

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Commissioners of St. Mary's County (CSMC) will hold a Public Hearing on **Tuesday, November 14, 2023** at **6:30 p.m.** in the CSMC Meeting Room in the Chesapeake Building located at 41770 Baldrige Street in Leonardtown, Maryland to consider public input on the proposed Ordinance to Establish the School Zone Speed Camera Safety Program.

Public hearing information and related documents can be viewed online at: www.stmaryscountymd.gov/publichearings. CSMC Public Hearings are televised live on St. Mary's County Government (SMCG) TV Channel 95 and available on the SMCG YouTube Channel.

Citizens are encouraged to attend and participate in the public hearing. Those wishing to address the CSMC may participate in-person or provide their feedback via:

- Email to: csmc@stmaryscountymd.gov
- Mail to: P.O. Box 653, Leonardtown, MD 20650

All submissions must be received no later than 5 p.m. on **Tuesday, November 21, 2023**. Submissions will be considered by the CSMC at the Public Hearing and up to 7 days following the public hearing. Public Hearing guidelines are subject to change.

Note that because of the evidence and comments made at the public hearing, amendments may be made to the proposed Ordinance to Establish the School Zone Speed Camera Safety Program.

Appropriate accommodation for individuals with special needs will be provided upon request. To meet these requirements, we respectfully request 1 week's prior notice. Please contact the CSMC Office at (301) 475-4200 ext. 1340. Proceedings are televised live and recorded for later broadcast. All content of these proceedings is subject to disclosure under the Maryland Public Information Act. Photographic, electronic audio-visual broadcasting and recording devices are used during CSMC meetings. These are public meetings and attendance at these meetings automatically grants SMCG permission to broadcast your audio and visual image.

COMMISSIONERS OF ST. MARY'S COUNTY

By: Steve Hall, Sheriff

Publish on 10/27 and 11/3

**ST. MARY'S COUNTY GOVERNMENT
OFFICE OF THE COUNTY ATTORNEY**

*Buffy Giddens, County Attorney
John Sterling Houser, Assistant County Attorney*



Commissioners of St. Mary's County
James R. Guy, President
Michael R. Alderson, Jr., Commissioner
Eric Colvin, Commissioner
Michael L. Hewitt, Commissioner
Scott R. Ostrow, Commissioner

TO: Commissioners of St. Mary's County
David A. Weiskopf, County Administrator
CC: Steve Hall, Sheriff
FROM: John Sterling Houser, Assistant County Attorney
RE: St. Mary's County Police Accountability Board and Administrative Charging
Committee
DATE: October 24, 2023

**PUBLIC HEARING TO CONSIDER ORDINANCE
TO ESTABLISH THE ST. MARY'S COUNTY
SCHOOL ZONE SPEED CAMERA SAFETY PROGRAM**

Topic: St. Mary's County School Zone Speed Camera Safety Program

Stakeholder Input:

NAME OF ORGANIZATION	REPRESENTATIVE	TYPE of CONTACT
County Administrator	David Weiskopf, County Administrator	Telephone conferences, meetings
County Attorney's Office	Buffy Giddens, County Attorney	Emails, telephone conferences, Zoom meetings, meetings
St. Mary's County Public Schools	J. Scott Smith, Superintendent	Telephone conferences
State Highway Administration	Simon Chacha, Transportation Engineering Manager Phillip Burch, Program Manager	Emails, Zoom meetings
Department of Public Works & Transportation	Richard Tarr, County Highways Manager	Telephone conferences

Departmental Response:

At the request of the St. Mary's County Sheriff's Office the Office of the County Attorney has drafted a proposed ordinance that, if adopted, would establish the St. Mary's County School Zone Speed Camera Safety Program. A memorandum from Sheriff Hall providing summaries of the program is attached, as well as the proposed ordinance in its draft form.

Additional attachments included for background and context include the Maryland State Highway Administration's ("SHA") guidelines for Automated Speed Enforcement ("AES") systems in school zones, the SHA's public FAQs on AES, a sample permit that must be submitted to SHA for any AES that will be deployed on state highways, and the first page of the results of the Sheriff's Office's 2023 Community Survey in which 74.37% of those who responded indicated "traffic issues such as speeding and reckless driving" were issues which negatively impacted their quality of life in St. Mary's County.

Notification:

A Notice of Public Hearing will be published in the *Southern Maryland News* on October 27, 2023 and November 3, 2023. Notice will additionally be posted on the County's website.

Public Hearing Timeline:

October 24, 2023	Request for Public Hearing
October 27, 2023	1 st Public Notice/Legal advertisement in <i>Southern Maryland News</i>
November 3, 2023	2 nd Public Notice/Legal advertisement in <i>Southern Maryland News</i>
November 14, 2023	Public Hearing
November 21, 2023	Public Comment Period Ends
November 28, 2023	Final Decision by CSMC

/s/John Sterling Houser
John Sterling Houser
Assistant County Attorney



Steven A. Hall
SHERIFF

Office of the Sheriff

St. Mary's County, Maryland

Headquarters
23150 Leonard Hall Drive
Leonardtown, MD 20650
301-475-4200 Ext. *1900
301-475-4047 Fax

Detention and Rehabilitation Center
41880 Baldrige Street
Leonardtown, MD 20650
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An Internationally
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TO: Commissioners of St. Mary's County
David Weiskopf, County Administrator

RE: Ordinance to Establish the School Zone Speed Camera Safety Act – Request for
Public Hearing

DATE: September 21, 2023

Summary

The St. Mary's County Sheriff's Office is requesting to enact an Ordinance to be allowed to implement an automated speed enforcement program using speed cameras in school zones to increase safety for students in and around the vicinity of schools.

Driving in excess of posted speed limits is a major cause of accidents, injuries and death. Traditional enforcement of posted speed limits in the vicinity of schools requires that law enforcement enter traffic and stop a motorist in order to cite that motorist as a violator, but traffic volume and safety considerations limit the number of violators apprehended to a fraction of those in violation of posted speed limits and risk injury to the law enforcement officers, pedestrians and public, especially in the vicinity of schools during school hours. Traffic studies indicate that the presence of speed cameras has contributed to a decrease in the number of drivers exceeding the speed limit.

The Office of the County Attorney prepared a draft Ordinance for a School Zone Speed Camera Program as requested by the Sheriff's Office.

Legal Authority

- § 21-809 of the *Transportation Article* of the *Annotated Code of Maryland*, authorizes local jurisdictions and municipalities to use automated speed enforcement (ASE) systems in school zones.
- A local jurisdiction must first pass a local law authorizing the use of automated speed enforcement systems prior to using them on roadways in their jurisdiction.
- Jurisdictions shall provide reasonable public notice and hold a public hearing prior to passing this local law.
- Additionally, local jurisdictions shall obtain the approval of MDOT SHA prior to using an ASE system along a state highway.
- The focus of this ordinance is solely for the School Zone Speed Camera Program, Work Zone Speed Control Systems do not require an ordinance per § 21-810 of the *Transportation Article* of the *Annotated Code of Maryland*.

County Highways:

Title 21 of the *Transportation Article* of the *Annotated Code of Maryland* authorizes and empowers the Commissioners to implement and use a Speed Monitoring System consistent with the requirements of Title 21, Subtitle 8:

- on a county highway
- within a one-half (1/2) mile radius of any accredited public, parochial, or private learning institution for one or more grades kindergarten through 12.

State Highways:

Although the County can place speed cameras on County roads, we must receive permission from the State in order to place speed cameras on state highways. According to the Maryland Department of Transportation (MDOT) and State Highway Administration (SHA) website, the county must obtain the approval of MDOT SHA prior to using an Automated Speed Enforcement (ASE) System in a school zone.

Most counties hire a consultant/engineering firm to perform studies and plans for them as part of the permit process.

