

Greater Hartford Coalition Newsletter

FROM THE EDITOR

As summer nears and the pandemic numbers continue to decline, traffic volumes are increasing once again and speeds are not dropping.

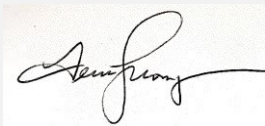
The job of responders has been an especially difficult one over the past year. The challenges have been daunting, but the dedication and fortitude of each and every man and woman who answered the call never waned.

I wanted to take a moment to acknowledge everyone in the emergency response community for their continued dedication during these trying times. Many have lost friends, family members, and co-workers, and through it all, you have remained compassionate, committed, and caring.



**Traffic Incident Responders Are The Heroes of Our Roadways, Saving Lives
Every Day**

Stay Strong - Stay Hopeful - Stay Safe and as always THANK YOU for all you do.



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RESPONDER SAFETY - PROMPT, RELIABLE, INTEROPERABLE COMMUNICATIONS - SAFE, QUICK CLEARANCE



WHAT'S GOING ON WITH THE GREATER HARTFORD TIM COALITION

It has been over a year since we held a meeting of the TIM Coalition, but be assured work has continued behind the scenes to focus on some priorities. Meetings will start up again in latter part of June and will be held virtually for now until in-person meetings can reconvene.

Ongoing Work –

- TIM Field Pocket Guide – A working group within the TIM Coalition was established and began efforts in July 2020 to develop a field guidebook. Quick Series Communications assisted in the development and is currently working on a final prototype for future publication. The members of the group were selected to participate based on their TIM roles as responders at incidents and potential interest in the guide as a tool for incident management.

Funding for this project was provided by the U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration Agency, Hazardous Materials Emergency Preparedness Program Grant with support from the Connecticut Department of Energy and Environmental Protection (DEEP) and the Department of Emergency Services and Public Protection – Commission on Fire Prevention and Control (DESPP-FPC).

- Greater Hartford Region Unified Response Manual – Slow but steady work on updating a previously drafted response manual continues, but more work is needed. This document provides guidance to the partners and stakeholders in the Hartford Urbanized Area, also referred to as the Greater Hartford Region, to enhance interagency coordination of first responders at traffic incident scenes.

The framework of this uniform response manual (URM) was adopted from Version 1.1 dated September 2, 2008. Version 1.1. was developed by the members of the Connecticut Transportation Strategy Board's Statewide Incident Management Task Force, with the assistance of IBI Group from Cambridge, MA and was adopted by the Statewide Incident Management Task Force on June 16, 2008 and by the Transportation Strategy Board on July 17, 2008.

For this updated version, guidance and best practices from other TIM organizations including the New Jersey Traffic Incident Management program (NJTIM), Georgia TIME Task Force, Pennsylvania Traffic Incident Management Enhancement (PennTIME), and Maine – New Hampshire Incident Management Committee are being used.

- Diversion Plan Updates – The Diversion Plan updates with towns took a backseat during the pandemic because of in-person restrictions. We are looking to restart this effort in the near future.

New Task –

- Fire Suppression Standpipes – The Capitol Region Council of Governments (CRCOG) Public Safety and Homeland Security Department and the Connecticut Career Fire Chief's Association (CCFCA) requested the Coalition to assist in facilitating a meeting with the Department of Transportation (CTDOT) who installs fire suppression standpipe systems and also administers municipal master utility agreements. The requested meeting will cover the processes and procedures related to the ownership, installation, inspection, maintenance, and testing of these systems with a focus on bridge structures located on the state's roadways. CTDOT has acknowledged the request for the meeting, but a date has not been set as of this publication.

The importance of standpipes in managing fire scenes at traffic incidents is an important aspect to quick clearance strategies. Therefore, Terri Thompson, Greater Hartford TIM Coalition Chair, has agreed to facilitate these discussions, along with working on mapping standpipe systems statewide. Ms. Thompson will be reporting progress to the Coalition.

