

Meeting Summary

Following is a summary of issues discussed at the MDOT SHA Stat on July 8, 2011. Analysis is provided by StateStat and the Governor's Delivery Unit (GDU).

Highway Safety Reporting Data

- **Reporting Deadline.** The panel will recall the discussion at the prior StateStat meeting concerning delays in highway accident and fatality reporting. Several suggestions on shortening the reporting lag from local police jurisdictions to the Maryland State Police (MSP) were proposed at the last meeting. Among the suggestions raised, it was proposed that a reporting deadline be codified for local law enforcement agencies to submit highway accident/fatality reports by. Upon request by the StateStat team, the Governor's Legal Office reviewed the statute requiring agencies to submit motor vehicle accident reports to MSP and advised that a deadline could be imposed through regulation as opposed to statutory change. The Governor's Deputy Legal Council will work with SHA's AGs to look into regulatory changes.

§ 2-306. Information about occurrence of motor vehicle accidents: Information provided by other agencies and commissions. -- The Motor Vehicle Administration, State Highway Administration, State Postmortem Examiners Commission, commissions concerned with highway safety, and law enforcement agencies of the State shall provide information about the occurrence of motor vehicle accidents in the State to the Department at the times and in the form that the Secretary requires by rule.

- **Reporting Lag Data.** At the request of the StateStat team, the agency provided a series of reports demonstrating the lag in accident data reporting by jurisdiction. Data submitted by the agency tracking the time it takes for local police agencies to submit accident reports to the Maryland State Police's (MSP) Central Records Division clearly show that Prince George's County is lagging significantly behind other jurisdictions. However, data showing the time from local submission to availability at SHA for analysis shows that the initial lag in reporting from Prince George's County doesn't have a substantial effect on when reports reach SHA. This data also indicates that there is a significant delay from when MSP Central Records receives an accident report and when the accident report is transferred to SHA. The agency further reported a large difference between total reporting and reports submitted to MSP. The agency reported that it was working with MSP to improve internal processes related to the recent transition to electronic reporting.

Accident Reporting Lag, Local Enforcement Agencies to MSP Central Records, 2009-2010

County	2009 (days)	2010 (days)	Average
Prince George's	150	106	128.0
Garrett	54	66	60.0
Anne Arundel	64	52	58.0
Montgomery	45	49	47.0
Carroll	52	39	45.5
Baltimore City	66	20	43.0
Charles	44	39	41.5
Dorchester	47	35	41.0
Wicomico	46	36	41.0
Alleghany	43	38	40.5
Harford	40	40	40.0
Frederick	45	34	39.5
Queen Anne's	42	35	38.5
St. Mary's	42	32	37.0
Baltimore County	40	31	35.5
Howard	37	32	34.5
Worcester	37	32	34.5
Washington	38	30	34.0
Calvert	37	30	33.5
Somerset	37	30	33.5
Talbot	36	31	33.5
Cecil	34	30	32.0
Kent	38	25	31.5
Caroline	32	29	30.5

Accident Reporting Lag, Local Submission to SHA for Analysis, 2009-2010

County	2009 (days)	2010 (days)*	Average
Somerset	355	196	275.5
Caroline	341	196	268.5
Alleghany	338	192	265.0
Prince George's	335	194	264.5
Carroll	330	197	263.5
Harford	330	195	262.5
Queen Anne's	330	195	262.5
Talbot	327	195	261.0
Wicomico	329	193	261.0
Worcester	333	189	261.0
Anne Arundel	328	193	260.5
St. Mary's	333	188	260.5
Dorchester	328	192	260.0
Washington	329	189	259.0
Charles	325	192	258.5
Frederick	324	193	258.5
Calvert	327	189	258.0
Kent	326	189	257.5
Baltimore County	321	191	256.0
Baltimore City	318	194	256.0
Montgomery	319	193	256.0
Garrett	318	191	254.5
Howard	320	189	254.5
Cecil	310	191	250.5

