

testimony-Senate Bill 152.pdf

Uploaded by: Barbara Hufford

Position: FAV

As a member of the Route 210 Traffic Safety Committee and a resident of Fort Washington, Maryland, I support Senate Bill 152 Point to Point Speed Monitoring Systems-Maryland Route 210.

As a member of the Route 210 Traffic Safety Committee, I attend monthly meetings. A member of the local police department reports that drivers speed more than 100 miles per hour every month on Route 210.

Under Senate Bill 152 Point to Point Speed Monitoring Systems-Maryland Route 210, sensors will be installed that will calculate the average speed of the motor vehicle between two geographically fixed points. These sensors are needed because drivers on Route 210 slow down prior to the speed camera so a slower speed is recorded.

I travel Route 210 to go from Fort Washington to Waldorf. Upon returning from a recent trip I saw a car smashed up going south near Swann Creek Road. One of these vehicles involved in the accident must have been speeding at a high rate of speed.

Something needs to be done to hold speeders accountable on Route 210.

Barbara Hufford

8107 Murray Hill Drive

Fort Washington, MD 20744

SB152 Prince Georges Co. Point to Point Speed Moni

Uploaded by: C. Anthony Muse

Position: FAV

C. ANTHONY MUSE
Legislative District 26
Prince George's County

Committees

Judicial Proceedings

Vice Chair, Executive Nominations

Rules



Miller Senate Office Building
11 Bladen Street, Room 422
Annapolis, Maryland 21401
410-841-3092
800-492-7122 Ext. 3092
Anthony.Muse@senate.state.md.us

THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

Sponsor Testimony

**SENATE BILL 152 Maryland Route 210 (Indian Head Highway) –
Point-to-Point Speed Monitoring**

Chair Smith, Vice Chair Waldstreicher, and Members of the Committee:

For the record, my name is Senator C. Anthony Muse, and I represent District 26 in Prince George's County. I appreciate the opportunity to present testimony in support of Senate Bill 152.

Senate Bill 152 authorizes the **limited and carefully regulated use of point-to-point speed monitoring systems on Maryland Route 210, also known as Indian Head Highway, in Prince George's County**. The bill is designed to address persistent and well-documented safety concerns along one of the most dangerous corridors in our region.

Indian Head Highway has long experienced excessive speeding, serious crashes, and tragic loss of life. Traditional enforcement alone has not been sufficient to change driver behavior along this roadway. SB 152 provides an evidence-based, safety-focused tool to help save lives.

This legislation allows Prince George's County to deploy an average-speed enforcement over defined roadway segments, rather than relying on single-point snapshots of speed. This approach promotes consistent, lawful driving behavior and discourages sudden braking or acceleration.

Importantly, SB 152 includes strong guardrails:

- Monitoring may occur only on Route 210 and only in high-risk locations identified through safety studies
- Each monitored segment must be between 1 and 10 miles
- Clear signage and public notice are required well in advance

- Real-time speed display devices must be present for drivers
- Citations may only be issued for vehicles traveling 12 miles per hour or more above the posted speed limit
- The system cannot be used for general surveillance, immigration enforcement, or unrelated criminal investigations

This is a traffic safety measure—nothing more and nothing less.

SB 152 ensures transparency and accountability in both enforcement and funding.

- Any fines collected are not retained for general use
- Revenue is directed to the State Highway Administration and must be used solely to:
 - Study safety conditions on Route 210
 - Recommend infrastructure and engineering improvements
 - Implement safety solutions on the corridor

Additionally, the County is required to submit annual public reports to the General Assembly detailing citations issued, revenues collected, expenditures, speed changes, and crash data—including serious injuries and fatalities.

This structure ensures the program is safety-driven, not revenue-driven.

Every life lost on Indian Head Highway is one too many. Residents in Prince George's County deserve to travel on roads that are safe, predictable, and responsibly managed. Senate Bill 152 provides a measured, transparent, and proven approach to improving roadway safety while respecting due process and privacy.

This bill reflects a balanced approach—focused on prevention, accountability, and public safety.

For these reasons, I respectfully urge the Committee to give Senate Bill 152 a favorable report. It is a step toward saving lives and making Maryland Route 210 safer for everyone who depends on it.

Thank you for your consideration.

