



ZERO TOWARD ZERO DEATHS
MARYLAND
EVERY LIFE COUNTS

Issue
TWO



Monthly Insights from the Maryland Chiefs and Sheriffs' Associations' Traffic Safety Committee

THE CHECKPOINT

October 2017

Message from the Chairman

Welcome to this month's edition of "The Checkpoint." Recently, I had the opportunity to attend the Governors Highway Safety Association's (GHSA) annual conference with several of my fellow chiefs and sheriffs. The GHSA brought us together to help create a national movement for re-engaging law enforcement in eliminating preventable deaths on our roads. The facts are staggering: 100 traffic deaths occur every day in the U.S. – that's one traffic death every 16 minutes, and one traffic injury every 14 seconds. To put this into perspective, that's compared to one murder every 35 minutes, and a violent crime every 28 seconds.

Please join me in re-engaging our teams and committing to reversing these troubling numbers. Law enforcement is essential to every strategic highway safety plan. Reach out ... we're here to help.

Be safe,

Jerry Jones
Chairman,
MCPA Traffic Safety
Committee



Contact the Traffic Safety Committee Co-chairs :

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Monthly Hot Topic

Safety First for Emergency Responders

Situational Awareness During Incidents

Scott Yinger, Chief, Maryland Department of Transportation State Highway Administration's Office of CHART & ITS Development

Across Maryland, there are alarming numbers of emergency vehicles being struck on the roadways. A commensurate rise in fatal crashes in recent years seems to suggest that a new era in highway safety has arrived. An era of risk. First responders to incidents – law enforcement, fire, EMS, and Department of Transportation personnel – are increasingly in harm's way.

Why is this happening? Apathy of motorists to the "Move Over Law," a steady increase in miles traveled, drunk and drugged driving, hurried lifestyles and fast-paced societal tendencies in a connected and electronic world are all factors to be considered.

In 2016, 38 Maryland State Police troopers were struck by vehicles while working along roadways across the State. That averages to a trooper struck every 10 days last year. Additionally, in recent years, there has been an increase in the number of fatal crashes and the number of people killed in those crashes.

There has been a nationwide push to bring situational awareness and best practices to the attention of law enforcement and other incident responders through the Strategic Highway Research Program 2 (SHRP2) training program. This important initiative was orchestrated and facilitated by the Federal Highway Administration (FHWA). It is a four-hour training program developed by responders, for responders, and provides a practical, methodical approach to traffic incident response to help increase the margin of safety while at an incident scene.

Additionally, the inclusion of law enforcement performance measures, such as secondary crashes, lane closure duration and incident duration, from crash data has enhanced the efficiency of the investigative workload for police. The practical application of the Unified Command approach, along with collaborative efforts and a heightened urgency to open travel lanes at a traffic incident scene, have proven significant in reducing secondary crashes requiring police investigation and the time in which officers are at most risk – that time when they are physically occupying travel lanes.

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Safety First for Emergency Responders

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The FHWA has found that for each minute a travel lane is blocked, the risk of a secondary crash increases by 2.8%. So, for every 38 minutes that a lane is closed, a secondary crash that may necessitate police response has occurred or is eminent. Further, a single travel lane blocked on a four-lane highway reduces that roadway's capacity by nearly half. Even a shoulder blocked on a two-lane road slows the capacity by 19%.

This is due to drivers who are distracted by the presence of an incident along with emergency lights. Call them gawkers, rubberneckers, distracted drivers – they are dangerous and in a unique position to put first responders at risk.

Remaining Lane Capacity Statistics

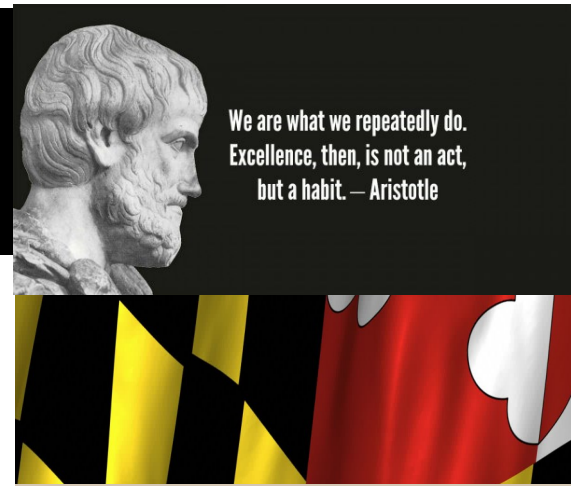
Number of Lanes	If Shoulder Blocked	Lanes Blocked		
		1	2	3
2	81%	35%	0%	N/A
3	83%	49%	17%	0%
4	85%	58%	25%	13%
5	87%	69%	40%	20%
6	89%	71%	50%	26%

When the Tennessee Highway Patrol brought the SHRP2 training to their force and measured performance of their troopers, a reduction in secondary incidents lessened their crash investigative workload by more than 44% in 2015 as compared to 2014.

Similarly, after implementation, the Arizona Department of Public Safety reduced their officers' time to clear a personal injury crash by 42%, which greatly reduced officers' risk of being struck. This training opportunity promotes safety, cooperation and efficiency among all incident responders without compromising patient care, hazmat/rescue mitigation or investigative quality.

Secondary to the benefit of increasing responder safety, there is a business case to be made and touted. Use and coordination of these emerging practices greatly increases the efficiency of roadways for commuters and the freight community. The University of Maryland's Department of Civil & Environmental Engineering analyzes data from the Maryland Department of Transportation's Coordinated Highway Action Response Team (CHART) annually and prepares a report of overall effectiveness and efficiency. Using nationally recognized algorithms, a benefit-to-cost ratio is estimated. In 2016, Maryland's robust traffic incident management program returned \$43 dollars on each dollar spent due to savings from reduced congestion and fuel use, equating to a **taxpayer savings of \$1.51 billion**.

To help promote these best practices and messages that can and will save lives on our roads, the FHWA has designated November 13th-17th, 2017, as the second annual National Incident Responder Awareness Week. Nearly 300,000 incident responders have been trained nationwide. In Maryland, only 23% of the estimated 23,218 responders have participated thus far. **To ensure your department provides this opportunity to increase the safety of your personnel, contact Pat Rooney, MDOT-SHA-CHART, by email at prooney@sha.state.md.us for further information and coordination.**



We are what we repeatedly do.
Excellence, then, is not an act,
but a habit. — Aristotle

Upcoming Training

March 25—27, 2018
Traffic Safety Supervisor's Conference
Ocean City, MD

For more information, contact:

John Hipps, MD Highway Safety Office
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Maryland law enforcement and highway safety officials at the Governors Highway Safety Association's 2017 National Conference in Kentucky.

From left: Maryland State Police Lt. Col. Frank Lioi, Maryland Transportation Authority Police Chief/MCPA Traffic Safety Committee Co-chair Col. Jerry Jones, Riverdale Police Chief Dave Morris, Maryland Highway Safety Office (MHSO) Chief/MCPA Traffic Safety Committee Co-chair Tom Gianni, MHSO Deputy Chief Kelly Melhem, MHSO Finance Chief Mary Harmon, St. Mary's County Sheriff Tim Cameron, Harford County Sheriff Jeff Gahler, and Prince George's County Police Deputy Chief Chris Murtha.