

# Meeting Minutes

This meeting was held both online through Microsoft Teams and in-person at the MTA Office, World Trade Center, Baltimore, 15th Floor, E Pratt St, Baltimore, MD 21202.

## Attendees:

### Members:

Jon Morrison, Chair  
Bong Delrosario  
Brooks Phelps  
Gabriel Rose  
Kandese Holford  
Michael Jackson  
Nigel Samaroo  
Jim Titus  
Antoine RJ Wright  
Sarah Myers

### Absent Members:

Cindy Miller  
Ndegwa Kamau  
Andrew Lingelbach  
Marian Vessels  
Matt Hendrickson  
Kristy Daphnis  
Ali Macstudy

### Non-Members:

Aviva Klugh  
Joe McAndrew  
Omar Saadeh  
Jon Korin  
Markus Tarjamo  
Austin J Merritt  
Barry Salisbury  
Amissah, Cyril  
Jessie Bialek  
13012761473  
Deron Lovaas  
Rachael Gilde  
Owen Bailey  
Tiffany Fitzgerald

### Meeting Staff

Meg Young  
Quinn Wallace

## I. Welcome, Roll Call

Chair **Jon Morrison** opened the October MBPAC meeting by welcoming participants both in person and online. He expressed appreciation to the hosts for providing the meeting space in Baltimore City. He noted how refreshing it was to return to an in-person setting after several years of primarily virtual sessions. Jon emphasized the importance of rebuilding informal conversations and professional relationships that had become less frequent in virtual settings.

Following his opening remarks, **Quinn Wallace** made a call to confirm attendance and ensure a quorum was present. Several members participated virtually while others were seated in the conference room overlooking Baltimore harbor. After counting attendees, the quorum was confirmed, allowing the meeting to proceed with formal business.

## II. Agenda Review & Approval of Minutes

**Quinn Wallace** called for a review of the agenda and the minutes from the July 2025 meeting. The committee unanimously approved the motion.

A correction to the July minutes was noted: in the section labeled "Old Business," the language should read that **Jim Titus** planned to propose, rather than implying that the proposal had already been made. With this adjustment, the minutes were approved as amended.

### III. Outdoor Recreation Summit Overview

**Sandi Olek** welcomed the committee to Baltimore City, noting that the Department of Natural Resources was honored to host part of the meeting alongside preparations for the Second Maryland Outdoor Recreation Summit. She shared that this year's summit would take place in central Maryland following last year's successful event in Western Maryland, and that the summit is designed to move around the state annually to highlight regional initiatives.

Sandi described the summit's four thematic pillars: Outdoors for All, Health and Access, Business of Recreation, and Recreation with Purpose (Sustainability). The event aims to create community dialogue, partnerships, and cross-sector collaboration. She highlighted that this year's agenda includes sessions on Transportation and Trails, presentations about extending the Rhode Island Trolley Trail, and the Wheels of Change initiative, which promotes bicycles as tools for empowerment through programs such as Free Bikes for Kids.

She concluded by encouraging attendees to participate in the summit's group activities that afternoon, including the "Outdoor Rep" scavenger-style challenge that connects participants with local partners and sponsors throughout Baltimore City. Sandi Olek continued with a policy update on DNR's e-bike regulations. The Department received over 470 public comments, approximately 70 percent, through an online Google Form submission. Most respondents supported allowing Class 1 and Class 3 pedal-assist e-bikes on trails, but concerns were raised regarding trail etiquette, signage, and potential speed conflicts in mixed-use areas.

DNR plans to finalize and submit the updated regulations to the legislature in November or December 2025. A new educational campaign titled "*Say Hey, Give Way, Enjoy Your Day*" will promote trail courtesy and safety through videos, articles, and signage. Park managers will be asked to identify "slow zones" and pinch points where interactions between trail users are most frequent. During the discussion, members asked about how definitions might apply to devices such as electric unicycles, and Sandi confirmed that these are not currently defined as e-bikes under state law but should follow the same right-of-way principles and speed limits.

