

**HB 421**

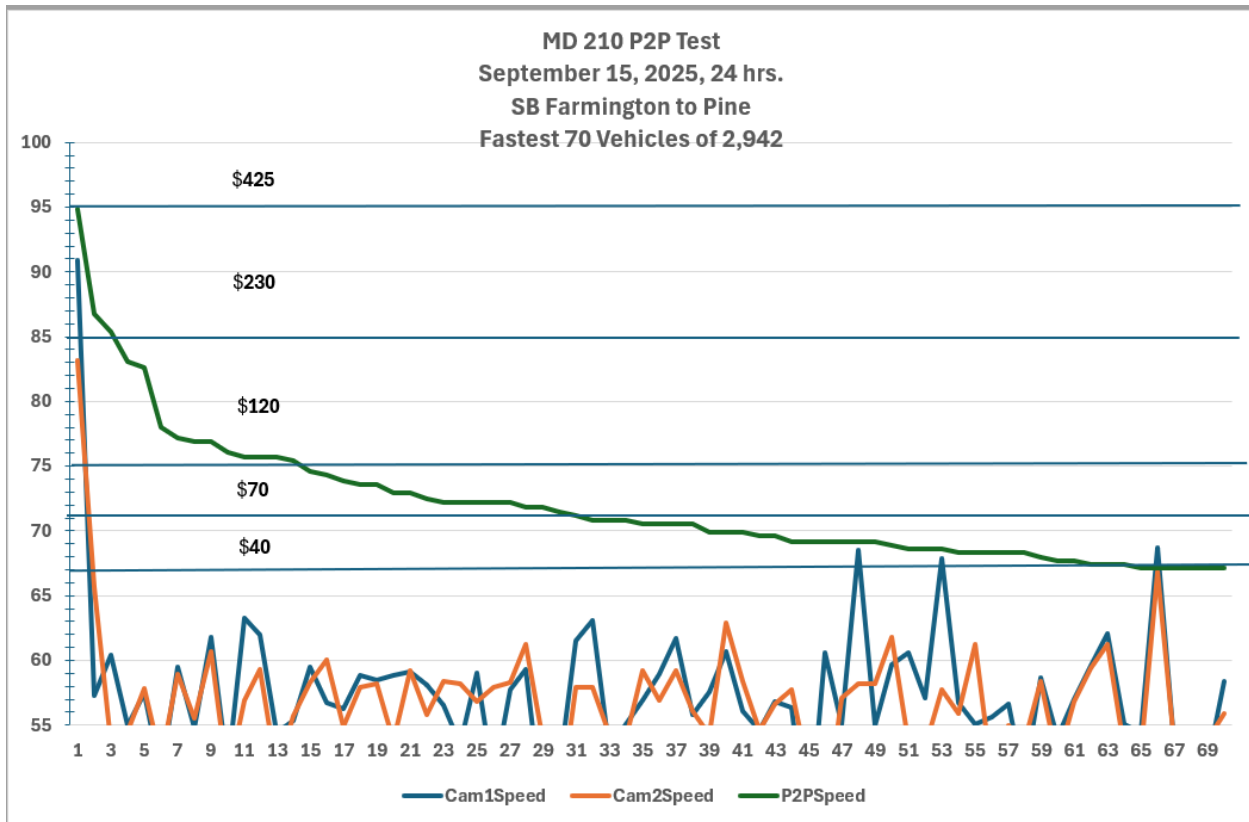
Prince George's County - Point-to-Point Speed Monitoring Systems - Maryland Route 210  
PG 309-26

Dear Chair Korman, Vice Chair Guyton and Members of the Committee,

I'm Ron Weiss, a Fort Washington resident and member of the MD 210 Traffic Safety Committee.

A recent test of Point-to-Point (P2P) speed camera technology on MD 210 shows that it is highly effective at identifying the dangerous practice of slowing at one camera and accelerating afterward, sometimes called "gaming." Unlike single-point cameras, P2P measures a vehicle's average speed over a corridor segment, so drivers cannot avoid accountability by braking only where they know a camera is located.

This bill targets the small percentage of drivers who deliberately game the current camera system by slowing at known camera locations and then speeding hard between them. In doing so, they treat other road users as disposable obstacles in a dangerous game, shifting the risk of injury or death onto innocent people who are simply trying to get home safely.



## Key findings from the MD 210 test

- The test used the **existing six MD 210 cameras**, operating simultaneously in both **single-point mode and P2P mode**.
- The segment between **Farmington Road and Pine Lane** spans **4.27 miles** and includes **two signalized intersections** that would normally tend to reduce average speeds.
- Even with those intersections, **70 vehicles** would have met the citation threshold under P2P enforcement, compared with only **4 vehicles** cited at **67 MPH and above** using the existing single-point cameras.

These results show that **single-point cameras can be circumvented**, while P2P captures **true corridor speed behavior**. By discouraging sudden braking and rapid acceleration, P2P can reduce aggressive driving, smooth traffic flow, improve predictability for all drivers, and lower crash risk along the corridor.

Just as important, the purpose of the MD 210 speed camera program is to **save lives**, not to raise general revenue. Under current Maryland law, after cost recovery, revenues from MD 210 speed cameras are remitted to SHA and must be used solely for work related to safety issues on MD 210. Through **October 2025**, approximately **\$1.4 million** has been sent to SHA and is being used for design of the **MD 210 Pedestrian and Bicycle Connectivity Project**. That project is intended to separate vulnerable users from vehicle traffic, which is exactly the kind of life-saving safety improvement this program is supposed to fund.

### **Colorado's latest experience confirms that P2P is now being implemented in U.S. work zones**

Colorado is already operating a statewide speed enforcement program that uses point-to-point cameras in work zones. During the warning period, Colorado reported that the number of speeders fell by more than 80% and average speeds dropped by 8 MPH.

For MD 210, the policy case is clear-cut: there are already six cameras on this corridor, and the Maryland test showed that P2P identifies many more dangerous trips than single-point enforcement. HB 421 would allow Maryland to use a tool that is better aligned with actual driver behavior on a long, high-speed corridor where drivers currently slow only at known camera locations and then accelerate again.

HB 421 is a practical, targeted response to a real safety problem on one of Maryland's deadliest roads. It focuses on the drivers whose conduct creates the greatest danger, and it strengthens a program whose revenues are already dedicated to saving lives on MD 210.

For these reasons, I respectfully urge a favorable report on HB 421.

Respectfully,

**Ron Weiss**

Founding Member, MD 210 Traffic Safety Committee