

Acusensus Distracted Driving Violation Photos.pdf

Uploaded by: Cyphers, Moira

Position: FAV



acusensus

Camera Code: 1234 Direction: Towards Operator: 483
Location: USA Demo Deployed Position: Unknown
Incident Number: 490 Lane: 1 Offence: Mobile Phone Use Vehicle Speed: 34 mph
Date: 07 August 2020 Time: 08:44:45.646 Elapsed Time: 0.230



Camera Code: 1234 Direction: Towards Operator: 483
Location: USA Demo Deployed Position: Unknown
Incident Number: 490 Lane: 1 Offence: Mobile Phone Use Vehicle Speed: 34 mph
Date: 07 August 2020 Time: 08:44:45.646 Elapsed Time: 0.230





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Camera Code: 1234 Direction: Towards Operator: 483
Location: USA Demo Deployed Position: Unknown
Incident Number: 434 Lane: 1 Offence: Mobile Phone Use Vehicle Speed: 59 mph
Date: 07 August 2020 Time: 08:30:48.295 Elapsed Time: 0.121



NHTSA Distracted Driving Traffic Safety Maryland 2

Uploaded by: Cyphers, Moira

Position: FAV

NHTSA Traffic Safety Maryland 2019 Numbers

		All Distracted Driving Related Crashes - Maryland 2019			
Crash Severity	Total	Number	% of Total Crashes	Cell Phone Use	
				Number	% Distracted
Fatal Crashes	33,654	2,628	7.8%	349	13.3%
Injury Crashes	1,894,000	276,000	14.6%	21,000	7.6%
Property Damage Crash	4,807,000	659,000	13.7%	38,000	5.8%
	6,734,654	937,628	13.9%	59,349	6.3%

Source: https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/md_fy20_hsp.pdf

Maryland Distracted Driver Involved Crash Summary 2015-2019 Highway Safety Office Benchmark Reports

<https://mva.maryland.gov/safety/Documents/2019-Benchmark-Reports/DistrDrBR-19Aug10-2020.pdf>

	2015	2016	2017	2018	2019	Cost - 2019
# Fatality Crashes	108	171	208	176	183	
# Injury Crashes	16,427	18,764	18,664	18,126	17,600	
Total of All Fatalities	120	180	220	189	196	\$333,984,000
Total of All Injuries	24,401	27,785	27,968	26,979	26,388	\$617,479,200
Property Damage Crash	32,139	37,436	37,512	38,895	38,847	\$178,696,200
	48,674	48,674	48,674	48,674	48,674	\$1,130,159,400

MD Distracted Driving Impacts	% of total*	2019 total
# Fatality Crashes	56%	102
# Injury Crashes	34%	5984
Total of All Fatalities	56%	110
Total of All Injuries	34%	8972

<https://injuryfacts.nsc.org/all-injuries/costs/guide-to-calculating-costs/data-details/>

Death (K)	\$1,704,000
Disabling (A)	\$98,400
Possible (C)	\$23,400
Property damage only (cost per	\$4,600

