



Automated Speed Enforcement (ASE) in Maryland

Maryland's Different Speed Camera Programs: The Maryland State Highway Administration (SHA) is involved in two different ASE programs.

1. SHA has limited involvement with school zone ASE programs, which are operated by local jurisdictions.
2. SHA, as well as the Maryland Transportation Authority (MDTA), manage and operate *Maryland SafeZones*, the ASE program within highway work zones.

School Zone ASE: On State routes, SHA establishes designated "school zones" and reviews utility permits for the placement of ASE equipment to ensure the safety of pedestrians and drivers. SHA maintains the non-tolled, numbered routes in Maryland's 23 counties. Baltimore City maintains all non-tolled roads within the city limits, so SHA has no ability to require any action in the city. Local jurisdictions do not need any review or approval by SHA for cameras deployed on roads that are not maintained or owned by the State (generally non-tolled, non-numbered roads). Additionally, Maryland law allows local jurisdictions to establish school zones on highways under their jurisdiction without SHA review or approval.

Work Zone ASE: SHA, as well as the Maryland Transportation Authority (MDTA), manage and operate *Maryland SafeZones*, the ASE program within highway work zones. Maryland State Police (MSP), MDTA Police and SHA use ASE to reduce the number and severity of work zone crashes. ASE can be safely used in areas where traditional enforcement is unsafe for MSP or MDTA Police. While the State's *SafeZones* operator uses a camera mounted on a vehicle, it is safely parked on the side of the road and the driver does not have to pull out into traffic to pull a vehicle over.


Other Authorized Programs: The appendix provides information on ASE in residential districts in Montgomery County and within a ½ mile of an institution of higher education in Prince George's County. These are run as part of their respective counties' programs.

	School Zones	Work Zones (Maryland SafeZones)
Jurisdiction	Local-run ¹	State-run (SHA and MDTA)
Statutory Authority	§ 21-809, Transportation Article, Md. Code Ann.	§ 21-810, Transportation Article, Md. Code Ann.
Additional Required Authority	Local (county or municipal) ordinance	Regulations (COMAR 11.04.15)
Where cameras can be used	In school zones, as defined in § 21–803.1, Transportation Article, Md. Code Ann.	In work zones on expressways or controlled access highways with a speed limit of 45 mph or greater
Additional Considerations for Camera Placement	SHA issued guidance for ASE in school zones generally and has specific requirements for sites along state roads. If cameras are placed on local roads, placement is determined solely by the local jurisdiction.	Work zone ASE systems are located where risks are greatest to drivers and to workers while ensuring the ASE equipment does not create a hazard. ASE is used only in or immediately adjacent to the portions of work zones where lanes are constricted, split, or have shifted, shoulders are closed, acceleration/deceleration lanes are shortened, pavements are rough, or other physical changes in the roadway make it important to slow traffic down. Priority locations include work zones where traditional police enforcement is physically limited or impossible.
Hours of Operation	M-F 6:00 AM to 8:00 PM	8-hour shifts – anytime
Operating Agency	County/local police departments or DPWs	SHA/MDTA/MSP
Vendor	Xerox (formerly ACS), Redflex Traffic Systems, Brekford Corporation, Jonoptik (formerly Traffipax), Optotraffic, American Traffic Solutions California	Xerox (formerly ACS)
Technology	Radar and Laser	Laser
Types	Fixed, Moveable, and Mobile vehicles	Mobile vehicles
Manned or Unmanned	May be unmanned under MD law.	Must be manned under MD law.
Regular audits and reviews performed	Unknown. Local jurisdictions required to report to Governor and General Assembly on or before December 31, 2013 on the effectiveness of systems in their jurisdiction. 2009 Laws Md. Ch. 500 § 7; 2010 Laws Md. Ch. 72.	Yes. The SHA Administrator, Secretary of Transportation, and the Governor’s Office review reports and statistics on this program. This program is also subject to triennial Office of Legislative Audits compliance reviews. SHA plans its own audit of the program in FY 2013.
Who reviews and	County/local police	Maryland State Police/ MDTA police



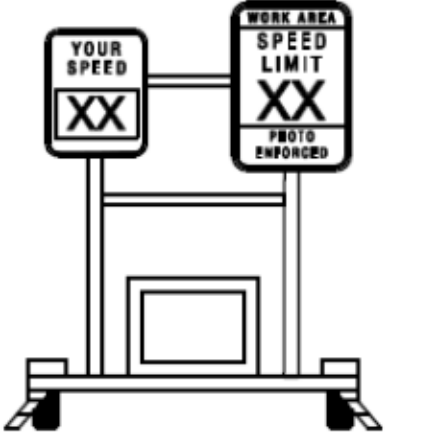
¹ Current jurisdictions where school zone cameras are authorized include:

- Counties: Baltimore City, Baltimore County, Charles County, Howard County, Montgomery County, Prince George’s County, Wicomico County
- Municipalities: Berwyn Heights, Bowie, Chestertown, Cheverly, Chevy Chase, College Park, Delmar, Forest Heights, Frederick, Fruitland, Gaithersburg, Greenbelt, Hyattsville, Landover Hills, Laurel, New Carrollton, Princess Anne, Rockville, Salisbury, Silver Spring, Takoma Park, Trappe

