

WORK ZONE SAFETY WORK GROUP DRIVER BEHAVIOR SUBCOMMITTEE

October 19, 2023

WORK ZONE SURVEY – SUBCOMMITTEES

eBlasts



Lt. Governor Aruna Miller, MVA, SHA Deliver Work Zone Safety Announcement & Survey



From left to right: Howard Bostick, Emergency Response Technician SR, State Highway Administration CHART, Chrissy Nizer, Administrator of Maryland Motor Vehicle Administration (MVA), Aruna Miller, Lieutenant Governor of Maryland, Teri Soos, Deputy Administrator of State Highway Administration (SHA), Will Pines, Administrator of SHA.

Social Media

AAA Mid-Atlantic News
6d · 🌐

MD Governor Wes Moore has appointed AAA to serve on the "Work Zone Safety Work Group" and we need your help. Please take this two-minute survey to support the state's ongoing efforts to protect those who work at the roadside, including police and AAA Fleet drivers.

AAA has a long proud history of traffic safety advocacy, especially on the Slow Down, Move Over law that now protects our Fleet drivers and anyone stranded at the roadside.

As the trusted voice of motorists throughout the state and across the country, we are dedicated to traffic safety improvements.

Let's continue this important work. #ZeroDeathsMD Zero Deaths Maryland Maryland Coalition For Roadway Safety, Inc.

TAKE THE SURVEY: <https://zerodeathsmd.gov/WZSurvey/>

Your participation is appreciated!

Newsletters

Every day I open my mail and get another announcement about an automobile accident in a work zone. In Maryland, there have been approximately **428 fatalities** so far this year as of Sept. 19, 2023. If you project that out—and I know it is not a linear projection—but a rough estimate puts it between 590 and 600. That is just crazy. That would make it the worst in six years.

We have to **slow the drivers down**, especially in the vicinity of work zones where mothers, fathers, sons, and daughters are trying to make a living and put a roof over their family's head and food on the table.

According to the [dashboard](#), more than one-quarter of the accidents are related to speed. I remember the closing quote from last week's Governor's Work Zone Task Group meeting: Lt. Governor Aruna Miller said it very simply: "The five minutes you save by driving fast will not dramatically change your life, but it may certainly change someone else's world forever."

There are great ideas coming from her group and they need our help determining the public perception of automated speed enforcement. Please see the related story below and when you vote, think about all of the tragic losses of life that could have been prevented if people just slowed down and paid more attention to what is happening in front of them rather than what is happening in the car and on their phone.

Sincerely,
Marshall Klinefelter
MAA President

Complete the Work Zone Safety Survey

Maryland Lt. Governor Aruna Miller, on behalf of the Work Zone Safety Group, has launched a Work Zone Safety survey to help inform public opinion on speed enforcement and other safety measures in the work zone.

Please [complete the brief survey](#) and distribute it to your colleagues, friends, and family to complete as well. Let's help inform better safety in the work zone!

WORK ZONE SURVEY – LT. GOVERNOR

MVA Branch Surveys



Social Media



Lt. Governor Aruna Miller @LtGovMi... · 1m ···

Maryland - today is your last chance to make your voice heard and help inform the recommendations of our Work Zone Safety Work Group.

Fill out this survey and let us know how we can keep Maryland roadway workers safe:

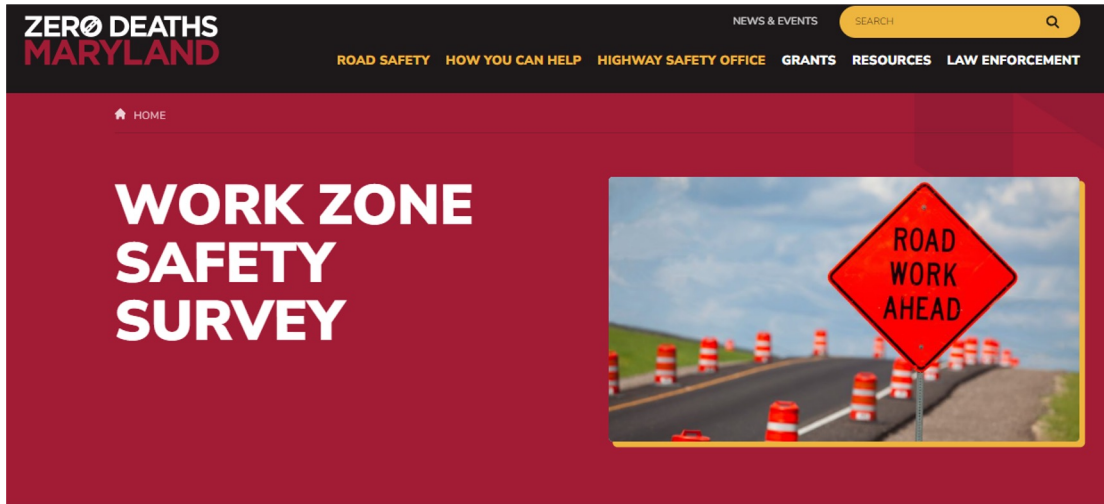


zerodeathsmd.gov

WZSurvey - Zero Deaths Maryland & Vision

Zero - Maryland Highway Safety Office

WORK ZONE SURVEY - RESULTS



Work Zone Safety

WHAT IS YOUR AGE GROUP?

- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 or Above
- Prefer Not to Answer

DO YOU ACTIVELY SLOW DOWN WHEN YOU ARE IN A WORK ZONE?

- Never
- Not usually

Results

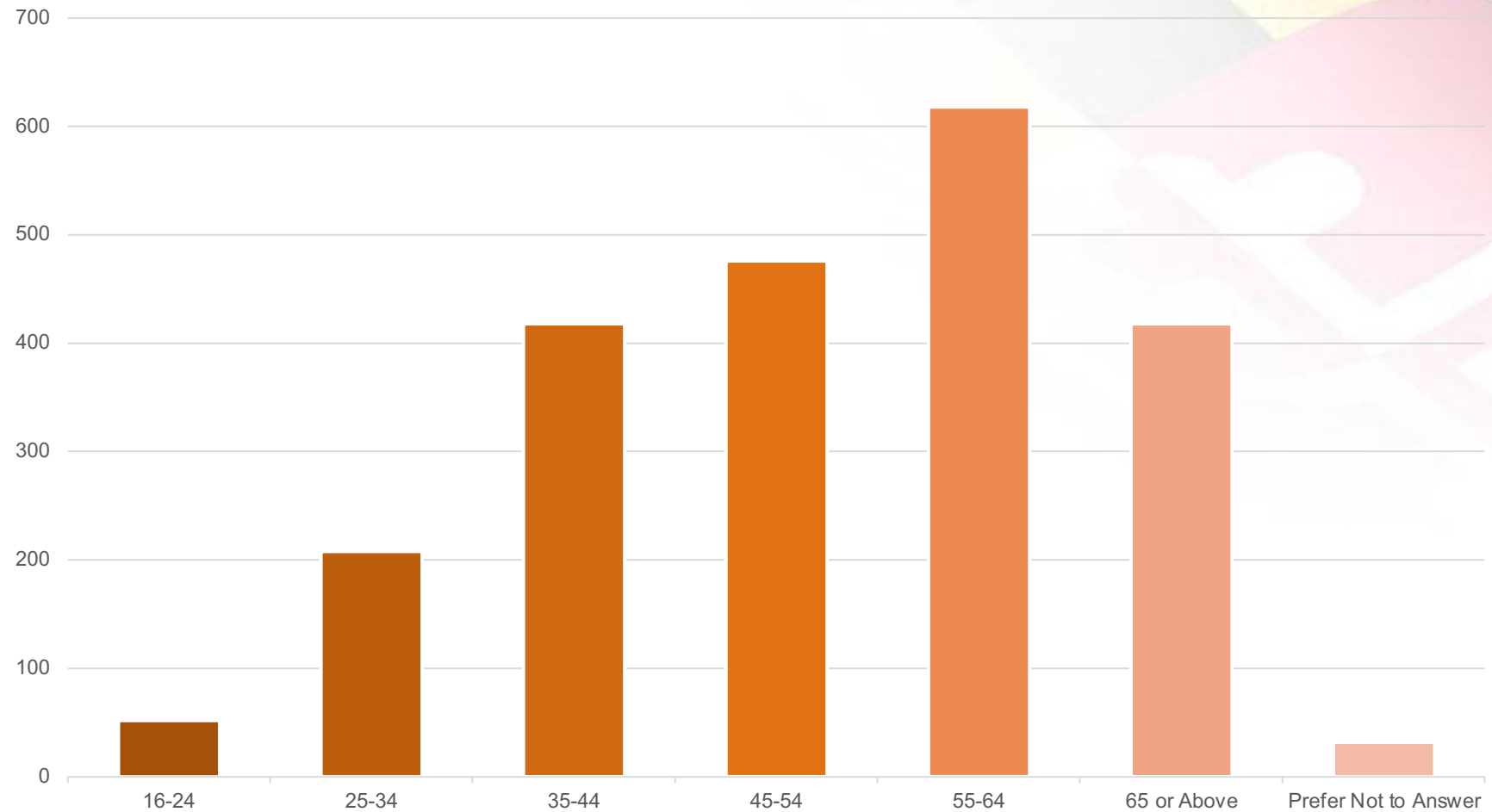
Active: Sept. 21 – Oct. 12 (21 days)

