

Work Zone Safety Work Group Briefing



**Baltimore Regional Safety Subcommittee
December 14, 2023**

MARYLAND WORK ZONES

Every day across the State of Maryland, there are (on average):

- 1,000 working state employees and contractors
- 300 work zones
- 3.5 crashes per day (over 1,100 work zone crashes year to date)
- Nearly half of Maryland work zone workers have experienced a crash
 - 42% have experienced five or more work zone crashes

So far in 2023, there have been:

- 554 fatalities on Maryland roadways
 - 135 pedestrians
 - 15 bicyclists
- Projected to exceed 600 motor vehicle crash fatalities this year – first time since 2007

GOVERNOR'S WORK ZONE SAFETY WORK GROUP

Leadership



Chrissy Nizer

Subcommittee Chair
Driver Behavior



Aruna Miller

Work Group Chair



Teri Soos

Subcommittee Chair
Roadway Operations

29 members with expertise in the transportation sector

Established April 2023

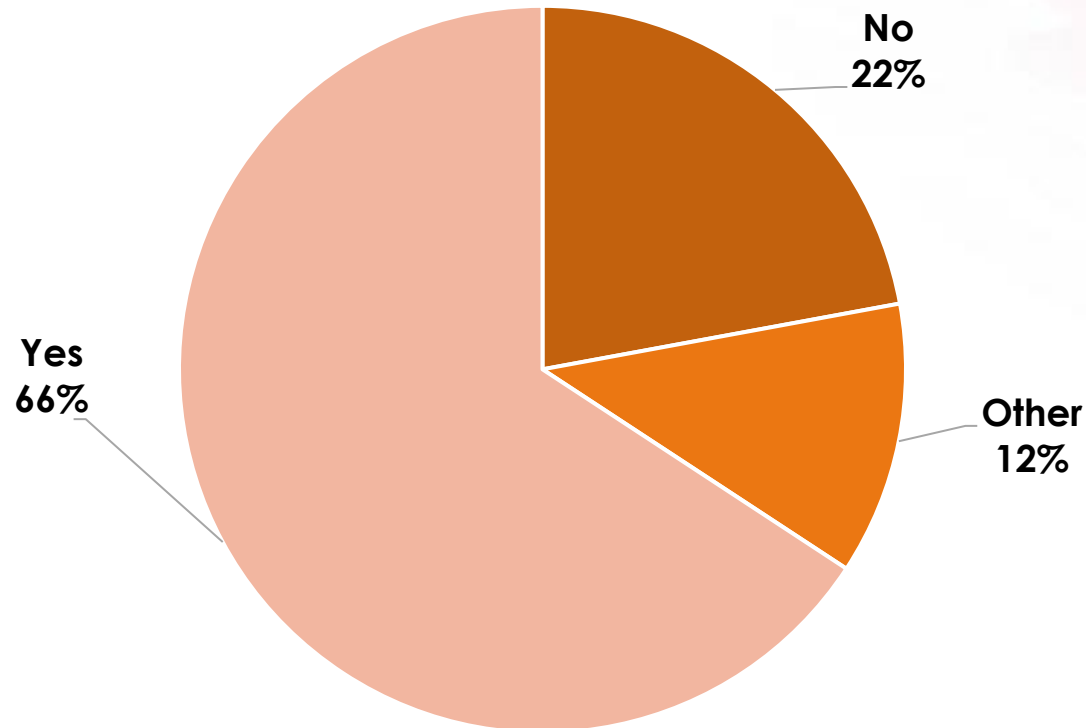
MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

Work Zone Survey



The automated speed enforcement fine is \$40 while the fine for violating the move over law starts at \$110 and passing a stopped school bus is a \$250 fine.

Would you be more likely to slow down in a work zone if the fines increased?



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Would you be more likely to slow down in a work zone if the fines increased?

"A fine, in my opinion, has little deterrence unless it is extraordinarily large."

"Doesn't really apply to me, because I do slow down."