HHJ In Support of the SHA Amendment to SB 152.pdf

Uploaded by: Herbert Jones

Position: FAV

January 26, 2026

**In Support of the SHA Amendment to SB 152 / HB 421
Point-to-Point Speed Monitoring on MD 210
Position: SUPPORT**

To: Chair Smith, Vice Chair Waldstreicher, and Members of the Committee,

Good morning, my name is Herbert Jones, President - Tantallon North Area Civic Association. Our Association represents over 500 homeowners in Fort Washington, Md. Our Association has been working with Dr. Rev. Screen and the members of the 210 Traffic Safety Committee.

Tantallon North Area Civic Association (TNACA) wholeheartedly support the State Highway Administration amendment to SB 152. This will supply appropriate legal clarity and intent.

MD 210 is considered by AAA "the highway of death". This amendment is critical to our continued advocacy toward making this roadway safer.

TNACA strongly urges a favorable report on the SHA amendment and the bill as amended.
Respectfully,

Herbert H. Jones, III
President,
Tantallon North Area Civic Association

01-26-26 support of sb 0152.pdf

Uploaded by: John Becker

Position: FAV



SafeRoadsMD

**PLEASE SUPPORT SB0152
“Prince George’s County –
Point – to – Point Speed
Monitoring Systems – Maryland
Route 210”**

**MARYLAND COALITION FOR ROADWAY SAFETY, INC.
URGES Maryland SENATE Judicial Proceedings COMMITTEE
SUPPORT SB 0152**

January 26, 2026

TO: Senator William C. Smith, Chair, Senator Jeff Waldstreicher, Vice Chair, and Bill Sponsor Senator Muse
Judicial Proceedings Committee
Maryland General Assembly
2 East Miller Senate Office Building
Annapolis, Maryland 21401

FROM: John Becker, Board Member
SafeRoadsMD - Maryland Coalition for Roadway Safety, Inc.
(301) 852 9051, jb@saferoadsmd.org
SafeRoadsMD.org

Re: Request for a Favorable Review of SB 0152 – Prince George’s County – Point – to – Point Speed Monitoring Systems – Maryland Route 210

As a member of **Safe Roads MD (Maryland Coalition for Roadway Safety, Inc.)**, a statewide coalition of families, advocates, and professionals committed to reducing traffic deaths, serious injuries and crashes, this request is submitted for a favorable review of Senate Bill 0152.

Respectfully,

John Becker
Board Member
Maryland Coalition for Roadway Safety, Inc.

cc: John Seng, Chair
Maryland Coalition for Roadway Safety

SafeRoadsMD Supports SB 152.pdf

Uploaded by: John Seng

Position: FAV



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

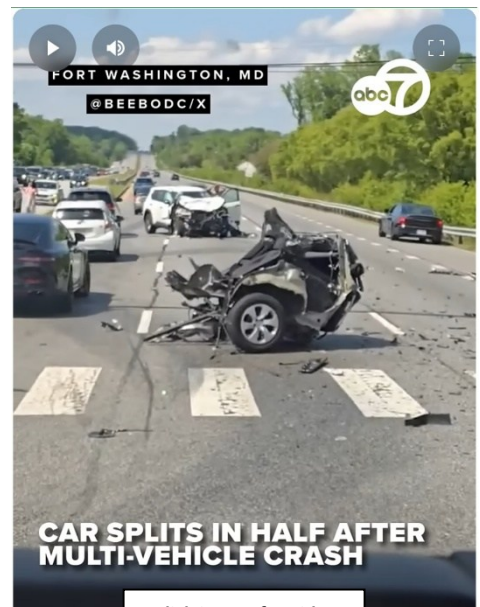
Subject: Asking Your Support for SB 152 “Prince George’s County – Point-to-Point Speed Monitoring Systems – Maryland Route 210”

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](#)

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

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.

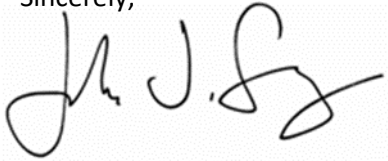
SB 152 limits the surveillance system to three functions: identifying qualifying speeding violations, generating citations and responding to appeals. It prohibits general surveillance, immigration enforcement and unrelated criminal investigations. Also, Maryland already adopted strong statewide privacy 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

SB 152_Support_Jenoptik (1).pdf

Uploaded by: Katie Nash

Position: FAV

Testimony in Support of SB 152/HB 421
Prince George's County - Point-to-Point Speed Monitoring Systems - Maryland Route 210

Judicial Proceedings Committee
Presented on Behalf of Jenoptik
January 28, 2026

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

Thank you for the opportunity to support SB 152, Jenoptik, a global leader in traffic safety solutions, voices support for this legislation and serves as a technical resource. Point-to-point enforcement measures average speed over a distance: each vehicle is registered at entry and exit with precise timestamps, and the system calculates the average speed based on the actual route length. If the calculated speed exceeds the enforcement threshold, the vehicle has exceeded the speed.

