

**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 2023**

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:

- *Examine, for Maryland Route 210 (Indian Head Highway) in Prince George's County the engineering, infrastructure, and other relevant factors that SHA determines may contribute to the overabundance of motor vehicle accidents, injuries, and fatalities on the highway; and*
- *Report, to the Governor and the General Assembly, on:*
 - *Its findings and recommendations on the most effective solutions to address these motor vehicle accidents, injuries, and fatalities on the highway; and*
 - *The amount of funds distributed to SHA under § 7-302(e)(4)(iii) of the Courts and Judicial Proceedings Article for the reporting period and the uses or planned uses of the 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. For many years, MD 210 has had a history of high travel speeds and significant crashes resulting in serious injuries or fatalities. In the past 10 years, there have been 39 fatal crashes on MD 210 between the Charles County line and I-95/I-495 (Capital Beltway). Four of the 39 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 ultimately reduce crashes in the corridor.

Safety Improvements

SHA has made the following major safety improvements along MD 210 in coordination and assistance with local and state partners.

- In Summer 2020, flex posts were installed 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:
 - 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 along the MD 210 corridor. 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 are to provide signal heads that can support retroreflective yellow backplates that would enhance the visibility of the signals. In addition, advance street name signs and streetlights were also installed approaching all the reconstructed intersections.
- Upgraded existing pedestrian crossing at the intersections of MD 373, Fort Washington Road, Old Fort Road (North), and Palmer Road.
- 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 2023, 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 2023; however, the Administration is optimistic about the project for future grant opportunities.
- By the end of calendar year 2023, flex posts will be installed along the shoulders of MD 210, approaching both directions of Palmer Road and in the gore areas of the ramps approaching Kerby Hill Road.

Research and Data Collection

In partnership with the University of Maryland Center for Advanced Transportation Technology (CATT) Laboratory, SHA is performing research and collecting data to determine effective countermeasures that will improve safety along MD 210. Specifically, the research is looking at MD 210 between the Charles County Line and MD 228 and the feasibility of using quick curb, flex posts, and lane narrowing (from 12 feet to 11 feet) to control travel speeds. The combination of these treatments is anticipated to create a traffic calming effect along MD 210 approaching and beyond the intersections within these limits, thus improving safety in the corridor.

The posted speed limit in this area is 55 miles per hour. Despite this, the speed camera within this area has measured motorists traveling speeds in excess of 170 miles per hour.

Coordination with the County

For years, SHA has been partnering with local law enforcement and community leaders to increase enforcement for speeding, impaired, and distracted driving along the corridor. Enforcement actions to police illegal driving behaviors is critical to improving safety for all users.

In 2019 and in accordance with Annotated Code of Maryland §9-1A-31(b)(4)(i)(1), SHA and Prince George's County executed an MOU that will allocate up to \$15 million annually from MGM Grand Casino video gaming revenues toward corridor improvements for 25 years. This master MOU guides how those revenues can be used to advance projects within the MD 210 corridor. Currently, the County and SHA have agreed to use \$1 million of the available casino revenues to leverage \$5 million in federal funds to advance the preliminary design of an interchange at MD 210 and Palmer Road/Livingston Road and Old Fort Road South.

Public Outreach and Education

A range of public outreach efforts were undertaken to inform the public of SHA's projects along the MD 210 corridor. Four project portal pages were initiated and include an overview, phase, schedule, documents, contact information, and meeting or survey information where applicable.

The portal pages and outreach content include:

- [MD 210 \(Indian Head Highway\) MD 228 to I-95/I-495](#) - This portal page provides an overview of needs along the 10-mile corridor and associated documents.
- [MD 210 \(Indian Head Highway\) Interchange at Palmer Road/Livingston Road and Old Fort Road](#) - This portal page includes a survey to gather stakeholder input regarding what bicycle and pedestrian amenities users would like to see along the corridor as well as how they would like to stay engaged. A postcard mailer was distributed in fall 2023 and uploaded to the portal page.
- [MD 210 \(Indian Head Highway\) Pedestrian and Bicycle Connectivity Project](#) - This portal page includes a survey to gather stakeholder input regarding what bicycle and pedestrian amenities users would like to see along the corridor as well as how they would like to stay engaged. A public comment form for the public to submit comments or questions about this project is accessible on the portal page. A newsletter was distributed for this project in May 2023 and virtual public meetings were held in November 2021 and December 2022.

Virtual public meetings are recorded and available on the portal pages for these projects. 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. This includes safety messaging for motorists and vulnerable users, as well as 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 and ticket them for \$40.00 per violation. The tickets do not carry any 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; however, several jurisdictions requested that the State broaden the ability of local jurisdictions to install speed monitoring systems during the 2023 Consolidated Transportation Program tours.

The Maryland General Assembly authorized the use of speed monitoring systems on the MD 210 corridor. 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 the new authorization in 2023, only three mobile or stationary speed monitoring systems were authorized for placement along MD 210. The Act went into effect on June 1, 2023; to date, SHA has not received the required Automated Speed Enforcement permit requests for the additional speed monitoring systems from local law enforcement.

Recently, law enforcement relayed a concern discovered during an assessment of ticketing data. The data showed many violations where speeds exceeded 20 to 30 miles per hour over the posted speed limit. Currently, these violators are penalized the same way as those who exceed the posted speed limit by 12 miles per hour.

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 along the corridor. SHA received the first transfer from the Comptroller's office of \$712,259.72 on June 30th of 2023. With this funding, SHA plans to continue the preliminary and final design of a new bike trail adjacent to MD 210. This trail will be a separated facility for pedestrians and bicyclists, which will connect existing networks to the north and south. While leveraging the revenues from the speed camera facilities for the planning and design efforts, SHA is simultaneously considering applications for federal grants opportunities to fund the estimated \$17 million construction cost.

SHA will continue to work with our partners in Prince George's County, local law enforcement, advocacy groups, and the community to advance safety improvements and implement proven countermeasures along MD 210. SHA will prioritize maximizing the revenue dollars from the speed monitoring systems and leverage any available federal dollars to push forward critical safety and accessibility projects along the corridor.