* 2010 data is preliminary and subject to change

- Traffic Safety Conference.** Another suggestion made at the prior StateStat meeting was for the agency and MSP to provide a joint presentation on accident reporting at the next traffic safety conference for Maryland local law enforcement officials. The agency reported that while there is no traffic safety conference scheduled over the next year, a joint presentation on accident reporting could be made at a meeting of the Maryland Chiefs of Police/Maryland Sheriffs Association (MCPA/MSA). The agency further reported that the MCPA Traffic Safety Committee addressed accident data reporting at its June 8 meeting, and that MCPA felt that implementation of the Automated Crash Reporting System (ACRS) would fix many of the issues with accident data reporting. ACRS is an application that would allow accident reports to be submitted from a patrol car to eMAARS. According to MSP, a demonstration of the first phase of the ACRS system was provided to the agency on June 24. MSP indicated that the ACRS application will be in production in 2012, with complete roll-out being targeted for 2013.

Highway Access Permits

- Access Permit Stakeholder Recommendations.** Last month, the agency posted a status report updating progress on implementing 14 recommendations to improve the timeliness, predictability, consistency and transparency of the Access Permit process. It was requested that the agency compile a list of projects that are within priority funding and put together a project spreadsheet to anticipate demand for the State's Fast Track Program.
- Internal Database/Web Based Status Reporting.** The Stakeholder Review Group recommended development of an internal agency database to help identify where delays in the process are occurring, and a

web based system allowing applicants to view their application status and anticipated completion dates. Draft web pages and sample reports for both were approved by the Stakeholder task force on June 3. The agency will be searching its internal database for any bottlenecks slowing down the process.

- **“Triage” Process.** A “triage” process for access permit applications has been developed, where an immediate review occurs for document and information omissions. Developers are immediately notified of application omissions, and their applications are held until the missing information is submitted. The “triage process” is currently being refined by SHA officials and developer representatives, with full implementation set for fall 2011. The agency was asked about adding process timeframes for accountability and to investigate how many applications are being returned to applicants
- **Single Point of Contact.** A single point of contact for each permit application has been identified at three SHA review offices, and the agency is reporting that it plans to expand single points of contact to other review offices throughout 2011. The agency reported that a tracking number on site will pull up the contact information of the point of contact.
- **Education/Training.** Education sessions to train design consultants for developers on ADA requirements have reached out to over 50 people, including 35 firms in 4 counties. Additionally, the Traffic Impact Study (TIS) Guideline team has met several times and developed draft changes to simplify guidelines. The TIS Guideline team plans to draft one overall process manual on the TIS process to share with customers.
- **Flow Charts/Checklists.** The agency has posted flow charts tracking the access permit process on its website. Detailed narratives to accompany the flow charts with turnaround times are being modified and are projected to be ready by fall 2011. The agency confirmed that it is still be on target to meet the projections. Additionally, checklists are currently being provided to customers as they move through the review process and are projected to be posted at some point this summer.
- **New Metrics.** The agency added metrics to the StateStat template to track improvements generated from implementation of the stakeholder recommendations. Of the four metrics that the agency has set goals for (processing time per access permit, processing time per TIS, processing time per plan, percentage of submissions completed within goal), the agency met or exceeded their goal for each in May. The agency should follow up to determine how long past the target date it takes for those permits that are not on time.

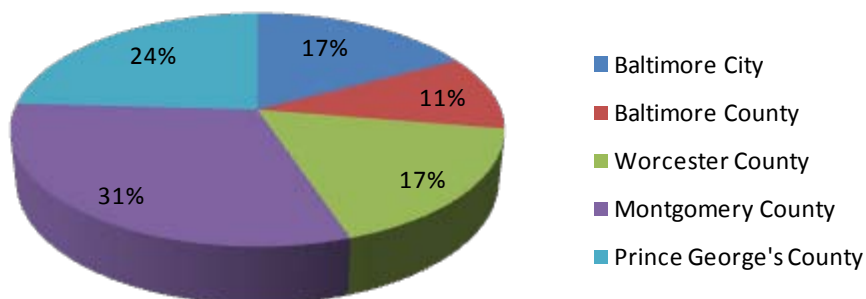
Highway Access Permits, New Metrics and Goals			
Metric	April	May	Goal
Ave. Processing Time Per Access Permit	17.4	16.9	21 days or less
Ave. Processing Time Per Traffic Impact Study (TIS)	33.1	32.1	45 days or less
Ave. Processing Time Per Plan	25.1	21.7	30 days or less
Pct. Of Submissions Completed On-Time (TIS & Plan)	78.0%	91.0%	90% on time