	School Zones	Work Zones (<i>Maryland SafeZones</i>)
certifies citations		
Vendor Compensation	Under TR § 21-809 (j), “if a contractor operates a ... system ... the contractor’s fee may not be contingent on the number of citations issued or paid,” and under TR § 21-810 (j), “if a contractor provides, deploys, or operates a ... system ... the contractor’s fee may not be contingent on the number of citations issued or paid.” Some local jurisdictions have taken the position that they, and not their contractor, provide, deploy, and operate their ASE systems.	Salaried. Vendors are paid a flat per shift rate regardless of the number of citations issued or paid. Under TR §12-810(j), if contractor provides, deploys, or operates a system, fee is not contingent on the number of citations issued or paid.
When are Calibrations Performed	<ul style="list-style-type: none"> • ASE equipment performs self-testing before each use. • An operator is required to complete a daily set-up log that states when and where the system is being used and that the system successfully performed passed self-testing. • Annually by an independent calibration laboratory. 	<ul style="list-style-type: none"> • An operator is required to complete a daily set-up log that states when and where the system is being used and confirms the system is operating correctly. • ASE equipment performs self-testing every day. • Laboratory calibrations are required initially before deployment by the manufacturer (not by the SHA contractor). • SHA obtains certificates of calibration from an independent 3rd party vendor (MRA Digital of Columbia, MD) within one year of a device’s operation.
Notice Procedure	Depends on the local jurisdiction. Many issue press releases and list locations online	<ul style="list-style-type: none"> • The <i>Maryland SafeZones</i> website (http://www.safezones.maryland.gov/) is updated to reflect ASE locations. • SHA and/or MDTA’s Communications Office issues a news release prior to the initial start of the ASE operation. • Once the work zone is operational and the ASE deployment is ready, all of the new ASE signs are uncovered.
Warning Period	Under TR § 21-809 (b)(1)(v), a 30 day warning period is required.	An initial 30 day warning period was required under the law after the placement of the first work zone speed control system in 2009. Additionally, for each new work zones, a twenty-one (21) day period begins where vehicles operating at an excessive speed are documented and issued a written warning. Notification is provided by signage and press release. No citations are

	School Zones	Work Zones (Maryland SafeZones)
		issued within the first 21 days of long term work zone deployments ² .
Appeals Process	<ul style="list-style-type: none"> • May challenge in District Court pursuant to procedures, rules of evidence, and defenses listed in § 21-809. Similar to § 21-810. • Vehicle owner must complete the request form at the bottom of the citation, sign and return it at least five days prior to the due date. • Statute requires uniform citations statewide that provides the manner of contesting the citation. • Jurisdictions may have different procedures and timeframes. 	<ul style="list-style-type: none"> • Those who feel that a citation was issued in error (i.e. incorrect tag/vehicle) should first call Maryland SafeZones Customer Service at 1-877-578-7440. • May challenge in District Court pursuant to procedures, rules of evidence, and defenses listed in § 21-810. Similar to § 21-809. • Vehicle owner must complete the request form at the bottom of the citation, sign and return it at least five days prior to the due date. • If no letter received with a court date within 30 days after that, vehicle owner must call the Maryland SafeZones customer service at 1-877-578-7440. • To request the speed monitoring system operator to appear, vehicle owner must send a separate written request at least 20 days before court date.
Signage and Advance Warning Requirements	Statute requires each sign designating a school zone to also indicate that ASE is being used.	Statute requires a conspicuous sign alerting drivers ASE is being used before reaching the work zone. On average, there are approximately 24 signs posted per ASE site. COMAR requires: <ul style="list-style-type: none"> • A minimum of two sets, each set of which has at least two signs, alerting drivers ASE is be used before reaching the work zone; and • A digital speed trailer sufficiently in advance of each work zone to enable the driver to be able to slow down before reaching the cameras.
Images of Signs	This sign must be installed when a school zone is on a state highway and <i>should</i> be installed in other circumstances:	These 2 signs are used in all work zones where ASE is deployed:  <p>(9 feet x 6 feet)</p>

² The only exception to the 21 day warning rule is for short term “shave and pave” projects where the safety concern for workers is very high and the fast moving work makes the 21 day warning period impractical.

	School Zones	Work Zones (<i>Maryland SafeZones</i>)
	 <p data-bbox="500 527 639 569">S5-1(1)</p> <p data-bbox="397 579 881 642">(generally 3 feet x 3 feet, but it can be no smaller than 30 inches x30 inches)</p>	 <p data-bbox="1166 541 1349 573">(4 feet x 8 feet)</p>  <p data-bbox="964 1060 1398 1094">SPEED DISPLAY TRAILER</p>

Appendix

Additional ASE Usage in Maryland

In addition to school zones, § 21-809, Transportation Article, Md. Code Ann. authorizes ASE in residential districts in Montgomery County and within one-half mile of institutions of higher education in Prince George's County.

Residential Districts in Montgomery County

- ASE was originally authorized for use in school zones and residential districts on roads 35 mph or less in Montgomery County.
- The residential district component was grandfathered in.
- Managed as part of Montgomery County's school zone program.
- No statutory signage requirement.
- No statutory limits on hours of operation.

Institutions of Higher Education

- Statute requires all speed limit signs approaching and within the segment of highway where ASE is deployed include a sign indicating that ASE is in use.
- Managed as part of Prince George's County's school zone program.
- Institutions of Higher Education do not qualify for school zone establishment, so there is no additional school zone signage required.
- No statutory limit on hours of operation.
- No maximum speed limits for eligible roads.