Jenoptik is grateful for the work to strengthen Prince George's County's speed monitoring program on Maryland Route 210 by increasing civil penalties for violations. Our speed monitoring systems are a highly effective tool in improving compliance and we share in the goal to save lives.

The MD 210 Indian Head Highway Traffic Safety Committee (the Committee) requested that Jenoptik sponsor a legislative breakfast to explore point-to-point enforcement (also referred to as average speed enforcement) during the 2025 interim. We discussed the benefits of point-to-point enforcement and demonstrated how the systems work together: **by encouraging compliance over an extended stretch of roadway rather than at a single point, point-to-point enforcement reduces speeding behavior in a sustained manner.** This leads to measurable safety improvements, including lower average speeds and a reduction in the severity of collisions. The data collected also provides the County with valuable insights into traffic flow.

This legislation is designed to strengthen the deterrent effect of these enforcement tools with the hope of discouraging reckless driving. The MD 210 Indian Head Highway Traffic Safety Committee has worked to pass legislation and now sees point-to-point enforcement as a long-term solution to combat the persistent speeding problem on this critical corridor.

We testify that our advanced speed monitoring technology provides accurate, reliable, and fair enforcement, ensuring that only legitimate violations are cited. We urge the committee to give this bill a favorable report. Thank you for your time and consideration. We are happy to work with our engineers to answer any technical questions you may have regarding the technology.

Katie Nash on behalf of Jenoptik/301.524.9142 (cell)

About Point-to-Point Speed Enforcement

As a testament to our creativity and solution building, Jenoptik is a pioneering force in the development and implementation of point-to-point speed enforcement technology, also known as average speed enforcement. In fact, we piloted a demonstration pilot on Indianhead Highway (210) in Prince George's County in 2025.

Jenoptik's point-to-point enforcement solutions have undergone rigorous testing and have proven effective in reducing speeding violations and fatal crashes in various international jurisdictions, including the United Kingdom, Italy, the Netherlands, Austria, Switzerland, and Australia. Independent evaluations have documented reductions in speeding violations of up to 70 percent and declines in fatal crashes approaching 50 percent within enforced corridors. These results unequivocally demonstrate that sustained speed reduction saves lives, and Jenoptik is committed to bringing this life-saving technology to the United States.

As a new enforcement methodology in Maryland, our team respectfully submits additional information regarding the “how” this program could work.

1. The system determines vehicle speeds using a combination of automated license plate recognition, artificial intelligence, and precise time synchronization. As a vehicle passes the entry camera, its license plate is read and context images are captured, with encrypted metadata and timestamps sent to the Back Office Facility (BOF).
2. When the same vehicle passes the exit camera, the process is repeated. The BOF then calculates the average speed by comparing the travel time against the known distance between the two points.
3. If a violation is detected, the BOF requests evidential images and data, which are compiled into an encrypted file for processing. This ensures that every violation is supported by verifiable, tamper-proof evidence.

The company's system architecture prioritizes privacy and data security, with all captured images and timestamp data encrypted at rest and managed under strict retention policies that comply with international privacy standards. Jenoptik has adapted its field-tested point-to-point systems to U.S. regulatory environments and roadway geometries.

Vehicle Laws.pdf

Uploaded by: Rev. Dr. Robert Screen

Position: FAV

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

Senate Judicial Proceedings Committee

Hearing: January 28th, 2026

SB-152/HB-421 Position: Favorable

Dear Chair Smith, Vice Chair Waldstreicher and members of the Maryland Senate Judicial Proceedings Committee

My name is Rev. Dr. Robert L. Screen Sr., Founder/ Facilitator of the MD 210 Traffic Safety Committee and Board Member of Safe Roads MD. I submit this document as my official **support for Legislative Bill SB-152 and the SHA Amendment HB-421 for passage.**

SB- 152 co-joined with SHA Amendment HB-421 represents the usage of state- of-the- art technological speed camera advancement that better functions as an operational tool motivating safe driving behavior.