"Fine should be raised to \$1000 or more. Littering /debris discharge is \$1000 or \$1500. Also- needs to be enforced. Publicize all violations (auto citations and in person) on a website with name, speed"

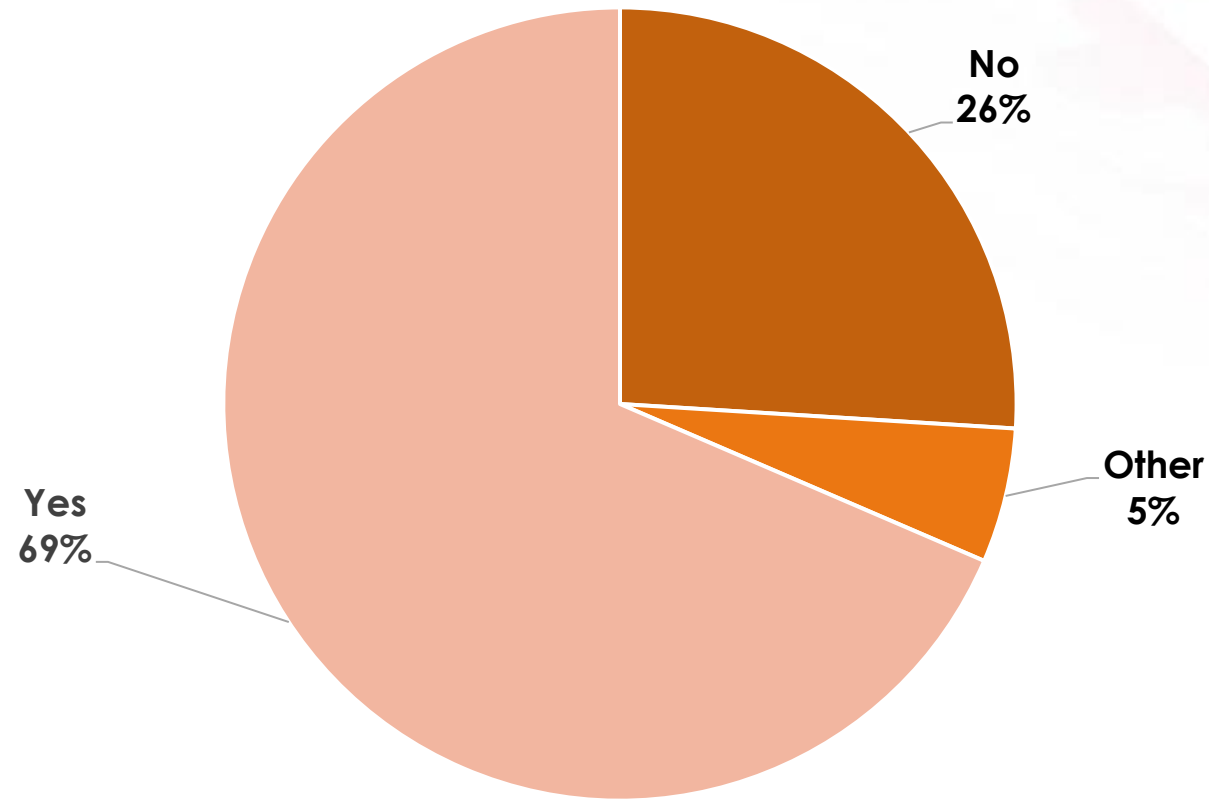
"I do believe the fine should be increased and based off how far over the speed limit they get caught at."

"I got a Work zone ticket once. Traffic conditions pretty much forced me to exceed the speed limit."

"I would be more likely to slow down further. However, I think there are drivers on the road who could not care less about the fines. I see them flying by me all the time, at least 20 mph over the limit. Perhaps add points to their driving record, for more accountability."

Currently, Maryland law only allows automated enforcement in work zones along expressways and controlled access roadways with at least a 45-mph speed limit.

Do you think all work zones should have automated enforcement cameras?



Currently, Maryland law only allows automated enforcement in work zones along expressways and controlled access roadways with at least a 45 mph speed limit.

Do you think all work zones should have automated enforcement cameras?

"I think DOTs should have the discretion to utilize automated enforcement where they deem it necessary; whether that is an expressway or an arterial."

"Yes as long as they work properly/accurately."

"Yes, and these areas should always be clearly marked 'photo enforced.' If they are not marked as such, I'm less likely to slow down and that's a lose-lose because a) you don't get the desired effect (me slowing down) and b) I get fined."

"Along with cameras, there should be flashing lights attached to the concrete barriers along the highway in a construction zone. "

"Every work zone should have a camera, but should only be active when the work zone is active. If no workers, then speeds should be higher."

"add the cameras to vehicles like tow trucks, and work zone dump trucks."

Recommendations



ROADWAY OPERATIONS SUBCOMMITTEE

Roadway Operations Subcommittee tasked with:

What are the areas for improvement in the design and operation of work zones?

Two primary themes include preventing crashes from happening in the first place and minimizing harm caused when they do happen.

