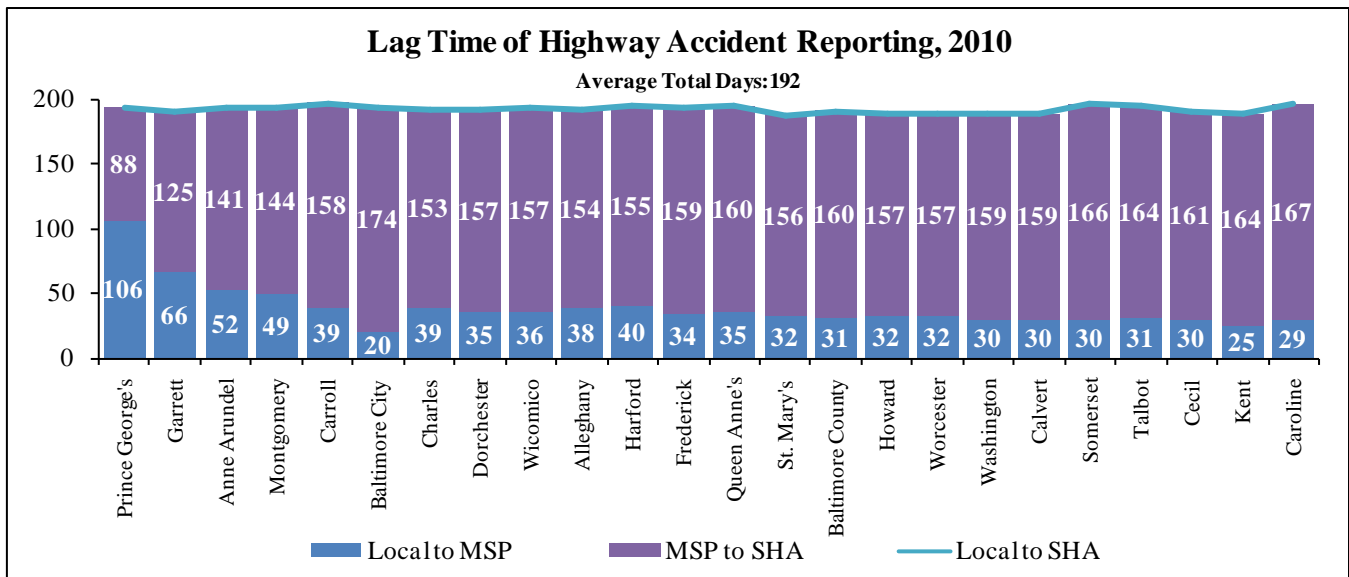


Meeting Summary

Following is a summary of issues discussed at the MDOT SHA Stat on August 5, 2011. Analysis is provided by StateStat and the Governor's Delivery Unit (GDU).

Highway Safety Reporting Data

- **Reporting Process.** At the last StateStat meeting, data was provided by the agency seemed to indicate that issues with Maryland State Police (MSP) inputting accident reports into their electronic system were at least equally responsible for reporting delays as was the lag between local police jurisdictions submitting reports to MSP. Also at the request of the StateStat team, the agency provided draft regulations to impose a deadline on local jurisdictions to submit accident reports to MSP. Regulatory change to impose a deadline on local jurisdictions was originally proposed by former Sec. Pedersen. Discussion indicated that a regulatory change may not be a solution to the reporting lag issue, as the data shown below indicated that MSP was responsible for the bulk of lag time. The agency indicated that the process of conversion to the eMAARS system should dramatically improve the processing speed of accident reports, as it will allow for electronic submission of reports from local jurisdictions, reducing data entry by MSP. The agency indicated that there was currently at 15,000 accident report backlog, but with the improvements from implementation of the eMAARS system, this backlog should be cleared by the end of October.



- **Automated Crash Reporting System (ACRS).** The agency indicated that long-term improvements to the accident reporting process were dependent on roll-out of ACRS. ACRS will essentially allow officers on the scene of an accident to submit reports to MSP Central Records from their vehicle. The agency reported that technical testing of ACRS was underway, and that a projected completion date for the project was 2013. Identifying funding to support implementation of ACRS remains an unresolved issue. The agency was asked by the panel to provide a more detailed timeline for roll-out of ACRS.

Automated Vehicle Locator (AVL) System

- **Vehicle Installations.** At the last StateStat meeting, the agency's installation of AVL system on vehicles was discussed. The agency procured Automated Vehicle Locators (AVL) to improve fleet and resource management, and 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. The agency reported that the internal AVL system

is set to be operational in September 2011, and will provide data to storm managers allowing reallocation of plows to most needed areas. Systems testing for the CHART AVL and intranet mapping are set to begin in one week. The agency indicated that 42 percent of installations were complete as of the date of the meeting. Despite minor delays, the agency remains confident that full installation will be complete by the end of September.

