**Greater Hartford TIM Coalition Meeting**

**Draft until approved**

**Capitol Region Council of Governements**

**Virtual Meeting**

**March 26, 2024**

**10:00 a.m. to 12 Noon**

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| **Name** |  **Organization** |
| Terri Thompson | CRCOG TIM Program Coord. /Coalition Chair |
| Sgt. Mark Dicocco | CT DESPP State Police- Special Units- C.A.R.S. |
| Sgt. John Acampora | CT DESPP State Police Traffic Services Unit |
| Jenna Nicol | CT Department of Consumer Protection |
| Richard Scalora | CT DEEP- Emergency Spill Response |
| Richard Swan | CT DEEP- Emergency Spill Response |
| Rob Derry Jr, | CTDOT TIM Trainer - Arcadis/IBI Group |
| Jeff Morrissette | CT DESPP-Commission on Fire Prevention & Control |
| David Fultz | Nelson Towing |
| Roger Krahn | CRCOG - Capitol Region Council of Governments |
| Chief Erik M. Costa | Middletown Police Department |
| Aidan Neely | CTDOT -Bureau of Highway Operations- TIM Coordinator & Trainer |
| Robert Haramut | RiverCOG - Lower Connecticut River Valley |
| John Blair | MTAC - Motor Transport Association of CT |
| Grady Carrick | Enforcement Engineering, Inc. / TRB Traffic Law Enforcement Committee |
| Sam Gold | RiverCOG |
| Ricky Mears | CT Division – Federal Highway Administration |
| Breanna Kline | CT Division - Federal Motor Carrier Administration |
| Betty Morris | CT EMS- North Central Connecticut Emergency Medical Services Council |

**MEETING MINUTES**

The meeting was called to order by T. Thompson at 10:04 a.m. This was a virtual meeting via Microsoft Teams.

1. Roll Call
2. Adoption of Minutes - TIM Coalition Meeting August 10, 2023. Motion by Rob Derry to approve and second by Rick Swan. Abstention by Chief Costa. ***Approved***
3. Presentation **–** Changes to the MMUCC and MUTCD and how they affect Traffic Incident Management

Dr. Grady Carrick - Enforcement Engineering, Inc.

Grady Carrick is a retired Florida Highway Patrol Chief, who distinguished himself as a champion for traffic operations and safety during his 30 years with the agency. Since his retirement in 2012, Dr. Carrick has worked with local, state, and Federal agencies to advance a safe and efficient transportation system in a consulting role. Dr. Carrick is passionate about traffic safety and responder safety, and he has a national reputation as an advocate for traffic incident management. Dr. Carrick is Chair of the TRB Traffic Law Enforcement Committee, and he has served on several NCHRP and BTSCRP panels.

Provided a PowerPoint presentation and highlights of presentation include:

MUTCD – Manual of Uniform Traffic Control Devices

* National standard for signs, signals and markings issued by the FHWA. Connecticut has adopted the MUTCD new 11th edition.
* Relevance to TIM- Control of traffic through traffic control incident management which is now 6O in new edition.
* Adds the term “Rolling Roadblock” to 6N “Types of Temporary Traffic Control Zone Activities.”
* Adds Active Lane Management During Incidents.
* Worker Safety. Hi-Visibility Apparel. In 2023 edition changed section to 6C.04 and 6C.05
* Flagger Control and procedures. Still requires flagger to be trained and in section 6D and responder can provide flagger control during emergency incident scenes.
* Responder vehicles responding to scene is now better defined. Replace the word “Safe Positioning” with an actual definition.
* New guidance emphasis on term *duration* for “rapid transition…to MUTCD compliant TTC zone,” removes support language for TTC, flagger training in the *Option*, and removes flare/light stick in *Guidance.*
* 6K is now location for TTC Zone channelizing devices.
* Active Lane Management During Incidents – more related to traffic management centers where use devices on message boards and variable speed limit devices.

MMUCC – Model Minimum Uniform Crash Criteria

* It is a guideline for the States and National Highway Traffic Safety Administration maintains the document. he 6th Edition is January 2024. Would like to see these data elements be uniform and aligned so can aggregate data at a national level.
* In 2017 did a TIM data project and reviewed main TIM data elements that include Responder Struck By, Secondary Crashes, Roadway Clearance Time (RCT). Not a lot of these States have these data elements and trying to get States to add these data elements.
* What’s New-
	+ Clarified reporting for RCT - Roadway Clearance Time which does not apply to all responders cleared but free flow traffic resumed.
	+ Explains secondary crashes – Still a Yes/No but now able to link primary crash report to secondary crash. International Association of Chiefs of Police TIM Subcommittee guided the narrative to get this into MMUCC.
	+ Include Special Use Vehicles – all types of responder vehicles are listed that include Fire Truck, Ambulance, Law enforcement, Other Emergency Services, and those specific to incident response; Safety Service Patrol, Towing and Others.
	+ Adds related factors at the Event level, Vehicle level, Driver level (Group 3 Move Over Related), Person Type- Added special function that includes responder types.
	+ Capturing ”Incident Responder Working” to the top of list of attributes under non-motorist status prior to Critical Event.
	+ Narrative important to include secondary crash and responder struck by incidents to be able to find information if not in other parts of crash report.
	+ Important to engage those involved in updating crash report request adding the TIM Data Elements for incident responder by moving that attribute to the top.
	+ moved up the only two places related to move over person type level, and driver level driver factors for move over.
	+ Improves non-motorist responder involvement (police fire transportation towing EMS) clarify if involved in crash.
	+ Creates a field for Universally Unique Identifier (UUID) linkage with EMS patient care report. It can be linked after-the-fact with traffic records data integration. Getting clearer picture of injuries including any responders affected.
	+ Emergency Response Subcategory 2 includes *Emergency Warning Equipment Used*