Primary Areas of Focus

- Communication with Drivers (signage, notifications)
- Protecting Workers (reducing exposure, risk, improved PPE)
- Technology (Green lights, rumble strips, alerts)

Recommendations include administrative, budgetary, and legislative

- Both committees recommend Maryland drivers must establish a **Culture of Safety and Courtesy**

DRIVER BEHAVIOR SUBCOMMITTEE

Driver Behavior Subcommittee tasked with:

What is the driver's role in work zones as it relates to distracted driving, excessive speeding (or failure to reduce speeds), impaired driving, and so forth?

Does government need to raise public awareness, increase penalties, or better enforce existing law?

Primary Areas of Focus

- Education (rookie & mature drivers)
- Public Marketing (new Move Over laws, penalties)
- Driver Notifications & Enforcement (improving driver alerts, partnering with stakeholders)

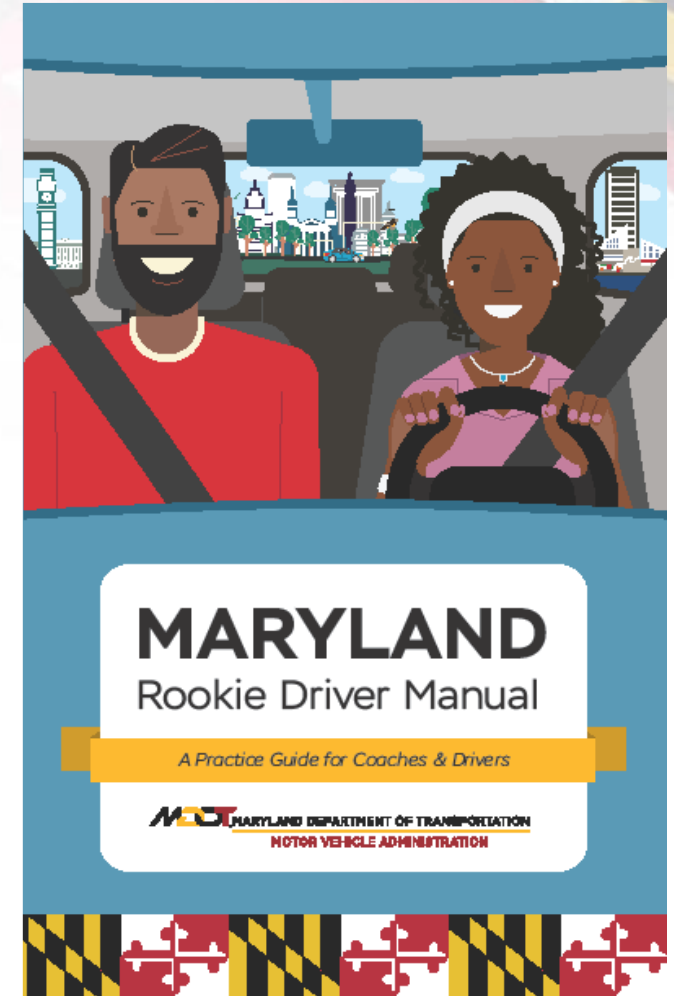
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RECOMMENDATIONS – EDUCATION

Education

- Strengthen language around automated speed enforcement and educate drivers that they may be cited without law enforcement.
- Expanded distracted driving sections to include focus on work zone considerations.
- Combine “Be the *Share the Road* Driver” with Move Over sections.
 - Plain Language writing.
- Education in schools at all grade levels – kids/parents.



