Meeting Summary

Following is a summary of issues discussed at the SHA Stat on June 7, 2011. Analysis is provided by StateStat and the Governor's Delivery Unit (GDU).

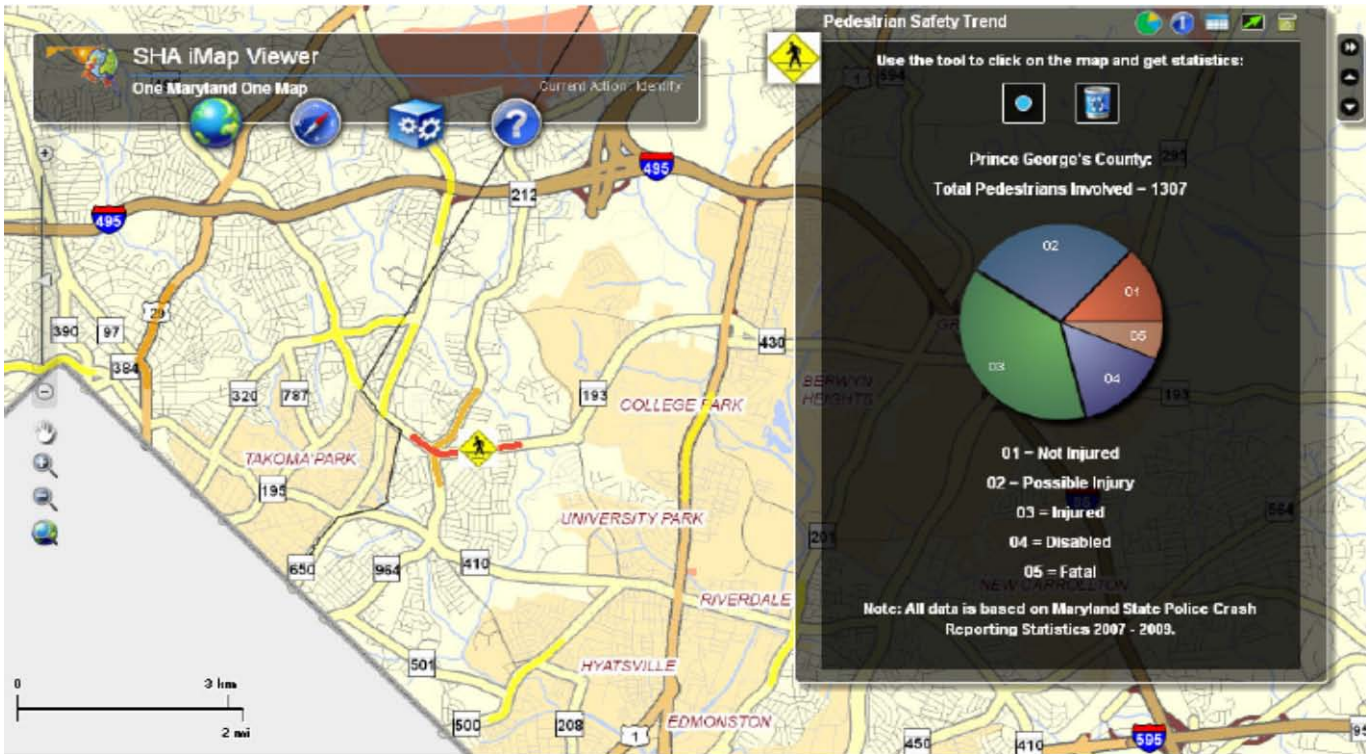
Highway Safety Reporting Data

- **Reporting Lag.** Per the request of the panel, representatives from the Maryland State Police (MSP) were in attendance to discuss highway safety data reporting issues. At previous StateStat meetings, the lag in finalizing highway accident reports was discussed. Data from 2009 was not finalized by the SHA until the beginning of 2011. SHA is reporting to the StateStat team that it has only received 6,300 accident reports from MSP for 2011 to date. Over the past several calendar years, non-fatal crash reports have ranged between 90,000 and 105,000. SHA and MSP collectively reported that the roll-out of EMAARS software should decrease the reporting lag from locality to SHA. EMAARS is an electronic database that will be used for accident reporting purposes. The panel requested that both agencies gather data from the last 3 years measuring the first report of an accident to its receipt by SHA, and identify which local jurisdictions were responsible for the largest lags in accident reporting. This information will be provided at the next StateStat meeting.

Pedestrian Safety

- **Low Lighting Conditions.** The agency prepared a presentation on pedestrian safety throughout the State. One observation noted by the panel was that nearly 75 percent of all pedestrian fatalities occur in 'low lighting conditions.' The agency indicated that they had identified lighting as a key issue in curbing pedestrian fatalities, and informed the panel that a study is underway in Prince George's County to examine how roadway lighting is influencing pedestrian accidents and fatalities.

