



SafeRoadsMD

PLEASE SUPPORT SB 152
“Prince George’s County – Point-to-Point Speed Monitoring Systems – Maryland Route 210”

MARYLAND COALITION FOR ROADWAY SAFETY, INC. URGES MD SENATE JPR COMMITTEE SUPPORT FOR SB 152

January 26, 2026

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
SafeRoadsMD.org

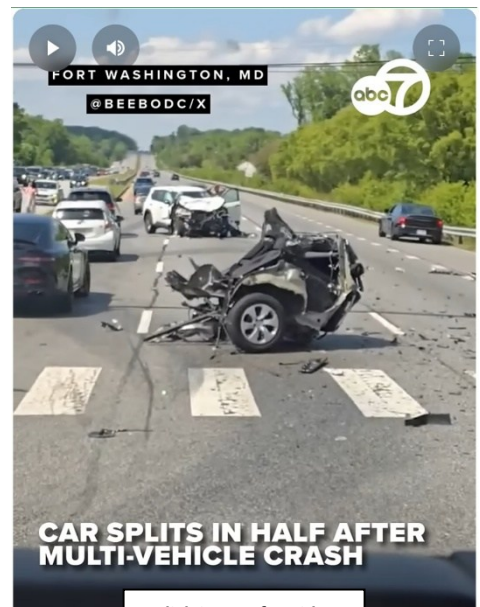
Subject: Asking Your Support for SB 152 “Prince George’s County – Point-to-Point Speed Monitoring Systems – Maryland Route 210”

Dear Sen. Smith, Sen. Waldstreicher and Members of the Maryland Senate Judicial Proceedings Committee:

I am writing to urge the Committee’s favorable report on Senate Bill 152, sponsored by Senator Muse, to authorize a targeted point-to-point (average-speed) enforcement program on Maryland Route 210 (Indian Head Highway) in Prince George’s County.

Route 210 has long been one of the most dangerous roads in Maryland - and the US. Over the past decade, no less than **47 fatal crashes occurred along MD 210 on the merely 14 miles between the Charles County line and the Washington, D.C. boundary** — a heartbreaking toll of loss on a single corridor. Speeding and aggressive driving contribute to serious injury and fatal crashes statewide, and local data show Prince George’s County consistently leading the state in crash fatalities.

Too many families along the MD 210 corridor live with dangerous speeding as a daily reality. Existing enforcement and engineering solutions fail to sufficiently curb reckless driving.



[Click image for video](#)

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SB 152 authorizes a **carefully limited, Prince George’s County–only point-to-point enforcement program** by creating a new Transportation Article section, § 21-809.1.

In plain terms, **point-to-point speed enforcement measures a vehicle’s average speed between two fixed points** over a defined segment, rather than capturing a single instant at a lone camera. Point-to-point enforcement **encourages lawful behavior over the entire segment**, rewarding consistent compliance and discouraging the abrupt braking, weaving, and risky lane changes.

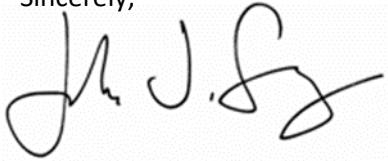
SB 152 limits the surveillance system to three functions: identifying qualifying speeding violations, generating citations and responding to appeals. It prohibits general surveillance, immigration enforcement and unrelated criminal investigations. Also, Maryland already adopted strong statewide privacy protections for automated traffic enforcement data in SB 381 (2025).

Finally, SB 152 requires signage, public notice, evidence-based siting based on safety studies, and transparent reporting focused on safety outcomes. This bill and technology are *not* about revenue. It is a targeted, accountable safety tool for a corridor that needs near-term action while longer-term engineering improvements compete for limited funding and planning time.

Please rely on SafeRoadsMD for any assistance JPR may need to recommend a favorable report for SB 152. People and families in Maryland need real assurance from Annapolis that something can and will be done to spare our lives.

Thank you for your time and leadership.

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: Sen. Muse; Rev. Dr. R. Screen, R. Weiss - Route 210 Safety Committee; SafeRoadsMD Board