

BALTIMORE REGIONAL OPERATIONS COORDINATION COMMITTEE
SHA State Operations Center (SOC) Training Room
7491 Connelley Drive, Hanover, Maryland
June 4, 2008
10:00 A.M.

ATTENDEES

David Dabkowski – Maryland Transportation Authority Engineering
Joe David – Whitman Requardt
James Harkness – Maryland Transportation Authority, Traffic
Janet Harrison – Maryland State Police
Egua Igbinosun – State Highway Administration / CHART
Tanya King – Daniel Consultants, Inc.
Wayne LeRoux, Anne Arundel Co Office of Emergency Management
Chris Letnaunchyn – Carroll County DPW, Bureau of Engineering
Leah Littlefield – MIEMSS
Alvin Marquess – State Highway Administration / CHART
Joseph Sagal – State Highway Administration / CHART
Edward Sherlock – Annapolis Emergency Mgmt
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 report on the April 15, 2008, Traffic Incident Management Conference, discuss issues for B-ROC to pursue, and discuss lessons learned on managing stadium event traffic.

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

APPROVAL OF MINUTES FROM THE APRIL 2, 2008 MEETING: The meeting minutes were approved.

REPORT ON THE APRIL 15, 2008 TRAFFIC INCIDENT MANAGEMENT CONFERENCE: Eileen Singleton reported that the conference held on April 15, 2008, at the Pikesville Volunteer Fire Hall (40 East Sudbrook Lane, Pikesville MD) was well received. The conference was attended by almost 100 responders from a wide variety of local and state agencies and private sector companies. The average evaluation scores for each area was above 4 on a scale of 1-5 with 1 being the worst and 5 being the best, the average score and number of responses for each area evaluated is shown in Table 1.

The evaluation cards also asked attendees for suggestions on future conference topics, which resulted in several different suggestions. Some of the suggestions were to include information on incident command roles, chain of command on scene and how to hand off control at the scene, congestion management techniques, incidents that require long term closures for traffic homicide/fatal collisions, work area speed enforcement (include enforcement stations, resources and court support), and educating the public/public awareness.

Table 1 – Incident Conference Evaluation Results

	AVG*	# of responses
Program		
Welcome	4.4	49
TIM in Region	4.2	50
Stay Safe on Job, Jack Sullivan	4.5	52
Training Tools	4.2	51
National Best Practices, John O'Laughlin	4.5	47
Summary	4.3	41
Logistics		
Location	4.4	53
Room	4.3	53
Time	4.3	53
Food	4.7	52

The evaluation forms included a section asking attendees to provide additional comments. There were several comments that confirmed that individuals thought the conference was excellent. There were also comments suggesting that the conference be held again. The committee also noted that there were verbal requests to make it an annual event. It was also noted that the MdTA would like to have a similar conference, which would include agencies along the I-95 corridor. It was suggested that we may want to combine the MdTA effort with the Baltimore Region effort if the region covered is not too extensive. The group felt that the focus should remain on local agencies and that limiting attendance to about 100 people was important in maintaining interaction among attendees.

DISCUSSION OF ISSUES FOR THE B-ROC COMMITTEE TO PURSUE: Eileen Singleton asked the group what type of activities they want the B-ROC Committee to pursue. She noted that there were some ideas presented at the February committee meeting and at the April 15th conference. Training and policy are the two main concepts that have been suggested.

Training and awareness have been suggested as priority topics at both the February committee meeting and at the Incident Management Conference. It was noted that different response agencies lack the proper training for traffic incident management. The computer training modules that are currently being developed for B-ROC will address some of the suggested topics (i.e., awareness of basic traffic incident management concepts, awareness of the Manual on Uniform Traffic Control Devices (MUTCD), etc.). The computer training modules that are being developed are designed to be done on-line which should make it easier for field responders to take the class; however, it was noted that the on-line classes do not allow for the different agencies to meet and get to know each other away from an incident scene.