- **Public Accessibility.** At the last StateStat meeting, the panel discussed with the agency the barriers between public display of plow locations and road conditions on the agency website. The agency reported that it met with Baltimore City to discuss their implementation of an AVL system over the past few years. The agency learned that while plow locations are provided through the AVL system, road condition information was manually inputted based on information of roads that were last plowed. The agency further indicated that road condition information is already conveyed on the agency website through CHART cameras. The agency believes that any public features should be implemented following the upcoming winter, as it will provide the agency a year with which to get acquainted with the system internally. The agency and panel agreed that identification of system enhancements and publication would be discussed further after installation of the AVL system was completed.

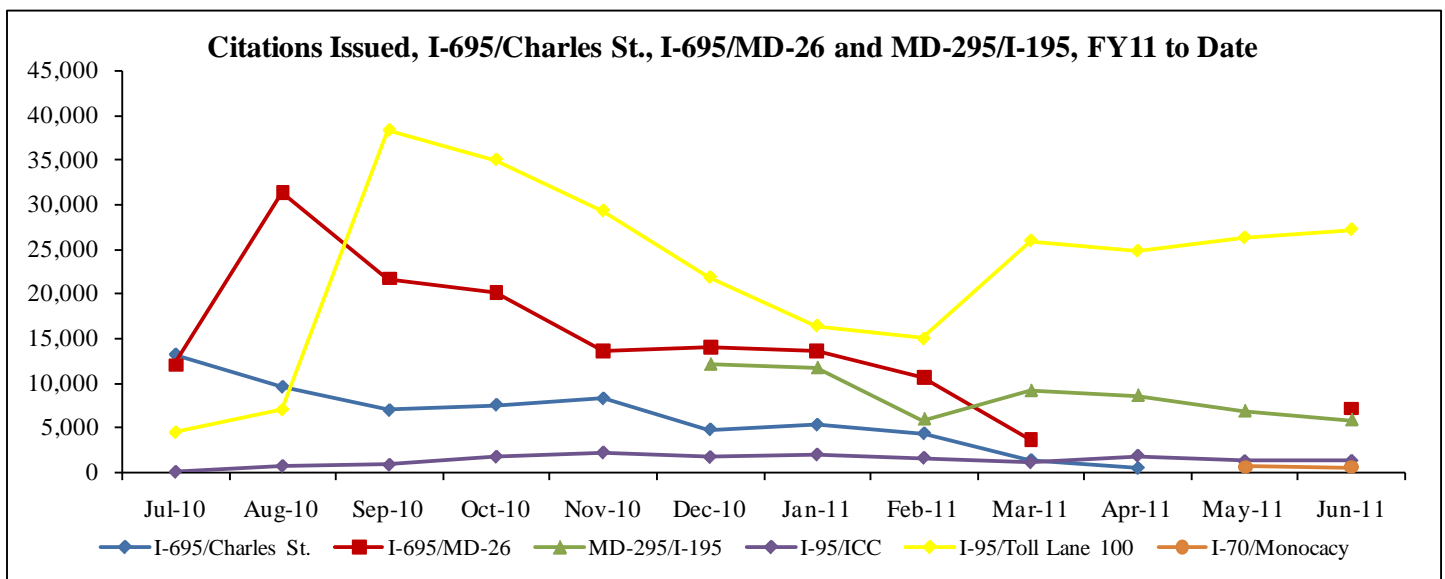
Speed Cameras

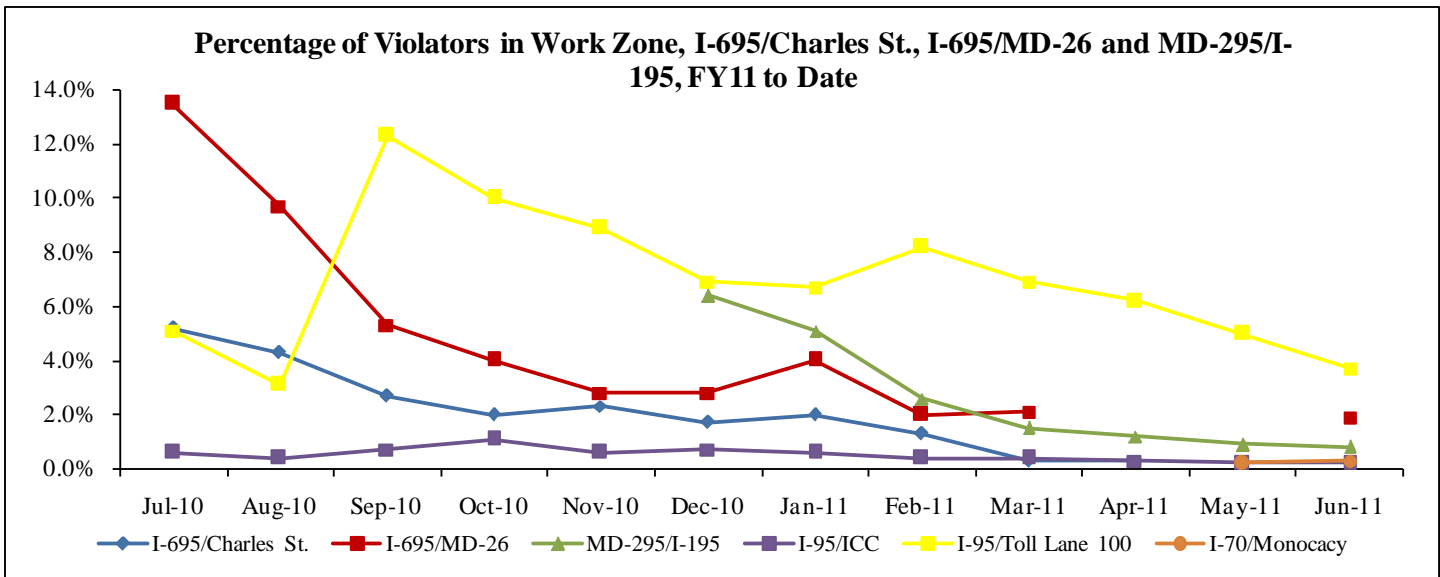
- **New Camera Roll-Out.** As previously discussed, the agency procured two additional speed camera units in May. The agency reported that the deadline for ACS to roll-out the two new cameras was August 16, and that the agency was pushing for roll-out by the end of July. The agency reported to the panel that the two new cameras were rolled-out and operational prior to the August 16 deadline.
- **New Project Locations.** The agency previously provided a list to the StateStat team containing possible work zones that may be used as speed camera locations. Reports indicate that the I-270/MD-80 location has already begun operation. The I-495/Northwest Branch Overlay project was expected to begin operation in June, and the I-95/I-495/MD 5 to D'Arcy Road and I-95/I-495/Seminary Road to US 29 locations were expected to begin operation in July. According to the StateStat template, there were five operational speed camera locations as of the end of June (not including I-270/MD-80). The agency reported that the I-495 Northwest Branch Overlay location began operation just a few weeks prior to the meeting, and that I-95/I-495 from MD-5 to D'Arcy Road and I-95-I-495 from Seminary Rd. to US-29 would begin operations in August.

