

Maryland Bicycle & Pedestrian Advisory Committee (MBPAC) Quarterly Meeting – April 24, 2026

Meeting Minutes

This meeting was held online via Microsoft Teams and hosted in-person by the Montgomery County Department of Transportation.

Attendees:

Members:

- Jon Morrison, Chair
- Cynthia Miller
- Kristy Daphnis
- Brooks Phelps
- Michael Jackson
- Jim Titus
- Antoine RJ Wright
- Nigel Samaroo
- Marian Vessels
- Patti Stevens
- Sarah Myers
- Kandese Holford
- Guilmate Fuller
- Lt. Laura Beck
- Marshall Edwards
- Bong Delrosario
- Sandi Olek

Absent Members:

- Andrew Lingelbach
- Matt Hendrickson
- Luke Hollis
- Ndegwa Kamau

Meeting Staff:

- Meg Young
- Quinn Wallace

Non-Members:

- Jon Korin
- Chris Reno
- Molly Porter
- Brenden Wray
- Paula Hubble
- Jon Ryder
- Jessica Richards
- Deborah Price
- Daniel Paschall
- Charlene Mingus
- Councilwoman Kyla M. Clark
- Wade Holland
- Chris Huang
- Kathleen Kleinmann
- Chris Conklin
- Bryan Barnett-Woods
- Matt Johnson
- Tim Richards
- Larry Arch
- Joe Moges

I. Welcome, Roll Call

The April MBPAC meeting was called to order by **Jon Morrison**, Chair, at the Montgomery County Executive Office Building. Jon thanked Montgomery County for hosting and noted that the committee had a full agenda for the meeting.

Following roll call, **Patti Stevens**, **Matt Hendrickson**, and **Ali Macstudy** were thanked for their service to the committee, while **Marshall Edwards** was welcomed back as the Southern Maryland representative. New members, **Guilmate Fuller** and **Luke Hollis** were also introduced. Jon noted the current vacancies and informed members that House Bill 640 would remove MSDE representation from MBPAC effective July 1.

II. Agenda Review

Quinn Wallace presented the draft minutes from January 16, 2026, and March 6, 2026, MBPAC meetings. A motion was made and seconded to approve both sets of minutes, which passed unanimously.

III. Montgomery County DOT Vision Zero Presentation

Wade Holland, Vision Zero Coordinator for Montgomery County DOT, delivered a presentation on Montgomery County's Vision Zero program, roadway safety initiatives, and coordination with the State of Maryland. Wade highlighted the county's adoption of Vision Zero in 2016 and explained that the current 2030 Vision Zero Plan incorporates the Safe System Approach, prioritizing High Injury Network corridors where severe and fatal crashes are concentrated.

Wade discussed coordination between Montgomery County and MDOT SHA, particularly on shared pedestrian and bicycle safety priorities along state-owned roadways. The presentation also included updates on several roadway and multimodal transportation projects, including Montgomery Village Avenue improvements, New Hampshire Avenue safety projects, Veirs Mill Road Bus Rapid Transit improvements, pedestrian beacon installations, neighborhood greenways, the Maryland Avenue Bikeway, and Purple Line-related infrastructure improvements. The committee also heard about Safe Routes to School initiatives, walkability studies, community outreach programs, bicycle education classes, and Vision Zero public safety campaigns. Wade emphasized the importance of direct community engagement through school events and neighborhood programs to improve public awareness and participation.

Throughout Wade's presentation, committee members and attendees asked about educational programming, speed limits and automated enforcement, driver behavior, micromobility, and recent legislation. Wade noted that Montgomery County continues to combine enforcement, roadway design, and education efforts to address speeding and improve roadway safety. He also acknowledged challenges associated with Vision Zero implementation, including funding limitations, staffing constraints, public opposition to roadway changes, and permitting coordination.

