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*Legislative District 22*  
Prince George's County

Finance Committee



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THE SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401

March 4, 2026

The Honorable Guy Guzzone, Chair  
Budget & Taxation Committee  
Maryland State Senate  
Annapolis, Maryland

**RE: SB 868 - State Highway Administration-Maryland Route 410 (East-West Highway)  
Pedestrian Safety Action Plan-Expansion  
Position: Favorable**

Dear Chair Guzzone and Members of the Committee:

I respectfully submit this testimony in support of Senate Bill 868, legislation that would expand the Maryland Route 410 (East-West Highway) Pedestrian Safety Action Plan (PSAP) to include the segment from Queens Chapel Road to U.S. Route 1, a portion of the corridor with some of the highest pedestrian safety needs in Prince George's County.

East-West Highway is a major connector for residents, students, transit riders, and workers. However, the current Pedestrian Safety Action Plan (PSAP) stops at Queens Chapel Road, leaving the remaining segment, which includes dense residential communities and high-injury crash locations, outside the extent of planned improvements. SB 868 closes this gap.

In a press release announcing a public informational workshop, the Maryland Department of Transportation State Highway Administration (SHA) acknowledged Route 410 as a corridor that can benefit from safety improvements. SHA states that the MD 410 corridor "is planned for safety improvements as part of the State Highway Administration's Pedestrian Safety Action Plan, which identifies areas of need and prioritizes corridors for pedestrian and bicycle safety projects." It is clear that the PSAP process is built for exactly this kind of corridor-wide evaluation, and that stopping the project mid-corridor leaves residents without the protections the plan is designed to provide.

Just last month, a driver fleeing an attempted traffic stop struck and killed a pedestrian along

East-West Highway near 23rd Avenue, one of the most dangerous intersections in the segment which is also currently excluded from the PSAP. A news article noted that the pedestrian safety plan “has proposed improvements for the East-West Highway and 23rd Avenue, including reducing or eliminating channelized right-turn lanes and adding hardened centerlines to slow turning vehicles.” This intersection sits directly in the portion of the corridor currently excluded from the PSAP and has seen repeated crashes.

SHA estimates that the additional planning, design, and construction work for the project will likely exceed \$5 million over fiscal years 2027 through 2029. This is a meaningful investment and reflects the urgency that safety improvements must be continuous to reduce pedestrian-related accidents. The fiscal note also states that local governments are not expected to experience material operational or financial impacts, strengthening public safety without imposing new burdens on counties.

SB868 does not create a new program. It simply expands the scope of an existing SHA project. The bill builds on work already underway and uses SHA’s established planning, engineering, and community-engagement processes to expand the PSAP to include this missing segment and align with Vision Zero goals, which seeks to eliminate traffic fatalities and severe injuries on state roadways by 2030. It is a straightforward, necessary step to protect pedestrians, transit riders, and drivers along one of Prince George’s County’s most dangerous corridors.

For these reasons, I respectfully request a favorable report on Senate Bill 868.

With Regards,

A handwritten signature in black ink, appearing to read 'Alonzo T. Washington', written in a cursive style.

Alonzo T. Washington  
Maryland State Senate  
District 22