

Melissa A Schweisguth  
Hyattsville, MD 20782

March 2, 2026

Re: FAVORABLE position on SB 0868, Maryland Route 410 (East-West Highway) Pedestrian Safety Action Plan (PSAP) - Expansion

Dear Chair Guzzone, Vice Chair Rosapepe and Committee members,

Thank you for your service to Marylanders. I respectfully ask that the committee provide a favorable report on SB 0868, and advocate for a proportional increase in PSAP funding across the state to ensure equity, timely completion, and accelerated progress toward Maryland's Vision Zero goal (zero traffic fatalities and serious injuries). We have waited years for these projects, only to learn that they omit critical areas and may take five years or more to complete.

This bill would appropriately expand the length of the 410 PSAP corridor (SHA District 3), which goes from MD 212 to MD 500 (~ 1.8 miles) to include an adjacent segment from MD 500 to US 1 (~ 0.5 mile). The proposed expansion is a major pedestrian route to access transit, shopping and the Library, located in a dense urban area and has high injury and fatal crash rates.

I live in District 22 and regularly pass through this corridor as a pedestrian and driver. There is a half-mile between signalized intersections at MD 500 and US 1, a distance so long that pedestrians desire and require safe "mid-block" crossings. Current mid-block crossings have poor visibility and no enhanced speed control, not even simple rumble strips, which Riverdale Park uses effectively on its local thru-streets. I do not bike on this segment of MD 410 because it has no bike lane and drivers exceed the speed limit, making it extremely unsafe. Local laws prohibit cycling on the sidewalk so my only legal choice as a cyclist would be the roadway.

Crash data (see images at end) provide evidence that the proposed expansion must be funded without delay to the project. Per the [Maryland State Police crash database](#), the state's current, comprehensive and official source of data, from January 2024 to February 2026 there were:

- 19 injury crashes and one fatal crash on the half-mile segment 410 from MD 500 to US 1
- 79 injury crashes and one fatal crash on the current 1.8-mile PSAP segment

Using a normalized per mile rate, for injury crashes, the segments are relatively close and both are quite high: 38 per mile for the proposed half-mile expansion and 44 per mile for the current 1.8 mile segment. The fatal crashes per mile rate is higher for proposed expansion, 2 per mile versus 0.55 for the existing segment. Maryland must expand the 410 PSAP to address these high crash rates expediently.

I have participated in several PSAP sessions. From my engagement with SHA D3 engineers in these sessions and via email I am certain they desire to add this segment and are limited solely by insufficient funding.

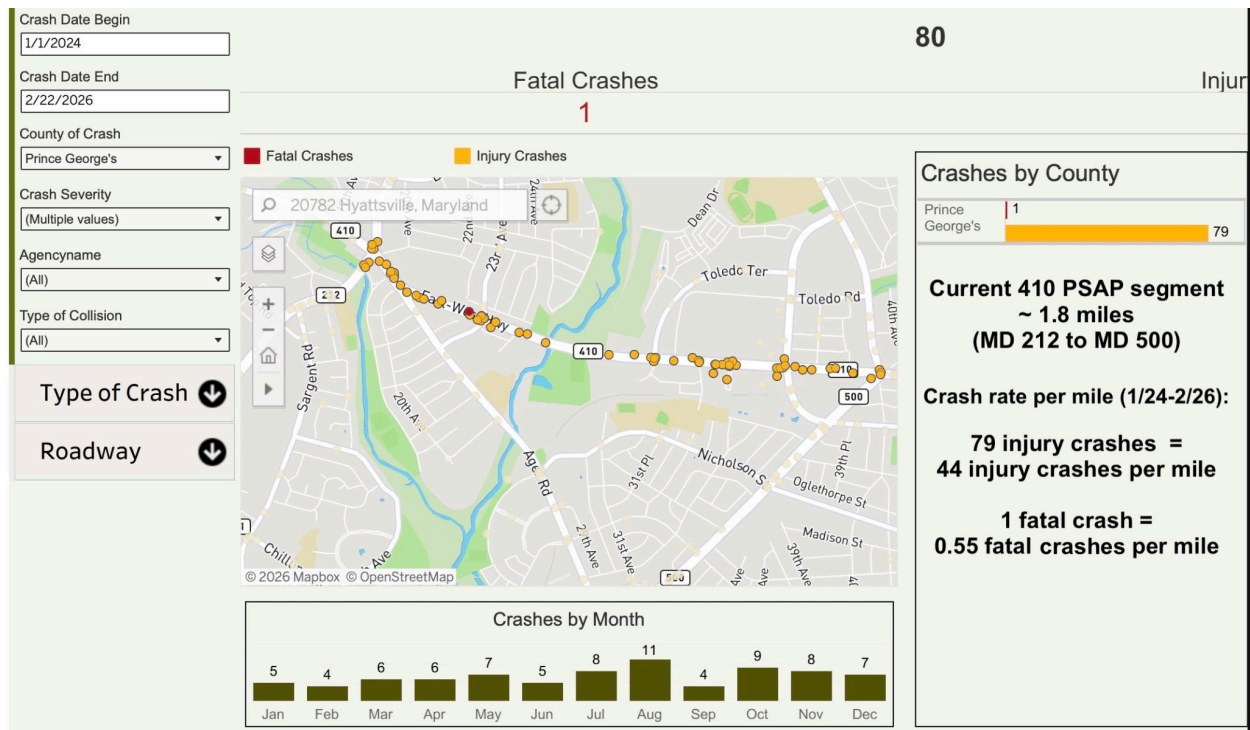
Maryland is moving in the right direction with road safety, [reaching a decade low in traffic fatalities in 2025](#). However the 480 fatalities in 2025, and the fatal crashes on the proposed 410 PSAP expansion are far too high - one is too many - and progress remains slow. If Maryland truly wants to reach its Vision Zero goal to end fatal and severe injury crashes, it must scale and accelerate investments in PSAP and other road safety efforts that prioritize vulnerable road users (bikes, peds, scooters, etc.) and improve driver safety by ensuring design “forces” safer behaviors such as not exceeding the speed limit.