Pedestrian Safety

- **iMap.** The agency has recently added pedestrian safety data to its iMap page. The iMap page allows the user to click on a county and view a pie chart breaking down pedestrian crashes by injury type from 2007-2009. A demonstration of the website displayed the top 24 hot spots of safety incidents. The panel offered constructive feedback on the website format, and the agency will adjust the site accordingly.
- **Prince George’s County.** At the prior StateStat meeting, data presented by the agency in its slide show on pedestrian safety indicated that Prince George’s County contained the largest portion of pedestrian fatalities in the State, at 25.9 percent. Despite their large portion of the state’s pedestrian fatalities, Prince George’s County receives just 24 percent of pedestrian enforcement funding and 11 percent of prioritized area

funding under the System Preservation Program. By comparison, Montgomery County receives 31 percent of pedestrian enforcement funding and 62 percent of prioritized area funding. The agency reported at the prior StateStat meeting that the funding for pedestrian road projects in Prince George’s County was lower due to the fact that Prince George’s County lacks a county-wide plan for pedestrian safety. The agency reported that Victor Weissberg, Deputy Director of Public Works for Prince George's County, said that the resources for a countywide plan aren’t currently present. The agency indicated that despite the presence of a county-wide plan specific to pedestrian and bicycle safety, Prince George’s County has improved pedestrian safety efforts and will receive an increased proportion of funding in FY12.

FFY11 Pedestrian Enforcement Funding Allocations



- Law Enforcement and Outreach.** According to information submitted by the agency, \$58,000 was allocated to Prince George’s County law enforcement agencies in FY11 to bolster pedestrian safety law enforcement operations in the County. Additionally, \$100,000 was invested in the StreetSmart pedestrian safety outreach campaign. A significant point of emphasis of the agency’s effort to reduce pedestrian fatalities is increasing public awareness of pedestrian safety issues.
- Pedestrian Accident Hot Spots.** The agency provided a list of the 24 top pedestrian accident locations in the State. Eight of the 24 locations listed were located in Prince George’s County. Of the eight locations, four currently have no project scheduled or no funding available. Pedestrian safety projects have already been completed at two of the locations.

Pedestrian Accident Hot Spot Projects, Prince George's County	
Location	Status
US-1, Guilford Dr. to College Park	Resurfacing project scheduled
MD-193, 14th Ave. to West Park Dr.	No project scheduled
MD-201, Edmonson Rd. to River Rd.	No project scheduled
MD-212, Drexel St. to Merrimac Dr.	Should start construction in Spring 2011
MD-214, DC Line to Metro Station Entrance	Completed in 2010
MD-500, 27th St. to Longfellow St.	No project scheduled
MD-704, DC Line to Foote St.	Project available, not currently funded
MD-650, MD-193 to Northwest Branch	Completed in 2009

CCTV/Snow Emergency Response

- Automated Vehicle Locators (AVLs).** As part of the agency's plan to improve snow emergency response, the agency procured Automated Vehicle Locators (AVL) to improve fleet and resource management. The agency previously reported that a plan is in place to equip 845 agency vehicles with an AVL system that allows real-time monitoring of the location and performance of its fleet. Implementation of the AVL system will cost \$1.62 million, with an additional \$560,000 in operating costs per year thereafter. Based on the installation schedule previously provided by the agency, equipment installation in District 7 vehicles should be underway this week. The agency reported an 18% conversion rate to date and confirmed that they are on track for September.

