

# Maryland SafeZones Program

Implementation of the Road Worker Protection Act of 2024

MCDITE Annual Meeting

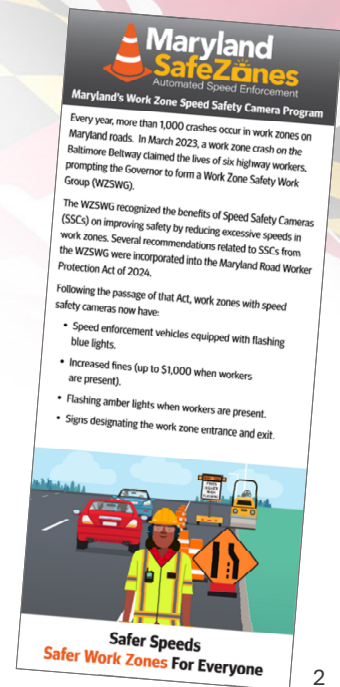
April 25, 2025



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## MARYLAND SAFEZONES PROGRAM

- Work zone speed safety camera program
- 2009 pilot, 2010 long-term program began
- Goals of the program:
  - Change driver behavior
  - Enhance worker and motorist safety



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## FORMER LEGISLATIVE REQUIREMENTS

- No major legislative changes since inception of the program (until 2024)

Location	Expressways & Controlled Access Highways
Speed Limit	45 mph and greater
Speed Threshold	12 mph+ over posted can be cited
Operator Present	Yes, continuously manned
Workers Present	No

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## BACKGROUND FOR CHANGES

- Governor's Work Zone Safety Work Group was formed in response to a work zone crash that killed 6 workers in March 2023
- Recommendations to improve work zone safety were announced in November 2023
- Several recommendations were related to speed safety cameras, leading to passage of the Road Worker Protection Act in April 2024



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## MARYLAND ROAD WORKER PROTECTION ACT OF 2024

### Effective June 1, 2024

Increase civil penalty amount from \$40 to **\$80**.

**Removed restriction** for operating only on expressways and controlled access highways.

Enforcement restricted to locations where the posted speed limit prior to the work zone being implemented is 45 mph or greater.

**Unmanned** speed control systems are allowed.

If multiple speed control systems are enforcing a work zone, only one citation may be issued for the same registration plate within a **1-hour period**.

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## MARYLAND ROAD WORKER PROTECTION ACT OF 2024

### Effective January 1, 2025

**Signage** designating each entrance and exit to the work zone required.

**Flashing lights** that operate whenever **workers are present** in the work zone required.

**Flashing blue lights** on the work zone speed control system when it is actively enforcing required.

**Tiered civil penalty** structure based on speed traveled above the posted speed limit.

**Fines double** when workers are present.

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## INCREASE CIVIL PENALTY AMOUNT

Increased civil penalty amount from \$40 to \$80

- Updated back-end software for **new fine, citation format**, follow-up **notices** and letters to reflect the **new fine amount**.
- Updated **court evidence package** documents and obtained court approval of the revised citation.
  - Required updates to 12 court packages for District Court jurisdictions with active enforcement.
- Considered changes to credit card processing fee.
  - Contractually allowed to be up to 5% of the fee, which was \$2.

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## CHANGES TO ENFORCEMENT LOCATIONS

Lifted the restriction for operating only on expressways and controlled access highways and allow enforcement on roadways where the posted speed limit prior to the work zone being established is 45 mph or greater.

- Allows for enforcement on a larger percentage of the state highway roadway network.
- Updated **business rules** to address these changes.



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## UNMANNED SPEED CONTROL SYSTEMS

Lifted restriction to have an operator present with the speed control system.

- Unmanned speed safety cameras are not included in the contract with our current vendor.
- Unmanned units are in the roadmap for future implementation.



Example of an unmanned unit from Washington State DOT.

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## MULTIPLE SYSTEMS IN A SINGLE WORK ZONE

Allows multiple speed safety cameras to be used in the same work zone. If multiple speed control systems are enforcing a work zone, only one citation may be issued for the same registration plate within a 1-hour period.