Responses: 2,226

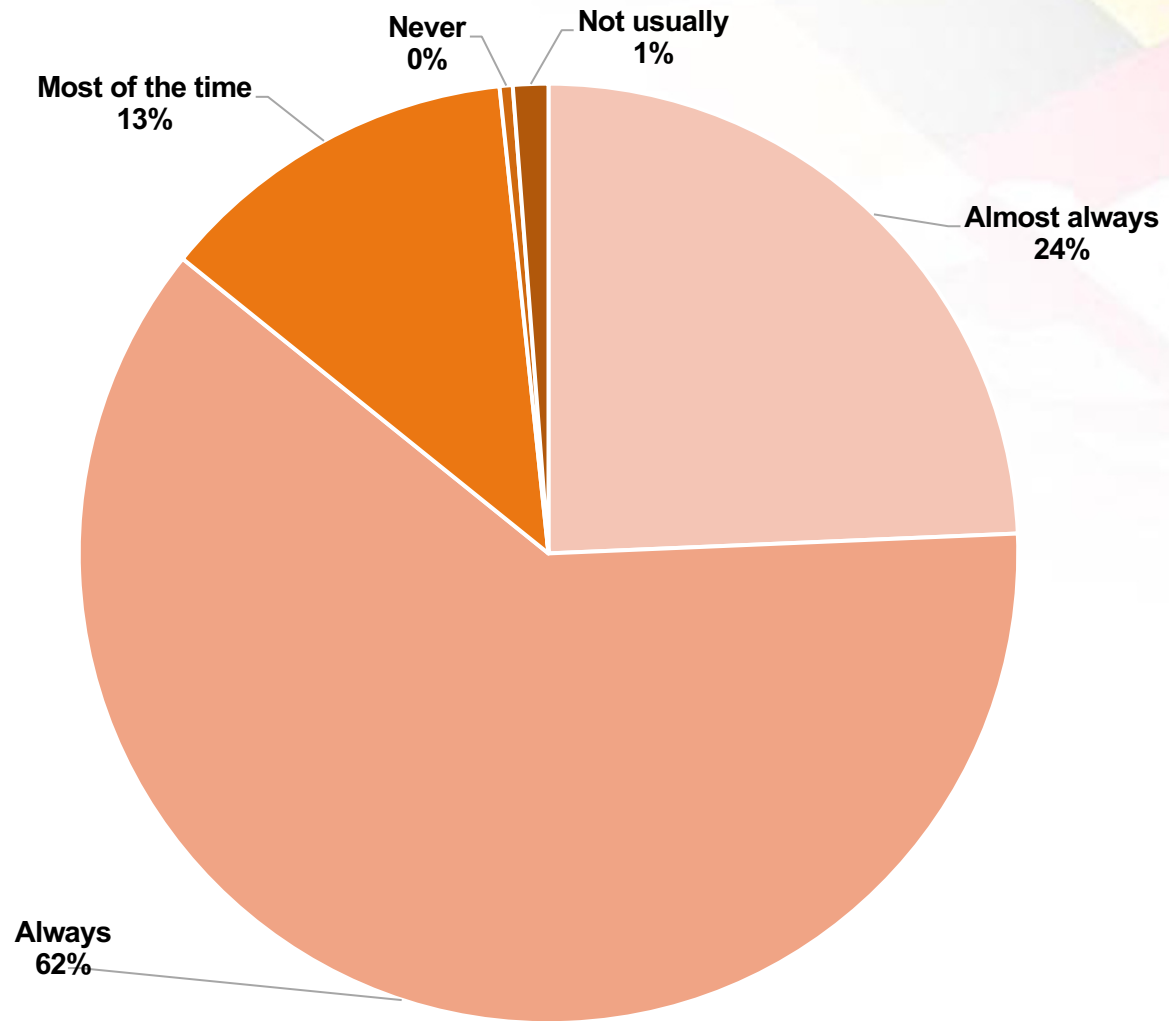
Outreach:

- QR codes
- MVA branches
- Employee Outreach (10,000+ employees)
- Social communication
- Email communication