Point-to-Point Speed Camera enhancements negates the gaming practices of nefarious unsafe speed infraction drivers, that slow down at the sighted placements of speed cameras and then speed up after vacating the speed camera range.

This summer a speed camera was moved from a location where it was placed for over a year's time span, to a new location, 200 yards north of its original placement.

This speed camera, which averaged about 1,400 citations a month, jumped to 5,431 citations the very next month, revealing that drivers were slowing down at the familiar location, speeding up after.

Point-to-Point measures the average speed over a span of roadway, not just covering a **spot location of enforcement.**

The bottom-line objective of speed camera enforcement is to motivate law abidance to speed laws over the entirety of the road span, not just in spots where speed cameras are located.

I seek your support for Point-to-Point Speed Camera coverage for Indian Head Highway, under Legislation SB-152/ HB-421. I believe this innovative enhancement will be the answer for speed cameras for our today and future usage to come.

Rev. Dr. Robert L. Screen Sr.

Founder/Facilitator MD 210 Traffic Safety Committee

SB 152 Tolores Holmes Written Testimony.pdf

Uploaded by: Tolores Holmes

Position: FAV

Vehicle Laws – Automated Enforcement – Reciprocal Agreements and Declarations

Senate Judicial Proceedings Committee

Hearing: January 28th, 2026

SB-152 Position: Favorable

My name is Tolores Holmes, member of the MD 210 Traffic Safety Committee and the Tantallon Square Area Civic Association. I submit this statement as my official **support for Legislative Bill SB-152 for passage.**

SB- 152 represents the desired passage of the Jenoptiks Speed Camera Contractor Company's elevated enhanced innovation known as Point-To-Point.

Point-to-Point Speed Camera enhancements negates the gaming practices of nefarious unsafe speed infraction drivers, that slow down at the sighted placements of speed cameras and then speed up after vacating the speed camera range.

This summer a speed camera was moved from a location where it was placed for over years' time, to a new location, 200 yards north of its original placement.

This speed camera, which averaged about 1,400 citations a month, jumped to 5,431 citations the very next month, revealing that drivers were slowing down at the familiar location, speeding up after.

Point-to-Point measures the average speed over a span of roadway, not just covering a **spot location of enforcement.**

The main objective of speed camera enforcement is to ensure compliance with speed laws over the entire road span, not just in spots where speed cameras are located.

I seek your support for a 5-year pilot program of Point-to-Point Speed Camera coverage for Indian Head Highway, under Legislation SB-152. I believe this is essential for the safety of our community and to prevent motor vehicle fatalities.

Tolores Holmes

In Support of the SHA Amendment to SB 152 (Weiss).

Uploaded by: Ron Weiss

Position: FWA

In Support of the SHA Amendment to SB 152

Point-to-Point Speed Monitoring on MD 210

Position: SUPPORT

Chair Smith, Vice Chair Waldstreicher, and Members of the Committee,

I am Ron Weiss, a founding member of the MD 210 Traffic Safety Committee and a board member of SafeRoadsMD.

I support the State Highway Administration amendment to SB 152. The amendment appropriately authorizes Prince George's County to **test new technologies for detecting and recording violations of this subtitle**, including point-to-point (average-speed) enforcement on Maryland Route 210.

Why the SHA Amendment Is Appropriate

The SHA amendment aligns SB 152 with existing Maryland law governing work zones under the **Road Worker Protection Act**, which already authorizes SHA to test new technologies for detecting and recording violations. The amendment uses the same statutory structure and guardrails, providing **consistency, clarity, and precedent**.

Importantly, this authority is **about testing detection technology**, not expanding offenses or penalties. Any citation issued must still comply with existing automated enforcement law, due-process protections, signage requirements, and judicial review.

Why This Matters for MD 210

MD 210 has experienced persistent severe crashes and dangerous speeding for years. Engineering solutions are necessary, but they take time and funding. Unlike single-point speed cameras, point-to-point technology measures driving behavior over distance, which reduces sudden braking at camera locations and promotes sustained, safer speeds along the entire corridor. Point-to-point enforcement is a **near-term, behavior-changing safety tool** that complements engineering and education, not replaces them.

Conclusion

The SHA amendment does not expand authority beyond existing law. It does not create new violations. It does not weaken privacy or due process. It **aligns with established Maryland precedent, and enables careful, accountable testing of life-saving technology** on one of the state's most dangerous corridors.

I respectfully urge a favorable report on the SHA amendment and SB 152 as amended.