Real Time Spotter Flow Chart - SB 863.pdf

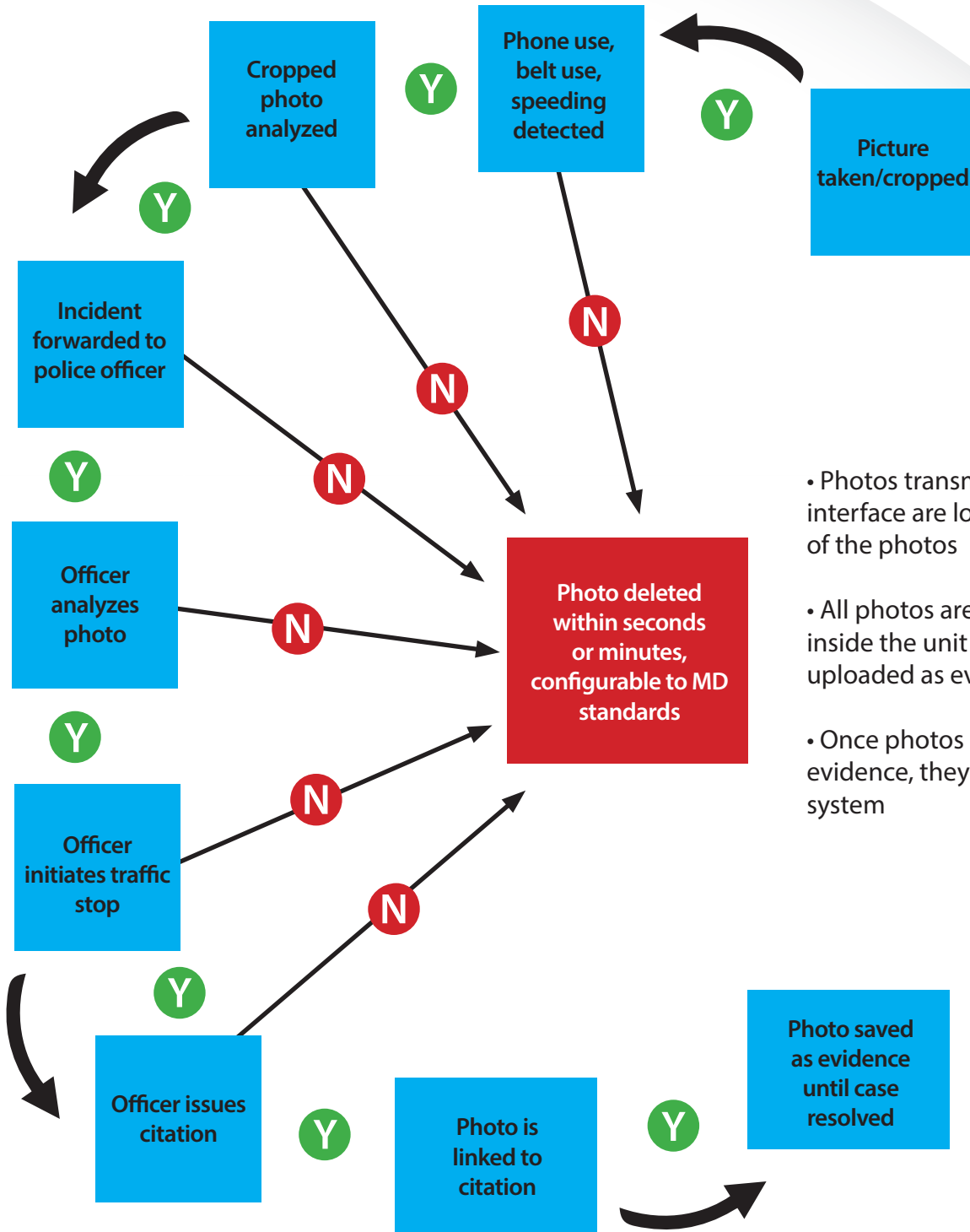
Uploaded by: Cyphers, Moira

Position: FAV

Real Time Digital Spotter Flow Chart

HB 1082

SB 863



- Photos transmitted to the real time interface are low resolution copies of the photos
- All photos are physically housed inside the unit until they need to be uploaded as evidence
- Once photos are uploaded as evidence, they are purged from the system