Age Breakdown of Respondents

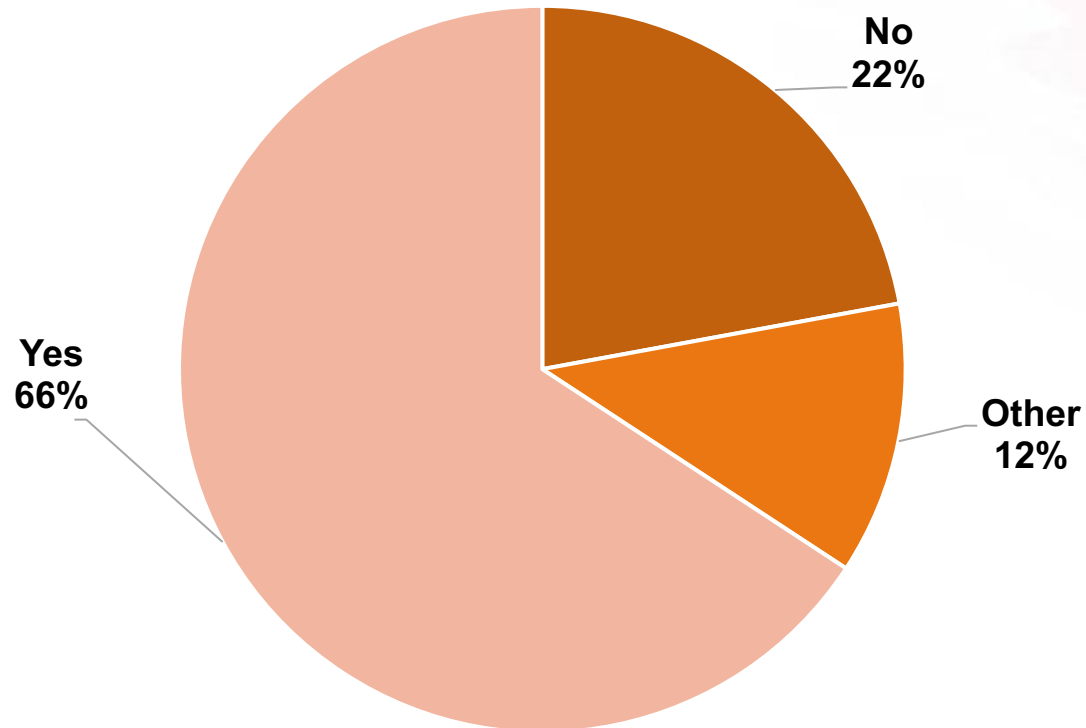


Do you actively slow down when you are in a work zone?



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?



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?

"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"

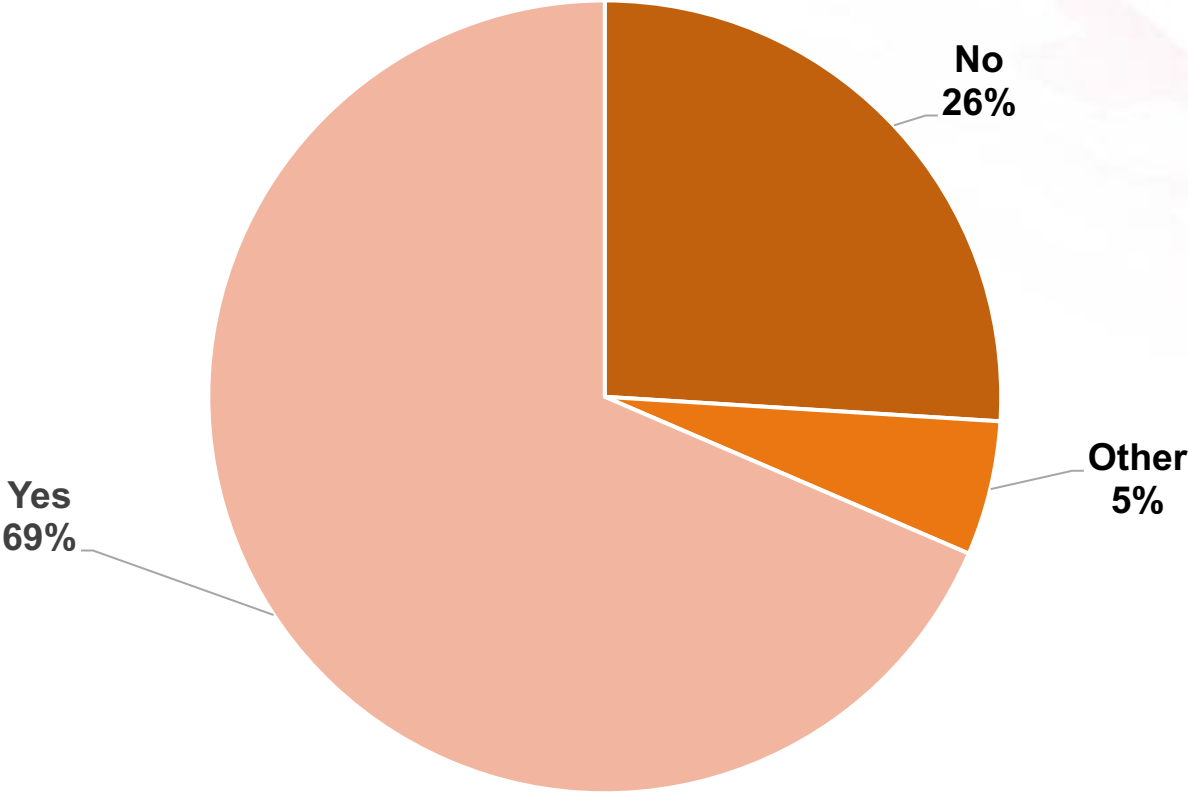
"I do believe the fine should be increased and based off how far over the speed limit they get caught at."