### IV. State Agency Updates

#### a) MARYLAND DEPARTMENT OF TRANSPORTATION

**Joe McAndrew** opened the MDOT updates by highlighting that the agency continues to advance implementation of the Maryland Trails Plan and the historic record of investment in active transportation included in the 2025–2030 Consolidated Transportation Program (CTP). He reminded members that the current six-year capital program dedicates more than \$537 million to bicycle and pedestrian projects statewide, the largest allocation ever recorded by MDOT. Joe encouraged members and local partners to review **Quinn Wallace's** blog post detailing these record investments and to coordinate closely with MDOT on local trail implementation.

He also summarized the outcome of the most recent Kim Lam Bikeways and FY 2026 Grants Program, which awarded \$1.9 million to twelve projects across Maryland. Three of those projects served as local matches for federal grants such as Transportation Alternatives (TAP) and Safe Streets and Roads for All (SS4A). Funded efforts will support design work for new bicycle facilities, Complete Streets intersection upgrades, and multi-modal improvements with completion targets ranging between 30 and 65 percent design. In closing, Joe thanked the committee for ongoing collaboration. He reiterated MDOT's commitment to transparency, inter-agency coordination, and data-driven investments in walking and biking infrastructure across Maryland.

Quinn supplemented Joe's remarks with an overview of MDOT's recent efforts, including the CTP tour to Maryland's counties and 12 recently awarded Bikeways projects totaling \$1.9 million in grants. During the discussion, **Jon Morrison** inquired about the total number of applications received compared to the number of approvals. **Meg Young** confirmed that 16 applications had been submitted, slightly fewer than in the previous record year, although the quality of the proposals remained high. Meg explained that MDOT continues to promote the program through the statewide Grants Roadshow, encouraging jurisdictions to submit letters of intent early in the cycle to ensure eligibility review. She added that smaller towns, such as Cheverly, have been particularly successful after engaging in pre-application site visits with MDOT and SHA staff.

**Meg Young** described the Walktober weekly "walkinars" and events such as Walk Maryland Day and Walk to School Day. The final walkinar was held Thursday, October 30 and featured a roundtable of State agencies. Quinn summarized the recent Complete Streets Roundtables held in La Plata and Mount Airy and co-hosted by MDOT and AARP. MDOT is launching a Safe Routes to School Coordinator Pilot and a tracker of the 2050 Bicycle and Pedestrian Master Plan implementation.

Quinn provided updates on behalf of the State Highway Administration. MDOT recently announced Transportation Alternatives and Recreational Trails Program awards totaling \$6.2 million for 14 projects, many of which are coordinated through regional MPOs, such as BRTB and MWCOG. She noted that SHA will designate a new Bicycle and Pedestrian Priority Area (BPPA) by year-end; once selected, jurisdictions receive technical assistance and gain additional eligibility points for future grants.

**Jon Korin** commended MDOT for expanding program access but noted that some jurisdictions remain hesitant to apply due to long project delivery timelines. Several counties are experiencing bottlenecks moving projects from planning to construction, often due to federal compliance and procurement delays. MDOT acknowledged these concerns and explained that the State Highway Administration (SHA) has begun allowing grantees to use specific pre-procured contracts to shorten delivery time and improvement credited to feedback raised by MBPAC members earlier in the year.

Questions followed about geographic distribution and participation by larger jurisdictions. Meg confirmed that applications are mapped statewide each year to ensure broad coverage. While smaller towns have been very active, some larger counties, such as Montgomery County, already have projects moving through the pipeline and did not apply this round.

Later in the discussion, **Mike Evans** asked whether nonprofit groups could apply for bikeway grants. Quinn and Meg clarified that the program accepts applications from nonprofits and local governments, provided they obtain letters of support from the right-of-way owner. A recent successful example involved a nonprofit that partnered with both its county and the SHA for a project located on a state right-of-way. Additional clarification was provided regarding the eligibility of other public agencies such as transit agencies, including Prince George's County TheBus, which used funds to retrofit buses with front-mounted bike racks illustrating the program's flexibility in supporting innovative multimodal solutions.

