



SafeRoadsMD

PLEASE SUPPORT HB 421

Prince George's County – Point-to-Point Speed
Monitoring Systems – Maryland Route 210

MARYLAND COALITION FOR ROADWAY SAFETY, INC. URGES MD HOUSE ENT COMMITTEE SUPPORT FOR HB 421

March 10, 2026

TO:

Honorable Delegate Marc Korman, Chair
Honorable Delegate Michele Guyton, Vice Chair
House Environment and Transportation Committee
Maryland General Assembly
250 & 251 Taylor House Office Building
Annapolis, Maryland 21401

FROM:

John Seng, Chair
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.
(202) 468-7682, JSeng@SafeRoadsMD.org
SafeRoadsMD.org

Re: HB 421 – Prince George's County – Point-to-Point Speed
Monitoring Systems – Maryland Route 210



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Dear Chair Korman, Vice Chair Boyce and Members of the Committee:

On behalf of SafeRoadsMD – the Maryland Coalition for Roadway Safety, I respectfully request a favorable report on House Bill 421, authorizing the use of point-to-point speed monitoring systems on Maryland Route 210 (Indian Head Highway) in Prince George's County.

For decades, Route 210 has been synonymous with extreme speeding, catastrophic crashes, and preventable deaths. Residents of Prince George's County know this road all too well. Families have paid the price for a culture of reckless driving that has too often turned this corridor into a high-speed gamble.

HB 421 offers a practical and overdue shift in how speed laws are enforced. Traditional speed cameras often create a “cat and mouse” dynamic—drivers slow briefly at the camera and then accelerate immediately afterward. Point-to-point enforcement eliminates that game. By measuring a vehicle's average speed over an extended roadway segment, the law becomes simple and unmistakable:

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Drivers either obey the posted speed limit—or they are cited.

Importantly, the bill already provides substantial tolerance. Citations would be issued only when a driver averages 12 miles per hour or more above the posted speed limit. That is more than enough “wobble room” for reasonable driving variation. What remains are the most dangerous violators—the drivers whose behavior places everyone else at risk.

This bill asks a simple question:

Can Route 210 reverse its crash and fatality trends and become a model corridor for safety in Maryland—perhaps even along the East Coast?

We believe the answer is yes.

Point-to-point speed enforcement has demonstrated success internationally and in several U.S. pilot programs. The technology encourages consistent, lawful driving behavior over distance, not momentary compliance at a single camera location.

There is an instructive parallel in aviation. Federal aviation safety rules require all passengers and crew to be seated and secured during takeoff and landing—phases of flight that, while highly regulated, still carry inherent risk. These simple, universal rules exist because safety systems work best when expectations are clear and compliance is consistent.

By comparison, everyday travel on Route 210 is far more dangerous than commercial aviation. Yet the behavioral expectations on that roadway are often ignored. Enforcement to deter speeding via HB 421 begins to correct that imbalance by establishing clear, enforceable norms across an entire corridor.

SafeRoadsMD believes Maryland has an opportunity to transform one of its most dangerous highways into a demonstration corridor for disciplined driving behavior and modern traffic safety enforcement. If successful, Route 210 could become not just safer—but a model for other high-risk corridors across the state.

For these reasons, SafeRoadsMD respectfully urges the Committee to give HB 421 a favorable report. Thank you for your continued leadership on roadway safety and for your consideration of this important measure.

Respectfully submitted,

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: SafeRoadsMD Board, Route 210 Traffic Safety Committee