



The Facts about Maryland's *SafeZones* Program January 10, 2013

Fact: *SafeZones* works.

- In the work zones where *SafeZones* is deployed, drivers are slowing down, evidenced by the drop in the percentage of citations issued at these work zones.
- When the program began, approximately seven out of every 100 drivers in the *SafeZones* construction areas were exceeding the speed limit by 12 mph or more. Today, fewer than two drivers out of every 100 are receiving citations, showing a more than 80 percent reduction in the rate of vehicles cited for traveling 12 mph above the work zone speed limit. The majority of motorists are slowing down prior to entering the work zone.

Fact: *SafeZones* is for your safety as well as workers.

- The purpose of the *SafeZones* program is to not only safeguard workers, but also protect the drivers and passengers traveling through construction zones. Nationally, in four out of five work zone crashes, it is a driver or passenger who is injured or killed. It is the characteristic of the work zone that makes them dangerous rather than the presence of workers.
- Active work zones with lane shifts, reduced lane widths, jersey barriers, uneven pavement and construction equipment leave little margin for driver error, regardless of whether workers are actively working in the work zone or not.

Fact: *SafeZones* is accurate and law enforcement reviews every citation.

- The Maryland *SafeZones* program prides itself on accuracy. Law enforcement officers from the Maryland State Police and Maryland Transportation Authority Police carefully review every citation to ensure fairness and accuracy.
- As of this date, more than 95% of violations recorded have resulted in citations issued. Out of the nearly one million citations issued, five were determined to be in error. Three of these citations were discovered prior to being mailed and the two that were issued were refunded.
- From January to October 2012, 73% of contested citations were upheld by judges in court.



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

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

- The *SafeZones* laser-based equipment calibration is checked by a trained individual every day, as required by law, to ensure that it is measuring speeds accurately and not recording false violations. Specifically, the operator reviews the system and should an error message display, he/she will power down the equipment and re-power. If the error message continues, the system is not deployed. This assessment is done daily for each unit deployed.
- No *SafeZones* equipment has ever been deployed prior to receipt of a certificate of calibration from the manufacturer, which is a separate entity from the vendor that operates the *SafeZone* equipment. The manufacturer is not involved in the program's daily operation.
- SHA obtains additional certificates of calibration from a laboratory that is independent from both the vendor and the manufacturer prior to the initial deployment of a new ASE system.
- MRA Digital, a laboratory in Columbia, Maryland, independent of the vendor and manufacturer, certifies calibration of *SafeZones* equipment prior to deployment and annually. All tests for calibration have verified that all of the *SafeZones* equipment is functioning accurately.
- Calibration certificates are now available for view on the *SafeZones* web site. Daily logs will be available by the end of January. Please visit www.safezones.maryland.gov.

Fact: The vendor is paid per shift.

- SHA carefully administers its contract with Xerox State and Local Solutions Corporation, which is paid a flat fee by shift for each speed camera unit that is deployed in Maryland work zones.
- Revenue generated by citations pays for the operation of the *SafeZones* program with the balance going to the Maryland State Police.
- Traffic safety – not revenue-generation – is the goal and intent of the program. Large, colorful warning signs and a digital speed trailer provide on-site, real time information that gives drivers ample opportunity to slow down prior to entering the speed camera's tracking area. Since law enforcement began using speed cameras in highway construction areas, speeding violations in *SafeZones* construction sites have decreased by more than 80%.

Fact: Maryland SafeZones program is used only in highway construction zones.

- Senate Bill 277, Acts of the 2009 Maryland General Assembly, authorized both automated speed enforcement in highway work zones (§ 21-810, Transportation Art., Md. Code Ann.) and school zones (§ 21-809, Transportation Art., Md. Code Ann.). However, the *SafeZones* program operates only in highway work zones and is the only automated speed enforcement program administered by SHA, the Maryland Transportation Authority, and Maryland State Police.
- Counties and municipalities operate their own school zone speed enforcement programs. SHA involvement in the local school zone programs is limited to the establishment of designated "school zones" along State highways and review of utility permit applications for placing ASE equipment on them to ensure the safety of pedestrians and drivers.



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