MDOT continues to build Complete Streets Quick-Build projects, which were launched in partnership with Smart Growth America in 2024. Six pilot locations have been installed in 2025, and the program is now a recurring statewide initiative. Quinn highlighted the SHA project recently announced in Montgomery Hills for permanent bicycle and pedestrian improvements to a Metro station and planned Purple Line station.

**Cynthia Spriegg** presented the Maryland Highway Safety Office's updates on Walk to School Day and the recently awarded second round of safety grants. The updated Strategic Highway Safety Plan is anticipated by the end of the year and invited members to join the next Vision Zero public meeting on January 8, 2026.

#### b) MARYLAND-NATIONAL CAPTIAL PARK AND PLANNING COMMISSION

**Michael Jackson** delivered a comprehensive report for Prince George's County and Montgomery County. In Prince George's County, M-NCPPC continues work on the Preliminary Master Plan of Transportation and anticipates opening its formal comment period soon. The Department is finalizing a Pedestrian and Bicyclist Behavioral Study, which identifies the behaviors that contribute most to crash risk among drivers, cyclists, and pedestrians.

Michael also announced that the county received a Transportation and Land Use Connections (TLC) Grant from the Metropolitan Washington Council of Governments, with supplemental funding from MDOT, for the Northwest Branch Trail Feasibility Study, a significant step toward connecting Laurel and Riverdale.

In Montgomery County, the Planning Department is advancing a federally funded Parking Lot Design Study focused on reducing multimodal crashes and improving pedestrian visibility. It is also conducting a Curbside Management Study to optimize space for loading, micromobility, and safety along high-demand corridors.

Additionally, M-NCPPC's Department of Parks and Recreation reported a series of new trail initiatives:

- Completion of the WB&A Trail and Bridge ribbon-cutting ceremony, attended by elected officials and advocates.
- Launch of a Trail User Counting Program using more than 20 eco-counters to track usage patterns: Construction of 5+ miles of new natural-surface trails for hiking, biking, and equestrian use, opening in early 2026.
- Soft launch of a public Trail Finder website, allowing users to locate trails, view features, and access maps and directions.
- Implementation of a "Weed Warriors" program to manage invasive species along trail corridors.
- Publication of an updated Rules Booklet addressing e-bike and e-scooter use on shared trails.

Michael concluded by emphasizing the need for continued coordination with MDOT, SHA, and local agencies to streamline planning, design, and maintenance processes for shared-use infrastructure statewide.

c) MARYLAND STATE POLICE

**Quinn Wallace** shared a brief update from MSP, relaying that the agency's Deputy Chief of Staff intends to replace the current MBPAC representative, Lieutenant Laura Beck. Quinn thanked Lt. Beck for her service to the Committee.

d) MARYLAND DEPARTMENT OF HEALTH

**Meg Young** presented MDH's updates on their behalf. Updates included recent successful events, including Walk Maryland Day, and projects, including the School Bike and Pedestrian Safety Project in Garrett and Washington Counties. MDH also recently completed a walk audit as part of a Safe Routes to School project and launched a new interactive website (Pathfinder) with local hiking, biking, and boating trail as part of their Walk Maryland program. The Committee reaffirmed the Department's continued partnership with MDOT on promoting health-centered active transportation policies and initiatives focused on walking, biking, and access equity including Walk Maryland Day and Walktober.

e) MARYLAND STATE DEPARTMENT OF EDUCATION

**Gabriel Rose** spoke on behalf of Jason Stenman, Physical Education Curriculum Lead at MSDE. The Department reported that its Physical Education Instructional Framework Validation

Committee, formed in 2024, had completed its review and released updated guidance clarifying student standards for learning through movement, physical literacy, and social interaction.

The public comment period for these updates is open until December 31, 2025, with final adoption planned for January 27, 2026. After this date, the regulations will be published in the Maryland Register. Gabriel noted that while the framework is not prescriptive on pedestrian or bicyclist education, it explicitly allows local education agencies to integrate active transportation content into physical education instruction.