Y YES
N NO

SB 863 - Marcin - FAV.pdf

Uploaded by: Cyphers, Moira

Position: FAV

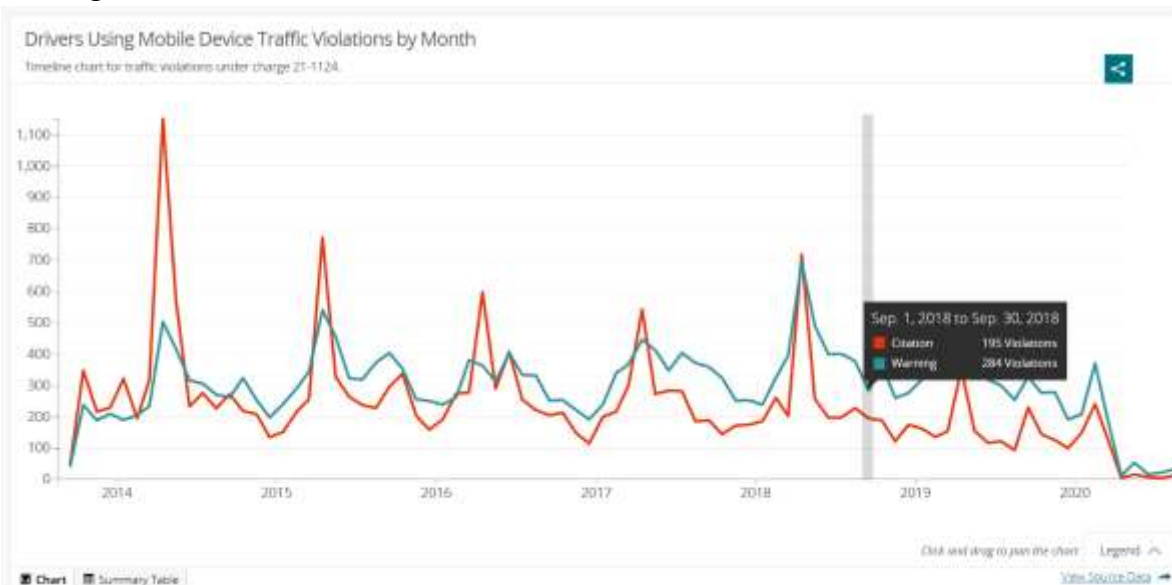
Witness testimony

Support HB1082, Vehicle Laws – Enforcement and Use of Real–Time Digital Spotters

Committee,

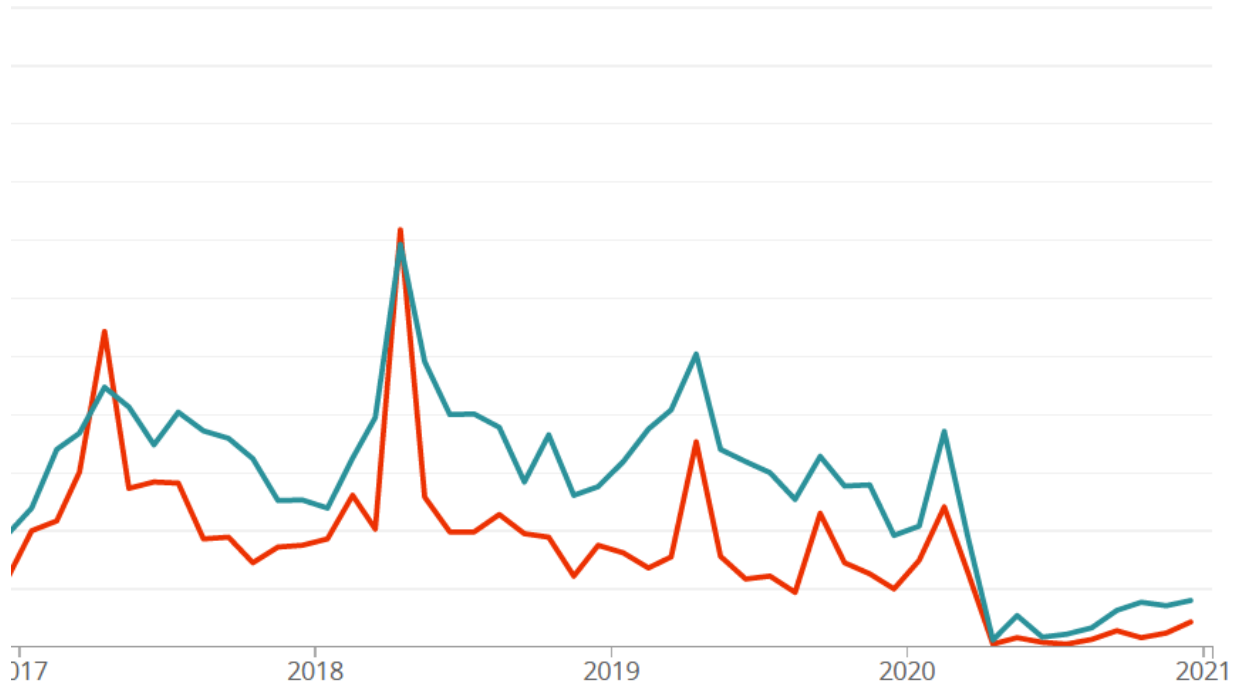
I hope that you will support the passage of HB1082, to allow for technology in the enforcement of distracted driving laws. Thank you to Delegate Lopez for bringing this bill to the House.

Our roads are deadly for a variety of reasons, but one of the main ones is an army of distracted drivers coming into conflict with each other, and with vulnerable road users. I am a frequent pedestrian and occasional bicyclist. I have been nearly run over in crosswalks by cars that have a mysterious blue glow lighting the driver's side of the interior. On one occasion, a driver drove so close to me with her window down that I could see the Facebook homepage on the phone she was holding in her left hand, while turning the steering wheel with her right hand, narrowly avoiding driving over my foot. At the intersection nearest our home, my wife and I take our baby for walks in a stroller through the crosswalk, using the pedestrian button to turn the permanent flashing yellow signal into a hard red light. We have to exercise extreme caution, because about one in every 20 signals, a driver will just sail right through the red light long after it changed.



Montgomery County's open data portal tracks data on distracted driving violations. There appears to be an annual spike in enforcement in April of each year. But in a typical month, only about 5-6 citations are given each day, and about 10 warnings are given. You could stand at an

intersection waiting to cross on foot for 3 minutes and count 16 people on their phones. People are driving distracted with complete impunity.



You will also note from this chart that the number of citations hit a low of 5 for the entire month of April 2020, likely due to the pandemic. By December 2020, that number rose to 43 violations. In order to keep our streets safe, we need to allow for the use of technology to detect these violations, because what we're doing now is woefully inadequate. There are many others testifying because they have experienced a traumatic loss. Let's change our laws so that we can prevent these losses and keep families from suffering.

Please support this bill, HB1082. Thank you.