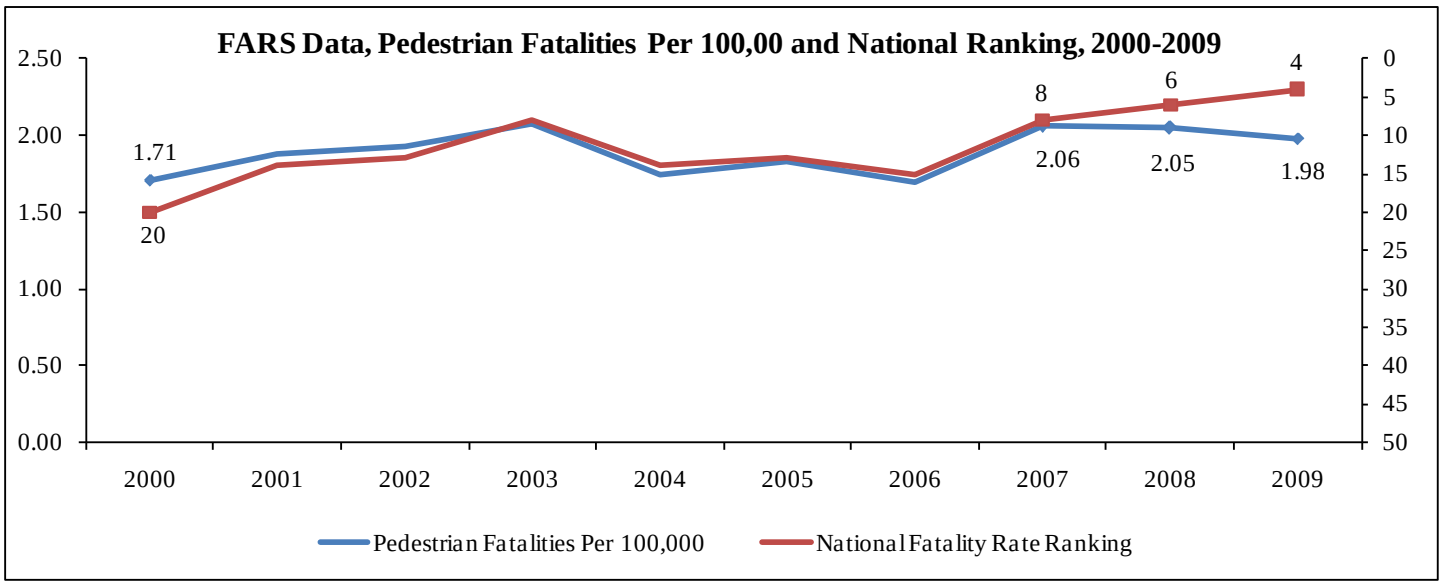
- **iMap Website.** The agency informed the panel that it had begun to use its iMap website to identify pedestrian accident problem areas. The agency has identified its top 24 pedestrian priority locations and developed data support packages to help their District Offices and Traffic Safety Program Coordinators work with their stakeholders and partners to identify needed infrastructure improvements, and issues that can be addressed by outreach and high visibility pedestrian law enforcement.



- **Fatalities by Road Type.** The agency provided data on the road types where pedestrian fatalities are occurring. Four lane urban highways easily constitute the bulk of pedestrian fatalities occurring on state roads. The agency reported that the primary issue at four lane urban highways was that many pedestrians were not crossing roads at crosswalks as intended. The agency reported that it was installing pedestrian safety improvements in problem locations where permissible by budget, and additionally focusing awareness program efforts to areas containing concentrations of four lane urban highways.

Pedestrian Fatalities by Road Type, 2006-2008 (2009 Road Type Data Not Yet Available)				
Road Location	**Divided**	**Control**	**Lanes**	**Fatalities**
5U - Urban	Divided Highway	No Control	4 or More	72
3U - Urban	Divided Highway	Partial Control	4 or More	23
8U - Urban	Non-Divided Highway	No Control	2 Lanes	16
1U - Urban	Divided Highway	Full Control	3 or More	14
10U - Urban	Non-Divided Highway	No Control	5 Lanes Center Left	9
8R - Rural	Non-Divided Highway	No Control	2 Lanes	9
5R - Rural	Divided Highway	No Control	4 or More	8
6U - Urban	Non-Divided Highway	No Control	4 or More	8
1R - Rural	Divided Highway	Full Control	3 or More	3
3R - Rural	Divided Highway	Partial Control	4 or More	2
4R - Rural	Non-Divided Highway	Partial Control	2 Lanes	2
7R - Rural	Non-Divided Highway	No Control	3 Lanes Center Left	2
7U - Urban	Non-Divided Highway	No Control	3 Lanes Center Left	1