- Required clarification on the definition of “**work zone**”.
  - *Legal definition of “work zone” includes both directions of the roadway, resulting in more complicated logic for determining when the 1-hour restriction is met.*
- Required updates to the back-office system to flag license plates that were captured within **1-hour** of every event captured with the same plate.
  - *Potential multiple violation scenarios are presented to State Police to make the final determination on which citation to send.*

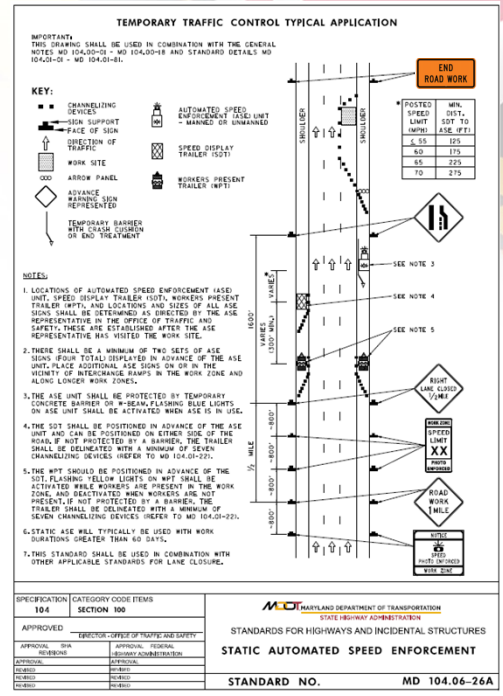
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## ENTRY/EXIT SIGNING

Modified the definition of a “work zone” to indicate that it must be equipped with “signage designating each entrance and exit to the work zone”.

- Work zone entry signage is already standard.
- Updated standard drawings to require installation of **END ROAD WORK** signs on projects with speed safety cameras.
  - *END ROAD WORK signs are not always required per the MdMUTCD and SHA Temporary Traffic Control Typical Applications.*



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## FLASHING LIGHTS WHEN WORKERS ARE PRESENT

Modified the definition of a “work zone” to indicate that it must be equipped with “flashing lights that operate whenever workers are present at the work zone”.

- New standards for **flashing light trailers** to be activated/deactivated by the construction contractor when workers are/are not present in the work zone.
  - Conducted vendor outreach
  - Developed new sign details and specifications
  - Updated SSC standard drawings and specifications
  - Obtained approvals on standards and specs from internal committee and FHWA
  - Worked with vendors to expedite Qualified Products List approval
- Vendors need to manufacture trailers and contractors need to get them onto projects – this takes time!

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## FLASHING LIGHTS WHEN WORKERS ARE PRESENT

- **Interim solution** required to meet January 1 deadline
  - Static sign with flashing lights on work vehicles
- Contracts are executing **change orders** and contractors are procuring and installing the workers present trailers.
- Logs from the flashing light trailers are provided to the vendor for use in determining when workers were present



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## FLASHING BLUE LIGHTS

Modified the definition of a “work zone speed control system” to add that it must be “equipped with flashing blue lights”.

- Issued a contract modification with the SSC vendor to **add flashing blue lights** to all speed safety camera units.
- Updated **business rules and SOPs**
  - Operator switches on the flashing blue light prior to the start of active enforcement and turns it off when enforcement is completed.
  - Blue light activation is documented in the deployment log for evidence in court.



Temporary installation of blue light

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## TIERED FINE STRUCTURE

Modified the fines to include a tiered fine structure based on speed traveled over the posted speed limit. When workers are present, the civil penalty is double.

- Executed a contract modification with the SSC vendor to:
  - Update back-office software for the new fine structure.
  - Develop a system for contractors to enter start and end work times.
  - Develop a system to ingest data from the flashing light signs that indicate when workers are present.

Beginning January 1, 2025, fines for speed camera violations will be:

Speed Range, in Excess of Work Zone Speed Limit	Fine	Fine (Workers Present)
Between 12 and 15 mph	\$60	\$120
Between 16 and 19 mph	\$80	\$160
Between 20 and 29 mph	\$140	\$280
Between 30 and 39 mph	\$270	\$540
40 mph or more	\$500	\$1,000

The penalties **DOUBLE** if workers are present.

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## TIERED FINE STRUCTURE (CONT.)