Aidan Neely posed question related to reluctance of law enforcement in other states to categorize secondary crash due to future litigation because of contributing factor being primary crash. Grady does not believe that is a factor and is a driver factor and not precipitated by what is being done at the scene.

Latest version of TIM Training has updated content in it and be rolling out soon. Refresher TIM course is also being completed and should be ready in Fall.

1. Updates on activities
* CTDOT TIM Training status report and upcoming Class schedule presented by Aidan Neely



Law Enforcement have been predominant attendees due to legislation that was passed requiring the training. Want to see more towers represented, and that 6 Continuing Medical Education (CME) credits are being offered to those attending, which has increased engagement in training classes. The TIM Training team provides training 4 days a week and goes all over the State to accommodate requests.

Chief Costa who is on the Training Committee for Capitol Police Chiefs addressed concerns with the language in the current statute and mentioned that there needs to be clear and concise language when it comes to regulatory requirements. Aidan Neely went over the requirements set in the law concerning law enforcement training and the timeline for completion and that the Police Officer Standards and Training Council (POST) has expressed concerns with the certification requirements and waiting to hear back from them. Aidan Neely offered to provide Chief Costa with an overview of program requirements he went over in the meeting that could be shared with law enforcement groups.

Aidan Neely also mentioned he is willing to host an executive level overview of training and will discuss the benefits of the program. Chief Costa will discuss further with Aidan Neely to set something up. Terri Thompson mentioned that it would be good to include the Connecticut Police Chiefs Association of which Chief Costa also belongs. Aidan Neely mentioned they are scheduling an executive session with the State Police executive team and Commissioner to provide an overview of the training. Rob Derry mentioned that the TIM team were at the Hartford Police Academy recently to conduct a class and received positive feedback from class attendees. There was hesitancy in the beginning as to why they needed to take another course, but attendees felt it was greatly beneficial after the class ended.

Terri Thompson also mentioned the benefit of After-Action reviews and how they benefit in understanding clearance and best practices being used. Training is top in the Capability- Maturity Self-Assessment conducted by FHWA for the traffic management area. Connecticut .

* Vision Zero Legislation

The Vision Zero Council is an interagency work group tasked with developing statewide policy to eliminate transportation-related fatalities and severe injuries involving pedestrians, bicyclists, transit users, motorists, and passengers. There is continued discussion about safety for vulnerable users and every subcommittee that is part of Vision Zero (Education, Enforcement, Engineering and Equity) under the Council is committed to introduce policies, establish partnerships, and leverage available technologies to prevent death and serious injuries.

Work zone safety speed cameras legislation to allow the program, originally a pilot program under law passed in 2021, to become permanent was proposed to the legislature and passed. Also, the bill to allow automated enforcement passed. Joe Ouellette from the Office of the State Traffic Administration (OSTA) and CTDOT have published guidance document for use of the automated enforcement <https://portal.ct.gov/dot/ctdot-press-releases/2024/automated-traffic-enforcement-safety-guidance-for-municipalities> . The Capitol Region and other council of governments (COGs) will be working with CTDOT, OSTA and towns to implement the program.

There have been several hearings at the Transportation and Public Safety Committees about road safety. CTDOT Commissioner Eucalitto is a strong advocate for traffic safety and continues efforts to advocate for policies and legislation to reduce fatalities and injuries on our roadways. Terri Thompson will keep Coalition up to date of the Vision Zero Council actions. Terri Thompson also mentioned that speed is at the forefront of discussions and the upcoming Road Safety Summit on May 30, 2024, will be focusing on this issue as well as others.

Chief Costa mentioned that on the data piece for crash reporting, there has been a discussion on having one reporting management system and there was a presentation on these efforts to eliminate separate data reporting management systems. Chief Costa also mentioned that automated traffic enforcement is a main discussion and towns and cities extremely interested in the project.

Enforcement is becoming a big talking point. Staffing is an issue at State and local levels and difficult to increase enforcement without staff. Spoke about the hi-visibility enforcement efforts by State Police and also the recent work zone speed camera program that the State Police has been involved in that was recently completed and reported out to legislature.