Daniel and Amy Marcin

Wheaton, MD 20902

SB863JacyGoodTestimony.pdf

Uploaded by: Cyphers, Moira

Position: FAV



Jacy Good and Steve Johnson
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The Honorable William C. Smith, Jr.
Chair, Senate Judicial Proceedings Committee
Miller Senate Office Building, 2 East
Annapolis, Maryland 21401
Systems- SUPPORT

Re: HB 1082/SB 863 – Enforcement and Use of Real-Time Digital Spotters

Dear Chairman Smith and Committee Members

My name is Jacy Good and every day of my life for nearly twelve years has been shaped by distracted driving. I grew up in farm country Pennsylvania; the daughter of a teacher and a mechanic, college was only an option if I managed to get the scholarships to pay for it. Hard work and unceasing support from my parents, Jean and Jay, made that happen. I fell in love with my now husband early in our freshman year, finished with an AmeriCorps position lined up with Habitat For Humanity and in May 2008 we graduated with plans for marriage, children and a happily ever after. Yet just hours after the ceremony along that 90-minute drive to our home we were struck by a fully loaded tractor-trailer as he swerved to avoid a driver who, after stopping at a red light, was so distracted by his phone call that he then attempted to turn left into the intersection as my family and that truck approached our green lights.

My parents, at 58 years old, were killed on impact. I'm only still here because a series of small miracles and impeccable medical care aligned in those ensuing minutes exactly as perfectly as the imperfect confluence of events that had preceded them. And though a traumatic brain injury has left me permanently unable to use the left side of my body, my I've spent the years since then standing in front of audiences trying to use my story to actually impact the choices people make behind the wheel.

There is only so much an advocate like myself can accomplish - even with over 1,100 speaking engagements, a viral video and innumerable media appearances under my belt. But those in your position have a power to impact millions of people in one fell swoop, and I urge you to pass this bill and allow communities to take their next step, if they choose to do so.

For a long time I was tortured by "what ifs". If it had taken my dad another 30 seconds to get one box into our car before leaving school that day then maybe today they'd be enjoying retirement, enjoying grandchildren...I sure would have had a father to walk me down the aisle a few years later.

A technology like this, had it been available and employed in 2008, may very well have altered that driver's decisions and eliminated the far-reaching negative ripple that his phone use caused. Mine was one crash on one day. But every day there so, so many more that kill and hurt the people around us. It's hard to find a person nowadays who doesn't know that phone use while driving is dangerous, yet surveys all show that acknowledging the danger doesn't stop people from doing it anyway. We must take further steps. Can you look someone like me in the eyes and tell me your perceived privacy outweighs the lives of my parents? Nobody has the right to put the people we love in harm's way, and every devastating, family-destroying crash that happens while there are clear measures to prevent them is on the shoulders of the people who failed to act when the power to enact change was presented. Please act.

Respectfully,
Jacy Good, Founder, Hang Up And Drive

Jacy Good
2/23/21

Hang Up And Drive, Inc.
www.hangupanddrive.com

HB 1028 - Joel Feldman - FAV.pdf

Uploaded by: Feldman, Joel

Position: FAV



Casey Anderson Feldman

1988-2009

The Casey Feldman Foundation
EndDD.org

Testimony of Joel D Feldman, Esq., MS in Support of Maryland HB 1082, February 25, 2021

Summary

HB 1082 will aid in the detection and prosecution of distracted drivers. The deterrent effect of visible and consistent enforcement of distracted driving laws will reduce crashes and injuries and save lives, particularly the lives of our children who are most affected by distracted driving. Presently, fewer 16-18-year-olds believe they will get caught texting and driving than any other age group. HB 1082 will change that perception and reduce teen distracted driving. HB 1082 should be passed because it will keep our children safer on our roadways and reduce the number of families mourning the loss of a child, sibling, or other family member.

Distracted driving is pervasive and despite numerous campaigns, reductions in crashes, injuries and fatalities are not as significant as we would like. For our children, the most inexperienced of drivers, distracted driving has had a disproportionately adverse impact.

Teens are involved in distraction-affected crashes at 3 times the rate of any other age group.¹ More than 50% of serious teen crashes are caused by distraction.² Among drivers involved in fatal crashes, drivers 15-19 were more likely to be involved than any other age group.³ Distraction and driver inexperience is a terrible and terrifying combination. More than 70% of teens say that their moms and dads frequently drive distracted. As parents we have in large part abdicated our responsibility to model safe driving behaviors for our children.

Although we tell our children not to drive distracted, our hypocrisy sends a completely different message. How effective do we think that our critical safety message to our children to not drive distracted will be if that message is tainted with hypocrisy? If a child grows up in a household where a parent drives distracted that child is between 2-3 times more likely to drive distracted.