The speaker also shared that Maryland's 2025 Teachers of the Year are conducting a statewide "Active Learning Tour" to promote outdoor education and physical activity. This includes a biking trip on Smith Island later in the fall and a trail hike in Garrett County, planned for spring 2026, intended to highlight how educators are modeling health and mobility within their communities.

f) MARYLAND DEPARTMENT OF DISABILITIES

**Bong Delrosario** from MDOD followed with an update on accessibility outreach. The Department continues to host a quarterly "From Here to There" webinar series, designed to educate individuals with disabilities and older adults about various travel options, including paratransit, fixed-route transit, Amtrak, and cruise line travel. The next session, scheduled before Thanksgiving, will focus specifically on accessibility features for long-distance travel and cruise passengers with mobility devices.

Bong also described informal travel training efforts that teach users how to navigate both protected and unprotected bike lanes safely, particularly for wheelchair users and individuals with visual impairments. MDOD is working closely with MTA to relaunch its travel training program in early 2026 and continues collaboration with WMATA to share best practices regionally.

g) DEPARTMENT OF COMMERCE

No updates were shared.

h) MARYLAND DEPARTMENT OF PLANNING

No updates were shared.

**V. Safety Listening Session**

The committee transitioned to the scheduled Safety Listening Session, which was moved to an online format due to time constraints. **Meg Young** and **Quinn Wallace** explained that the purpose of this discussion was to gather feedback on how local and state agencies address safety concerns for pedestrians and cyclists.

Members were invited to submit comments and suggestions through the MBPAC inbox for follow-up presentations in the January 2026 meeting. **Mike Evans** requested that the Purple Line Bicycle Task Force and its design issues, particularly around skewed intersections, be included in a future agenda. **Cynthia Spriggs** also reminded the committee that the Vision Zero meetings provide additional opportunities for reviewing statewide crash and fatality data.

## VI. Old Business, Public Comment, Engagement Opportunities

**Quinn Wallace** summarized items received through the MBPAC inbox, including comments about recent fatalities in Montgomery and Prince George's counties. The committee discussed the coordination between agencies and acknowledged the importance of effective public communication following severe incidents.

**Jim Titus** urged the State Highway Administration to resume regular attendance at MBPAC meetings, for two reasons. First, SHA presence could resolve an issue that continually arises at MBPAC meetings. For the last two years, SHA has failed to maintain the MD-450 trail through unincorporated Prince George's County. The County insists that trimming and maintenance of the trail are the responsibility of the state under state law. SHA asserted that lacking a maintenance agreement, the current state code delegating the maintenance of shared use paths to the local jurisdiction applies, but Mr. Titus reports that Prince George's County's DPW&T disagrees. When MBPAC staff tried to get an explanation, SHA responded by providing a maintenance agreement with the City of Bowie, but that agreement has nothing to do with unincorporated areas where the trail is not maintained. Jim also pointed out that SHA's presence is essential for reviewing technical materials, such as the Maryland MUTCD and design guidelines. He expressed frustration that the committee was not consulted earlier in the MUTCD update process and recommended stronger collaboration moving forward.

**Jon Morrison** and others agreed that early input from MBPAC could improve consistency in bicycle and pedestrian infrastructure standards.

## VII. MBPAC Subcommittee Reports

### a. Eastern Shore Subcommittee

Chair **Patti Stevens** reported that the Eastern Shore Subcommittee continues to coordinate with local governments and the Maryland Department of Natural Resources (DNR) on the Maryland Trails Plan and the Eastern Shore Trails Network Regional Workshop, scheduled for

early November. The group is collaborating with Wicomico, Worcester, and Talbot Counties to identify high-priority missing trail links and opportunities to connect small towns to regional tourism assets, such as the Cross Island Trail and the Oxford–Bellevue Ferry corridor.

