ACRS Beginning

• Last time Crash Reports were modified was August 2001
• Federal Standards required more data to be collected
  • Minimum Model Uniform Crash Criteria (MMUCC)
  • Currently on Version 4 which was recently released
• Due to Federal Standards, Maryland Timeliness rating was RED
• Recognized the need to move to electronic data capture for timeliness, accuracy and completeness
ACRS Beginning

- State Highway Administration led the charge to fund the development of a new crash report
  - Federal Motor Carrier Safety Administration (FMCSA)
  - Maryland State Police

- Maryland State Police was tasked with developing the user interface for the officer to enter crash data
ACRS Development

- Leveraged existing technology
  - Reusability
  - Familiarity
- .NET 4.0 framework
- Within Delta Plus
  - E-TIX is not required
- Developed by the Maryland State Police
- Web services as the connection to the data
ACRS User Interface
ACRS Advantages

- Everything is electronic
- Ease of use
- **Timeliness**
  - Once report is approved, MSP CRD has access
- **Accuracy**
  - Scanning of barcodes
  - GPS
  - Validations
    - Over 200 validations on user interface
- **Completeness**
  - Average 30 more fields of data
ACRS Advantages

• Report saving and retrieval from anywhere Delta is installed
• Nth level approval and rejection built in
• Submission from the vehicle
• Scanning information into the forms
• Reuse of the information in other modules
  • Accident Exchange
  • E-TIX
• Report is in Plain Language – No Codes
ACRS Disadvantages

- Computer based
  - Lack of Computer Skills
  - Relying on availability and accessibility
- Diagram Tool
  - Barebones tool for road officer
  - Minimum graphics to add to diagram
- Longer printed report
  - Minimum 4 pages
ACRS Initial Deployment

- Initial Beta test
  - 8 Troopers
  - No Training
  - Entered 2 reports
- Issues found
  - Diagram tool knowledge
  - New elements added due to MMUCC
- Positive Feedback
  - Did not think they entered as much data as the old MAARS Report
  - Interface workflow was appropriate for an officer at a crash scene
ACRS Current Deployment

- Effective January 1, 2015 we are 100% electronic
- 133 Agencies are using ACRS
- Over 11,600 users of ACRS
- Over 47,750 reports submitted in 2015
ACRS Future Development

- There is a current re-structure of the database
  - Expected release early July 2015
  - Reorganizes fields to relate appropriately and assist in future enhancements
  - Ability to assist in returning the information in a format more readily available to ingest as a local level.
- Ability to return the data to the local law enforcement agencies
  - This process will mirror the traffic data process
ACRS Future Development

- Throughout the next few years...
  - Additional validations
  - Additional required fields
  - QC at Central Records Division for specific elements
  - Additional elements as MMUCC standards change
  - Additional State requested fields
ACRS Data

• Data access
  • An agreement with any agency who requests data must be on file
  • SHA can act as an agent for MSP with proper addendum to the existing agreement

• Data Quality
  • This will be the responsibility of MSP Central Records Division
  • Any issues or concerns over data is welcome through proper channels (ACRS Task Force)
ACRS Task Force

• Prioritization of development and enhancements are the decision of the Task Force
  • Maryland State Police
  • State Highway Administration
  • Highway Safety Office
  • National Study Center

• Monthly meetings to re-prioritize next development sprint

• Requests should be brought to the attention of a task force member to have the task entered into the backlog and prioritized
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