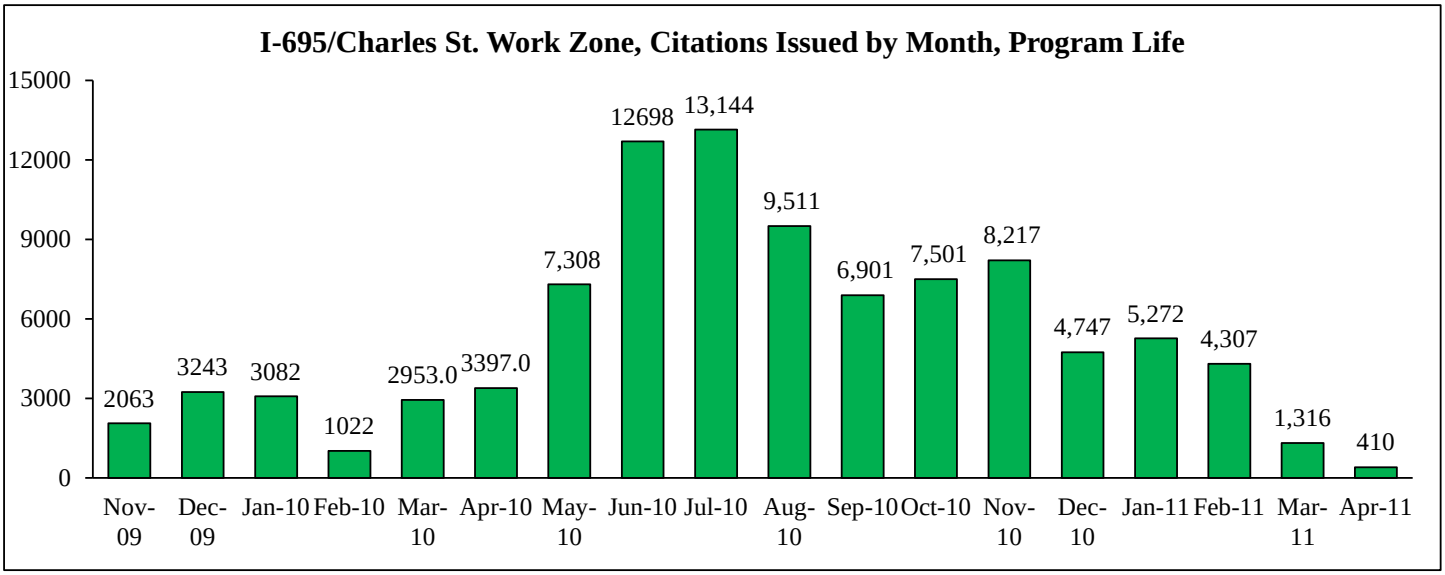
- **Fatality Analysis Reporting System (FARS) Data.** The NHTSA (National Highway Traffic Safety Association) tracks pedestrian fatalities by state through its FARS data. The primary measurement used by NHTSA is pedestrian fatalities per 100,000 people (based on population). The StateStat team obtained NHTSA data, which revealed that Maryland's national ranking in pedestrian fatalities per 100,000 people has increased while the actual rate of fatality per 100,000 people has dropped. This trend possibly indicates that pedestrian fatalities on a national level are declining at a higher rate than they have in Maryland since 2007. The agency stated that the challenge for pedestrian safety specific to Maryland was population density along with the presence of many four-lane arterial highways. The agency is openly communicating with other states for best practice information on limiting pedestrian fatalities, and is identifying pedestrian safety as a point of emphasis in its State Highway Safety Plan, to be released later this year.



