

**SB 485 - Testimony.pdf**

Uploaded by: C. Anthony Muse

Position: FAV



THE SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401

Testimony

**SB 485: Prince George's County – Speed Monitoring Systems – MD Route 210**

Chairman Smith, Vice Chair Waldstreicher, and Members of the Senate Judicial Proceedings Committee:

Thank you for the opportunity to provide testimony in support of Senate Bill 485. SB 485 is a critical piece of legislation that seeks to address the ongoing **crisis of reckless driving and excessive speeding** along Maryland Route 210/ Indian Head Highway.

For years, my constituents have consistently voiced their deep concerns over the dangerous conditions on MD 210. In fact, it has gotten so bad that a group of advocates from my district formed a community group, *MD 210 Traffic Safety Committee* to address these reckless driving on MD 210. Like them, I share these concerns, as I have witnessed firsthand the devastating consequences of reckless driving on this corridor. The high rate of speeding and reckless driving has led to numerous fatalities and life-altering accidents, making it one of the most hazardous roadways in our state. Too many families in our community have suffered unimaginable losses due to preventable traffic collisions. The *MD 210 Traffic Safety Committee* and others have called for action, and Senate Bill 485 is a direct and necessary response to their pleas for safety.

Statistics highlight the urgency of this issue. In the past decade, Maryland Route 210 has experienced more than 39 fatal crashes between the Charles County line and I-95/I-495, with four involving pedestrians. Additionally, between 2007 and 2022, 80 fatalities occurred on this highway. These alarming numbers underscore the critical need for enhanced safety measures.

Senate Bill 485 strengthens existing measures by increasing civil penalties for speed violations recorded by monitoring systems on Maryland Route 210. This bill establishes a tiered penalty system, ensuring that those who violate the speed limit by significant margins face appropriately escalating fines. Specifically, the proposed penalties are as follows:

- Exceeding the maximum posted speed limit by 12 to 15 mph: \$60
- Exceeding the maximum posted speed limit by 16 to 19 mph: \$80
- Exceeding the maximum posted speed limit by 20 to 29 mph: \$140
- Exceeding the maximum posted speed limit by 30 to 39 mph: \$270
- Exceeding the maximum posted speed limit by 40 mph or more: \$500

These increased penalties will serve as a **strong deterrent** to reckless driving behaviors that put lives at risk every day. The intent behind this legislation is **not** punitive, but rather to **safeguard** lives. By holding drivers accountable for excessive speeding, we can significantly reduce the number of accidents and fatalities on this vital roadway. Senate Bill 485 represents a crucial step toward making Indian Head Highway a safer place for all motorists, pedestrians, and cyclists who travel it daily.

Therefore, I urge this committee to stand with the residents of District 26 and beyond by advancing this bill. The time for action is now. We cannot afford to wait for another tragic accident to remind us of the urgent need for stricter enforcement measures.

I respectfully request a **favorable** report on Senate Bill 485.

# **Carrington 2025 PGC PG306-25 Speed Monitoring Rt 2**

Uploaded by: Darrell Carrington

Position: FAV



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## **Summary Report**

**Bill Title:** Prince George's County – Speed Monitoring Systems – Maryland Route 210

**Bill Number:** PG 306–25

**Sponsors:** Prince George's County Delegation – Del. Valderrama

### **Summary:**

This bill seeks to amend existing laws related to speed monitoring systems on Maryland Route 210 (Piscataway Highway) in Prince George's County. It proposes increasing civil penalties for speed violations recorded by these systems based on the severity of the violation and the frequency of repeat offenses. Additionally, the bill removes the termination provision that would have ended the authorization to use speed monitoring systems on this roadway in 2028, making the program permanent. Del. Valderrama wants to emphasize that this bill does not create additional speed monitoring systems on Rt 210, she wants to save lives and change behavior.

