

**Maryland Route 210 Report
HB 435, Ch. 606 (2023)**

**A Report to the Governor and
The Maryland General Assembly**

**Maryland Department of Transportation State
Highway Administration**

**MSAR # 14843
December 2024**

The Maryland Department of Transportation State Highway Administration (SHA) offers this report in response to the reporting requirement contained in Chapter 606 of the Acts of 2023. The language requires SHA, in conjunction with the Prince George’s County Department of Public Works and Transportation, to:

- (1) *examine, for Maryland Route 210 (Indian Head Highway) in Prince George’s County the engineering, infrastructure, and other relevant factors that it determines may contribute to the overabundance of motor vehicle accidents, injuries, and fatalities on the highway; and*
- (2) *report, to the Governor and, in accordance with § 2–1246 § 2–1257 of the State Government Article, the General Assembly, on or before December 31, 2023, and each December 31 thereafter, on:*
 - (i) *Its findings and recommendations on the most effective solutions to address these motor vehicle accidents, injuries, and fatalities on the highway; and*
 - (ii) *The amount of funds distributed to the State Highway Administration under § 7-302(e)(4)(iii) of the Courts Article for the reporting period and the uses and planned uses of those funds.*

Overview

Maryland Route 210 (MD 210) is a nearly 22-mile corridor located in Prince George’s and Charles Counties and runs north to south from the Washington D.C. line to the town of Indian Head in Charles County. MD 210 has a history of high travel speeds and significant crashes resulting in serious injuries and fatalities. From January 1, 2013, to December 31, 2023, there have been 47 fatal crashes on MD 210 between the Charles County line and the Washington, D.C. line. Nineteen of the 47 fatal crashes involved pedestrians. SHA continues to work with state and local elected officials, local law enforcement agencies, community leaders, and Prince George’s County to address safety concerns and reduce crashes in the corridor.

Safety Improvements

SHA implemented the following major safety improvements along MD 210 in coordination and assistance with local and state partners.

- In Summer 2020, SHA installed flex posts along the shoulder and gore area of westbound MD 228 to southbound MD 210 to prevent aggressive drivers from using the shoulder as a second left turn lane. This measure has proven to be effective.
- In Summer 2021, SHA made several safety improvements to MD 210, including:
 - Installed flex posts along the shoulders of MD 210 approaching signalized intersections from Old Fort Road South to Old Fort Road North in both directions.

- Installed advanced hazard beacons approaching several signalized intersections on MD 210. These signs are imbedded with flashing yellow lights to warn motorists they are approaching an intersection;
 - Reconstructed traffic signals at the intersections of MD 228 (Berry Road), MD 373 (Livingston Road), Farmington Road, Swan Creek Road/Livingston Road, Fort Washington Road, Old Fort Road (North) and at Palmer Road. These improvements provided signal heads that can support retroreflective yellow backplates to enhance the visibility of the signals. Additionally, SHA installed advance street name signs and streetlights approaching these reconstructed intersections;
 - Upgraded existing pedestrian crossing at the intersections of MD 373, Fort Washington Road, Old Fort Road (North), and Palmer Road; and
 - Added a new pedestrian crossing at Swan Creek Road which includes countdown pedestrian signals (CPS), accessible pedestrian signals (APS) for the visually impaired, and accessible ramps.
- In Summer 2022, SHA completed a \$130 million interchange project at MD 210 and Kerby Hill Road. This interchange is the first of a series of interchange projects planned for the corridor.
 - In Spring 2024, SHA applied for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant from USDOT for a shared use path adjacent to MD 210. This shared use path would create critical trail connections north and south of the corridor. SHA coordinated with Prince George’s County and elected officials to gain support for the grant application. SHA was not awarded the grant in 2024 but is resubmitting the grant application for the 2025 award cycle. SHA will be obligating \$1,280,000 in federal Carbon Reduction Program (CRP) funding to complete final design of the project
 - By Spring 2025, SHA will install quick curb along the shoulders of MD 210, approaching both directions of Palmer Road and in the gore areas of the ramps approaching Kerby Hill Road. Additionally, SHA will replace the flex posts along the shoulders in both directions of MD 210 between Old Fort Road (South) and Old Fort Road (North) with segments of quick curb, a treatment more durable than flex posts.
 - The Prince George’s County Police Department replaced the three existing speed cameras with six new cameras along MD 210 from a new vendor. SHA also permitted the installation of three additional speed cameras along MD 210. SHA anticipates that these cameras will enhance data collection and be more effective in citing violators.

Research and Data Collection

In partnership with the University of Maryland Center for Advanced Transportation Technology (CATT) Laboratory, SHA performed research and collected data along MD 210 from November 2023 to April 2024, to test potentially effective countermeasures to improve safety in the corridor.

The research focused on the four-lane divided section of MD 210 between the Charles County Line and MD 228, and the use of low-cost treatments such as quick curb, flex posts, and lane narrowing (from 12 feet to 11 feet) to reduce travel speeds. The study leveraged multiple data sources to assess safety

performance along the identified segment of MD 210, including vehicle probe speed data, crash data, and harsh acceleration and braking data. A comprehensive analysis process was developed that included control site selection, statistical testing methods, and interpretation of results. The findings from the final report, which will be published by year-end, indicated that the traffic calming treatments were ineffective in slowing down motorists. Additionally, drivers knocked down many of the flex posts and flat panels. SHA is now performing additional research on countermeasures and speed control treatments.