1. Open Discussion

John Blair was asked about commercial vehicles and the big push of tractor trailer companies use of GoPro cameras. John mentioned there has been discussion with news outlets indicative of anything going on in the commercial vehicle side and all can agree speed and impairment are the issue. Encouraging members to have drivers install cameras front and back to properly capture what has occurred if there is a crash. John Blair indicated that Connecticut transporters have done a good job on the safety side, and they are focused on leading with safety first. Terri Thompson mentioned the parkway issues with commercial vehicles and the proper use of GPS. John stated that they had to address this at the Capital last year and legislation increased the fines from $90 to $500 for first offense and $1000 for next offense, and additional signing installed. Many of the instances of commercial vehicles traveling on parkway are by out-of-state vehicles (interstate not intrastate traffic). Terri Thompson stated that when a commercial vehicle enters the parkway there is really no place to go and they have to be backed up to get off the roadway. Terri Thompson indicated that if tractor trailers are involved in a crash, the first thought by many is that the trailer driver is at fault and that is not always the case.

Rick Swan from DEEP spill response was asked about how things were going from their perspective. They continue to respond to scenes and assist in managing cleanup and support other responders.

Terri Thompson requested that either DEEP spill unit and/ talk about hazmat handling and or Consumer Protection food handling and get perspective from both agencies. Rick Swan will speak with Rich Scalora on getting something together.

Rob Derry commended DEEP and Consumer Protection accolades for their efforts out on the scene even understanding their roadblocks, and their input at the after-action reviews and continued commitment to TIM.

Jenna Nicol from Consumer Protection expressed concerns about how dispatching to a scene is working. Spoke about the fatality on eastern side of State with 2 tractor trailers. She was not aware of the fatality when first called while she was out-of-state and cannot justify having people dispatched to scene and having difficulty with getting to scene and waiting there for hours. There have been times when they are sitting for a long time when there is a fatality and would like to work on dispatching of services when needed.

Rob Derry stated this issue has come up before and the lack of emergency lighting on their vehicles and difficulty getting to scene. Getting contact with scene supervisor that could be Sgt. DiCocco of C.A.R.S unit or supervisor from Traffic Unit or the Sergeant at the scene to make point to point contact. Aidan Neely mentioned they would be willing to have further discussion on it and the importance of communication, especially since not being in state trying to coordinate response. Rick Swan offered to assist in line of communication when they are on scene and be the eyes and ears for Consumer Protection and streamline process. The C.A.R.S. team had sped up their process and has improved considerably.

Sgt. DiCocco was asked about communication during fatal crashes. Any fatality whether multi-person or long duration and will be on scene for those. Sgt. DiCocco provided contact information and is willing to work to assist in getting correct resources to a fatality scene. Will work to assist if need trooper to escort you to scene or work with local law enforcement to assist.

**Proposal from Consumer Protection** – Jenna Nicol mentioned that she would like to invite representatives from DEEP, TIM team and others out there who are involved to do a presentation with the Department of Consumer Protection inspectors to better understand how to handle an incident. Scenes are very fluid and need to know who the right people are to communicate with at the scene, and how to manage the scene. Still getting questions from employees on what they should do and conversations they need to have on scene.

Rob Derry mentioned that the involvement with DEEP and Consumer Protection during incidents and participation at after-action reviews is very beneficial and appreciate all the work they do.

Dave Fultz from towing and recovery spoke about the concerns they have with proper communication to towing and recovery on the needs at a scene and making sure the proper equipment. Sometimes I think there’s miscommunication or ma people in the mix. Originally a tower from New Jersey, made us aware that New Jersey mandates that tow operators must be TIM certified and must also be certified in the level of work they are doing. He is also an instructor for WreckMaster (*a national certification program for towing operators developed by two of the industry’s top certification bodies*: *WreckMaster and Towing and Recovery Association of America, Inc. (TRAA*). One of the important things he teaches is communication with everybody on scene, lane closures and not taking extra lanes unless needed.

**Proposal from Towing & Recovery –** Dave would like to have a roundtable discussion on improving communication and further conversation on streamlining towing and recovery resources at scene, and that the person sent to scene to evaluate has the correct person to speak with. Rob Derry mentioned that they harp on the importance of communication with everyone during TIM training and would be willing to discuss further to set something up.

Sgt. DiCocco was asked about communication during fatal crashes. Any fatality whether multi-person or long duration and will be on scene for those. Sgt. DiCocco provided contact information and is willing to work to assist in getting correct resources to a fatality scene if it requires a trooper to escort them into scene or coordinating with local law enforcement to assist. He is willing to be the eyes and ears and work with any of the stakeholders to get resources needed and is present all the time at fatality investigations.

**Sergeant Mark DiCocco**

**Unit Supervisor | Accredited Collision Reconstructionist**

**CT State Police | Collision Analysis & Reconstruction Squad**

**294 Colony Street, Building #13, Meriden, CT**

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Terri Thompson requested that everyone stay tuned to legislation and provide any updates as they come out.

Reminder that always looking for suggestions for meeting agenda to include presentations by subject matter experts, and continuing to publish newsletter and would also like input on what to put into it.

The meeting was adjourned at 11:20 a.m.

Minutes Prepared and Distributed by



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Electronic Distribution

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