TIM TALK

Crash Data Information Is Important And Assists Responders In Preparing And Planning. Taking The Time To Analyze Data In Your Jurisdiction Benefits Everyone.

Emergency response personnel need to know what type of vehicle involvement there is when they are responding to a crash. Decisions on how to manage a scene and what support is needed are critical for Safe Quick Clearance. The initial size up when the “first-to-scene” arrives will set the stage for the response. With the multitude of vehicle types and the cargo involved, strategy is important.

A quick look at data from the UConn Connecticut Crash Data Repository provides a better sense of vehicle type involvement. Though 2020 saw a significant decline in the number of vehicle involvements due to COVID-19 restrictions, numbers are climbing back up.

It is interesting to note that in 2020 “Motorcycle” and “Moped” crashes were higher than previous years. According to a Ride-CT.com article dated February 27, 2021, reduced highway traffic due to the COVID-19 pandemic resulted in riskier riding and a significant rise in motorcycle deaths during 2020. “The majority of these fatal crashes were single vehicle crashes caused by speed and alcohol,” according to one of DOT’s Connecticut Rider Education Program instructors.

Body Type by Year: Crashes

January 1, 2018 thru December 31, 2020

	2018	2019	2020	Total
Passenger Car	27,591	26,988	19,644	74,223
(Sport) Utility Vehicle	11,635	11,874	8,350	31,859
Passenger Van	1,975	2,111	1,246	5,332
Cargo Van (10,000 lbs/4,536 kg or less)	690	739	587	2,016
Pick Up	4,265	4,412	3,452	12,129
Motor Home	17	29	9	55
School Bus	352	370	174	896
Transit Bus	325	336	179	840
Motor Coach	9	20	3	32
Other Bus	68	82	34	184
Motorcycle	315	340	405	1,060
Moped	56	80	81	217
Low Speed Vehicle	10	20	11	41
Golf Cart	3	4	0	7
All Terrain Vehicle (ATV)	4	17	14	35
Snowmobile	0	2	0	2
Other Light Trucks (10,000 lbs (4,536 kg) or less)	837	829	523	2,189
Medium / Heavy Trucks (more than 10,000 lbs (4,536 kg))	1,406	1,518	1,075	3,999
Other	425	407	363	1,195
Unknown	1,667	1,737	1,579	4,983
Year Totals	51,650	51,915	37,729	

Information provided from University of Connecticut Crash Data Repository as of 5/27/21

The Connecticut Crash Data Repository (CTCDR) is a web tool designed to provide access to select crash information collected by state and local police. The purpose of the CTCDR is to provide members of the traffic-safety community with timely, accurate, complete and uniform crash data. The CTCDR allows for complex queries of both datasets such as, by date, route, route class, collision type, injury severity, etc. For further analysis, this data can be summarized by user-defined categories to help identify trends or patterns in the crash data. Go to <https://www.ctcrash.uconn.edu/>

WEBINARS

<https://transportationops.org/tim> for more info

The Talking TIM webinar series, brought to you by the Federal Highway Administration (FHWA), provides a forum where TIM champions with any level of experience can exchange information about current practices, programs, and technologies. Each month, the FHWA TIM Program Team will feature content that highlights successful programs, identifies best practices, and showcases technology that advances the profession.

2021 HIGHLIGHTS

January – *The International Association of Fire Chiefs (IAFC) Role in TIM* – Chief Norris Croom III, IAFC EMS Section Director, will highlight IAFC's role in TIM and challenges in the practice of TIM among fire and rescue personnel.

Go to https://transops.s3.amazonaws.com/uploaded_files/IAFC%20Slides-Talking%20TIM%20Jan%202021.pdf

February – Technology Talk

Go to <https://transportationops.org/ondemand-learning/talking-tim-webinar-series-february-2021>

- *HAAS Alert* – Jeremy Agulnek, VP of Connected Car at HAAS Alert, provided information on features and benefits from this early warning system for notifying drivers of upcoming responder activity.
- *MakeWay Safety* – Michael Walsh, CEO & founder, provided information on features and benefits from this early warning system for notifying drivers of upcoming responder activity.
- *iCone Products LLC* – Ross Scheckler, CTO, highlighted “Internet of Road Work” products that report work zone data directly to navigation systems and the in-dash of connected cars.