RECOMMENDATIONS – DRIVER MANUAL

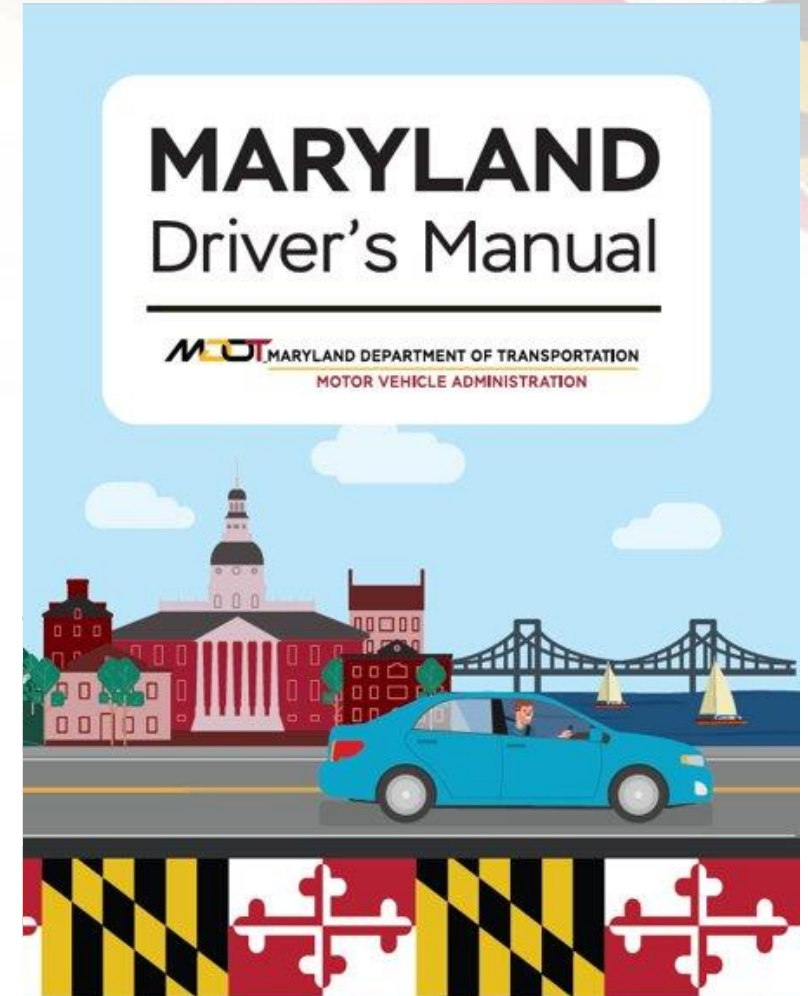
Maryland Driver's Manual

Section 3 (c): Understanding Vehicle Speed

Appropriate Speed for Conditions

Some conditions, which require reduced speed for safety, include:

- Sharp curves or hills – where visibility is limited.
- Slippery roads.
- Roads where there may be pedestrians or animals present.
- Shopping centers, parking lots and downtown areas.
- Traffic congestion.
- Narrow bridges and tunnels.
- Toll plazas.
- Schools, playgrounds and residential streets.
- Railroad grade crossings.
- Road construction and work zones.
- Stopped, standing, or parked vehicles with lights flashing.



RECOMMENDATIONS – SAFETY MASCOT

Partner with Maryland State Department of Education to develop safety mascot



Caltrans' "Safety Sam"

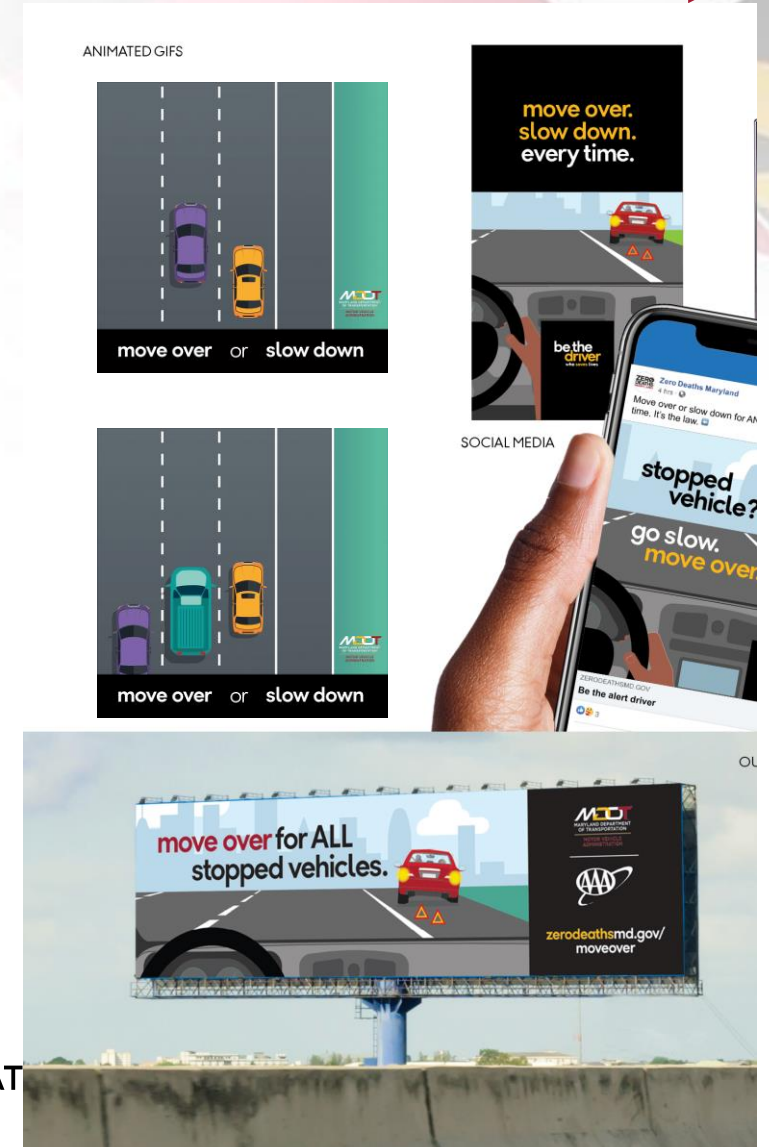


DeIDOT's "Wally
the Work Zone Warrior"