Fewer 16-18-year-olds believe that texting or e-mailing on cell phones while driving is very, or extremely dangerous, than any other age group. Additionally, fewer 16-18-year-olds perceive they are likely to get caught by police texting or e-mailing while driving (39.7%), than 19-24-year-olds (46%) and 25-39-year-

¹ NHTSA. Traffic Safety Facts, 2018. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812926>

² AAA Foundation for Traffic Safety. Distraction and Teen Crashes: Even Worse Than We Thought, 2015. <https://newsroom.aaa.com/2015/03/distraction-teen-crashes-even-worse-thought/>

³ CDC Transportation Safety, Distracted Driving, 2019. https://www.cdc.gov/transportationsafety/distracted_driving/index.html

CaseyFeldmanFoundation.org | EndDD.org
32 Brighton Place, Swedesboro, NJ 08085
501 (C) (3) Non Profit Organization

HB 1082 - Joel Feldman p 2 - FAVE.pdf

Uploaded by: Feldman, Joel

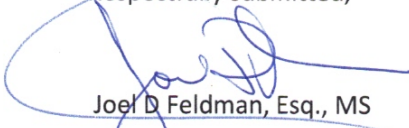
Position: FAV

olds (47.6%).⁴ While the frequency with which 16–18-year-olds will read and send texts is much too high, about 47% and 36% respectively, for 19–24-year-olds it increases to 56% and 48%, respectively.⁵

Seemingly, as teens gain a few years of driving experience they increase their distracted driving behaviors. That trajectory is going in exactly the wrong direction.

Unlike drunk driving, distracted driving is not yet socially unacceptable. Until we make distracted driving socially unacceptable, we will continue to lose lives on our roadways. The deck is stacked against our children when it comes to keeping them safe from distracted driving crashes. Many parents fail to set a good example for safe, distraction-free driving for their children. Teens do not believe they will get caught while driving distracted and distracted driving kills and injures so many teens. We need to act now to protect our children. As parents many of us have failed to teach our children the importance of distraction-free driving. We now have an opportunity to remedy that failing by passing HB 1038. Changing our driving culture requires legislation, enforcement, and education. HB 1082 addresses the components of legislation and enforcement and should be passed.

Respectfully submitted,



Joel D. Feldman, Esq., MS

info@EndDD.org

President Casey Feldman Foundation/EndDD.org

⁴ AAA Foundation for Traffic Safety, Traffic Safety Culture Index, 2019. <https://aaafoundation.org/2019-traffic-safety-culture-index/>

⁵ AAA Foundation for Traffic Safety, Culture Index, 2017. <https://aaafoundation.org/2017-traffic-safety-culture-index/> Traffic Safety Culture Index, 2018. <https://aaafoundation.org/2018-traffic-safety-culture-index/>

Testimony Supporting SB 0863 04MAR2021 - Helms.pd

Uploaded by: Helms, David

Position: FAV

**Testimony in support of
SB 0863
Judicial Proceedings Committee Hearing
March 4, 2021**

Contact Info:

David Helms

409 Lanark Way, Silver Spring, Maryland 20901;

phone: 301-466-5561;

email: david.helms570@gmail.com

Testimony: Should Delegates support SB 0863, Enforcement and Use of Real-Time Digital Spotters?

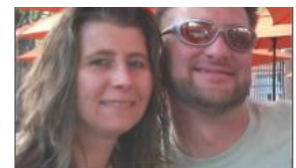


Family of **Jake** Owen, a 5 year old child killed by a distracted driver 10 years ago

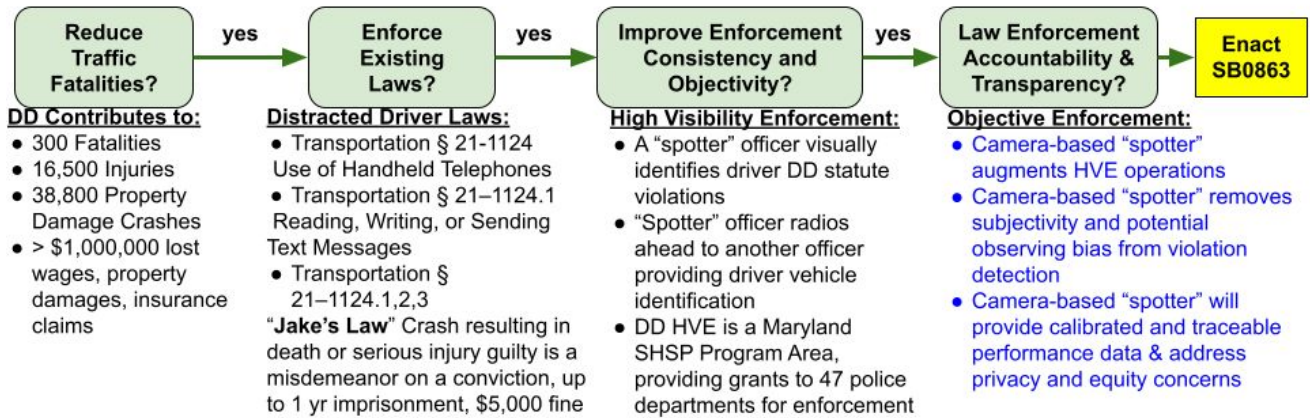
Should Delegates support SB 0863, Enforcement and Use of Real-Time Digital Spotters?