Please provide a favorable report on SB 0868 and support its passage in the Senate and full chamber, while supporting increased PSAP funding across the State to ensure equity.

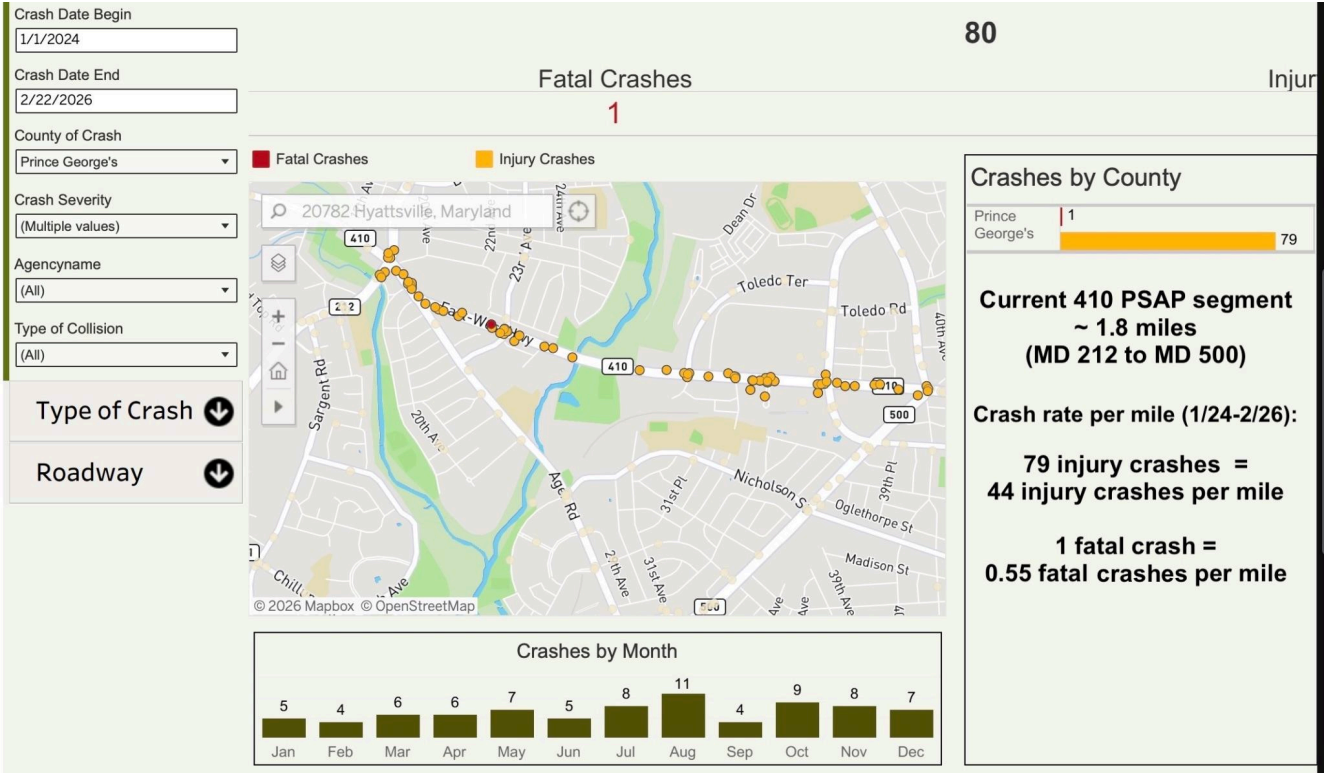
Thank you for considering my comments on this important measure.

Sincerely,

*Melissa A. Schweisguth*  
Melissa Schweisguth



Accessed 2/22 at <https://mdsp.maryland.gov/Pages/Dashboards/CrashDataDashboard.aspx>



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