For your information, please find attached:


- MDOT SHA "Guidelines for Automated Speed Enforcement Systems in Schools Zones"
- Permit Application for Automated Speed Enforcement Systems in School Zones on State Highways
- Frequently Asked Questions (prepared by MDOT SHA)

Department recommendation and proposed timeline:

Hold public hearing to gather public input on the proposed Ordinance.

October 17, 2023	Request for Public Hearing – Main Agenda item
October 27, 2023	Run Legal Ad in Southern Maryland News/Public Notice
November 3, 2023	Run Legal Ad in Southern Maryland News/Public Notice
November 14, 2023	Hold Public Hearing
November 21, 2023	Public Comment Period Ends
November 28, 2023	CSMC Decision

Respectfully,


Steven A. Hall
Sheriff
St. Mary's County, Maryland

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School Zone Speed Camera
Safety Program**

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**TO ESTABLISH THE ST. MARY'S COUNTY
SCHOOL ZONE SPEED CAMERA SAFETY PROGRAM**

WHEREAS, driving in excess of posted speed limits is a major cause of accidents, injuries and death;

WHEREAS, traditional enforcement of posted speed limits in the vicinity of schools requires that law enforcement enter traffic and stop a motorist in order to cite that motorist as a violator, but traffic volume and safety considerations limit the number of violators apprehended to a fraction of those in violation of posted speed limits and risk injury to the law enforcement officers, pedestrians and public, especially in the vicinity of schools during school hours;

WHEREAS, traffic studies indicate that the presence of speed cameras has contributed to a decrease in the number of drivers exceeding the speed limit by 12 miles per hour or more in the vicinity of schools;

WHEREAS, the "School Zone Speed Camera Safety Program" is hereby created by the Commissioners of St. Mary's County in partnership with the St. Mary's County Sheriff with a goal to increase safety for students around schools with the use of automated speed enforcement;

WHEREAS, Title 21 of the *Transportation Article* of the Annotated Code of Maryland authorizes and empowers the Commissioners of St. Mary's County (hereinafter, the "Commissioners" or the "County") to implement and use a Speed Monitoring System consistent with the requirements of Title 21, Subtitle 8 of the *Transportation Article* of the Annotated Code of Maryland on a county highway;

WHEREAS, § 21-803.1 of the *Transportation Article* of the Annotated Code of Maryland allows School Zones, hereinafter defined, to be established within a one-half mile radius of any accredited public, parochial, or private learning institution for one or more grades kindergarten through 12;

WHEREAS, the St. Mary's County Sheriff has advised that Speed Monitoring Systems strategically placed in areas where students typically cross the street and where the traffic studies indicated a higher occurrence of speeding drivers will advance the "School Zone Speed Camera Safety Program;"

WHEREAS, a notice of a public hearing was advertised on _____, and _____, in *The Southern Maryland News*, a newspaper of general circulation in St. Mary's County, and a public hearing was held on _____ to receive public comment and consider the adoption of the School Zone Speed Camera Safety Program Ordinance;

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WHEREAS, upon due consideration of the comments of the public and staff and in furtherance of the public health, safety, and welfare, the Commissioners find that it is in the best interest of the public health, safety, and welfare of the citizens of St. Mary's County, Maryland to establish school zones and Speed Monitoring Systems within School Zones; and

NOW, THEREFORE, BE IT RESOLVED AND ORDAINED by the Commissioners of St. Mary's County that a School Zone is hereby designated upon that portion of each County Road within a half-mile radius of an accredited public, parochial, or private learning institution for one or more grades kindergarten through 12;

BE IT FURTHER ORDAINED by the Commissioners of St. Mary's County that signage shall be erected, if not already in place, at each School Zone in conformance with guidance issued by the Maryland State Highway Administration, as amended from time to time;

BE IT FURTHER ORDAINED by the Commissioners of St. Mary's County that the following new Chapter be appended to the Code of Public Local Laws of St. Mary's County, Maryland:

Chapter 168. School Zone Speed Camera Safety Program - Speed Monitoring System.

§ 168-1. Definitions.

- A. Terms used in this Chapter that are defined in § 21-809 of the Transportation Article of the Annotated Code of Maryland, as may be amended from time to time, shall have the same meanings in this Chapter.
- B. "Designated" means that the School Zone: (1) is established by official action by the entity that owns the highway containing the segment; and (2) is appropriately signed in conformance with the Maryland Manual on Uniform Traffic Control Devices and guidance issued by the Maryland State Highway Administration.
- C. "School" is an accredited public, parochial, or private learning institution for one or more grades kindergarten through grade 12 where school-related activity occurs.
- D. "School zone" means a designated roadway segment within up to a half-mile radius of a school for any of grades kindergarten through grade 12 where school-related activity occurs, including:
 - (i) Travel by students to or from school on foot or by bicycle; or
 - (ii) The dropping off or picking up of students by school buses or other vehicles.
- E. "Speed Monitoring System" means a device with one or more motor vehicle sensors producing recorded images of motor vehicles traveling at speeds at least 12 miles per hour above the posted speed limit.
- F. "Speed Monitoring System Operator" means a representative of the St. Mary's County Sheriff's Office or contractor that operates a Speed Monitoring System.

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§ 168-2. School Zone.

- A. A School Zone is hereby designated upon that portion of each County road being a half-mile radius from the boundary of a School, measured upon the centerline of the street.
- B. To the extent the Maryland State Highway Administration or a municipality located within St. Mary's County has previously designated a School Zone, or designates a School Zone in the future, which is different from that set forth above, such State Highway Administration or municipality designations shall control.

§ 168-3. Speed Monitoring System.

- A. In accordance with § 21-809 of the Transportation Article of the Annotated Code of Maryland, the use of Speed Monitoring Systems within School Zones with a posted speed limit of at least 20 miles per hour within St. Mary's County is authorized.
- B. A Speed Monitoring System in a School Zone may operate only Monday through Friday between 6:00 a.m. and 8:00 p.m.

§ 168-4. Speed Monitoring System Operator.

- A. The St. Mary's County Sheriff ("Sheriff") shall designate one or more deputies as a Speed Monitoring System Operator but may enter into an Agreement to supply and maintain Speed Monitoring Systems.
- B. The Speed Monitoring System Operator shall comply with the training, daily set-up log, and other requirements of § 21-809 of the Transportation Article of the Annotated Code of Maryland, as amended.

§ 168-5. Calibration of Speed Monitoring Systems.

Each speed monitoring system shall undergo an annual calibration check performed by an independent calibration laboratory that is:

- 1. Selected by the County; and
- 2. Unaffiliated with the manufacturer of the speed monitoring system as required by § 21-809 of the Transportation Article of the Annotated Code of Maryland, as amended.

§ 168-6. Notice.

- A. Before activating a Speed Monitoring System in a School Zone the County shall:
 - i. Publish notice of the location of the Speed Monitoring Systems in a newspaper of general circulation in St. Mary's County and on the St. Mary's County Government website for at least fifteen (15) calendar days; and
 - ii. Provide signs designating a School Zone and indicating the use of Speed Monitoring Systems as required by § 21-809 of the Transportation Article of the Annotated Code of Maryland, as amended from time to time.
- B. If a mobile or stationary Speed Monitoring System is moved to or placed at a location

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where a Speed Monitoring System had not previously been moved or placed, a citation may not be issued for a violation recorded by that Speed Monitoring System:

- i. Until signage is installed in accordance with paragraph (b) of this Section; and
- ii. For at least the first 15 calendar days after such signage is installed.

§ 168-7. Citation & Penalties.