Implementation of AVL System on Agency Vehicles	
Event	Expected Date
Procure AVL Equipment	March 2011
Complete Configuration and Assignment	April 2011
Conduct Prototype/Testing	May 2011
Complete Installation On All Agency Vehicles	September 2011

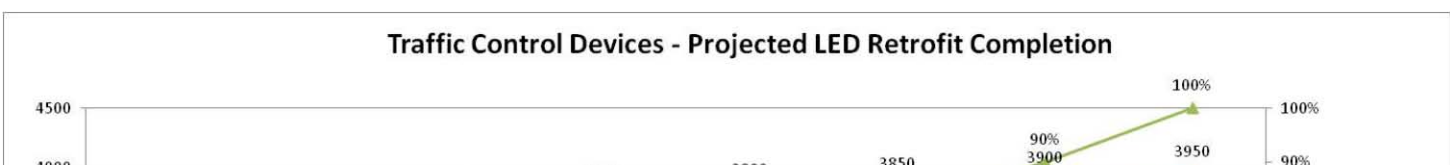
- Routing Capacity.** Route optimization was the one feature identified by the agency that is currently present on Baltimore City plows that will not be present on agency vehicles after AVL installation is complete. At the suggestion of the panel, the agency contacted DoIT (Dept. of Information Technology) to see if routing capacity products were covered in the State's agreement with ESRI. The agency is reporting that ESRI has two off the shelf products available: ArcLogistics and ArcGIS Network Analyst. The Enterprise License Agreement (ELA) with ESRI covers up to 200 vehicles for ArcLogistics, and offers unlimited licensing for ArcGIS Network Analyst. ArcLogistics allows for route optimization based on customer service and cutting fleet costs, while ArcGIS Network Analyst provides routing based on travel directions, closet facilities, traffic patterns and speed limits. The agency will investigate how to utilize the data to keep track of each vehicle as well as inform the public about the status and location of each vehicle.

AVL Functionality	Balt. City	SHA	Comments
Vehicle Location Tracking and Reporting	Yes	Yes	The AVL systems of both agencies track vehicle locations and provide various reports (breadcrumb trail, mileage, speed, and system status).
Vehicle Equipment Status (plow up/down, salt spreader engaged, application rate, etc.)	No	No	This is not included in the Phase 1 deployment for SHA. Phase 2 may address the implementation of this functionality.
On-board Diagnostics	No	No	Baltimore City's AVL system will track vehicle performance and fuel levels/usage in the future. This may be a Phase 2 functionality for SHA.
Mapping Tools for Operators	Yes	Yes	This is provided by the vendor for Baltimore City. SHA's mapping tools and applications, however, are being customized by the CHART System Integration team to provide desired functionalities to be used in conjunction with the state's Emergency Operations Reporting System (EORS).
Route Optimization – Selection of optimal route where multiple destinations are involved	Yes	No	This is not included in the Phase 1 deployment for SHA. Phase 2 may address the implementation of this functionality.
Automated Plow-route and Road Condition information for the Public through Agency Websites	No	No	The display and reporting of this information is a manual process for both agencies. SHA will consider this functionality as part of a possible Phase 2 AVL deployment.
Location Data for Hired Equipment	No	Yes	During the winter season, SHA will track the location of hired contractor equipment with 500 portable units that cover 30 percent of our hired fleet.
Live Video Feeds from Response Vehicles to the Center for Operations and Incident Management	No	Yes	CHART emergency response vehicles <u>only</u> will be equipped with video equipment for use during incidents and other events.

Energy Efficiency

- LED Traffic Lights.** The chart below depicting LED bulb usage on agency traffic lights was provided by the agency to the StateStat team in February. As demonstrated below, the agency projected that it was to convert nearly 1,000 traffic lights to LED bulbs in calendar year 2011. At the request of the StateStat team, metrics have been added to the SHA template tracking the number and percentage of traffic control devices using LED bulbs. The new data indicates that LED replacement bulbs were installed on an additional 350 traffic control devices during the first quarter of CY2011. Currently, 2,525 of 3,800 (67 percent) of traffic control devices use LED bulbs. The agency reported to be on schedule to meet the 2011 goal.

LED Bulb Installation on Traffic Control Devices, Jan-Mar 2011			
Devices with LED Bulbs	Total Devices	Percent Converted to LED	CY2011 Conversion Goal
2,525	3,800	67%	82%



- **Sign Light Installations.** According to the construction schedule previously submitted by the agency, LED bulb sign light replacements should be completed on major roadways like I-695, I-795, I-270, MD-295 and MD-32. The construction schedule can be projected at the request of the panel. The agency reported to be running slightly behind schedule on these installations, but progressing steadily with the project.