### **Key Provisions:**

#### **1. Increased Civil Penalties:**

- The bill establishes a tiered penalty structure for violations recorded by speed monitoring systems based on how much the driver exceeds the posted speed limit:
  - 12–15 mph over: \$60
  - 16–19 mph over: \$80
  - 20–29 mph over: \$140
  - 30–39 mph over: \$270
  - 40+ mph over: \$500
- Additional penalties apply for repeat offenses within a two-year period:
  - Second offense: \$50
  - Third offense: \$150
  - Fourth offense: \$250

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Cell 732.763.7398 Fax 732.763.7398

darrell.carrington@verizon.net

- Fifth offense: \$300
  - Sixth or subsequent offense: \$350
2. **Repeal of Termination Provision:**
    - The bill removes the sunset clause that would have abrogated the authorization for speed monitoring systems on Maryland Route 210 on September 30, 2028.
  3. **Implementation Date:**
    - If enacted, the provisions of the bill will take effect on October 1, 2025.

**Implications:**

1. **Public Safety:**
  - Increased penalties may act as a stronger deterrent to speeding, potentially reducing accidents and saving lives.
2. **Enforcement and Administration:**
  - The enhanced penalty structure will require updates to citation processes and additional coordination with the District Court for the prescribed forms and procedures.
3. **Revenue Implications:**
  - Higher fines and repeat offense penalties could increase revenues collected through speed monitoring citations. However, the primary focus remains on behavioral modification rather than revenue generation.

# SafeRoadsMD Supports SB 485.pdf

Uploaded by: John Seng

Position: FAV



**SafeRoadsMD**

**PLEASE SUPPORT  
SB 485  
“Prince George's County -  
Speed Monitoring Systems -  
Maryland Route 210”**

**MARYLAND COALITION FOR ROADWAY SAFETY, INC.  
URGES YOUR SUPPORT FOR SB 485**

January 31, 2025

TO:

Honorable Senator William C. Smith, Chair  
Honorable Senator Jeff Waldstreicher, Vice Chair  
Judicial Proceedings Committee  
Maryland General Assembly  
2 East Miller Senate Office Building  
Annapolis, Maryland 21401

FROM:

John Seng, Chair  
SafeRoadsMD - Maryland Coalition For Roadway Safety, Inc.  
(202) 468-7682, [JSeng@SafeRoadsMD.org](mailto:JSeng@SafeRoadsMD.org)  
[SafeRoadsMD.org](http://SafeRoadsMD.org)

Dear Sen. Smith and Sen. Waldstreicher:

The Maryland Coalition for Roadway Safety (SafeRoadsMD) supports SB 485 - “Prince George's County - Speed Monitoring Systems - Maryland Route 210,” which calls for a tiered fine structure for speed camera violations on MD 210. Over the past 17 years, 95 lives have been lost on this dangerous road.

Since 2009, Maryland has imposed a flat \$40 fine for speed camera violations, regardless of the offense's severity. While effective for minor infractions, it fails to deter extreme speeders—some reaching 100 mph or more—who pose the greatest risk. A tiered fine structure would align penalties with the severity of violations, creating a stronger deterrent for reckless speeding while maintaining fairness for lesser infractions.

Speed cameras have reduced speeding and prevented crashes, but the current enforcement mechanism is insufficient. The existing \$40 fine does little to stop habitual and extreme speeders. A stronger penalty system is essential to ensure compliance with speed limits.

SB 485 proposes the same tiered fines (\$60 - \$500) as the Maryland Road Worker Protection Act for unoccupied work zones. Supporting this bill will help protect MD 210 users and prevent further tragedies.

***Maryland Coalition for Roadway Safety, Inc.***  
2127 Regina Terrace, Clarksburg, MD 20871 (202) 468-7682



Recent data from MD 210's speed cameras highlight the urgency of this legislation. On average, 348 vehicles are cited daily for exceeding 67 mph, and one vehicle was recorded at 190 mph. Over five months, citations dropped 72%, from nearly 17,000 in August 2024 to about 4,700 in December. However, nearly 16,000 vehicles still exceeded 71 mph, averaging over 100 per day. Alarming, more than two vehicles per day were caught driving 95 mph or more.