Members discussed how the Eastern Shore's rural context creates unique challenges for non-motorized travel, particularly long stretches without safe crossings or shoulders and emphasized the need for coordination among MDOT SHA, county planners, and local advocacy groups. Jon Morrison noted that MDOT would review potential design assistance for low-volume state routes that could serve as bikeways.

b. Pedestrian Subcommittee

Chair **Bong Delrosario** provided an update on the September Pedestrian Subcommittee meeting, in which they heard a guest presentation on sidewalk data and Safe Routes to School planning, a detailed update on Walktober events, and MDE's update on their Alternative Transportation Group.

**Meg Young** noted that the subcommittee will evaluate Walktober's outcomes to identify best practices and explore expanding the program into a year-round "Walk Maryland Network." Several members expressed interest in including Safe Routes to School audits and rural walkability assessments in 2026 programming.

c. Legislative Subcommittee

Chair **Nigel Samaroo** discussed the Legislative Subcommittee's upcoming November meeting to review potential 2026 session items. Topics included:

- E-bike policy implementation following DNR's forthcoming legislation;
- Possible amendments to the Maryland MUTCD, ensuring consistency with federal updates and adding guidance for bicycle lane markings, mid-block crossings, and speed-management treatments;
- Legislative strategies for maintaining and enforcing shared-use path standards and clarifying maintenance responsibilities, especially in unincorporated areas such as the MD-450 shared-use path in Prince George's County; and,
- Encouraging coordination with SHA and MDOT Office of Traffic and Safety so MBPAC can provide early input before rulemaking.

The committee should invite SHA staff to future meetings to discuss upcoming MUTCD revisions directly. Members agreed that proactive engagement rather than post-publication comment would strengthen Maryland's active-transportation policies.

**Meg Young** noted that several leaders within MDOT are interested in presenting the Department's safety bills to the Legislative Subcommittee at the November meeting, which Nigel welcomed.

d. Trails Subcommittee

**Meg Young** presented the proposal to make the Trails Subcommittee a permanent standing subcommittee of the MBPAC. The Trails Subcommittee would be a more permanent continuation of the Technical Advisory Committee (TAC) that informed and guided the Maryland State Transportation Trails Strategic Plan. The Subcommittee's vision and goals would align with the Plan's and would implement a key recommendation in the Plan to: "Make the TAC a permanent subcommittee of the MBPAC with quarterly meetings to ensure cross-agency collaboration." Meg presented how the Subcommittee would help implement other recommendations in the Plan, including publicizing the Building Support Trails Toolkit, coordinate funding opportunities across agencies, developing an "adopt a trail" program, determining and developing Maryland Destination Trails, and promoting state participation in national trail-focused initiatives. Meg showed a map of proposed Maryland Destination Trails across the state and proposed a standard set of criteria, best practices, safety and maintenance, signage and placemaking, branding and promotion, and methods of measuring the impact of destination trails.

**The Committee voted unanimously, with one abstention by Michael Jackson, to make the Trails Subcommittee a permanent standing subcommittee of the MBPAC.** Members commended the group's contribution to inter-agency collaboration and data-driven planning.

**VIII. Closing Reminders and Adjournment (5 min)**

Before adjourning, Chair **Jon Morrison** reminded members about the DNR Outdoor Recreation Summit taking place October 28–30, 2025, and encouraged attendance at the MDOT Outdoor Excursion Safety Table near the Maryland Science Center. He also reviewed upcoming meetings: the Pedestrian Subcommittee will meet on December 18, the Legislative Subcommittee will meet in November (date to be announced), and the Trails Subcommittee will meet in December. The next full MBPAC meeting will be held on **Friday, January 16, 2026**. (This was announced as January 9 in the meeting, but the date was updated following the meeting.)

**TEAMS Meeting Chat:**

Markus Tarjamo (Unverified): Good morning

Meg Young: Good morning!

Jon Korin, BikeAAA (Unverified): Anne Arundel is working on a PSA related to ebike safety. There is considerable confusion about ebikes vs e-motos which exceed the statutory 3 class definition of ebike and have become popular with youth.. I will raise this during public comment. State and locals should collaborate on this.

Kudos to DNR for opening up this policy.