"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." □

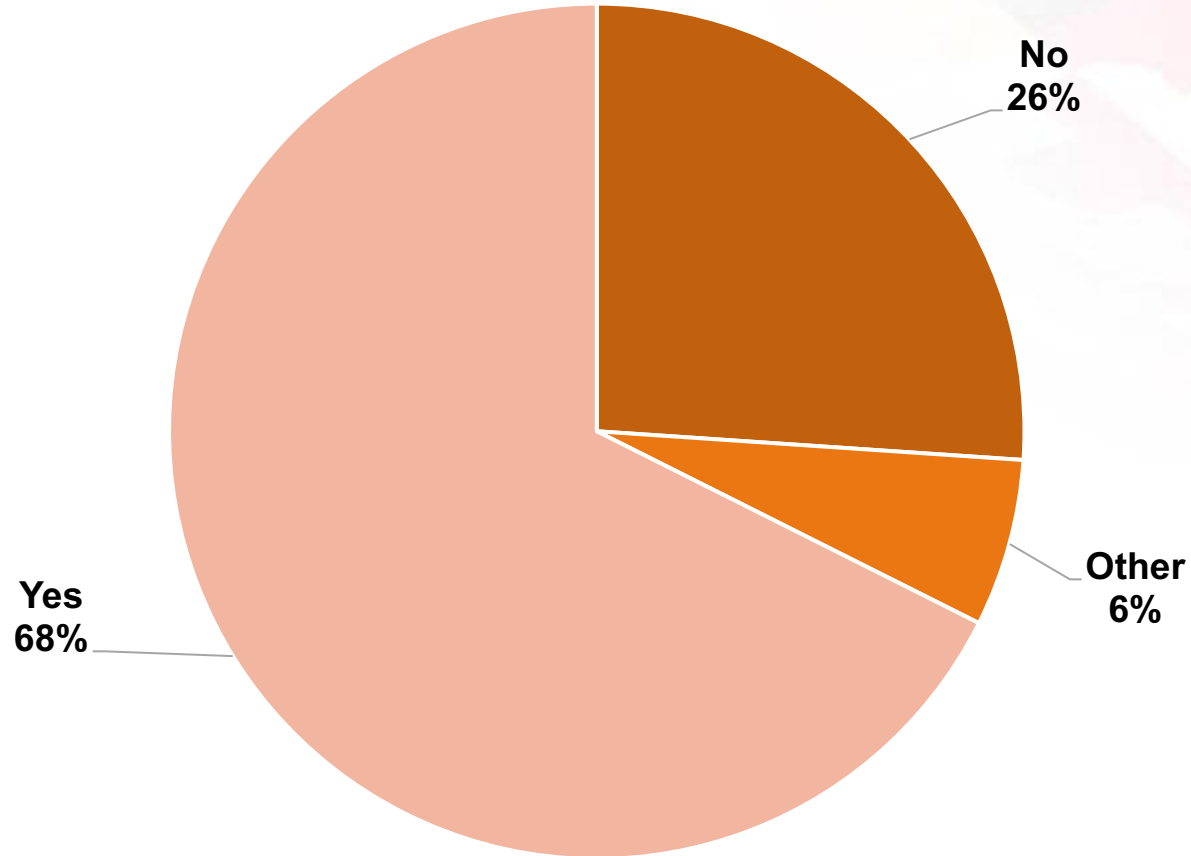
"Yes, and these areas should always be clearly marked "photo enforced." If they are not marked as such, I'm less likely to slow down and that's a lose-lose because a) you don't get the desired effect (me slowing down) and b) I get fined."

"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."

Do you think a series (2+) of automated enforcement cameras would be more effective than one (1) automated enforcement camera in a work area?



Do you think a series (2+) of automated enforcement cameras would be more effective than one (1) automated enforcement camera in a work area?

"A system that measures speed over distance would be more effective. These systems have been deployed in other parts of the world."

"Add temporary speed bumps in the lane next to the construction zone."

"as long as the work zone is long enough or 1/2-mile between cameras"

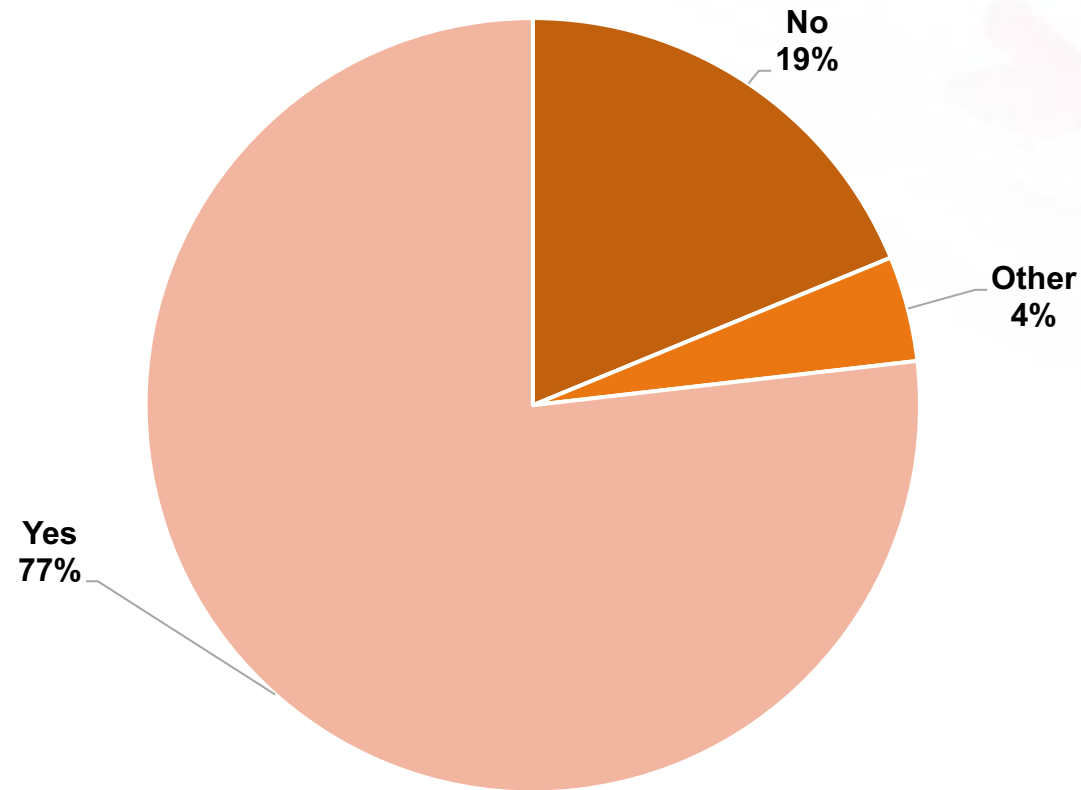
"Depends on the length (mileage) of the construction zone...Also need reciprocity to be able to collect finds across state lines."