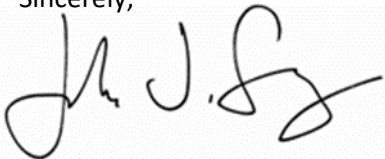
Key Facts About SB 485 and related issues:

1. The bill does not impose additional fines on repeat offenders.
2. Funds from uncontested citations, beyond operational costs, go to the State Highway Administration (SHA) for MD 210 safety improvements.
3. To date, \$1.3 million in speed camera fines have funded:
  - Flex posts to prevent illegal left-turn shoulder use.
  - Advanced hazard beacons at intersections.
  - Upgraded traffic signals at key intersections.
  - Pedestrian safety enhancements, including crossings and countdown signals.
  - A \$130 million interchange project at MD 210 and Kerby Hill Road.

The Maryland Coalition for Roadway Safety urges you to support SB 485 to protect MD 210 users and save lives. Please reach out for further information or assistance.

Please feel free to contact me if you would like further information or if I can assist in any way.

Sincerely,

A handwritten signature in black ink, appearing to read "John J. Seng". The signature is fluid and cursive, with the first name "John" being the most prominent.

John J. Seng  
Chair  
Maryland Coalition for Roadway Safety, Inc.

cc: Rev. Dr. R. Screen, R. Weiss - Route 210 Safety Committee

# **SB485 The Senate of Maryland**

Uploaded by: Michael Jackson

Position: FAV

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THE SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401  
PRINCE GEORGE'S COUNTY SENATE DELEGATION

February 6, 2025

Senator William C. Smith, Jr., Chair  
Judicial Proceedings Committee  
2 East Miller Senate Office Building  
Annapolis, MD 21401

Dear Chair Smith:

Please let this letter serve as official notice of the support of the Prince George's County Senate Delegation for Senate Bill 485 (Prince George's County – Speed Monitoring Systems – Maryland Route 210).

Sincerely,

A handwritten signature in black ink, appearing to be "Michael A. Jackson".

Senator Michael A. Jackson, Chair  
Prince George's County Senate Delegation

# **TESTIMONIAL SUPPORT FOR SB-485.docx.pdf**

Uploaded by: Rev. Dr. Robert Screen

Position: FAV

**TESTIMONIAL SUPPORT FOR**

**HB-485**

Dear Senators,

The definition of the term, “**Criminal Negligence**” states; **An action, or non-action, that shows disregard for the safety of others, even when the risk is made plain.**

The residents of the 14 mile span of Indian Head Highway have suffered **95** traffic fatalities in the last **17** years.

Since 2018 this highway received its first speed camera growing to the current six in the year 2024, with a new speed camera contractor, ( **Jenoptik**), and state-of-the-art cameras as well.

The first month of operation (August of 2024), 16,879 citations were issued for a 31 day period between 5 of the six operating cameras. The five month speed camera operating year 2024 ended with 47,120 citations issued, more citations issued in 4 of these 5 months, than the entire 12 month year of 2023.

There were **1,173** repeat offenders cited with **906** having **5** or more citations, with a grand total of all combined categories of repeat offenders totaling **40,618** citations.

Each month, each of the 6 speed cameras captured speeding individuals going 100 MPH or more with the exception of one camera where the high speed was 96 mph.

We experienced for the first time capturing an individual speeding on our 55 mph highway going **190 mph!**

From Governor Moore’s office, the Work Zone Citation Tier Level Bill passed last year with flying colors, because of the horrible accident that killed six individuals in the work Zone.

This makes our third year seeking to pass the same principled model of this same bill structure, were our community has lost **17 individuals in this three year period!!!**

**Why is there a distinction?????**

We've been told decisions in the General Assembly are data driven.

To not pass **SB-485**, would not just make this rule a fallacy; **IT WOULD BE CRIMINALLY NEGLIGENT!!!**

Rev. Dr. Robert L. Screen Sr.

# **HB 435 Ch 606 of 2023 - MD 210 Report.pdf**

Uploaded by: Ron Weiss

Position: FAV

**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.

# **SB 485, Support.pdf**

Uploaded by: Ron Weiss

Position: FAV

SB 485, Support

Ronald Weiss, Fort Washington

I support SB 485 that would implement a tiered fine structure for speed camera violations on MD 210, a dangerous stretch of road where 95 lives have been tragically lost in the last 17 years. As a concerned citizen and founding member of the MD 210 Traffic Safety Committee who has worked for 7 years to save lives on MD 210, I believe this legislation is a critical step toward improving safety and saving lives on this high-risk roadway.