- A. Unless the driver of the motor vehicle received a citation from a police officer at the time of the violation, the owner or, in accordance with § 21-809 of the Transportation Article of the Annotated Code of Maryland, as amended, the driver of a motor vehicle is subject to a civil penalty under § 168-7 of this Chapter if the motor vehicle is recorded by a Speed Monitoring System while being operated in violation of this Chapter.
- B. A civil penalty in the amount of \$40 per violation is hereby established.
- C. The penalty shall be paid as instructed on the printed citation.
- D. A citation shall be mailed to an owner liable under subsection (a) of this Section a citation pursuant to § 21-809 of the Transportation Article of the Annotated Code of Maryland, as amended.
- E. In a contested case before the District Court of Maryland, the penalty shall be collected by the District Court in accordance with § 7-302(a) of the Courts and Judicial Proceedings Article of the Annotated Code of Maryland and § 21-809 of the Transportation Article of the Annotated Code of Maryland and distributed in accordance with § 12-118 of the Transportation Article of the Annotated Code of Maryland, as any of the foregoing may be amended from time to time.
- F. Failure to pay the civil penalty or to contest liability in a timely manner:
 - i. Is an admission of liability;
 - ii. May result in the refusal by the Maryland Motor Vehicle Administration to register the motor vehicle; and
 - iii. May result in the suspension of the motor vehicle registration.

§ 168-8. Revenues.

Revenue received by the County from this School Zone Speed Camera Safety Program shall first be used to recover the costs of implementing and administering the School Zone Speed Camera Safety Program. Any remaining balance shall be used for public safety purposes as set forth in the annual budget adopted by the Commissioners of St. Mary's County.

§ 168-9. Program Administrator.

- A. The Program Administrator shall oversee a contract with the Speed Monitoring System Contractor
- B. The Program Administrator, as required by § 21-809(b)(5) of the Transportation Article, of the Annotated Code of Maryland, as amended, shall be the Sheriff's Commander of the Special Operations Division, or such other person as designated by the St. Mary's County Sheriff from time to time, but who may not be an employee or representative of

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Speed Monitoring System Contractor.

- C. The Program Administrator shall comply with the training requirements as required by § 21-809(b)(6) of the Transportation Article, of the Annotated Code of Maryland, as amended.

§ 168-10. Local Designee.

- A. The St. Mary's County Sheriff ("Sheriff") shall designate an official or employee to investigate and respond to questions or concerns about the Speed Monitoring System Program ("Local Designee").
- B. The Local Designee may not be employed by a Speed Monitoring System contractor or have been involved in any review of a Speed Monitoring System citation, other than review of a citation under this section.
- C. Review.
 - i. The Local Designee shall review a citation generated by a Speed Monitoring System if the person who received the citation requests review before the deadline for contesting liability under this Chapter.
 - ii. If the Local Designee determines that the citation is an Erroneous Violation, the local designee shall void the citation.
 - iii. If the Local Designee determines that a person did not receive notice of a citation issued under this Chapter due to an administrative error, the local designee may resend the citation in accordance with §21-809 of the Transportation Article of the Annotated Code of Maryland, as amended, or void the citation.
 - iv. The Local Designee that takes any action described under Subparagraph (c) of this Section shall notify the Administration of the action for the purpose of rescinding any administrative penalties imposed.
 - v. The Local Designee may not determine that a citation is an erroneous violation based solely on the dismissal of the citation by a court.
- D. Response to Questions or Concerns
 - i. On receipt of a written question or concern from a person, the Local Designee shall provide a written answer or response to the person within a reasonable time.
 - ii. Any written questions or concerns received under this subparagraph and any subsequent written answers or responses available for public inspection.

§ 168-11. Sheriff's Authority to Develop Procedures, Policies, and Regulations.

The Sheriff, in consultation with other offices and departments of the County government, may develop further procedures, policies and regulations to implement this School Zone Speed Camera Safety Program in accordance with § 21-809 of the Transportation Article of the Annotated Code of Maryland, as amended, and this Chapter.

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§ 168-12. Reports.

The Sheriff shall file an annual report with the Commissioners of St. Mary's County and the Maryland Police Training and Standards Commission by October 31st each year as required by §21-809(k)(2) of the Transportation Article of the Annotated Code of Maryland, as amended. The report shall include:

- A. The total number of citations issued;
- B. The number of citations issued and the number voided as erroneous violations for each camera;
- C. The gross revenue generated by the program;
- D. The expenditures incurred by the program;
- E. The net revenue generated by the program;
- F. The total amount of any payments made to a contractor under the program;
- G. A description of how the net revenue generated by the program was used;
- H. The number of employees of the local jurisdiction involved in the program;
- I. The type of speed monitoring system used by the local jurisdiction;
- J. The locations at which each speed monitoring system was used in the local jurisdiction;
- K. The activation start and stop dates of each speed monitoring system for each location at which it was used; and
- L. The number of citations issued by each speed monitoring system at each location.

§ 168-13. Conflict of Laws/Maryland Law Controls.

- A. It is the intent of this Chapter to implement and exercise the use of Speed Monitoring Systems in School Zones as authorized by § 21-809 of the Transportation Article of the Annotated Code of Maryland, as amended.
- B. The provisions of this Chapter are in addition to and not a substitute of any and all of the provisions of Subtitle 8 of Title 21 of the Transportation Article, as amended, which are hereby incorporated herein by reference.
- C. In the event any conflict between the provisions of this Chapter and the incorporated provisions of Subtitle 8 of Title 21 of the Transportation Article, the provisions of Subtitle 8 of Title 21 of the Transportation Article, as amended, shall control.

BE IT FURTHER ORDAINED by the Commissioners of St. Mary's County that for 30 days after the first Speed Monitoring System is activated pursuant to this Ordinance, a violation recorded by any Speed Monitoring System may only be enforced by issuance of a warning; and

BE IT FURTHER ORDAINED that this Ordinance shall be effective upon the date written below.

Those voting Aye: _____

Those voting Nay: _____

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Those abstaining: _____

Adopted: _____

Effective Date: _____

ATTEST:

COMMISSIONERS OF ST. MARY'S COUNTY

David A. Weiskopf
County Administrator

James R. Guy, Commissioner President

Michael R. Alderson, Jr., Commissioner

Approved as to form and legal
sufficiency:

Eric S. Colvin, Commissioner

Buffy Giddens
County Attorney

Michael L. Hewitt, Commissioner

Scott R. Ostrow, Commissioner

GUIDELINES FOR AUTOMATED SPEED ENFORCEMENT SYSTEMS IN SCHOOL ZONES



**SAFER SPEEDS
SAFER SCHOOLS**

***AN INTEGRATED APPROACH TO CHANGING
DRIVER BEHAVIOR IN SCHOOL ZONES***

REVISED OCTOBER 2018

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ATTACHMENTS

Attachment A

ASE PERMIT APPLICATION AND DISTRICT OFFICE CONTACTS FOR PERMIT SUBMITTALS
For Automated Speed Enforcement Systems in School Zones on State Highways

I. INTRODUCTION

One of the major contributing factors in crashes, deaths and injuries on Maryland's roadways is motorists driving too fast for conditions. Engineering, enforcement, and educational speed management techniques must be integrated and coordinated to effectively manage vehicle speeds. Automated Speed Enforcement (ASE) systems are one of a wide range of measures that are effective at reducing vehicle speeds and crashes when used correctly and in the appropriate circumstances.

This document contains guidance for ASE systems in school zones, focusing on site identification and selection; requirements for materials, design, installation, and maintenance; and, key program components. Local jurisdictions shall adhere to these guidelines for ASE systems that provide enforcement on Maryland Department of Transportation State Highway Administration (MDOT SHA) highways. Requirements for applying to MDOT SHA for approval of an ASE system that provides enforcement on a state highway are outlined in Section V and Attachment A. For additional information on establishing and signing a school zone along a MDOT SHA highway, refer to MDOT SHA's "Guidelines for School Zones and School Areas along State Highways." This document can be obtained from the Office of Traffic and Safety, Traffic Development and Support Division (TDSD).