"Generally, drivers know where they are so 2+ cameras and changing the location may be more effective."

"yes - most drivers slow down where the camera is located and then speed right back up."

Currently Maryland law does not increase the fine amount for motorists with multiple traffic violations.

Do you think a motorist should face increased fines if they have multiple traffic violations in a set time period?



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Do you think a motorist should face increased fines if they have multiple traffic violations in a set time period?

"After 2 work zone violations, driver's license should be suspended."

"Definitely! And non-payment of outstanding tickets should prevent them from renewing their registration and license, if this is not already the case."

"Driving isn't a right, it's a privilege. If they can't behave on the road, then revoke the license."

"Fines should be scaled based on income. Vehicles with multiple violations should be impounded on the spot."

"It depends on the time period."

"More classes to educate them on the rules and consequences of violations is more helpful than increasing their fines."

Any additional thoughts or recommendations for Work Zone Safety?

700+
comments!

Any additional thoughts or recommendations for Work Zone Safety?

*"1) set up a traffic barrier, water wall, polyclad barrier
2) Caution cones with flashing lights, not reflectors
3) with modern technology, create a safety wall or barrier that will set off an alarm that will warn the workers."*

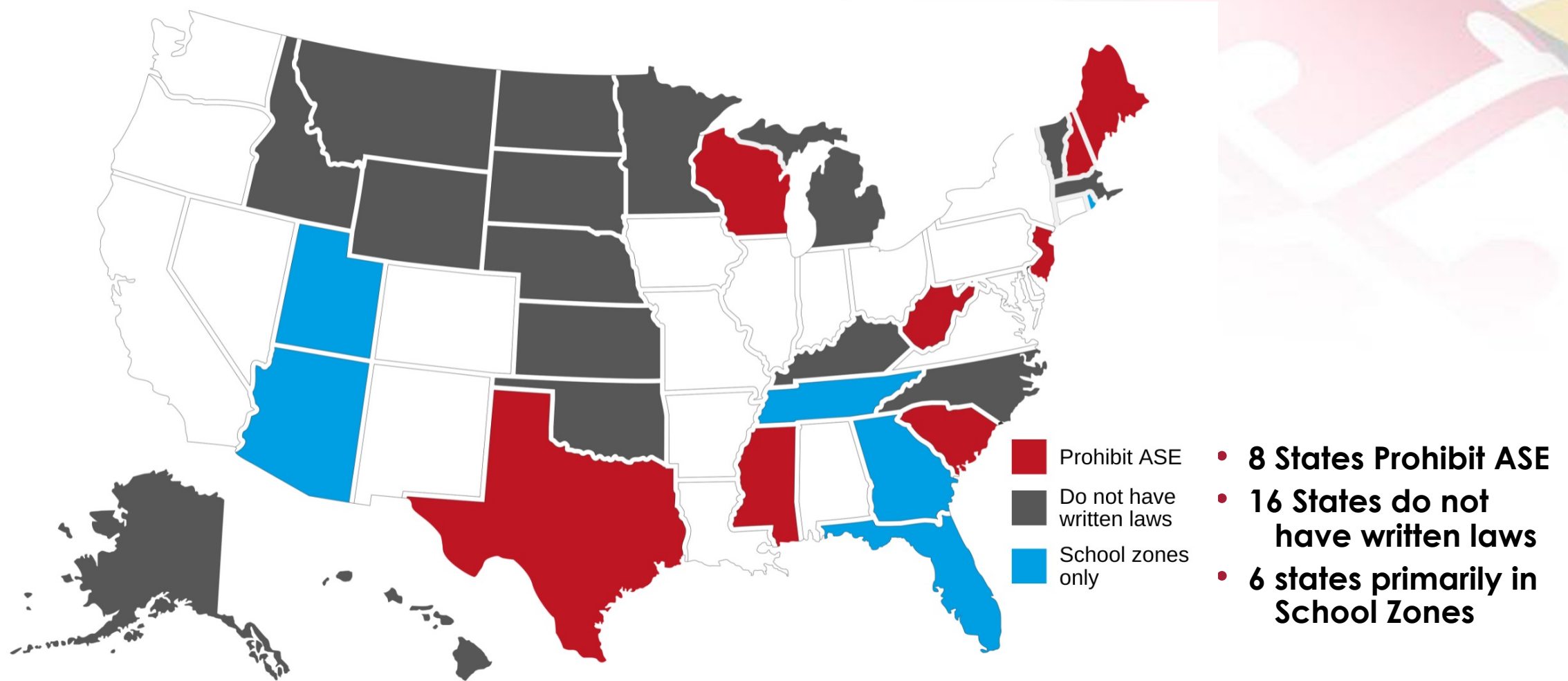
"Prohibit lane changes within a work zone and reduce the posted speed limit by at least 10 mph below the normal speed limit. Then have automatic (non-manual) camera enforcement. Double the fine amount for successive violations."