Coordination with the County

For years, SHA has partnered with police and community leaders to increase enforcement for speeding, impaired, and distracted driving. Law enforcement is critical to improve safety for all road users.

In 2019, and in accordance with Maryland State Government Article §9-1A-31, SHA and Prince George's County executed an MOU that allocates up to \$15 million annually from MGM Grand Casino video gaming revenues for corridor improvements. This master MOU guides how SHA may use revenues to advance MD 210 projects. Currently, the County and SHA have agreed to use \$1 million of available casino revenues for a state fund match to leverage \$5 million in federal funds. SHA is currently working with Prince George's County to identify the funds needed to continue design of the interchange at MD 210 and Palmer Road/Livingston Road and Old Fort Road South. In addition, funding needs are being evaluated to advance the MD 210 Pedestrian and Bicycle Access Study improvements to construction. A RAISE grant application has been submitted for this project and if selected award notification will be given in early 2025.

Public Outreach and Education

SHA's outreach efforts inform the public about efforts to improve the MD 210 corridor. Four project portal pages were published and include overviews, schedules, references, contact information, and community engagement information where applicable.

The portal pages and outreach content include:

- [MD 210 \(Indian Head Highway\) MD 228 to I-95/I-495](#) - The project portal page provides an overview of needs along the 10-mile corridor, as well as the project status including the completed Kirby Hill Road Interchange and Palmer Road/Livingston Road and Old Fort Road Interchange that is in design.
- [MD 210 \(Indian Head Highway\) Interchange at Palmer Road/Livingston Road and Old Fort Road](#) - An open house was hosted in June 2024 where SHA discussed the MD 210 Multimodal Study and future phases of the project. This was also an opportunity for the public to provide input on the design elements being considered. Meeting material presented at the open house is available on the project portal website. and materials are uploaded to the portal page.
- [MD 210 \(Indian Head Highway\) Pedestrian and Bicycle Connectivity Project](#) – This page included a survey to gather stakeholder input and feedback to support preliminary design efforts. A newsletter was distributed to area residents in May 2023. Virtual public meetings were held in November 2021 and December 2022. Additional public outreach is being scheduled as the project moves forward.

Virtual public meetings are recorded and available on the portal pages. Newsletters, stakeholder email notifications, press releases, and social media posts are disseminated as needed for the various initiatives.

In addition to our public outreach for specific projects, SHA actively uses its social media accounts as a platform to spread awareness and educate the public on the importance of safety and driver behavior. This includes safety messaging for motorists and vulnerable users, and information about the hazards of speeding, distracted, and impaired driving.

Automated Speed Monitoring Systems on MD 210

Automated speed monitoring systems detect motorists traveling 12 miles per hour or more over the posted speed limit. Tickets are issued at \$40.00 per violation. The tickets do not carry other penalties or points. Under current law, a speed monitoring system may not be used in a local jurisdiction unless the use is authorized by the governing body of the local jurisdiction. Several jurisdictions have shown interest in expanding their ability to install automated speed enforcement monitoring systems within their jurisdictions.

The Maryland General Assembly authorized the use of speed monitoring systems on the MD 210 corridor during the 2023 legislative session. Per Chapter 606 of the Acts of 2023, the County may place up to six mobile or stationary speed cameras on the corridor. Prior to this new authorization, only three mobile or stationary speed monitoring systems were authorized for placement on MD 210. The Act went into effect June 1, 2023. SHA has permitted the installation of the three additional speed cameras for the corridor.

According to law enforcement, recent data shows violations where speeds exceed 20 to 30 miles per hour over the posted limit. Currently, these violators are penalized the same way as those who exceed the posted speed limit by 12 miles per hour when cited by an automated speed enforcement system.

Per Chapter 147 of the Acts of 2020, all revenues from the speed monitoring systems authorized for use on the corridor are to be used for safety improvements on MD 210. SHA received \$712,259.72 in SFY 2023; \$334,455.80 in SFY 2024 and \$274,891.01 to date for SFY 2025. The money received is being used per our agreement with the county for the Preliminary Design of the MD 210 Bicycle/Pedestrian Improvement Project. This bicycle trail will be a separate facility for pedestrians and bicyclists, to connect existing north and south networks. SHA is creating a Final Design estimate and will work with the County for allocation needs of additional funding through Speed Camera Revenue as well as the Casino Revenue Agreement. While leveraging the revenues from the speed camera facilities for planning and design efforts, SHA is simultaneously submitting applications for federal grant opportunities to fund the estimated \$17 million construction cost.

Summary

The posted speed along MD 210 is 55 mph. However, one of the speed cameras placed along northbound MD 210 north of the Charles County Line, measured motorists traveling speeds in excess of 170 mph. SHA continues working with our partners in Prince George's County, local law enforcement, advocacy groups, and the community to advance enforcement, safety improvements and to implement proven countermeasures along MD 210. We are committed to maximizing revenue dollars from speed monitoring systems and leveraging all federal dollars to push critical safety and accessibility projects on MD 210.