March – *Massachusetts Legislation for Driver and Responder Safety* – Neil E. Boudreau, Assistant Administrator for Traffic and Safety, Massachusetts Department of Transportation, Highway Division.

Go to https://transops.s3.amazonaws.com/uploaded_files/6.MA%20DOT%20Slides-Talking%20TIM%20March%202021_0.pdf

April – *Wisconsin's Traffic Incident Management Enhancement (TIME) Program* – Marquis Young and Michael Jungbluth with the Wisconsin DOT will highlight innovative features of the TIME program and its focus on advancing consistent regional and local TIM practices.

Go to https://transops.s3.amazonaws.com/uploaded_files/4.WI%20DOT%20Slides-Talking%20TIM%20April%202021-.pdf

May – *The National Highway Traffic Safety Administration's (NHTSA) Role in TIM* was presented by Keith Williams, NHTSA's Chief of Law Enforcement Division. Mr. Williams presented information on the agency's critical roles in promoting safe responder and motorist practices.

Go to https://transops.s3.amazonaws.com/uploaded_files/3.NHTSA%20Slides-Talking%20TIM%20May%202021-0.pdf

IN THE NEWS



In December 2020, the U.S. Government Accountability Office (GAO) reported to the Congress on the impact of state Move Over laws. State officials cited raising public awareness as the most prevalent challenge, as motorists may not know the law exists or its specific requirements. [Learn more about this report](#)

PARTNER SHOWCASE

THE FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Our Mission: The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries, and fatalities involving large trucks and buses.



In **2019**, there were **4,961** fatalities and **96,113** injuries in crashes involving large trucks or buses. There were **179,509** total crashes involving large trucks or buses.

- Source: Motor Carrier Safety Progress Report (as of June 30, 2020)



Successful Projects FMCSA/State Partnerships/Grantees

Connecticut has the fourth highest amount of FMCSA Grant \$\$ in the Eastern Service Center.

- CT DMV, primary FMCSA grantee in Connecticut.
 - Motor Carrier Safety Assistance Program (MCSAP) Grants
 - MCSAP High Priority Commercial Motor Vehicle Safety Program Grants
 - Innovative Technology Deployment Grants (DOT, DRS as well)
 - Commercial Drivers License Program Implementation Grants
- CT State Police and UCONN:
 - MCSAP High Priority Commercial Motor Vehicle Safety Program Grants
- CT Judicial Branch:
 - Commercial Drivers License Program Implementation Grants
- New England Tractor Trailer School of CT:
 - Commercial Motor Vehicle Operator Safety Training Grant

What Stakeholders Can Look Forward To

FMCSA has new grants every fiscal year.

- Many CT State Organizations are eligible to apply for funding from our various funding opportunities
- Some of the funding the State has missed out on in previous years includes but is not limited to:
 - Commercial Motor Vehicle Work Zone Safety Initiatives.
 - Commercial Motor Vehicle Parking Solutions/Initiatives (Apps Outreach, etc.)

FMCSA Connecticut Division

Oversight of all FMCSA Programs/Grants delivered in the State of Connecticut

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Traffic Incident Responder Safety Proclamation

WHEREAS, we are committed to responder and motorist safety;

WHEREAS, we are committed to clearing traffic incidents as quickly as possible;

WHEREAS, we are committed to better communications interoperability;

WHEREAS, we are committed to reducing secondary crashes;

WHEREAS, we are committed to lessen the time freight and travelers spend in backups;

WHEREAS, we are committed to training over a million traffic incident responders.

BE IT RESOLVED that we will continue our efforts to jointly improve the safety of America's road system and of those who knowingly put themselves in harm's way to respond to emergency situations.



U.S. Department of Transportation
Federal Highway Administration