"Any thing over +20 in a work zone, should require community service to pick up trash along state roads and interstates...This would be an eye opener showing first hand how dangerous it is to be out there."

"A sign that states - Work Zone Employees "Drive SLOW like this is your Family member....."

"Close a lane when workers are working on the shoulders!"

WORK ZONE SPEED CAMERA VIOLATIONS



WORK ZONE SPEED CAMERA VIOLATIONS

21 States Permit ASE:

- **Maryland** \$40
- **Colorado** \$40
- **Connecticut** \$65-90
- **Alabama** \$60-\$100
- **New Mexico** \$100
- **New York** \$50-\$100
- **Virginia** \$100
- **Indiana** \$75-\$150
- **Ohio** \$150
- **Pennsylvania** \$75-\$150 (WZ)
- **Missouri** \$100-\$200
- **Illinois** \$375 (minimum in work zones)
- **California** \$500
- **Iowa** \$5-\$500 (doubles in work zone)
- **Arkansas**
- **Delaware**
- **District of Columbia**
- **Louisiana**
- **Nevada**
- **Oregon**
- **Washington (state)** (when workers are present)

DRIVER EDUCATION

Final Recommendations to Advance

Administrative

- **Culture:** Establish a culture of safety and courtesy
- **Driver Manual:** Strengthen language around automated speed enforcement and educate drivers that they may be cited without law enforcement
- **Driver Manual:** Expanded distracted driving sections to include focus on work zone considerations.
- **Education** both in schools as well as existing drivers
- **Mascot** for Work Zone Safety Campaign
- **Expand education** around flashing green-lights
- **Aggressively partner** with stakeholders (demos, simulations)
- **Partnership:** Engage legislature, judiciary and public toward common goals
- **Education** to complement public engagement (informational handouts)
- **Notifications:** Expand SHA and industry's utilization of Alert Systems (work zone safety alerts on navigation apps)

DRIVER EDUCATION

Final Recommendations to Advance

Budgetary

- **Culture:** Establish a culture of safety and courtesy
- **High Profile Leaders Outreach Campaign:** Safety campaign with recognized leaders, athletes etc. to participate in highway safety messages
- **Billboards:** displaying work zone penalties
- **Work Zone Signage:** Additional signage or improved messaging on signage when entering work zone

DRIVER EDUCATION

Final Recommendations to Advance

Legislative Recommendations

- **Culture:** Establish a culture of safety and courtesy
- **ASE:** Add multiple Automated Speed Enforcement Cameras in the same work zone.
- **Fines:** Increase work zone fines and points (current ASE \$40 citation and no points)
- **Roadway Speed:** Statewide/blanket decrease of speed limits through work zones – ie. 10 mph reduction of road speed limit

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
MOTOR VEHICLE ADMINISTRATION

Questions?