Another training issue that was raised was that Traffic Incident Management (TIM) Training is not required training and therefore may be overlooked. The group discussed several different ways to increase agency participation in training:

- Provide compelling evidence to the elected officials to make TIM training required for the different agencies. It was suggested that in addition to a letter compelling the elected officials to require training that we also provide a letter that the elected official can use to pass down to their department heads to encourage the agencies to train personnel on traffic incident management.

- Add to the state's Traffic Safety Goal of TIM Training for all response agencies (referenced in the State Highway Safety Plan).
- Add in-class training at local venues at various times and dates.
- Apply for grants from Maryland Highway Safety Office to support regional highway safety courses.

MEMA currently has a list of all training opportunities for the various agencies which does include TIM training opportunities.

Policy concerns towards towing, quick clearance and move over laws have also been suggested as items that the committee look into pursuing. The Maryland State Police (MSP) is working to revise the towing policy, creating one uniform policy across the state. Some of the issues that the new MSP policy is looking to address are ensuring that towing companies meet certain qualifications and certifications for equipment and personnel.

I-95 Corridor Coalition has developed some recommendations for helping provide quick clearance. One of the recommendations is to increase adherence of the "Move-It" law. The state has created a Move It brochure that has instructions in both English and Spanish informing motorists to move their vehicles off the road if there are no injuries and what information motorists involved in the incident should exchange with each other. The brochure has been distributed to various outlets, including the MVA and driving schools. Knowledge of the brochure is limited, and the committee believes that a public awareness campaign should be developed to make the public more aware of the form so when they see the form being distributed at the MVA or VEIP stations, motorist will pick up the brochure and know how and when it should be used.

In the most recent State legislative session, a Move Over bill was submitted but it did not pass. It was suggested that the committee look at why the bill was not passed. Maryland is one of seven states that do not have a Move Over law. The Move Over laws in other states require motorists to move over and change lanes to give safe clearance to emergency vehicles on the roadside. The punishment varies from state to state, ranging from small fines to jail time.

POST-INCIDENT LESSONS LEARNED DISCUSSIONS: Alvin Marquess discussed pre-planned events at the Baltimore stadiums. He said that the traffic management for stadium events is very successful at minimizing congestion. There are several reasons for this; first, significant effort is placed on coordination and cooperation among the different agencies. The coordination starts with the many pre-event meetings that all agencies, both public and private, attend to discuss how traffic will be managed during the event (e.g., signal timing changes, providing information to the public on where to park, etc.). Second, during events at M&T Bank Stadium, there is an operations center, which is dedicated to the operations of the event. The center has a representative from the different agencies in the room. The center also has a CHART workstation, which provides access to the traffic cameras. The center also has stadium cameras. The technology in the center allows the representatives to have the same information, which reduces the miscommunication that may occur between agencies.

The Baltimore stadiums have received world-wide recognition for their traffic management practices. M&T Bank Stadium was recently ranked number 1 for traffic management. The stadium has been used as a model for new stadiums being built. The stadium hosts many tours to showcase its operations practices and the impact the stadium has on downtown.

If you would like to discuss a particular incident please contact Eileen Singleton (esingleton@baltometro.org) or Tanya King (tking@danielconsultants.com).

OTHER BUSINESS: Eileen Singleton informed the group that the US Fire Administration and USDOT just issued a press release that states that the TIM training will be provided to fire and emergency service providers (found on the web at <https://www.usfa.dhs.gov/media/press/2008releases/052108.shtm>).

Harford County Division of Emergency Operations and the Harford County Local Emergency Planning Committee will host command school training from July 21 to July 25, 2008. The focus on July 21st will be transportation incidents. An e-mail message will be sent out with details on the training. For additional information on the training, please contact Larry Mabe, Deputy Manager of Operations, Harford County Division of Emergency Operations at lamabe@harfordpublicsafety.org.

NEXT MEETING SCHEDULE: The next meeting will be held on **Wednesday, August 6, 2008**, at the SHA **SOC Training Room** in Hanover, Maryland. Meetings will be held the first Wednesday of **every other month**. Future meeting dates are provided below:

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