Current Projects

County	Description	Est. Month for Speed Camera Placement
Anne Arundel	MD 295, I-695 to I-195	Present – November, 2011
Baltimore	I-695 @ Charles Street	Present- July, 2012
Baltimore	I-95, I-695 to I-895 (MDTA)	Present – September, 2014
Baltimore	I-695 @ MD 26	Present – August, 2012
Frederick	I-70 Phase 2D	Present – July, 2013
Frederick	I-270, MD 80 and Bennett Creek	Present - Sep., 2012
Montgomery	I-495, Northwest Branch Overlay	Present - Dec., 2012
Prince George's	I-95/I-495, MD 5 to D'Arcy Road	Present – Feb., 2012
Prince George's	I-95, InterCounty Connector	Present – November, 2011

- Declining Citations and Percentage of Violators in Workzone.** In June, the MD-295/I-195 location reached its lowest total for both citations issued and the percentage of violators within the work zone. The I-95/ICC location has been consistently lower in citations issued and percentage of violators than most of the other locations with operating cameras. Additionally, the I-70/Monocacy location has issued few citations and had a low number of violators in the work zone in each of its two months of operation. The agency indicated that the data will be used to determine locations where the camera can be relocated within the work zone, since drivers over time identify the camera location and reduce speeds in that location accordingly.





- I-695/Charles St Location.** According to the StateStat template, there has been no speed camera operating at the I-695/Charles St. location for the past two months. Citation and percentage of violators in the work zone data indicate that the cameras may have begun to effect driver behavior in this area. The agency reported that operations at I-695/Charles St. had been halted for a two month period, and that they would resume at this location in the near future.

