



## The Facts about Maryland's *SafeZones* Program

### **Fact: *SafeZones* works.**

- Since law enforcement began using speed cameras in highway construction areas, work zone-related crashes, fatalities and injuries reached a more than 10-year low: **fatalities in work-zone crashes decreased by more than half from nine in 2009 to three in 2011.** In the same timeframe, people injured decreased from 827 to 688 and overall work zone crashes decreased from 1,685 to 1,486.
- In the work zones where *SafeZones* is deployed, drivers are slowing down. 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. Motorists are slowing down prior in work zones.

### **Fact: *SafeZones* is for driver and passenger 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.
- 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 work zone.

### **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, only 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.



Please visit the Maryland *SafeZones* website at [www.safezones.maryland.gov](http://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 everyday, as required by law, to ensure that it is measuring speeds accurately and not recording false violations. If the system is not working properly, it 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. 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](http://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.

**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. Neither SHA, the Maryland Transportation Authority nor the Maryland State Police have any involvement in the management or operations of local school zone automated speed enforcement programs.



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