Modified the fines to include a tiered fine structure based on speed traveled over the posted speed limit. When workers are present, the civil penalty is double.

- Executed a contract modification with the SSC vendor to:
  - Update the citation, follow-up notices and letters to reflect the new fine amount.
  - Update court evidence package documents and obtained court approval of the revised citation.
  - Modify credit card fee structure.

Beginning January 1, 2025, fines for speed camera violations will be:

Speed Range, in Excess of Work Zone Speed Limit	Fine	Fine (Workers Present)
Between 12 and 15 mph	\$60	\$120
Between 16 and 19 mph	\$80	\$160
Between 20 and 29 mph	\$140	\$280
Between 30 and 39 mph	\$270	\$540
40 mph or more	\$500	\$1,000

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## WAIT, THERE'S MORE!

- IVR phone system and website updates
- Informing agency personnel, consultants and contractors about the changes
- Site visits to confirm all locations have the required signs
- Contractor training on:
  - New standards, specs and requirements
  - Entering start/end work times in the SSC vendor's system
    - Interim solution: Paper logs

The screenshot shows a web-based form titled "Workers Present" for a "QA Speed Contract". The form includes fields for Name (Ravikarthik Polepeddi), Location Name (1167), Project Number, ID (23), and WorkZone (workzone). Below these are fields for Start Time and End Time, both with date pickers. The form has "Cancel" and "Save" buttons at the bottom right.

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## HOW'S IT GOING NOW?

- In the process of implementing Phases 2 and 3 of software enhancements
- Addressing challenges with workers present logs and flashing light signs
- Increase in court requests
- Trends? Too soon to tell. But.....

Preliminary Data  
(Jan 1 to Mar 1, 2025)

Tier	% of Total Citations
12-15 MPH	67.3%
16-19 MPH	22.6%
20-29 MPH	9.3%
30-39 MPH	0.6%
40+ MPH	0.2%

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## Slide 18

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**HHO** I don't know if you want to share any statistics. I threw this chart in because I think people will be curious, but then I realized there's explaining that has to be done with it to make sure people understand that we are still at less than 1% violators (as least I hope we are - I still don't have stats from Ashlee).

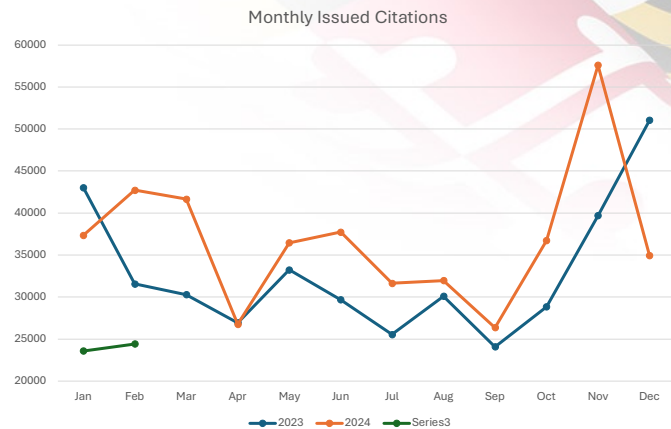
Heather Henck (Consultant), 2025-04-11T20:57:38.412

**SYPO 0** Since the data has been released yesterday for media event, I will add some more to talk.

Sung Yoon Park, 2025-04-23T14:28:58.715

## HOW'S IT GOING NOW?

- Number of citations decrease
- There are still high-speed drivers
  - About 100 citations +40 MPH (0.2%)
  - 3 citations above 130 MPH
- The percentage for tiered fine does not show difference when workers present or not



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## TAKEAWAYS

- Legislative changes can have **major impacts** on program administration and operations.
- Vendor **contract modifications** may be needed to implement changes; plan ahead for negotiation of scope and fee.
- Legislation effective dates may set **unrealistic deadlines**.
- **Make a plan** – layout all elements that need to be considered and stakeholders who need to be involved/may be impacted.
- Ensure the **public** is well informed of any changes that will impact them.
- Maryland is looking for new procurement with increasing number of units and unmanned (RFP was recently issued)

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## CONTACT US

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## Slide 21

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**HHO** Look for newer photos

Heather Henck (Consultant), 2025-04-11T21:27:12.539