RECOMMENDATIONS – MARKETING

Work Zone Marketing (\$500,000 directed by Governor Moore)

- Public engagement with informational handouts
- Billboards displaying work zone penalties



RECOMMENDATIONS – MARKETING



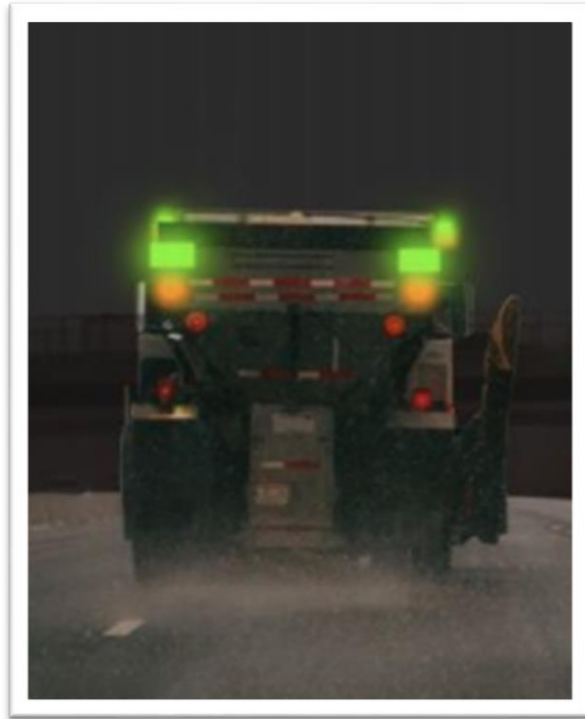
RECOMMENDATIONS – OUTREACH CAMPAIGN

Safety campaign with high-profile leaders (ie. Orioles/Ravens) for highway safety outreach



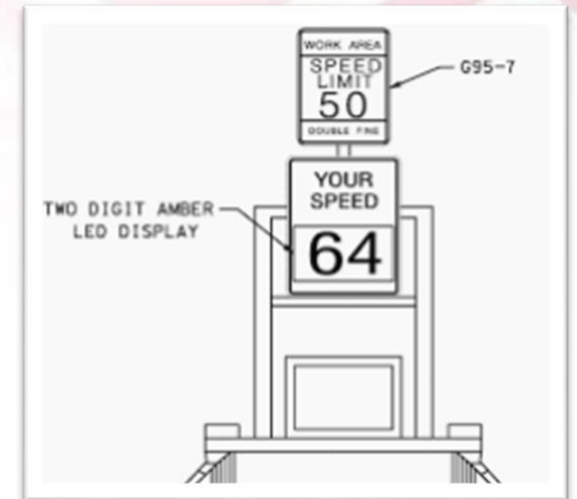
RECOMMENDATIONS

Expand education around flashing **green-lights**.



Aggressively partner with stakeholders

Improved **Notifications**



RECOMMENDATIONS - ASE

Maryland's Automated Speed Enforcement citations are \$40.

- Citation issued if vehicle exceeds 12 mph or more
- \$40 is the lowest in the nation
- Virginia violations are \$100, Pennsylvania ranges from \$75-150
- Texas work zone violations can reach \$1,000

Increasing the \$40 fine requires statutory changes.

- Recommendation will be included in Governor Moore's legislative proposals
- Live police stop starts at \$290 (work zones)

Roadway Operations considered:

- Eliminating initial warning-period (after ASE system is installed)
- Adding multiple cameras in the same work zone
- Increasing Maryland State Police presence

GET INVOLVED

Final Report is available:

[https://governor.maryland.gov/leadership/ltgovernor/policy/Documents/Work%20Zone%20Safety%20Work%20Group%20Recommendations%2011-17-23%20\(3\).pdf](https://governor.maryland.gov/leadership/ltgovernor/policy/Documents/Work%20Zone%20Safety%20Work%20Group%20Recommendations%2011-17-23%20(3).pdf)

Show your support by:

- Reaching out to colleagues and local officials to support Work Group recommendations
- Letters of Support & Testimony (during legislative session)
- Share ideas to partner with the MVA's Highway Safety Office

Questions?

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