*"The problem of **distracted driving** has become increasingly prevalent during the past decade in Maryland and across the United States due in large part to the explosion in use of handheld communication devices, such as cell phones and other electronic devices... over **53,000** distracted driving crashes occur on Maryland roads each year."*

Maryland Highway Safety Plan (FY2020)



Shawn Durkin, killed July 15, 2020, leaving behind his wife, Theresa, and four children



SB 0863
Questions and Answers

Bill: Vehicle Laws – Enforcement and Use of Real-Time Digital Spotters

<https://mgaleg.maryland.gov/mgawebsite/Legislation/Details/sb0863?ys=2021RS>

How will distracted driving cameras be used in policing?

-- Typically used in currently funded High Visibility Enforcement campaigns.

How do you avoid over-policing or dis-proportionate policing?

-- Approval of use by local justification is included in the bill.

Will a law enforcement officer have the option to issue a citation based on the camera?

-- Like other currently used camera-based systems (speed, school bus, traffic signal), the picture provides probable cause. The bill allows a review by a law enforcement officer who decides if a citation should be issued based on the picture. This is true no matter what detection likelihood level the camera AI threshold is set.

What if the camera picture captures other violations?

-- The camera's AI software is not trained to detect features other than electronic device or seat belt use. It is possible that other violations may be incidentally captured in a picture. A law enforcement officer will have to use their judgement depending on the circumstances.

How is the distracted driving threshold set for detecting violations, 80%, 99%?

-- The camera AI can be set to any threshold. The bill requires an law enforcement officer to review the camera "detection", whatever the threshold is set at, to make the final determination of a violation. In practice, detection level will be set at high confidence levels to minimize the times that law enforcement officer judgement is required.

Is the fine set too low (\$25: first offense, \$50: second offense) such that drivers who receive a citation will pay it even if they believe they are innocent?

-- Delegate Lopez indicates she is open to fine level change in the bill.

Is there potential for escalation when the driver is stopped by law enforcement?

-- Escalation is a risk in all traffic stops. This bill will probably not increase the number of distracted driving traffic stops as the camera will be used as part of existing distracted driving High Visibility Enforcement (HVE) campaigns funded by the [Maryland Highway Safety Office](#) using FAST ACT grants. Most distracted driving citations are issued during the distracted driving HVE campaigns. Each year, the MSHO provides about \$250,000 in grants spread across about 50 police departments for distracted driving High Visibility Enforcement campaigns.

-- In 2017, Maryland law enforcement officers issued (from Maryland Highway Safety Office):

- 33,741 citations issued for cell phone use, and
- 2,575 citations for texting while driving.

-- HVE campaigns are carried out with large teams conducting the operation. Potential for escalation during HVE is lowered by the “safety in number” the campaign provides.

Privacy: What can the camera “see”?

- The camera uses an infrared flash which uses thermal imaging to detect the unique characteristics of an electronic device (retangular, relatively hot) in a driver’s hand.
- The infrared flash enables day and night all weather operations.
- The camera will be mounted on the top of a ~25ft telescoping mast, as part of a mobile trailer system.
- The camera siting at a 45 degree angle is optimized to “see” the driver’s hands through the vehicle windshield. This camera angle is not optimized for facial recognition.
- The camera is a thermal device. It does not “see” colors. The gray scale picture shows thermal differences within the picture. Therefore, a driver’s racial characteristics in terms of skin color are not readily identifiable and not included in the camera’s AI detection programming.

What is the camera AI software trained to detect?

- The camera AI function has been trained to identify hand-held electronic device and seat belt usage. The camera can be used to detect vehicle speed as well although this function is not part of the bill. The camera AI system is trained to exclude from violation detection the legal use of electronic devices such as hands-free mounted cell phones and GPS.

Where does distracted driving typically occur?