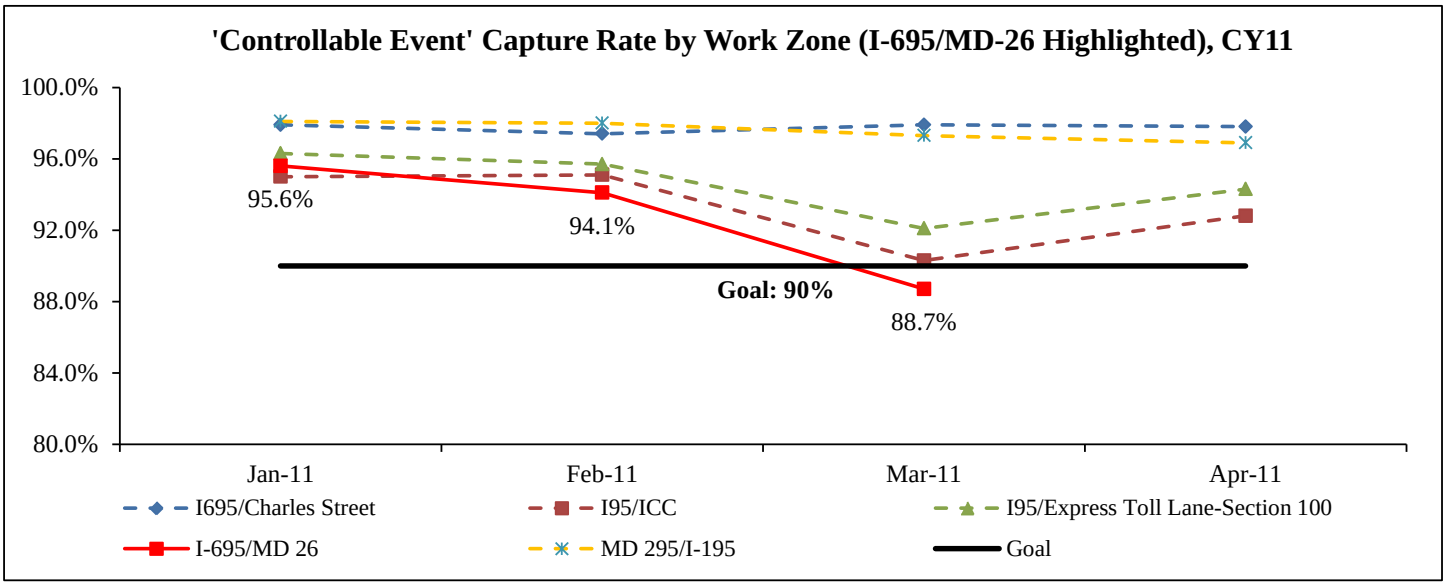
Speed Cameras

- **New Camera Purchases.** The agency was scheduled to take an agreement to purchase two additional speed cameras before the Board of Public Works on May 18. The purchase of these two cameras would bring the total number of speed camera devices owned by the agency to 7. The agency indicated that the new purchases of speed cameras were approved by the Board on May 18 as anticipated.

- **I-695/Charles St. Work Zone.** The I-695/Charles St. work zone produced just 410 citations issued in April. In FY11 to date, I-695/Charles St. has produced 61,326 total citations issued, at an average of 6,133 citations issued per month. The agency indicated that the drop in citations issued is a result of the speed limit in the work zone area increasing back up to 55 miles per hour.



- **I-695/MD-26 Work Zone.** The agency has set a goal for its vendor to maintain a 90% capture rate for 'controllable events'. An example of an 'uncontrollable event' would be a scenario where a license plate on a car flagged for speeding was obstructed by another vehicle. In March, the 'controllable event' capture rate dipped below 90% for the I-695/MD-26 work zone. In April, the agency has reported no activity at this work zone. The agency indicated that there were no safe areas to locate the camera within the work zone in April, so the agency temporarily stopped operations at the I-695/MD-26 location.



Highway Access Permit Review Process

- **Performance Metrics.** The Governor appointed a group of stakeholders to streamline the process to connect new developments to Maryland highways, which had grown overly complicated over the past several years. The Access Permit Stakeholder task force made 14 recommendations that are aimed at simplifying this process and improving the speed in which permits are approved or that deficient applications are identified. The agency is reporting that it will add metrics to the StateStat template to track improvements made to the highway access permit process. The proposed metrics are listed below. The agency reported that it should be able to add these measurements to the StateStat template within the next month to two months.

Proposed StateStat Metrics to Track Improvements to Highway Access Permit Review Process
Permits Issued
1. Number of Access Permits Issued
2. Total Dollar Bonded Amount of Construction
3. Percent of Permits Issued Within 21 Days or Less
4. Average Processing Time Per Access Permit
Project Submissions
1. Total Number of Project Submittals Received
2. Number of New Projects (disaggregated by type)
3. Number of Incomplete Submissions Returned Through Triage Process (disaggregated by type)
4. Number of Incomplete Submissions Corrected by Triage Process (disaggregated by type)
Project Submissions Completed
1. Total Number of Project Submissions Completed
2. Percent of Submissions Completed in 30 Days or Less
3. Average Processing Time Per Submission (disaggregated by type)

- **Permits Issued.** The number of access permits issued remained at a below average level in April, with just 8 permits issued. The agency reported at the last StateStat meeting that permit issuance was likely down due to market factors. However, the market is not demonstrably worse than it was in April 2010, when 18 access permits were issued. The agency also presented data indicating that applications were being received at roughly the same level. The agency reported that they had examined this issue further, and indicated to

the panel that developers were having trouble securing financing for projects, which in turn was preventing the agency from issuing access permits.