 if:**	**Score 4 if:**
No AARs are conducted.	Some AARs are conducted internally by individual agencies. Multidiscipline AARs may be conducted occasionally, but only for very serious incidents where significant problems were encountered.	Routine AARs are conducted, but not all involved responders participate. AARs may only occur in the context of an established TIM committee or task force meeting, which may lead to delayed or ineffective discussion.	AARs are institutionalized and a formal AAR process exists that includes thresholds for conducting timely AARs and participation requirements. Results are documented, acted upon, and shared with all TIM stakeholders.

Thoughts on Conducting the TIM SA

- Discussion takes about 2 – 2.5 hours
- Start each question with answer from prior year or prepare draft answers for discussion
- Make the discussion a true regional self-assessment
  - Consider regional capabilities
  - Individual agencies might score higher than the region as a whole
- For some questions, may not need to work towards a 4

BMC

BRTB

Contact

Eileen Singleton

Baltimore Metropolitan Council

esingleton@baltometro.org

410-732-0500 x 1033