

**HB1130 FAV MSchweisguth 410PSAP 2026 0224.pdf**

Uploaded by: Melissa Schweisguth

Position: FAV

Melissa A Schweisguth  
Hyattsville, MD 20782

February 24, 2026

Re: FAVORABLE position on HB 1130, Maryland Route 410 (East-West Highway) Pedestrian Safety Action Plan (pSAP) - Expansion

Dear Chair Korman, Vice Chair Guyton and Committee members,

Thank you for your service to Marylanders. I respectfully ask that the committee provide a favorable report on HB1130, 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.

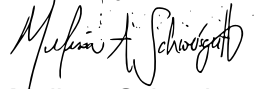
I have participated in several PSAP sessions. From my engagement with SHA D3 engineers in these sessions and via email I am certain they desire to add this segment and are limited solely by insufficient funding.

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.

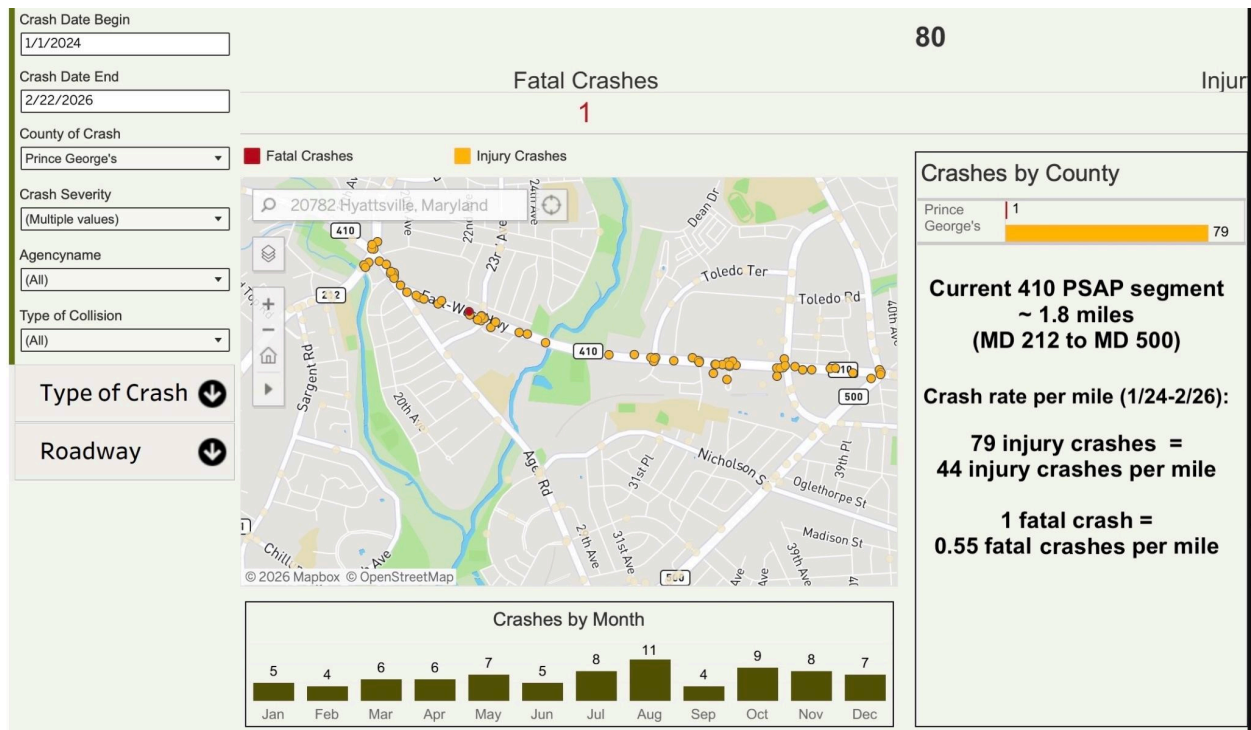
Please provide a favorable report on HB 1130 and support its passage in the House and full chamber, while supporting increased PSAP funding across the State to ensure equity.

Thank you for considering my comments on this important measure.