IV. Statewide Vulnerable Road User Safety Education

Molly Porter, Bicycle and Pedestrian Program Team Lead with SHA's Office of Planning and Preliminary Engineering, provided an overview of the agency's safety planning framework and programs. Molly explained that SHA's safety initiatives are guided by the Safe System Approach, which recognizes that human mistakes are inevitable and roadway systems should minimize the risk of serious injury or death. She highlighted several statewide safety initiatives, including the Complete Streets Quick Build Program, SHA Crosswalk Initiative, Pedestrian Safety Action Plan (PSAP) corridors, and Vulnerable Road User (VRU) projects. The presentation included discussion of the statewide Vulnerable Road User Safety Assessment, updated as part of the 2026–2030 Maryland Strategic Highway Safety Plan, which identifies high-risk corridors across both state and local roadway networks. Molly also described SHA's context-driven approach to roadway design, noting that roadway treatments vary based on urban, suburban, and rural conditions. Molly emphasized the importance of early community engagement during project development to better understand local roadway safety concerns and improve project outcomes.

Tim Richards, Safety Programs Section Manager with the Maryland Highway Safety Office (MHSO), presented an overview of statewide pedestrian and bicyclist safety trends, the 2026–2030 Strategic Highway Safety Plan (SHSP), and ongoing behavioral safety initiatives. Tim noted that 162 pedestrians were killed on Maryland roadways in 2024, accounting for nearly 28 percent of statewide roadway fatalities, although preliminary 2025 data showed some improvement.

Tim reviewed Maryland's 2026–2030 Strategic Highway Safety Plan, which focuses on reducing roadway fatalities and serious injuries through statewide coordination among transportation agencies, law enforcement, emergency services, and local governments. He highlighted several pedestrian and bicyclist safety strategies, including improved crash data collection, law enforcement training, vulnerable road user legislation, public outreach campaigns, and connected and automated vehicle technologies. The presentation also covered behavioral safety campaigns and partnerships supported by MHSO, including the "Look Alive" and the "Street Smart" campaigns. The presentation concluded with an overview of MHSO resources, including the Zero Deaths Maryland website, crash dashboards, grant programs, partner resources, and social media toolkits available to support local traffic safety outreach efforts.

Committee members and attendees discussed concerns regarding increasing vehicle size, visibility limitations associated with large trucks and SUVs, improper headlight use, and broader roadway safety challenges for pedestrians and bicyclists. Committee members and attendees also asked about the availability of 2024 crash data and the coordination among MHSO, Maryland State Police, and SHA regarding crash reporting standards. Tim explained that Maryland follows federal crash reporting standards while continuing to improve statewide data consistency through interagency coordination and traffic records by working groups.

V. MDP Planning Principles Presentation

Brooks Phelps, Regional Planner and Transportation Planning Specialist with the Maryland Department of Planning (MDP), presented an overview of Maryland's updated Sustainable Growth Policy and Transportation Planning Principles. The presentation focused on the transition to a more integrated and implementation-focused sustainable growth framework. Brooks explained that MDP updated the state's original planning visions into eight interconnected Sustainable Growth Planning Principles emphasizing stronger coordination among transportation, land use, housing, economy, resilience, ecology, equity, and placemaking. He introduced the updated Transportation Principle, which prioritizes transportation networks that provide energy-efficient, affordable, and reliable access to jobs, housing, and services, with increased emphasis on multimodal transportation, infill development, and maximizing existing infrastructure investments.

To support implementation, MDP coordinated with partner agencies to develop an implementation guide containing planning strategies, best practices, and case studies. Brooks also reviewed performance indicators, which include transit ridership, vehicle miles traveled (VMT) per capita, and non-drive-alone commute modes such as transit, bicycling, walking, and telework.