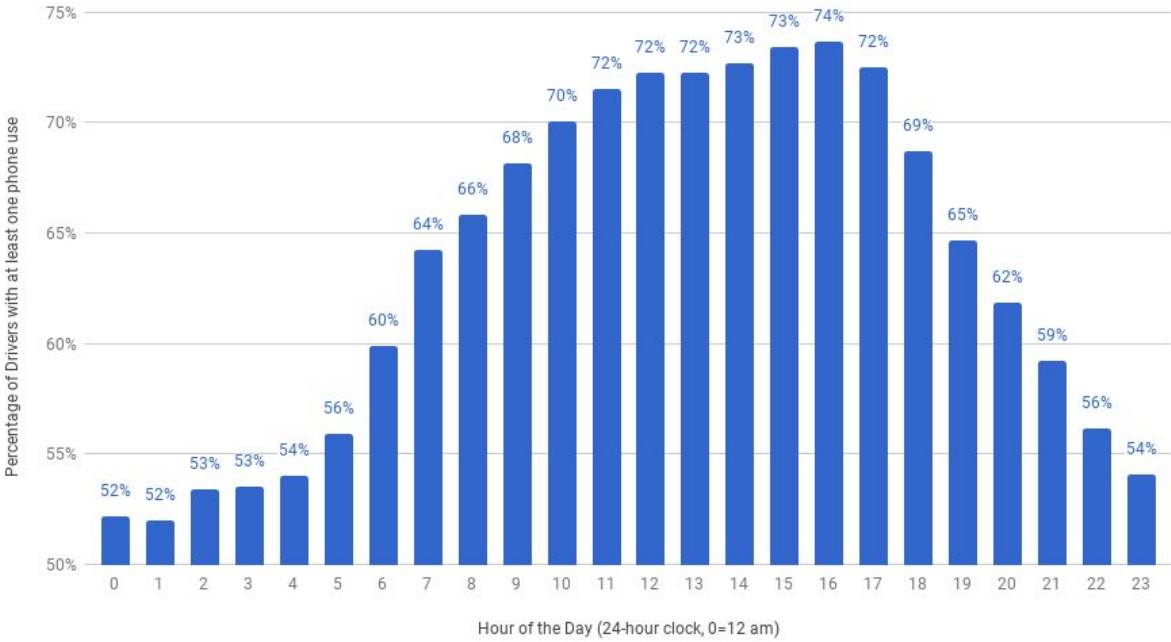
- Distracted driving is ubiquitous, occurring on all roadways. A different question is where is it most dangerous to the drivers and other roadway users (bicyclists and pedestrians) who are endangered by drivers committing distracted driving violations. High crash corridors are monitored by traffic safety programs in counties and municipalities which inform where High Visibility Enforcement will be concentrated.
- [Maryland Highway Safety Office crash reports](#) identifies the number of distracted driving crashes by county:

Distracted Driver Involved County

County	2015	2016	2017	2018	2019	AVG.	%
Allegany	264	317	333	311	318	309	0.6
Anne Arundel	4,693	5,219	5,403	5,414	5,347	5,215	9.5
Baltimore	7,813	8,780	9,073	9,652	9,255	8,915	16.2
Calvert	621	604	601	581	584	598	1.1
Caroline	217	240	249	204	252	232	0.4
Carroll	1,028	1,115	1,139	1,179	1,161	1,124	2.0
Cecil	843	956	949	1,013	933	939	1.7
Charles	1,418	1,675	1,722	1,717	1,730	1,652	3.0
Dorchester	219	302	286	279	304	278	0.5
Frederick	1,798	2,121	2,141	2,190	2,061	2,062	3.7
Garrett	191	231	296	240	260	244	0.4
Harford	1,751	1,982	1,892	1,981	1,813	1,884	3.4
Howard	1,658	2,012	2,043	2,100	2,050	1,973	3.6
Kent	94	85	82	94	99	91	0.2
Montgomery	7,137	8,099	8,202	8,538	8,561	8,107	14.7
Prince George's	8,949	10,525	10,934	10,976	11,675	10,612	19.3
Queen Anne's	372	412	446	377	420	405	0.7
St. Mary's	816	1,034	1,033	1,130	1,060	1,015	1.8
Somerset	186	186	186	146	167	174	0.3
Talbot	366	411	430	495	410	422	0.8
Washington	1,230	1,509	1,537	1,498	1,358	1,426	2.6
Wicomico	1,070	1,294	1,303	1,260	1,233	1,232	2.2
Worcester	677	832	754	751	789	761	1.4
Baltimore City	5,263	6,430	5,350	5,071	4,850	5,393	9.8
Total Crashes	48,674	56,371	56,384	57,197	56,690	55,063	100.0

-- The vast majority of phone use is in the first 5% of a trip, right when people are getting going. The worst time overall for distracted driving is at night, from 9pm to midnight, when drivers use their phones for an average of 30 seconds longer — an increase of 20%. (Source: [Zendrive](#))

The Vast Majority of Driver Phone Use Occurs During Daytime Hours



Acusensus' Heads-Up Solution Overview

<https://www.acusensus.com/heads-up/>

Acusensus' Heads-Up Solution Overview - Video

<https://youtu.be/P7XOJosMMzk>

Victoria Trial Sheds Light On The Prevalence Of Distraction

<https://www.acusensus.com/victoria-trial-sheds-light-on-the-prevalence-of-distraction/>

Distracted Driving Detection Camera - Trailer using a telescoping mast.