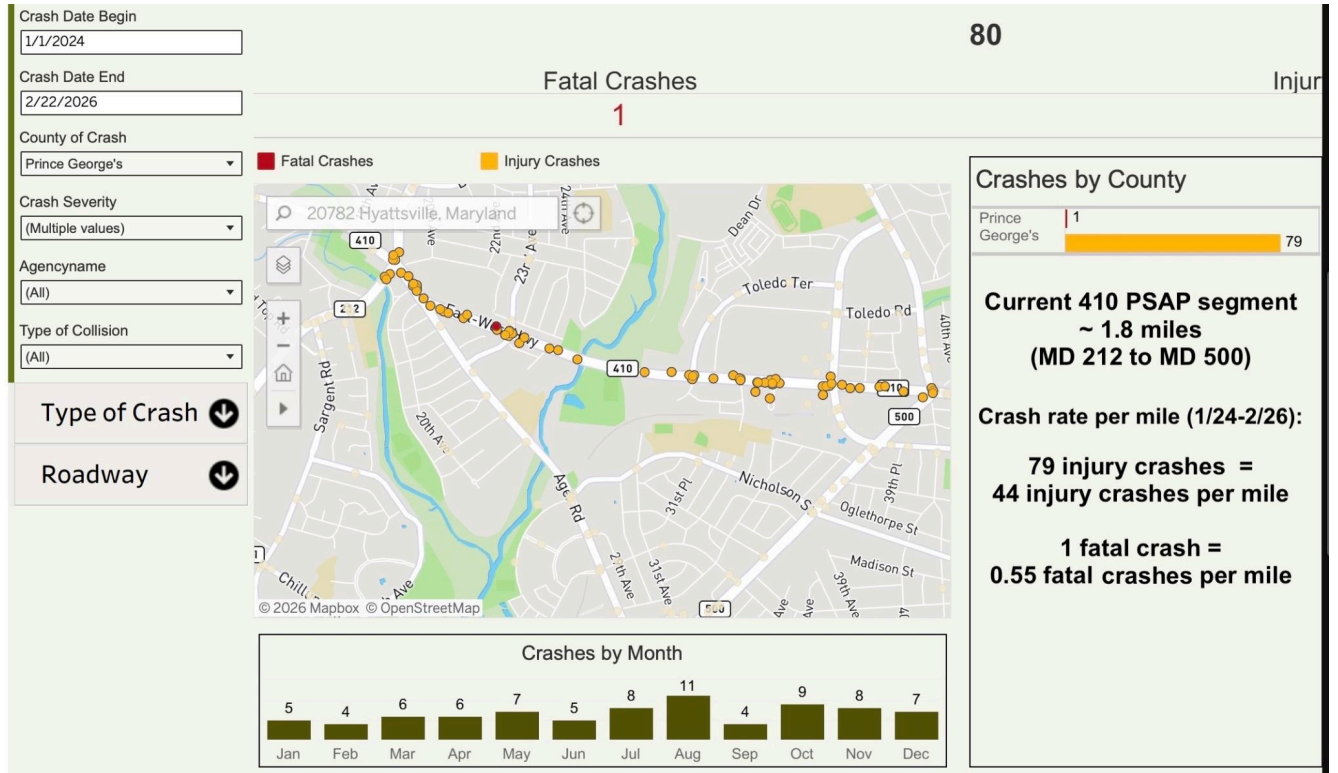
Sincerely,



Melissa Schweisguth



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



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

**Text**

# **HB1130-Letter of Support-City of Hyattsville.pdf**

Uploaded by: Nate Groenendyk

Position: FAV

Robert Croslin  
Mayor



Tracey E. Douglas  
City Administrator

February 23, 2026

House Environment and Transportation Committee  
250/251 Taylor House Office Building  
Annapolis, Maryland 21401

RE: House Bill 1130/Senate Bill 868 State Highway Administration – Maryland Route 410 (East-West Highway) Pedestrian Safety Action Plan – Expansion

Dear Chair Korman and Vice Chair Guyton,

I am writing to express the City of Hyattsville's support of House Bill 1130, State Highway Administration – Maryland Route 410 (East-West Highway) Pedestrian Safety Action Plan – Expansion.