All local jurisdictions are encouraged to adopt these guidelines for application on their own roads to improve the consistency and credibility of ASE programs statewide. Maryland law, which allows the use of ASE systems in designated school zones, contains additional standards and procedures regarding ASE systems.

A. What is an Automated Speed Enforcement (ASE) System?

An automated speed enforcement (ASE) system is an enforcement technique with one or more motor vehicle sensors producing recorded images of motor vehicles traveling at speeds above a defined threshold. Images captured by the ASE system are processed and reviewed in an office environment and violation notices are mailed to the registered owner of the identified vehicle.

B. Legal Authority

Transportation Article § 21-809 of the Maryland Annotated Code, effective October 1, 2009, authorizes local jurisdictions and municipalities to use automated speed enforcement (ASE) systems in school zones. A local jurisdiction must first pass a local law authorizing the use of automated speed enforcement systems prior to using them on roadways in their jurisdiction. Jurisdictions shall provide reasonable public notice and hold a public hearing prior to passing this local law.

Additionally, local jurisdictions shall obtain the approval of MDOT SHA prior to using an ASE system along a state highway.

C. School Zone ASE Program Goals

The fundamental objectives underlying the use of ASE systems in school zones are to increase driver awareness of speed-related crashes and to encourage a change in driver behavior. To achieve these objectives, ASE programs should take an integrated 3-E (Engineering, Education and Enforcement) approach to speed management in school zones.

Working in partnership with their stakeholders, local jurisdictions should strive to implement a program that follows these principles and guidelines:

- Speed-related safety problems will be clearly identified and effectively communicated to the public.
- ASE sites will be publicized, signed and visible to road users.
- ASE sites will fulfill a bona-fide safety need and be warranted on the basis of supporting data.
- To ensure a fair speed enforcement program, ASE sites will only be installed after careful consideration and study of the safety issues and not for the purpose of raising revenues.
- The effectiveness of the program will be determined through continuous, ongoing evaluations. Refer to Section IV.B, “Site and Program Evaluation”, for additional information on ASE site and program evaluations.

II. ASE USE IN SCHOOL ZONES

Automated speed enforcement (ASE) systems have proved to be effective at reducing vehicle speeds and crashes when used correctly and in the appropriate circumstances. On this basis, the proper use of ASE systems in designated school zones is anticipated to enhance the safety of these areas.

Maryland law permits the installation of ASE systems in school zones established by official action of the authority having jurisdiction over the roadway and designated by appropriate signing. In addition to identifying potential ASE locations in existing school zones, determining other eligible locations within school areas that should be designated as school zones is important. The feasibility and practicality of installing or placing ASE systems within school zones should receive careful consideration.

Equipment Location. When selecting a location for an ASE unit on a state-maintained highway, the following guidelines are to be used:

- ***The ASE system shall be located in a designated school zone*** (refer to “What is a School Zone?” on the following pages).
- Portable or permanently-mounted ASE systems shall not adversely affect pedestrian and bicycle movements/facilities.
- Portable ASE systems shall be installed beyond the paved shoulder and should be on the right-hand side of the roadway. Alternate locations shall be reviewed and approved by MDOT SHA.
- If applicable, portable ASE systems shall be delineated in accordance with MDOT SHA standards, guidelines or practices.
- All installations shall comply with requirements in the American’s with Disabilities Act (ADA).
- Sites should not be established within a speed transition zone.
- Sites should not be established near traffic signals, stop signs, yield signs or freeway ramps.
- Sites should not be established near curves with advisory speeds.
- Sites should not be established where the operation is a hazard to the camera operator or traveling public.
- Sites should not be established where foreground or background objects will adversely affect the ASE camera operation.
- Sites should be visible (e.g., not located on, before, or after a horizontal or vertical curve or obscured behind bridges, signs, or trees).
- Sites should be on level roadway (e.g., not located on a significant down-grade).
- Sites should not cause any impediment to the free flow of traffic.
- Sites should be safe for motorists, bicyclists, and pedestrians, as well as for the ASE vehicle and its operator.
- Mobile ASE vehicles should be positioned parallel to the road with the vehicle oriented in the same direction of travel as the adjacent travel lane.

What is a School Zone?

School Zones do not automatically exist around schools nor are they created simply by the installation of School or School Crossing signs. School Zones must be established by definitive, official action by the authority having jurisdiction over the highway and designated by the appropriate signs. The Maryland Department of Transportation State Highway Administration (MDOT SHA) has the authority to designate School Zones on state roads. Local jurisdictions have the authority to designate School Zones on their roads.

Definitions. Per the Maryland Annotated Code, School Zones can only be established within a ½ mile radius of a school. **However, not every road segment within a ½ mile radius of a school should be a School Zone.** Roads within a ½ mile radius of a school are typically considered to be in the “School Area”, with only certain segments of roads near the school being designated as “School Zones”. The following definitions have been adopted by SHA:

- A **“School”** is an accredited public, parochial, or private teaching institution for one or more grades Kindergarten through 12.
- A **“School Area”** is the area surrounding, and within one-half mile of, a school building or property and within which motor vehicle, pedestrian or bicycle traffic is substantially generated or influenced by the school.
- A **“School Zone”** is a designated roadway segment within up to a half-mile radius of school buildings or grounds, along which school related activities occur, and/or along which there is a school crossing.



- **“Designated”** means that the School Zone (1) is established by official action by the entity that owns the highway containing the segment; and (2) is appropriately signed in conformance with the MdMUTCD and guidance issued by MDOT SHA.
- **“School buildings or grounds”** mean school property that school children routinely enter directly from the subject road segment.
- **“School related activities”** include school children traveling to or from school on foot or by bicycle; school buses and other vehicles entering or leaving school property that create operational challenges for normal traffic flow (e.g., vehicles or buses queuing from the school driveway onto the state roadway or school children being dropped off or picked up along the state roadway); and, combinations thereof that create an unusual risk of injury to school children.

(continued on next page)

What is a School Zone?

(continued from previous page)

Designating a School Zone on a State Highway. Along MDOT SHA highways, a School Zone is established by Memorandum of Action (MOA), which can cover single or multiple School Zones. MDOT SHA District Offices are responsible for initiating the MOA to establish a School Zone at any school. A School Zone becomes official when the required signs have been installed.

Criteria for Establishing a School Zone. The establishment of a School Zone shall be based upon a traffic engineering study. The following are general criteria for use in determining where School Zones should and should not be established.

Where all of the following conditions exist, a School Zone is recommended:

- The roadway directly abuts the school buildings or grounds within the limits of the proposed School Zone.
- School children have direct access to the highway from the school buildings or grounds.
- The school is an accredited elementary, middle or other pre-secondary school.
- A minimum of 20 children walk or bicycle to or from the school.

Where any of the following conditions exist at an accredited elementary, middle or pre-secondary school, a School Zone may be established:

- There is at least one marked school crosswalk on the roadway segment directly abutting school grounds that is not protected by a signal or stop sign.
- The speed limit approaching and passing the school has been lowered only during certain hours as justified by a traffic engineering study that documented the need for a reduced school speed zone due to school pedestrian and/or vehicle traffic.
- The school and school related facilities (e.g., classrooms, cafeteria, gymnasium, playground, athletic fields, and parking lots) are separated by the roadway and require children to cross the roadway on foot to access the facilities.

In general, School Zones should not be established without further justification when the following conditions exist:

- The school is a public or private high school.
- The marked school crosswalk is at a signalized intersection or stop sign.
- The marked school crosswalk is on a roadway segment this is not directly adjacent to the school grounds.
- The school activity occurs along a roadway segment not directly adjacent to the school building or grounds.
- The school has no walking students. The District should verify whether children are walking or biking to school. Some children will prefer walking or biking to school even when buses are available.
- Children are not required to cross the street on foot within the limits of the proposed School Zone and sidewalks are provided.
- The abutting school property is fenced and school children do not have access to the highway.