A significant portion of the presentation focused on Senate Bill 197, which updates Maryland's comprehensive planning requirements to align local transportation planning with the Sustainable Growth Principles. Brooks explained that local comprehensive plans must now include stronger coordination between transportation and land use planning, sustainable transportation options, and references to relevant State plans. Brooks noted that MDP and MDOT are developing guidance documents, checklists, and best-practice resources to assist local jurisdictions with implementation.

Committee members and attendees discussed implementation timelines, local government coordination, and challenges associated with translating statewide planning guidance into local transportation decisions. Additional discussion emphasized the importance of technical assistance, best-practice sharing, and continued statewide outreach efforts.

VI. Old Business, Public Comment, Engagement Opportunities

Following the main presentation portion of the meeting, **Quinn Wallace** provided updates related to old business, the MBPAC calendar, committee vacancies, and upcoming public engagement opportunities. Quinn noted that the MBPAC inbox had received numerous submissions regarding upcoming public rides, Bike Month activities, walking and bicycling events, and grant opportunities. Members and partner agencies were encouraged to continue submitting events for inclusion on the MBPAC calendar.

The committee discussed current MBPAC vacancies, including open regional seats and representation challenges on the Eastern Shore. Quinn also noted that although the Maryland State Department of Education (MSDE) seat is expected to be removed from MBPAC,

coordination with MSDE on bicycle and pedestrian initiatives will continue. Additional announcements included upcoming Bike Month activities and the application periods for the Transportation Alternatives Program, Recreational Trails Program, and Bikeways Program.

Public Comment

The following topics were raised during the public comment portion of the meeting:

- Drivers operating vehicles at night without headlights, particularly in urban areas, which requires additional research and systemic solutions beyond traditional enforcement efforts
- Adult males' overrepresentation in traffic crashes and fatalities and the need for more targeted safety outreach and behavioral interventions
- An agency update from ***Guilmate Fuller*** regarding Safe Routes to School Walk Audit projects and the Walk Maryland Community Initiative
- Updates on the City of Laurel's 2026 Bikeway Master Plan from ***Councilmember Kyla Clark***, including the Cherry Lane Bikeways project and planned bike lanes and shared-use path projects to improve multimodal connectivity throughout the city

VII. MBPAC Subcommittee Reports

Legislative Subcommittee

Nigel Samaroo, Chair of the Legislative Subcommittee, summarized the MBPAC's legislative priorities for the 2026 Maryland General Assembly session, which focused primarily on VRU safety, speed management, transportation safety, and active transportation investments. Nigel reviewed the status of several transportation-related bills supported by MBPAC. Additional discussion included automated enforcement reciprocity agreements, bicycle and crosswalk legislation, safe routes to school sidewalk construction bills, residential district speed-monitoring legislation, and proposals related to contributory negligence reform for vulnerable road users.

Jon Korin also highlighted additional transportation and bicycle safety legislation introduced later in the session, including bills related to Complete Streets, Vision Zero funding priorities, automated crosswalk enforcement, and concerns regarding electric bicycles, scooters, and "e-moto" vehicles that exceed statutory e-bike definitions. He noted that these issues are expected to remain active topics during future legislative sessions.

Trails Subcommittee

Meg Young, Chair of the Trails Subcommittee, provided an update on the newly established Trails Subcommittee, which held its first meeting in February 2026 and adopted its mission, goals, and work plan. Meg reviewed the 2026 meeting schedule and encouraged interested participants to join the mailing list, noting that MBPAC subcommittees remain open to public participation.

The Trails Subcommittee also discussed developing a biannual tracking process for projects identified in the Statewide Transportation Trails Strategic Plan and reviewed methods for monitoring implementation progress. Additional discussion focused on National Celebrate Trails Day on April 25, 2026, including several planned events across Maryland and Washington, D.C. Meg also previewed topics for the May 8 Trails Subcommittee meeting, including updates on Trails Strategic Plan policy recommendations and development of criteria for the Maryland Destination Trails designation.