We were excited to learn that MD 410 (East-West Highway) was selected as a Pedestrian Safety Action Plan (PSAP) pilot project, which focuses on addressing safety concerns while improving collaboration and timely delivery of projects. The City has worked for many years with residents, elected officials, and our state partners to identify challenges and focus on areas of need to improve pedestrian, bicycle, and vehicular safety in this corridor. We appreciate the increased focus on projects that address long-standing concerns and improve safety for all roadway users.

In 2024, a fatal crash occurred on MD 410 between Queens Chapel Road and Route 1 (Baltimore Avenue). Unfortunately, the portion of MD 410 where this crash occurred is not within the current PSAP project scope. Following this fatal crash, the City worked with the community, elected officials, and MDOT-SHA to identify short-term changes to prevent something like this from happening again.

Given Maryland's stated commitment to the elimination of traffic related serious injuries and fatalities, and this very recent fatal crash within the corridor, it is important that the project scope for the MD 410 PSAP expand to include this stretch of roadway.

Thank you for your time and consideration on this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Croslin".

Robert S. Croslin  
Mayor

cc: City Council

**HB 1130\_MAA\_UNF.pdf**

Uploaded by: Tim Smith

Position: UNF



Delegate Marc Korman, Chair  
House Environment and Transportation Committee  
250 Taylor House Office Building  
Annapolis, MD 21401

February 26, 2026

**RE: HB 1130 – UNFAVORABLE – State Highway Administration – Maryland Route 410 (East-West Highway) Pedestrian Safety Action Plan – Expansion**

Dear Chair Korman and Members of the Committee:

The Maryland Asphalt Association (MAA) represents approximately 110+ members, including 20 material producers, contractors, engineering firms, and associate members, supporting a 7,000-person workforce. MAA actively collaborates with regulatory agencies to advocate for the asphalt industry, ensuring fair regulations at both the state and federal levels. Additionally, we support adequate funding for Maryland’s multimodal transportation system.

This bill would require the State Highway Administration to expand the scope of a specific infrastructure project—namely, the Maryland Route 410 (East-West Highway) Pedestrian Safety Action Plan—to include additional public rights-of-way in Prince George’s County.

It has long been MAA’s position that **specific projects should not be legislated** through individual bills. Infrastructure planning and implementation are appropriately managed through the established processes of the Maryland Department of Transportation and the State Highway Administration, which consider engineering standards, safety data, funding priorities, environmental impacts, and public input.

Legislating individual project scopes circumvents those processes and creates precedent for piecemeal mandates that could undermine statewide planning, accountability, and efficient use of resources. The existing MDOT/SHA project vetting, design, and prioritization framework is the proper venue for determining scope changes to highway safety plans and improvements.

For these reasons, the Maryland Asphalt Association urges the committee to give HB 1130 an unfavorable report.

Sincerely,

Tim E. Smith, P.E.  
President  
Maryland Asphalt Association

**HB 1130\_MTBMA\_LOI.pdf**

Uploaded by: Michael Sakata

Position: INFO



Delegate Marc Korman, Chair  
Environment and Transportation Committee  
Taylor House Office Building  
Annapolis, MD 21401

February 26, 2026

**RE: HB 1130 – Letter of Inquiry – State Highway Administration – Maryland Route 410 (East-West Highway) Pedestrian Safety Action Plan – Expansion**

Dear Chair Korman and Members of the Committee:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 250 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

This bill would require the State Highway Administration to expand the scope of a specific infrastructure project—namely, the Maryland Route 410 (East-West Highway) Pedestrian Safety Action Plan—to include additional public rights-of-way in Prince George’s County.

MTBMA supports the overall goal this legislation is aimed to address. We are simply asking why this cannot be managed through the established processes of the Maryland Department of Transportation and the State Highway Administration.

Legislating individual project scopes circumvents those processes and creates precedent for piecemeal mandates that could undermine statewide planning, accountability, and efficient use of resources. The existing MDOT/SHA project vetting, design, and prioritization framework is the proper venue for determining scope changes to highway safety plans and improvements.