(continued on next page)

What is a School Zone? *(continued from previous page)*

The aforementioned criteria and guidance does not replace engineering judgment and cannot account for all potential scenarios that may justify designating a School Zone. As such, a School Zone may be established at a school not covered by the aforementioned guidance if supported by a traffic engineering study.

Traffic Engineering Study. A traffic engineering study is a documented analysis and evaluation of site specific information, including the application of appropriate engineering principles and standards. Considerations in the traffic engineering study for School Zones should include, but are not limited to:

- The numbers and ages of school children walking or biking along the road and whether travel is along a designated school walk route;
- The distances these children travel along the road;
- The presence and conditions of sidewalks along the road;
- The volumes, speeds, and movements of motor vehicle traffic;
- The widths of, and the volumes and movements of motor vehicle traffic using, roads that the children cross;
- Time between gaps and pedestrian crossing demand per gap;
- The traffic control devices along the road and/or at the crossing/intersection;
- Crash history;
- The presence of school crossing guards and/or other adult crossing supervision at the crossing;
- Sight distances and other road design characteristics;
- Development adjacent to the road;
- On-street parking;
- Children drop-off and pick-up areas and practices, including on-street parking controls and off-street parking facilities and their use;
- The numbers and movements of school buses;
- Setback of the school from the road;
- Space and/or physical barriers between the road and on-school grounds play/activity areas;
- Input and participation by the school district, traffic safety committees, or other community representatives; and,
- Other considerations that affect school child safety.

Fines for Speeding in School Zones. Fines for speeding are doubled within a school zone when signs to that effect are installed. However, the use of automated speed enforcement (ASE) in a school zone negates the double fines provision for citations issued by that ASE system. The civil penalty issued by an automated speed enforcement system for exceeding the speed limit by 12 mph or more shall not exceed \$40.

Length of a School Zone. Except in unusual circumstances and as justified by a traffic engineering study, a school zone adjacent to a school should not exceed 1320 feet (1/4 mile). A School Zone adjacent to a school should not exceed 500 feet (or the distance appropriate sign spacing dictates) approaching or beyond the school or the school activity. Where that activity is a school crossing only, the school zone typically should end a short distance beyond the crossing.

III. MATERIALS, DESIGN, INSTALLATION, AND MAINTENANCE REQUIREMENTS

When it is determined that an automated speed enforcement (ASE) system will be used, plans for deployment of the ASE system should be developed. This section contains requirements for ASE system materials, designs, installation and maintenance. Prior to approving the installation of ASE systems on state-maintained roads, the local agency shall certify that the ASE equipment meets the requirements of state law. The MDOT SHA shall approve all ASE locations along state roadways prior to granting permission for ASE activities.

A. Material and Equipment Requirements

All materials, such as concrete for foundations, poles, pull boxes, conduit, cable, cabinets, etc., shall conform to state and local standards, specifications, and all other applicable codes as required by the authority having jurisdiction over the highway.

For ASE system placement on state-maintained roads:

- All equipment placed within the clear zone shall be breakaway or protected by traffic barrier.
- All detection devices and camera systems shall be non-intrusive.
- The MDOT SHA reserves the right to reject the use of any portable system on state-maintained roads.

B. Equipment Placement

In addition to the requirements for equipment location provided in Section II, “ASE Use in School Zones”, the following guidelines should be followed for portable ASE units and mobile ASE vehicles.

Portable ASE Units. Consideration should be given to securing portable ASE units to prevent unauthorized relocation or vandalism of the device. Portable ASE units, such as trailer-mounted systems, shall be installed beyond the paved shoulder on the right-hand side of the highway and shall be delineated in accordance with MDOT SHA standards. If the portable ASE unit cannot be placed according to this requirement, an alternate location shall be submitted to MDOT SHA for review and approval. Additionally, some portable ASE units may require appropriate shielding (e.g., behind barrier, guardrail, cones, drums, etc.). Portable ASE units and shielding shall be removed when no longer needed. MDOT SHA will have final approval over the location and shielding of portable ASE units.

Mobile ASE Vehicles. Operators of mobile ASE vehicles monitoring MDOT SHA roads should consider positioning the vehicle in a pre-marked location on the highway. This location can be pre-marked using pavement markings, curb markings, tubular markers or similar (as determined by each District). Jurisdictions may want to consider marking ASE site identification numbers at each site for operator convenience. When pre-marking a location, it shall be performed in a way that does not conflict with existing pavement markings or the Maryland Manual on Uniform Traffic Control Devices (MdMUTCD).

C. Signing Plan

A signing plan that covers the limits of the school zone and shows all existing and proposed signs within those limits shall be developed at a suitable scale. Signing that identifies the roadway segment as a school zone, displays the posted speed limit, and provides notice of the presence of ASE systems is required. Signing shall conform to MDOT SHA guidance and specifications.

D. Utility Coordination

The local jurisdiction is responsible for any necessary coordination with local utility companies to obtain communications and power for the ASE systems.

E. Permit/Approval for ASE Systems on State Rights of Way

A permit shall be obtained from the appropriate State Highway Administration District Office before placing ASE equipment along a state highway. Permits are required for all types of ASE systems, including stationary units, portable units and mobile vehicles. The ASE Permit Application and contact information for each District Office is included in Attachment A.

F. ASE System Placement, Relocation, Calibration, and Maintenance

For all ASE systems (stationary, portable and mobile) providing enforcement on state highways, the local jurisdiction, or their representative, shall notify the MDOT SHA District Office prior to the initial placement of each ASE system at a “permit” site and of their intent to relocate or perform any subsequent maintenance on these devices.

- **Initial Placement** – Proper notification for the initial placement of the ASE system includes the submission of the ASE Permit Application to the appropriate District Office and subsequent approval of the permit. Lane closure permits shall be submitted, as needed.
- **Relocation** – ASE equipment may be relocated to any previously approved (“permit”) location without obtaining a new ASE Permit. If the proposed location has not yet been approved by MDOT SHA, an ASE Permit Application shall be submitted to and approved by the appropriate District Office. Proper notification for relocating an ASE system includes the submission of a District Utility Permit Application to the appropriate District Office for approval. Lane closure permits shall be submitted, as needed.
- **Maintenance** – Proper notification for performing maintenance on an ASE system includes the submission of a District Utility Permit Application to the appropriate District Office for approval. Lane closure permits shall be submitted, as needed.
- **Lane Closure Permit** – If the initial placement, relocation or maintenance of an ASE system requires temporary closures to the shoulder or the adjacent travelway, a lane closure permit request shall be submitted to the District Office for approval.

All permit application forms can be obtained from the appropriate MDOT SHA District Office contact listed in Attachment A. All costs associated with the installation and operation of the ASE systems will be the responsibility of the local jurisdiction or ASE contractor.

Per Maryland Law, the ASE system operator shall, on a daily basis, successfully perform the manufacturer-specified self-test of each ASE system prior to producing a recorded image. To document this test, a daily set-up log for each ASE system shall be filled out, signed and kept on file. In addition, all

ASE systems shall undergo annual calibration checks performed by an independent calibration laboratory. A certificate of calibration, issued by the independent calibration laboratory, shall be kept on file.

The local jurisdiction is responsible for the operation and maintenance of ASE system as long as it is in place. Proper configurations, focus, computer equipment, and flash and image capture processes for the equipment should be checked according to state or local law, established standards, and manufacturer's specifications. The local jurisdiction shall keep maintenance and calibration reports for all repairs, modification, and changes to the ASE system as evidence of system accuracy and integrity.

