

BALTIMORE REGIONAL OPERATIONS COORDINATION COMMITTEE
SHA Office of Maintenance Training Room
7491 Connelley Drive, Hanover, Maryland
April 2, 2008
10:00 A.M.

ATTENDEES

Mammen Daniel – Daniel Consultants, Inc.
Joe David – Whitman Requardt
George Frangos- Howard County DPW
Martara Hannah - Maryland Transportation Authority
Mark Henry – Maryland Transportation Authority Police
Egua Igbinosun – State Highway Administration / CHART
Breck Jeffers – Federal Highway Administration, Del Mar Division
Pat Kennedy – Federal Highway Administration, Del Mar Division
Tanya King – Daniel Consultants, Inc.
Chris Letnaunchyn – Carroll County DPW, Bureau of Engineering
Leah Littlefield – MIEMSS
Larry Mabe – Harford County EOC
Patty Murawski – State Highway Administration / CHART
Donna Nelson – Daniel Consultants, Inc.
Eileen Singleton – Baltimore Metropolitan Council

WELCOME AND INTRODUCTIONS: Chris Letnaunchyn called the meeting to order at 10 A.M.

TODAY'S MEETING OBJECTIVES: The primary objectives of the meeting were to provide an update on the Traffic Incident Management Conference, discuss lessons learned on the 2004 Incident on I-95 in Baltimore and Harford County, and review the Traffic Incident Management course.

[Handouts: B-ROC Agenda and B-ROC Meeting Presentation]

APPROVAL OF MINUTES FROM THE FEBRUARY 4, 2008 MEETING: The meeting minutes were approved.

UPDATE ON THE TRAFFIC INCIDENT MANAGEMENT CONFERENCE: Eileen Singleton reported that the conference is on April 15, 2008, at the Pikesville Volunteer Fire Hall (40 East Sudbrook Lane, Pikesville MD). The conference will be from 8:00 to 3:30. The intended audience for the conference is first level responders and first level supervisors from agencies in the region. The theme for the conference is "Keeping Yourself Safe So You Can Keep Others Safe."

[Handouts: Draft Agenda for the Baltimore Region Traffic Incident Management Conference]

POST-INCIDENT LESSONS LEARNED DISCUSSIONS: Larry Mabe the Deputy Manager of Operations for Harford County Emergency Operations presented information on the multiple accidents on I-95 that occurred on Saturday, October 16, 2004, at approximately 4:30 P.M. The incidents occurred just after a fast moving line of thunderstorms, which brought rain, wind, and

pea-sized hail, passed over I-95 in Baltimore and Harford counties. The thunderstorms cleared and the “bright, blinding sunshine replaced the darkness.” Motorists noted that they were “blinded by glare” and that it felt like they were “driving on marbles.”

The crashes started in Baltimore County on I-695; there were nine Personal Injuries (PI) / Rescues on I-695. The crashes then began occurring on I-95. The 9-1-1 centers in both Harford and Baltimore counties were receiving calls that reported incidents on the southbound and northbound lanes of I-95 between I-695 and Maryland House. The initial response was for an accident reported southbound near White Marsh. Baltimore County and Harford County units responded. The exact location of the incident was not clearly identified; it is often hard to obtain from motorists the mile marker location of an incident. As a result, responding units stopped at the first incident that they came across that did not have fire and rescue already on the scene. Dispatchers would get calls from motorists informing them of the different incidents, and they would dispatch fire and rescue equipment. At one point, field personnel working a different incident would redirect the dispatched equipment, without coordinating with the dispatch center.

At the same time, it was hard to determine just how many incidents there were. To determine the number of incidents, a responder drove the 13 miles and indicated the locations of all incidents and ensured that all incidents were accounted for. One of the sites was marked with barrier tape to indicate that field responders had been there. When all was said and done, there were 12 incident locations with more than 90 cars involved over the 13 mile stretch of I-95.

To manage all the incidents, a field command center was set up at the Joppa-Magnolia House. Once it was clear that there were 12 incidents, the EOC sent all fire and rescue units to the staging area where the units would be dispatched from there by the field commander.

The multiple incidents resulted in traffic backups because I-95 was closed for three hours. All the incidents required police investigation, but there were only six officers covering the area.

Many of the vehicles involved in crashes required towing; which meant that many motorists were stranded on the highway. The stranded non-injured motorists had to be taken by bus from the incidents to a facility that had bathrooms, food, and phone access. Those who did leave the incident scene had to be accounted for because they had to be interviewed by Law Enforcement.

Communications between all the responding agencies was difficult. At the time of the incident, Baltimore and Harford counties were on different radio frequencies and direct communication among the field units was not feasible. Coordination with appropriate staff from the different agencies was difficult as was locating working equipment (i.e., road sweeper). Field responders from different agencies do have the ability now to communicate with one another using their own radios.

The next post-incident lesson learned discussion will be a focus on the pre-planned incidents at the M&T Bank Stadium with a presentation by Patty Murawski and Alvin Marquess. If you would like to discuss a particular incident please contact, Eileen Singleton (esingleton@baltometro.org) or Tanya King (tking@danielconsultants.com).

[Handouts: Map of Incident Locations]

UPDATE ON THE TRAFFIC INCIDENT MANAGEMENT TRAINING MODULES: Donna Nelson reported that there are three different modules, and informed the group that the training modules are on-line for review. The committee felt that the information for the most part was

satisfactory and was to the level it needed to be; however, they felt that the second lesson in module one, that discusses detailed traffic engineering aspects, should be renamed to include the word "advanced" and moved to the end of the program, because it may provide too much technical information for some people taking the course. The committee had noted that the quizzes did not appear to work as it was intended and that the printouts were not clear because many showed the roll over information.

Draft modules are on-line for review at: www.dci-projects.com/TIM. The website is not currently password protected so no special directions are needed to access the site. Please send any comments to Donna Nelson (dnelson@danielconsultants.com) or Eileen Singleton (esingleton@baltometro.org).

[Handouts: Traffic Incident Management Lessons Overview, Module 1 Lesson 1: Introduction to TIM, and Lesson on Traffic Control for Incident Zones]

OTHER BUSINESS: Eileen Singleton informed the group that the Maryland Transportation Operations Summit will be held on May 1, 2008, from 8:00 A.M. to 4:30 P.M. at the Conference Center at the Maritime Institute. The summit's theme is "Better Mobility Through Improved Transportation Operations." The meeting will have representatives and practitioners from federal, state, regional, and local transportation agencies. There are panel discussions that will cover operations from a leadership perspective and from a management perspective. There will also be a panel discussion on national and regional initiatives in operations. In addition to the panel discussions, there will be breakout sessions to discuss and share information on the following topics:

- Managing Congestion and Planning for Operations
- Incident and Emergency Management
- Regional and Multi-Modal Coordination
- Homeland Security and Transportation Operations
- Travel Safety
- Public Information
- Interoperability

Many different agencies have supported the summit. For more information on the Summit, go to <http://MTOS.eventbrite.com>.

[Handouts: Maryland Transportation Operations Summit Flier]

NEXT MEETING SCHEDULE: The next meeting will be held on **Wednesday, June 4, 2008**, at the SHA **SOC Training Room** in Hanover, Maryland. Meetings will be held the first Wednesday of **every other month** starting in April. Future meeting dates are provided below:

- Wednesday, June 4, 2008
- Wednesday, August 6, 2008
- Wednesday, October 1, 2008
- Wednesday, December 3, 2008