Since 2009, the state has enforced a flat \$40 fine for speed camera violations, regardless of how fast a driver exceeds the speed limit. While this fine may be an adequate deterrent for minor infractions, it fails to address the more serious and reckless behavior of drivers who are grossly exceeding the speed limit, sometimes reaching speeds of 100 mph or more. The flat fine does little to discourage these extreme speeders, who present the greatest danger to other motorists and pedestrians.

A tiered fine structure would ensure that penalties are proportionate to the severity of the violation. By imposing higher fines on drivers who far exceed the speed limit, the law would send a stronger message to those engaging in dangerous speeding, while still maintaining fairness for those committing lesser infractions. This approach would create a more effective deterrent, encouraging safer driving behaviors and reducing the risk of future fatalities on this hazardous stretch of road.

Speed cameras have already proven their worth in many areas by reducing speeding and preventing accidents. However, without the proper enforcement mechanisms, their impact is limited. A stronger penalty structure is necessary to address those drivers who ignore the current \$40 fine and continue to put lives at risk by speeding excessively.

This bill has the same tiered fines (\$60 - \$500) as in the Maryland Road Worker Protection Act sponsored by Lt. Governor Miller for an unoccupied work zone.

By supporting this bill, you would help protect the lives of everyone who uses this MD 210 and prevent more families from experiencing the devastating loss of a loved one. We have the tools to make this road safer, and with your help, we can ensure that they are used effectively.

Results from the new MD 210 speed cameras indicate that there are **on average 348 vehicles being cited for travelling 67 MPH or more on MD 210. One vehicle was clocked at an outrageous 190 MPH:**

Citation statistics for over five months of operation of the new cameras show that the cameras are effective in slowing traffic. Citations have gone down 72% from nearly 17,000 in August 2024 down to about 4,700 in December.

However, the same 5-month statistics also show that the current fixed \$40 fine does not deter drivers who drive to speed. Nearly 16,000 vehicles speed at 71 MPH or more during the five months. That is over 100 vehicles per day. MD 210 averages more than 2 vehicles per day speeding at 95 MPH or more.

Answers to some questions about the bill:

1. SB 485 does not have additional fines for repeat offenders.
2. Funds from uncontested citations, over and above those needed to operate the 6 MD 210 speed cameras, are required by law to go to SHA to be used to improve MD 210 safety.
3. To date, the MD 210 speed camera fines sent to SHA in accordance with the law total \$1,321,606.53. They have been used to:
  - a. Install flex posts to prevent illegal shoulder use for left turns at MD 228 (Berry Road) and MD 210.
  - b. Install **advanced hazard beacons** at intersections to alert drivers of approaching signals.
  - c. Upgrade traffic signals at key intersections, including MD 228, MD 373, and Fort Washington Road.
  - d. Enhance pedestrian safety features, including new crossings, countdown pedestrian signals, and accessibility improvements.
4. Complete a \$130 million interchange project at MD 210 and Kerby Hill Road, part of a broader corridor-wide safety initiative.

MD 210 was designed to quickly move munitions between DC and Indian Head. Low-cost physical efforts to slow traffic have been tested and have been found to be ineffective. Major physical changes to encourage slower speeds are very expensive, not currently affordable, and take many years. Officer enforcement is occasional and has been reduced because of short staffing. As a result, speed cameras are the primary enforcement on MD 210.
5. Over the past 17 years 95 people have died on MD 210. The current \$40 fine has not deterred over 300 drivers per day from speeding at 67 MPH or more on MD 210. One driver has been clocked at 190 MPH. HB 349 will protect MD 210 users with the same fine structure as the Maryland Road Worker Protection Act has for Maryland vacant work zones: \$60 - \$500.
6. Speed camera citations can be contested in court. Speed camera citations (see the attachment) include this language: "Therefore, under Maryland State Law, Transportation Article § 21-809, as the registered owner(s) or lessee (six months or more) you are liable for the violation. **Unless you elect to go to court**, a civil penalty in the amount of \$40.00 must be paid by the due date shown on this notice."

I sincerely hope you will support life-saving legislation - SB 485.

Please feel free to contact me if you would like further information or if I can assist in any way.