IV. KEY PROGRAM COMPONENTS

A. Public Outreach

Educating and communicating information to the public regarding speeds, crashes, and speed enforcement measures in school zones is critical. Appropriate media and communications campaigns can help the public understand the basis for speed limits and the consequences of driving too fast for conditions. Educating the public on speed enforcement programs helps drivers understand what they may expect from the program. A good communications program in support of the automated speed enforcement (ASE) program will:

- Identify the types of behavior that are targeted by the ASE systems.
- Encourage community awareness and involvement.
- Make traffic safety an integral part of the program.
- Increase awareness of the dangers of crashes associated with driving too fast for conditions.
- Use the appropriate data to correlate automated speed enforcement with reduction of speeds, crashes, and injuries.
- Use various channels of communication to inform the public, such as websites, newspapers, radio, brochures, workshops, annual evaluations and reports, newsletters, paid media spots, local association meetings, etc.
- Promote transparency.

As required by Transportation Article § 21–809 of the Maryland Annotated Code, notice of the location of all unmanned stationary ASE systems shall be published on the local jurisdiction’s website and in a newspaper of general circulation in the jurisdiction.

Community Involvement. It is important to maintain open lines of communication with the local community and to encourage their awareness of and involvement in this program. Most communities have concerned citizens or civic leaders who are interested and willing to get involved in speed enforcement programs. Citizens, whether through organized citizen advisory boards or otherwise, are valuable resources for the site selection and review process.

In general, residents should be informed about speed-related concerns and speed enforcement efforts through community meetings, websites, or local newsletters. By providing information on how ASE sites are selected and showing that the enforcement is driven by data, rather than revenue, public support for ASE systems is likely to increase.

B. Site and Program Evaluation

Implementation of the ASE program must be augmented with a continuous ongoing evaluation program to monitor and determine its effectiveness, and to maintain the credibility of the program. Results of these evaluations should identify the successes and limitations of the program and thus aid in future decision making. Evaluations should include any form of data deemed necessary to provide insight into the effectiveness of each site and the overall program, including, but not limited to:

- 1) A description of the locations where and when automated speed enforcement systems were used

- 2) Number of citations
 - a. The number of violations recorded at each location in the aggregate and on a monthly basis
 - b. The total number of citations issued
 - c. The ratio of citations issued to violations captured
 - d. The total number of citations paid
 - e. The total number of citations taken to trial
 - f. The total number of citations overturned by courts
- 3) Maintenance records and repairs
- 4) Before and after crash data
- 5) Before and after speed data
- 6) Citizen's feedback/comments

Each local jurisdiction should develop a written Evaluation Plan to ensure that before-after studies are a priority of this program.

Report to MDOT SHA. Local jurisdictions with ASE systems on state highways shall develop a written Evaluation Plan that details how before-after studies will be performed. The local jurisdiction shall provide annual reports to MDOT SHA for the preceding fiscal year on the ASE systems on state highways within their jurisdiction. The reports should be sent to the appropriate MDOT SHA District Office by October 1st of each year. The MDOT SHA reserves the right to use this data regarding the effectiveness and continued use of the ASE systems for planning activities and other uses. MDOT SHA reserves the right to rescind the ASE permit(s) if this report is not received by October 1st.

C. Impacts to ASE System Equipment and Signs

MDOT SHA will notify the local jurisdiction if any of the ASE system equipment or signs will be impacted by a MDOT SHA construction project. The local jurisdiction will be responsible for removing and reinstalling the ASE equipment and signs that will be impacted by the construction. All labor and costs associated with removing and/or reinstalling all ASE equipment and signs will be the responsibility of the local jurisdiction. Prior to re-installing any ASE equipment and signs the local jurisdiction must re-submit their permit application to the appropriate MDOT SHA District Office and obtain approval from MDOT SHA to re-install their equipment.

For malfunctioning of, vandalism to, or crashes into the ASE system equipment or signs, the local jurisdiction shall be responsible for repairs to the ASE equipment and signs, including all associated labor and costs.

D. Removal of Automated Speed Enforcement

When a jurisdiction determines that ASE is no longer needed in a school zone or ends their ASE program, the ASE equipment and ASE signs shall be removed. The local jurisdiction shall provide written notice of the removal of the ASE system to the MDOT SHA District Office within 10 days of the removal of the system and associated signs. Contact information for each District Office is included in Attachment A.

V. PERMIT APPLICATION FOR ASE SYSTEMS ON STATE HIGHWAYS

For all automated speed enforcement (ASE) systems that provide enforcement on state highways, including stationary units, portable units, and mobile vehicles, application shall be made to the Maryland Department of Transportation State Highway Administration (MDOT SHA) prior to deployment of the ASE system, regardless of whether the system is located on MDOT SHA right-of-way.

A. Application Submittal

The “Automated Speed Enforcement Permit Application” (refer to Attachment A) should be completed by a representative from the local jurisdiction and submitted to the appropriate MDOT SHA District Office. The application contains a list of documents that shall be submitted concurrently with the completed application form. This information includes:

- Vicinity map
- Detailed plans
- Speed study that conforms to generally accepted practices
- Documentation of local ordinance or resolution approving the use of ASE systems
- Evaluation plan (for before-after studies)
- Lane Closure Permit Application (as needed; obtained from the appropriate District Office)

Two (2) copies of the completed application package shall be submitted to the appropriate District Office.

Vicinity Map. Use an ADC or Google map that shows the ASE system is deployed in a feasible and legal location. The location for the ASE system shall meet the conditions outlined under “Equipment Location” in the previous section. Developing a suitably scaled map helps to display the location of the proposed ASE system in relationship to the school and limits of the designated school zone.

Detailed plans. Plans that show roadway features, such as sidewalks, roadside objects, signage, markings and delineation, etc. should be included.

Local Resolution/Ordinance. State law requires local jurisdictions to pass a local law prior to implementing ASE systems in school zones. Provide copies of the local law with each application.

Evaluation Plan. Local jurisdictions shall submit a written Evaluation Plan that details how before-after studies will be performed to determine the overall effectiveness of their ASE program. The evaluation plan shall include provisions to provide an annual report to MDOT SHA on the effectiveness of ASE systems on state highways within their jurisdiction. Refer to Section IV.B, “Site and Program Evaluation”, for additional information on developing evaluation plans.

Lane Closure Permit Application (as needed). If the maintenance or relocation of an ASE system requires temporary closures along roadway shoulders or the travelway, a lane closure permit application shall be submitted to the appropriate District Office. Contact information for each District Office is included in Attachment A.

B. Application Review

Upon receiving the ASE permit application and required documentation, the District Engineer will send copies of the application to the Assistant District Traffic Engineer for review. The Assistant District Traffic Engineer will engage other MDOT SHA staff as needed to assist with the review (e.g., for roadside safety questions, contact the Traffic Engineering Design Division). Once the District Engineer has received a response from the appropriate MDOT SHA staff, the applicant will be advised as to whether the ASE System Permit Application has been approved or denied. A copy of the approved ASE System Permit Applications shall be forwarded by the District Engineer to the Traffic Policy and Management Team Leader in the Traffic Development and Support Division.

Attachment A

**ASE PERMIT APPLICATION AND DISTRICT OFFICE CONTACTS FOR PERMIT
SUBMITTALS**

For Automated Speed Enforcement Systems in School Zones on State Highways

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION
PERMIT APPLICATION
FOR AUTOMATED SPEED ENFORCEMENT SYSTEMS IN SCHOOL ZONES ON STATE HIGHWAYS

MDOT SHA District _____ County _____ Stationary Unit - Portable Unit - Mobile Vehicle
Type of Enforcement System (*Circle One*) _____

School Name(s) (*List all schools, if more than one for this location.*) _____

Location (*State Route Number and Name; Direction and Distance to Closest Cross Street*) _____

County/Municipality _____ Representative _____ Phone Number _____

County/Municipality Address _____ Fax Number _____

Email Address _____

PERMIT APPLICATION INSTRUCTIONS

- Print clearly.
- For all work requiring lane/shoulder closures, submit a MDOT SHA Lane Closure Permit Application for approval.
- Submit two (2) copies of the application, including vicinity maps, plan sheets, lane closure permits, and other required documents as listed below, to the District Office.
- Each application package should be neatly folded to 8.5" x 11" size.
- Contact the District Office for assistance with this application.