Again, we appreciate the sponsor bringing this legislation to expand pedestrian safety action plans.

Thank you,

A handwritten signature in black ink, appearing to read "Michael Sakata", written over a light blue horizontal line.

Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association

# **HB1130 - LOC - SHA - Maryland Route 410 (East-West**

Uploaded by: Patricia Westervelt

Position: INFO

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February 26, 2026

The Honorable Marc Korman  
Chair, Environmental and Transportation Committee  
250 Taylor House Office Building  
Annapolis, MD 21401

***RE: Letter of Concern – HB 1130 – State Highway Administration – Maryland Route 410 (East-West Highway) Pedestrian Safety Action Plan - Expansion***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 1130 and offers the following information for the committee's consideration.

HB 1130 requires the State Highway Administration (SHA) to expand the scope of the Maryland Route 410 (East-West Highway) Pedestrian Safety Action Plan (PSAP) project to include the public rights-of-way along East-West Highway from the intersection of Maryland Route 500 (Queens Chapel Road) east to U.S. Route 1 (Baltimore Avenue).

The SHA understands the bill sponsor's concerns with the significant safety challenges along the MD 410 corridor. MD 410 from MD 500 to MD 212 was identified in SHA's PSAP and in the Vulnerable Road User (VRU) Safety Assessment as a high-risk priority corridor that needs critical improvements to enhance safety for vulnerable road users (i.e., non-motorists). This specific segment of MD 410, and all PSAP projects, were methodically selected using a data-driven approach that considers historical crash data.

From 2019 to 2025, the segment of MD 410 from MD 500 to MD 212 experienced 44 non-motorist crashes. An analysis of the segment identified in the bill – MD 410, between MD 500 to US 1 – found that 2 non-motorist crashes occurred during that timeframe. Similarly, Prince George's County identifies MD 410 between Ager Road and Belcrest (within SHA's PSAP limits) as part of the county's high injury network; however, the segment identified in HB 1130 is not. This reflects and supports the methodology which found that MD 410 from MD 500 to MD 212 should be included in the PSAP.

The MD 410 from MD 500 to MD 212 PSAP is part of the first round of prioritized corridors to advance into project development. The design of this project is well underway with an anticipated construction start date of Spring 2027. The project scope is focused on near-term pedestrian and bicycle infrastructure improvements that enhance vulnerable road user safety, accessibility, and mobility.

The project is currently fully funded and is anticipated to cost \$18.2 million. Addition of the section of MD 410 identified in HB 1130 would delay delivery of the currently planned

The Honorable Marc Korman  
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improvements by at least 12 months and significantly increase costs by over \$5 million. The estimated increase does not include the costs of right-of-way acquisition and utility relocation, which would be significant given the number of residential properties between MD 500 and US 1. Furthermore, SHA would need to take the newly proposed improvements through the public engagement process to ensure community input is considered, adding to the delay to implement all the improvements of the project

The SHA has fully programmed all available capital funding, both State and federal funds, in the 6-year Consolidated Transportation Program (CTP) to advance critical safety projects across Maryland. The SHA is not currently funded to increase the scope of the project as required by HB 1130. SHA would be required to reallocate funding from other projects in the CTP, likely other PSAP and Complete Streets-focused projects across the State, to expand the scope of the MD 410 PSAP project.

Additionally, SHA believes that mandating the extension of the current PSAP project to include the project limits east of MD 500 to US 1 is inconsistent with the CTP process established in State law, mandates addition of an unfunded element to an existing project, sidesteps the data-driven approach used to select PSAP, VRU, and high-risk corridors, and does not consider the extensive public engagement done for each PSAP project.

The State Highway Administration is happy to continue coordination with the sponsor and review available options to improve the safety of MD 410, between MD 500 to US 1. A corridor need not be classified under the PSAP to be eligible for safety enhancements, including spot improvements to enhance overall safety. The Maryland Department of Transportation respectfully requests the Committee consider this information while deliberating House Bill 1130.

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