Respectfully submitted,

Ron Weiss

SB-152_SB Testimony.pdf

Uploaded by: Sandra T Hall

Position: FWA

Hearing Date: January 28, 2026

Position: Support of the SHA Amendment to SB 152 / HB 421

Dear Chair Smith, Vice Chair Waldstreicher and Members of the Maryland Senate Judicial Proceedings Committee

I am a resident of the Fort Washington Tantallon area approaching twenty years this year. I am a board member of the MD 210 Traffic Safety Committee and the Tantallon Area Square Civic Association (TASCA).

I am in favor of SB-152. I support the State Highway Administration amendments to SB 152. The SHA Amendment provides necessary legal clarity while preserving the full safety intent of the bill.

Paragraph 4 clearly grants Prince George's County (county-wide) authority to test and deploy Point-to-Point speed monitoring technology along the 14 mile stretch of MD 210. That authority applies to all segments of MD 210 within the county, including unincorporated areas.

The State Highway Administration is important because it will:

- Reinforce standard Maryland statutory construction
- Preserve municipal rights without weakening countywide safety tools
- Prevent misinterpretation that could delay or undermine life-saving enforcement.
- Confirms that county authority is uninterrupted outside incorporated municipalities.

SB-152 needs to be urgently supported and passed due to the number of deaths, destruction of personal and county property as well as the cost it is causing the citizens in the Fort Washington area who have to travel Indian Head Highway (MD 210).

SB-152 addresses the elevated and needful Point-to-Point feature that can be used to monitor excessive speeding from one point to another point. The current camera setup, only addresses the speed up to and immediately after the vehicle has passed the camera(s). After that, the motorist speeds up excessively to make up the time lost by slowing down. It is doing this point where lives can be lost or severely incapacitated.

I am requesting your support for a five-year pilot program to determine the damage that is being done and the lives and property that could be saved. I am requesting that you support SB-152 because many lives are at stake, if you don't.

Thank you

Sandra T. Hall
Board Member of the MD 210 Traffic Safety Committee
Board Member of the Tantallon Area Square Civic Associate (TASCA)

SB0152 - SHA - LOI - Prince George's County Point-

Uploaded by: Patricia Westervelt

Position: INFO

January 28, 2026

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

RE: Letter of Information – SB 152 – Prince George’s County Point-to-Point Speed Monitoring Systems – Maryland Route 210

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 152 and offers the following letter of information for the Committee’s consideration.

SB 152 authorizes the placement and use of point-to-point speed monitoring systems on Maryland Route 210 (Indian Head Highway) in Prince George’s County, subject to certain requirements.

Point-to-point (P2P) speed monitoring systems, also known as average speed cameras, use multiple cameras over a roadway segment to calculate a vehicle's average speed, rather than its speed at one location. P2P cameras record license plates and timestamps at entry and exit points so citations can be issued to motorists for sustained speeding. This improves safety by encouraging drivers to maintain a consistent speed throughout an entire road segment, instead of just at one point.

The 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 on MD 210, which has a history of high travel speeds and significant crashes resulting in serious injuries or fatalities. There are now six state-of-the-art speed cameras operating along MD 210. Fines for violations are now graduated based on speed, penalizing the worst offenders with higher fines due to the passage of legislation in the 2025 legislative session.

The Federal Highway Administration (FHWA) considers speed cameras, including point-to-point cameras, a proven safety measure. FHWA reports that fixed unit speed safety cameras can reduce crashes on urban principal arterials by up to 54 percent. Further, research has shown that the estimated economic benefits of reduced crashes substantially exceed the total fines paid by violators. The use of speed monitoring systems on Maryland roadways complements local law enforcement as an additional resource to reduce speeds, correct driver behavior, and create safer roadways for all.

The Honorable William C. Smith, Jr.
Page Two

The SHA is working with the bill sponsor on amendment language to address how P2P automated speed enforcement will interact with existing ASE in the corridor. The Administration wants to ensure new cameras do not inadvertently place restraints on SHA's current automated enforcement programs or cause conformity issues with relevant statutes.

The Maryland Department of Transportation respectfully requests the Committee consider this information during their deliberations of Senate Bill 152.

Respectfully submitted,

April Moeller
Director
Office of Government Affairs
Maryland State Highway Administration
410-210-5780

Matthew Mickler
Director
Office of Government Affairs
Maryland Department of Transportation
410-865-1090