

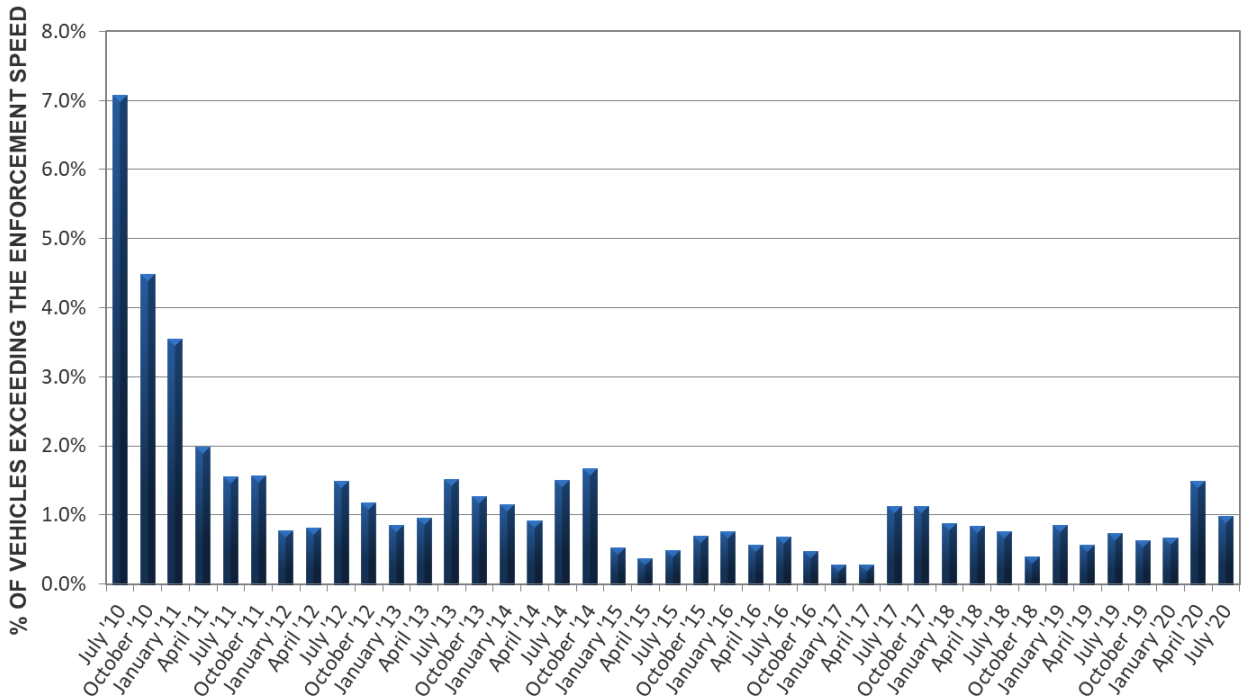


The Facts about Maryland’s *SafeZones* Program Fall 2020

Maryland *SafeZones* works.

- In the work zones where *SafeZones* Automated Speed Enforcement (ASE) systems are deployed, drivers are slowing down, as evidenced by the drop in the percentage of citations issued at these work zones. Since 2010, *SafeZones* has been deployed at 92 enforcement locations in work zones on Interstates, National Highways and Maryland State Routes.
- When the program began, seven percent of drivers in *SafeZones* enforced work zones exceeded the speed limit by 12 miles per hour (mph) or more. Today, only about 1 driver out of 100 exceeds the speed limit by 12 mph or more, showing a near 90 percent reduction in the number of vehicles traveling 12 mph or more above the work zone speed limit.

Decrease in Violation Percentage
(% of vehicles exceeding the enforcement speed)



SUMMARY FROM 2010 THROUGH 2020



Please visit the Maryland *SafeZones* website at www.safezones.maryland.gov.

SafeZones ensures driver and passenger safety as well as worker safety.

- The *SafeZones* program not only safeguards workers; it also protects drivers and passengers traveling through construction zones. Nationally, four out of every five work zone fatalities involve vehicle drivers and passengers.
- In 2019, 7 people lost their lives in work zone crashes on Maryland roadways.
- Work zones, by nature, present challenging driving conditions. Work zone conditions, such as lane shifts, split travel lanes, reduced lane widths, concrete barriers, and uneven pavement, present potential hazards that leave little margin for driver error, even when workers are not actively working in the work zone. Driving too fast for conditions is particularly hazardous in work zones.
- The Maryland Department of Transportation State Highway Administration (MDOT SHA) takes an integrated approach to changing driver behavior in work zones; ASE is one tool to make work zones safer. During peak construction season, there can be hundreds of work zones on Maryland highways. All work zones, not just those monitored through the *SafeZones* program, require attentive driving.
- MDOT SHA devotes funding to a public education awareness effort, which includes public service announcements, billboards and social media, reminding drivers that work zones demand one's full attention.

SafeZones is accurate and law enforcement reviews every citation.

- The *SafeZones* program uses scanning LIDAR (laser technology) to accurately capture multiple speed measurements of each passing vehicle.
- The Maryland State Police and Maryland Transportation Authority Police review every citation to ensure fairness and accuracy.

SafeZones equipment is, and always has been, calibrated properly.

- **Initial System Calibration:** *SafeZones* equipment is only deployed after receipt of a certificate of calibration from the manufacturer, which is separate from the vendor that operates the *SafeZones* equipment. The manufacturer is not involved in the program's daily operation. Additionally, MDOT SHA obtains certificates of calibration from an independent laboratory prior to the initial deployment of each new ASE system.
- **Annual Calibration:** Each ASE system is sent to an independent laboratory annually to certify system calibration. Calibration tests verify that all *SafeZones* equipment functions accurately.



- **Daily Calibration Check:** Calibration of *SafeZones* laser-based equipment is checked by a trained individual every day, as required by law, to ensure that it measures speed accurately and does not record false violations. When an error message displays, the operator powers down and re-powers the equipment. If the error message continues, the operator does not deploy the system.
- Calibration certificates and daily logs are on the *SafeZones* website at: <http://www.safezones.maryland.gov/>

The vendor is paid a fixed fee per deployment.

- MDOT SHA carefully administers its contract with Conduent, which is paid a fixed fee per deployment.
- Traffic safety – not revenue-generation – is the purpose of the program. Large, colorful warning signs and a digital speed display trailer give drivers ample opportunity to adjust their speed before entering the speed camera’s tracking area.

Maryland *SafeZones* program is used only in highway construction zones.

- Senate Bill 277, Acts of the 2009 Maryland General Assembly, authorized automated speed enforcement in highway work zones (§ 21-810, Transportation Art., Md. Code Ann.) and school zones (§ 21-809, Transportation Art., Md. Code Ann.). The *SafeZones* program operates only in highway work zones and is the only ASE program administered by MDOT SHA, the Maryland Transportation Authority, and Maryland State Police.
- The *SafeZones* program operates in work zones along expressways and controlled access highways with a posted speed limit of 45 mph or more. Civil citations, with a \$40 fine, are issued to drivers exceeding the posted speed limit by 12 mph or more in *SafeZones*-enforced work zones.
- Counties and municipalities operate their own school zone speed enforcement. MDOT SHA involvement in the local school zone programs is limited to establishing designated school zones along State highways, reviewing utility permit applications for ASE equipment placement and ensuring that the physical placement of the equipment does not impede safe travel.