Example of Thermal Flash (gray scale infrared) photo from Distracted Driving Detection Camera



sb0863_distraction_witness.pdf

Uploaded by: Marcin, Daniel

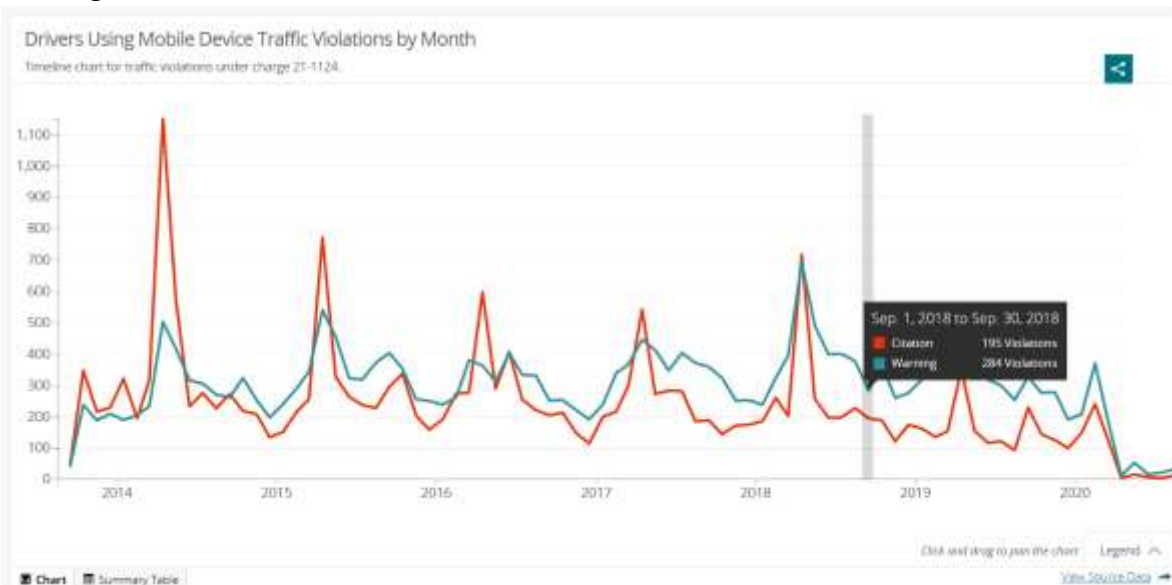
Position: FAV

Witness testimony

Support SB0863, Vehicle Laws – Enforcement and Use of Real-Time Digital Spotters

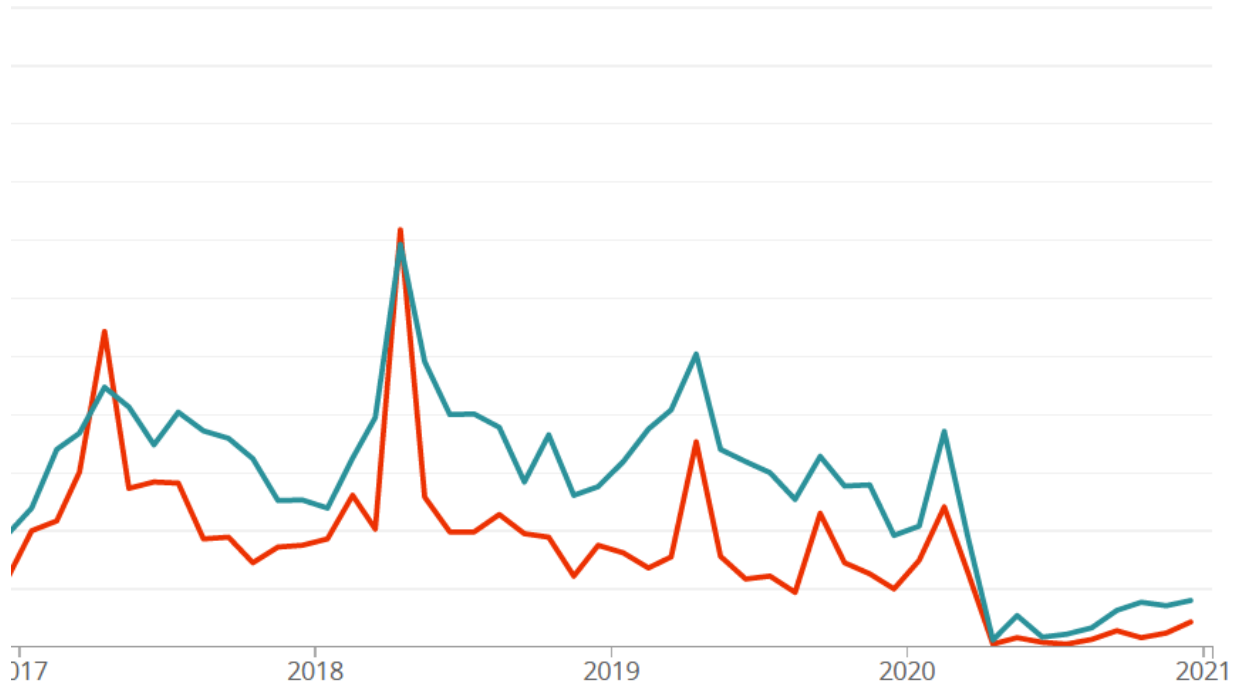
Committee,

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Please support this bill, SB0863. Thank you.

Daniel and Amy Marcin

Wheaton, MD 20902