MD Code: (a) "Electric bicycle" means a vehicle that:

- (1) Is designed to be operated by human power with the assistance of an electric motor;
- (2) Is equipped with fully operable pedals;
- (3) Has two or three wheels;

Meg Young: Replied to Jon Korin, Agreed - and I need to get back to your email about it. we have an effort ongoing at MDOT!

Sharing OATM's new blog post on the CTP's proposed investments in bike/ped projects. It will be MDOT's largest on record  <https://blog.mdot.maryland.gov/mdot-investment-on-record-in-bicycle-and-pedestrian-projects/>

Antoine Wright (External): Maryland definitions for bike and other mobility devices [https://roads.maryland.gov/OPPEN/acomm\\_bike\\_laws4.pdf](https://roads.maryland.gov/OPPEN/acomm_bike_laws4.pdf)

Jon Morrison (External): <https://dnr.maryland.gov/outdoorrec/Documents/eBike-Proposed-Regulations.pdf>

Markus Tarjamo (Unverified): weather this Walktober has been very nice for the walks!

Antoine Wright (External):  
<https://www.roads.maryland.gov/mdotsha/pages/pressreleasedetails.aspx?newsId=3919&PageId=818>

Meg Young: zerodeathsmd.gov

Jackson, Michael who is the PM for the SUP counts project?

Jon Korin, BikeAAA (Unverified): From our friends at East Coast Greenway: Great story and a map of the 13 mile continuous WB&A Trail Lanham to Odenton. <https://greenway.org/stories/new-wb-a-trail-patuxent-river-bridge-strengthens-maryland-s-east-coast-greenway-link>

Markus Tarjamo (Unverified): Excited to see how the SUP counter project goes! Will the data be primarily internal or are there plans to eventually provide some of the data publically or via PG Atlas?

Antoine Wright (External): PG Parks Book updated in July it says [https://www.pgparks.com/wp-content/uploads/2025/05/Park-Rules-and-Regulations\\_2025\\_Final.pdf](https://www.pgparks.com/wp-content/uploads/2025/05/Park-Rules-and-Regulations_2025_Final.pdf)

Jackson, Michael (Unverified): Thanks for the comments. I will get back to folks about SUP counter program.

Kandese Holford: How does one sign up for travel training from the MD Dept of Disabilities?

Meg Young: In Baltimore, MTA is bringing back the program by midyear 2026. WMATA has a travel training program.

Kandese Holford: Thank you!

Jackson, Michael (Unverified): Feedback that I am looking for in the bike/ped crash reports would be more detail into these crashes such as the development of crash typologies (e.g., motorist turns in front of bicyclist at intersection), (bicyclist strikes opened car door). Such detail would help in planning new bikeway designs.

Jon Korin, BikeAAA (Unverified): Frame the Safety Sessions around the E's: Engineering (Infra), Education, Enforcement (include Legislation), Encouragement, Etc.

Nigel Samaroo (Unverified): Quinn

I can send you a link or more information on the Ride for Your Life event. Would that help?

<https://waba.org/event/ride-for-your-life-2025/>

Antoine Wright (External): Ride for Your Life (whoops Nigel beat me to it) <https://rideforyourlife.org/>

Nigel Samaroo (Unverified): <https://rideforyourlife.org/>

Kandese Holford: For the run/walkers who are interested: [Bay Bridge Run](#)

Jon Korin, BikeAAA (Unverified): sample Ebike Flyer from Loudoun Cty: <https://sheriff.loudoun.gov/DocumentCenter/View/216347/250724---eBike-Safety-Brochure---v6---WEB?bidId=>

Sarah Myers (Unverified): The electric unicycles may not meet the "bicycle" definitions but I bring it up as they can exceed 50mph and they are on trails and skills parks <https://ampedelectricgames.com/>

Jon Korin, BikeAAA (Unverified): Similar issue with "e-motos" which exceed the statutory definition of ebike with higher throttle speeds and some without operable pedals and therefore typically not permitted on trails and requiring license/registration/insurance on roads.

Nigel Samaroo (Unverified): We see these motorized "bikes" with greater frequency on the B&A trail and other trails