REQUIRED DOCUMENTATION

- Vicinity Map (ADC or similar), with ASE system location noted
- Plans:
 - Plan sheets showing exact location of camera, MDOT SHA right-of-way, and all existing features, i.e., sidewalk, light poles, etc.
 - Signing plan, showing school zone and proposed speed enforcement signing
 - Pole, pull box, conduit, foundation, structural and any other details (if applicable)
- Speed Study
- Documentation of Local Ordinance or Resolution approving the use of ASE
- Evaluation Plan (for before-after studies)
- MDOT SHA Lane Closure Permit Application (as needed for lane/shoulder closures)

The applicant understands that all automated speed enforcement equipment, its use and operation, shall conform to the requirements of Maryland Law. The Maryland Department of Transportation State Highway Administration reserves the right to reject the use of any automated speed enforcement system on a state-maintained road that does not conform to federal, state and local standards, specifications, and all other applicable codes and guidelines.

Signature of Applicant _____

Date _____

Approved?

MDOT SHA District Office Reviewer _____

Date _____

☐ Yes ☐ No

DISTRICT OFFICE CONTACTS FOR PERMIT SUBMITTALS

District 1

Dorchester, Somerset, Wicomico, and Worcester Counties

660 West Road
Salisbury, MD 21802
410-677-4000

District 2

Caroline, Cecil, Kent, Queen Anne's, and Talbot Counties

615 Morgnec Road
Chestertown, MD 21620
410-778-3061

District 3

Montgomery and Prince George's Counties

9300 Kenilworth Ave.
Greenbelt, MD 20770
301-513-7300

District 4

Baltimore and Harford Counties

320 West Warren Road
Hunt Valley, MD 21030
410-229-2300

District 5

Anne Arundel, Calvert, Charles, and St. Mary's Counties

138 Defense Highway
Annapolis, MD 21401
410-841-1000

District 6

Allegany, Garrett, and Washington Counties

1251 Vocke Road
La Vale, MD 21502
301-729-8400

District 7

Carroll, Frederick and Howard Counties

5111 Buckeystown Pike
Frederick, MD 21704
301-624-8100



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MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION



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Automated Speed Enforcement School Zones

What are automated speed enforcement (ASE) systems?

Automated Speed Enforcement is similar to speed enforcement by police officers, in that it uses technological equipment and cameras to detect and record vehicle speeds above a certain threshold. The difference is that the recorded information is later reviewed by a law enforcement officer and a citation is issued to the vehicle owner by mail; an officer does not pull a driver over on the road and issue an instant citation. ASE systems are also called speed cameras.

Why use automated speed enforcement and not a real officer?

Police enforcement is appropriate in many circumstances. ASE provides consistent enforcement in areas where speeding is particularly treacherous – school zones. The danger of speeding in school zones is that children, who may dart out into traffic, may be struck and hurt or killed.

Does my jurisdiction need to pass a law prior to installing speed cameras?

Yes. Local jurisdictions must pass a local law authorizing the use of automated speed enforcement systems prior to placing them on their roadways. Jurisdictions must provide reasonable public notice and hold a public hearing prior to passing this local law.

Will the Maryland State Police implement the ASE Program in my jurisdiction?

Local law enforcement is responsible for implementing School Zone ASE programs. The Maryland State Police is not authorized to implement local School Zone ASE programs.

What if our municipality does not maintain a police force?

If your municipality does not maintain a police force, Maryland law allows you to establish or designate an agency to implement your School Zone ASE program.

What is a “School Zone?”

School zones do not automatically exist around schools nor are they created simply by the installation of School Advance or School Crosswalk Warning signs. School zones must be established by definitive, official action by the authority having jurisdiction over the highway and designated by the appropriate signs. A clear definition of a “school zone” must be

- A “School” is an accredited public, parochial or private learning institution for one or more grades kindergarten through 12.
- A “School Area” is the area surrounding, and within one-half mile of, a school building or property and within which motor vehicle, pedestrian or bicycle traffic is substantially generated or influenced by the school.
- A “School Zone” is a designated roadway segment approaching, adjacent to, and beyond* school buildings or grounds, or along which school related activities occur.
- “Designated” means that the school zone (1) is established by official action by the entity that owns the highway containing the segment; and, (2) is appropriately signed in conformance with the Maryland Manual on Uniform Traffic Control Devices (MdmUTCD) and guidance issued by the State Highway Administration.
- “School buildings or grounds” means school property that school children routinely enter directly from the subject road segment.
- “School-related activities” include school children traveling to or from school on foot or by bicycle, school buses and other vehicles entering or leaving school property, school children being dropped off or picked up at the school, and combinations thereof that create an unusual risk of injury to school children.

*Except in unusual circumstances and as justified by a traffic engineering study, a school zone adjacent to a school should not exceed 500 feet approaching or beyond the school or the school activity. Where that activity is a school crossing only, the school zone typically should end a short distance beyond the crossing.

Are all roads within a one-half mile radius of a school considered to be in a “School Zone?”

No. The Maryland Annotated Code (TR § 21-803.1) allows School Zones to be established within a one-half mile radius of any school. However, this does not mean that all roadways within a one-half mile radius should be a school zone. The Maryland Department of Transportation State Highway Administration (MDOT SHA) or the local authority having jurisdiction over the roadway must officially establish a School Zone and designate it with the appropriate signs before it becomes a School Zone. Refer to “What is a School Zone?” above.

What is the process for obtaining authorization to install a speed camera on a State route?

Installing a speed camera in a school zone along a State route requires the approval of MDOT SHA. A representative of the local jurisdiction must complete and submit a [Permit Application for Automated Speed Enforcement Systems in School Zones](#) (PDF, 109kb) and all required attachments to the District Engineer in the appropriate District Office. The application package should include:

- Completed ASE Permit Application Form
- Vicinity Map
- Plans for the ASE system
- Documentation of local ordinance or resolution approving the use of ASE systems
- Evaluation plan (for before-after studies)
- Lane Closure Permit Application (as needed)

Refer to MDOT SHA’s [Guidelines for Automated Speed Enforcement Systems in School Zones](#) (PDF, 1MB) for additional information.

What are the requirements for notifying the public of the speed camera locations?

Maryland law requires a local jurisdiction to publish notice of the location of all unmanned stationary ASE systems on its website and in a newspaper of general circulation in the jurisdiction.

In addition, signing that identifies the roadway segment as a school zone, displays the posted speed limit, and provides notice of the presence of ASE systems is required. Signing along State highways shall conform to all MDOT SHA specifications.

No. For a period of at least 30 days after the first school zone speed camera is installed in a jurisdiction, violations recorded may only be enforced by the issuance of warnings.

Are there restrictions on the days and times tickets can be issued?

Yes. Maryland law restricts the recording of images in school zones to Monday through Friday, from 6 AM to 8 PM. Each jurisdiction may set more detailed time periods for enforcement.

How much is the fine and are there points?

Maryland law dictates that the automated speed enforcement fine may not exceed \$40. The citation is a civil penalty, which means that no points are assessed. If you are pulled over by a law enforcement officer in a school zone and issued a citation for exceeding the speed limit by 12 mph, the fine will be significantly more and will include points.

To whom will the citation penalties be paid?

For uncontested citations, the penalty will be paid directly to the political subdivision. For contested citations, the penalty will be paid directly to the District Court.

How can revenue from the fines be used?

Revenue must first be used to recover the costs of implementing and administering the School Zone ASE program. The balance must be used for public safety, including pedestrian safety programs.