Christine Nizer, MVA Administrator

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WORK ZONE SAFETY WORK GROUP ROADWAY OPERATIONS SUBCOMMITTEE

October 19, 2023

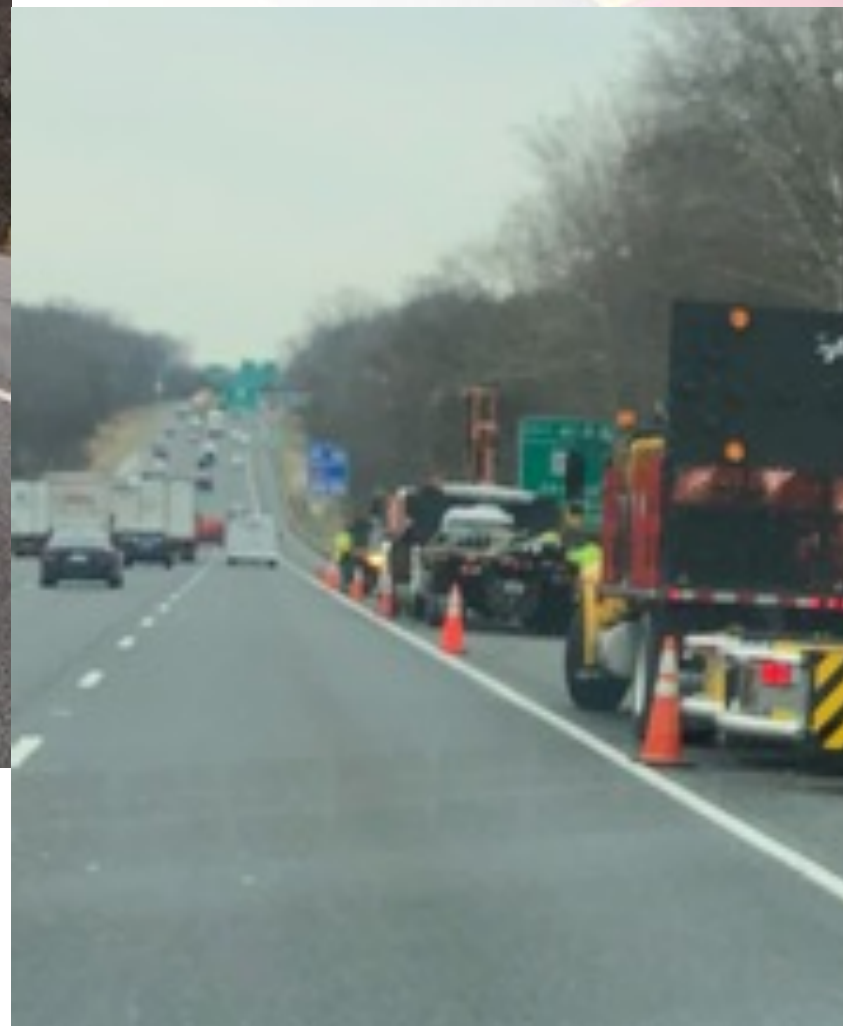


ROADWAY OPERATIONS

Final Recommendations to Advance

Administrative

- **Training and Certification:** Update current training to ensure the most up-to-date standards, guidance, and best practices are consistently being implemented statewide, by both public and private entities. Frontline workers would be trained and certified to ensure the safest work activity space possible.
- **Temporary Traffic Control Inspection Program:** Update program to ensure improved partnership between public and private stakeholders and accountability of how MOT and safety standards are being met and documented.
- **Annual Work Zone Safety Summit:** To ensure improved partnership, communication, and learning opportunities for everyone involved in the planning, design, and operation of work zones.
- **MOT Reviews at Project Design:** To improve coordination and communication between Planning, Design, and Construction staff, from both public and private partners.
- **Optimize Use of Current Resources:** From federal grant opportunities to resource sharing, inventory and communicate opportunities for both public and private partners to use alternative methods for improving safety.
- **Worker Protection:** Identify and implement currently available Personal Protection Equipment (PPE) to ensure visibility of our co-workers in the field.
- **Buffer Lanes:** To increase space between drivers and work activity areas to allow drivers more time for corrections and increase the chances for less serious injury to occur.
- **Support a Culture of Safety:** Create space where questions, feedback, and innovative ideas can be freely shared, discussed, and potentially implemented.



ROADWAY OPERATIONS

Final Recommendations to Advance

Budgetary

- **Funding Opportunities for Equipment or Innovations:** To create a 'culture of innovation' and help grow Maryland into a national leader in work zone safety, provide resources to purchase innovative technologies such as lane assist, work zone intrusion technology, or other large investments. Additional support would be needed to test and train staff on their use, outside of an active work zone. Grants or start-up costs to companies, particularly MBE/DBE firms, could drive innovation and allow smaller firms to get established and grow in the highway industry in Maryland.
- **Dedicated MOT inspectors and Independent Audits:** Increase MOT inspection and auditing resources to improve expertise and accountability while accommodating the number of active work zones each day.
- **Additional Maryland State Police presence in work zones:** Support additional funding for the Maryland State Police to ensure additional troopers are available for work zone operations, including the potential of support for local law enforcement agencies that provide additional enforcement presence at work zones.
- **Contractual Requirements and Incentives for safe practices:** To improve accountability and better share risk between public and private partners, resources to support potential new requirements and incentives is vital.

ROADWAY OPERATIONS

Final Recommendations to Advance

Legislative Recommendations

- **Automated Speed Enforcement (ASE):**
 - Expand current law to allow flexibility with different types of technology and deployment strategies – such as multiple ASE or point-to-point enforcement;
 - Authorize use of unmanned cameras;
 - Explore potential expansion of ASE authority to local jurisdictions.
- **Increase Fine Structure for Work Zone Violations:** Expand current fine for ASE violation to \$250; expand flexibility on how and when violations can be issued, by both Law Enforcement Officers and through the ASE program.
- **Worker Memorial Site:** Dedicate a site to honor and remember all the people who have been killed doing their jobs in Maryland highway work zones.

Questions?

Teri Soos, P.E., SHA Deputy Administrator for Operations

State Highway Administration
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WORK ZONE SAFETY WORK GROUP DISCUSSION QUESTIONS

DISCUSSION

**Among all the recommendations for consideration,
which one is most important to you?**

DISCUSSION

Speed is a primary factor contributing to serious injuries and fatalities in work zones.

How can expanded uses of ASE best mitigate this challenge?

DISCUSSION

Identifying resources dedicated to testing new tools and technologies is a challenge.

What opportunities can be developed to create space for innovations outside of our regular project delivery resources?

DISCUSSION

Speed, Distracted Driving, and Aggressive Driving are primary factors contributing to Work Zone crashes.

In what ways can the industry change how it approaches designing and implementing Work Zone MOT?

DISCUSSION

**How can state and local government institute a
*culture of safety?***

DISCUSSION

What changes would you like to see on a federal level, and are we using all available federal resources/partnerships?