If the balance after recovering program costs is greater than 10 percent of the total revenue for a political subdivision for that fiscal year, any funds that exceed that 10 percent total must be remitted to the Comptroller to be placed in the General Fund of the State.

If a county wants to place a speed camera on a State route within the boundaries of a municipality, what is required?

First, obtain permission from MDOT SHA to use a speed camera at the proposed location. This is done by completing and submitting a [Permit Application for Automated Speed Enforcement Systems in School Zones](#) (PDF, 109kb) and all required attachments to the District Engineer in the appropriate District Office. The application package should include:

- Completed ASE Permit Application Form
- Vicinity Map
- Plans for the ASE system
- Documentation of local ordinance or resolution approving the use of ASE systems
- Evaluation plan (for before-after studies)
- Lane Closure Permit Application (as needed)

Refer to MDOT SHA's [Guidelines for Automated Speed Enforcement Systems in School Zones](#) (PDF, 1 MB) for additional information on the application process.

Once MDOT SHA has approved the speed camera at the proposed location, the county must notify the municipal corporation of MDOT SHA's approval. The county must also grant the municipal corporation 60 days from the date of notice to enact an ordinance authorizing the use of the speed camera by the municipal corporation instead of the county.

Will MDOT SHA provide funding for my jurisdiction's School Zone ASE program?

Each jurisdiction and municipal corporation is responsible for all costs associated with School Zone ASE programs. To fund ASE programs, Maryland law provides that revenues collected from speed camera citations cameras revert to the jurisdiction in uncontested cases. MDOT SHA provides no financial assistance for local speed camera programs.

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707 North Calvert Street, Baltimore, MD 21202-3601
Main Business Line: 410-545-0300 | 1-800-323-6742
For emergencies, call MDOT SHA's Statewide Operations Center at 410-582-5650

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION
PERMIT APPLICATION
FOR AUTOMATED SPEED ENFORCEMENT SYSTEMS IN SCHOOL ZONES ON STATE HIGHWAYS

MDOT SHA District _____ County _____ Stationary Unit - Portable Unit - Mobile Vehicle
Type of Enforcement System (*Circle One*) _____

School Name(s) (*List all schools, if more than one for this location.*) _____

Location (*State Route Number and Name; Direction and Distance to Closest Cross Street*) _____

County/Municipality _____ Representative _____ Phone Number _____

County/Municipality Address _____ Fax Number _____

Email Address _____

PERMIT APPLICATION INSTRUCTIONS

- Print clearly.
- For all work requiring lane/shoulder closures, submit a MDOT SHA Lane Closure Permit Application for approval.
- Submit two (2) copies of the application, including vicinity maps, plan sheets, lane closure permits, and other required documents as listed below, to the District Office.
- Each application package should be neatly folded to 8.5" x 11" size.
- Contact the District Office for assistance with this application.

REQUIRED DOCUMENTATION

- Vicinity Map (ADC or similar), with ASE system location noted
- Plans:
 - Plan sheets showing exact location of camera, MDOT SHA right-of-way, and all existing features, i.e., sidewalk, light poles, etc.
 - Signing plan, showing school zone and proposed speed enforcement signing
 - Pole, pull box, conduit, foundation, structural and any other details (if applicable)
- Speed Study
- Documentation of Local Ordinance or Resolution approving the use of ASE
- Evaluation Plan (for before-after studies)
- MDOT SHA Lane Closure Permit Application (as needed for lane/shoulder closures)

The applicant understands that all automated speed enforcement equipment, its use and operation, shall conform to the requirements of Maryland Law. The Maryland Department of Transportation State Highway Administration reserves the right to reject the use of any automated speed enforcement system on a state-maintained road that does not conform to federal, state and local standards, specifications, and all other applicable codes and guidelines.

Signature of Applicant _____

Date _____

Approved?

MDOT SHA District Office Reviewer _____

Date _____

☐ Yes ☐ No

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District 3

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District 5

Anne Arundel, Calvert, Charles, and St. Mary's Counties

138 Defense Highway
Annapolis, MD 21401
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District 6

Allegany, Garrett, and Washington Counties

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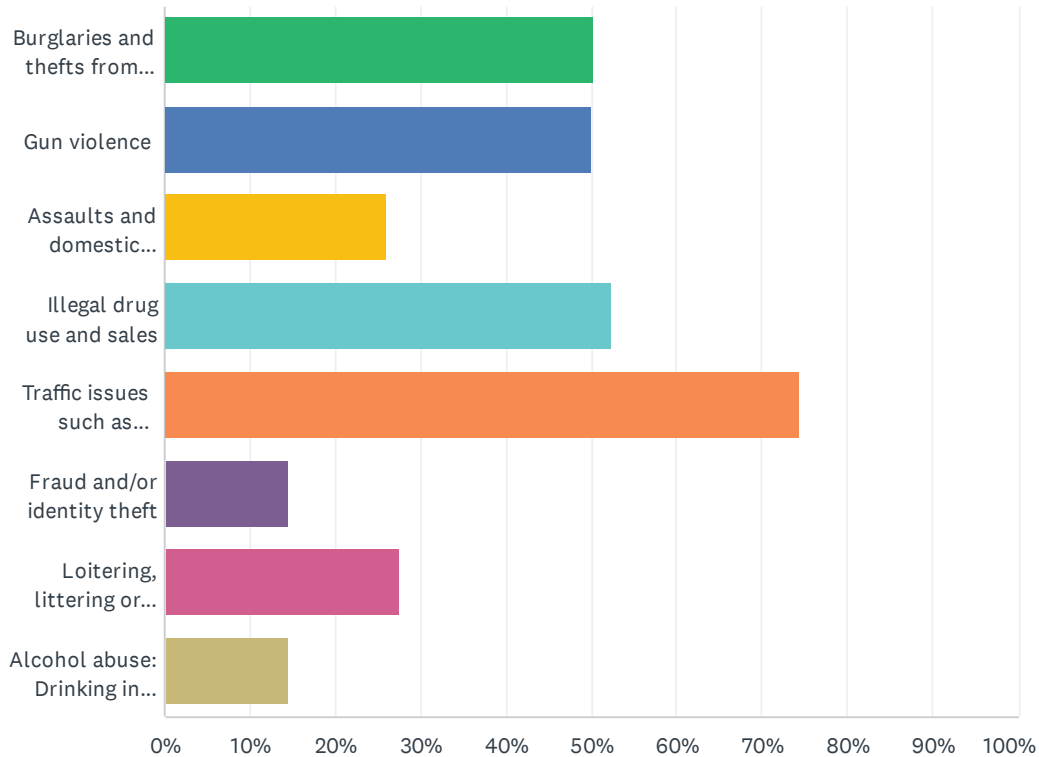
District 7

Carroll, Frederick and Howard Counties

5111 Buckeystown Pike
Frederick, MD 21704
301-624-8100

Q1 Quality of Life: Which of the following issues negatively impact your quality of life in St. Mary's County? (check all that apply)

Answered: 1,233 Skipped: 61



ANSWER CHOICES	RESPONSES	
Burglaries and thefts from homes, vehicles and businesses	50.28%	620
Gun violence	50.20%	619
Assaults and domestic violence	25.95%	320
Illegal drug use and sales	52.47%	647
Traffic issues such as speeding and reckless driving	74.37%	917
Fraud and/or identity theft	14.52%	179
Loitering, littering or vandalism	27.49%	339
Alcohol abuse: Drinking in public, underage alcohol use	14.44%	178
Total Respondents: 1,233		

#	OTHER (PLEASE SPECIFY)	DATE
1	Purse snatchings	9/22/2023 10:03 PM
2	Racism, hate crimes, & hate speech	9/18/2023 8:56 PM
3	Tailgating	9/17/2023 1:39 PM