Eastern Shore Subcommittee

Patti Stevens, Chair of the Eastern Shore Subcommittee, provided updates on transportation safety and trail initiatives across Maryland's Eastern Shore. She reiterated the subcommittee's mission to support accessible trails and safe bicycle and pedestrian connections throughout the region. Patti noted that several Eastern Shore counties, including Queen Anne's, Talbot, and Worcester Counties, are currently developing Local Highway Safety Plans. She expressed concern that some plans focus only on county-owned roads or exclude local municipalities, despite many high-risk bicycle and pedestrian corridors being located on state highways.

Patti also discussed updates related to the Ocean City Complete Streets Quick Build and Pedestrian Safety Action Plan (PSAP) projects and noted that recommendations to convert portions of the projects were rejected by the Ocean City Council and Mayor, although other recommendations remain under consideration. Patti also reported that MDOT SHA recently hosted a public meeting for the Frederick Douglass Rail Trail project attended by approximately 130 participants, with comments reflecting both support for expanded trail access and concerns from nearby property owners regarding land use impacts.

Patti shared updates on the Maryland Eastern Shore Trails Network and encouraged participation in upcoming virtual meetings and Celebrate Trails Day events across the region. Despite a recent setback on the Berlin bridge planning effort, Patti emphasized the continued commitment to improving bicycle, pedestrian, and trail connectivity throughout the Eastern Shore.

Pedestrian Subcommittee

Bong Delrosario, Chair of the Pedestrian Subcommittee, provided a brief update on the committee's recent activities and ongoing efforts related to pedestrian accessibility and safety across Maryland. Bong summarized the subcommittee's March 2026 meeting, which featured a presentation from the Baltimore City Department of Transportation on the City's Complete Streets initiative and pedestrian safety efforts. Discussion included roadway safety improvements, multimodal accessibility, and strategies to support safer walking environments. He also noted that the subcommittee continues coordinating with local jurisdictions to better understand pedestrian infrastructure challenges and best practices statewide. Bong concluded by announcing that the next Pedestrian Subcommittee meeting is scheduled for June 18, 2026.

VIII. Agency Updates

Due to time limitations, detailed agency updates were not reviewed during the meeting, and members were informed that the full presentation materials would be posted online and shared afterward. **Quinn Wallace** highlighted an update from MDTA regarding the Chesapeake Bay Crossing Study. MDTA reported receiving more than 1,000 public comments on the Draft Environmental Impact Statement (DEIS) and noted that no final decision has been made regarding the proposed shared-use path. The Final Environmental Impact Statement (FEIS) and Record of Decision are anticipated in November 2026, with an additional update planned for the July 31 MBPAC meeting.

IX. Closing Reminders and Adjournment

Jon Morrison concluded the meeting by thanking all presenters and participants for their contributions and engagement throughout the session. He announced that the next full MBPAC meeting will take place on July 31, 2026, although the location has not yet been finalized. Upcoming subcommittee meetings, including the Pedestrian Subcommittee meeting on June 18 and the Trails Subcommittee meeting on May 8, were also announced. A motion to adjourn was made and seconded, followed by unanimous approval from the committee.

Following the meeting, **Bryan Barnett-Woods** led a local ride for all in-person attendees who wished to participate.

TEAMS Meeting Chat:

Jim Titus 4/24 9:55 AM

Good morning folks. I meant to be there in person but I have to navigate bureaucracy today for my kid,

Guilmate Fuller – MDH 4/24 10:06 AM

Guilmate Fuller, Good morning everyone

Laura Beck 4/24 10:08 AM

I am here. Laura Beck. MSP. Having a hard time hearing things. Forgot my earbuds and in the airport.

Deborah Price 4/24 10:08 AM

Deborah Price, Transportation Planner Baltimore County DPWT

Daniel Paschall 4/24 10:09 AM

Daniel Paschall, Mid-Atlantic Manager for the East Coast Greenway Alliance

Chris Reno 4/24 10:09 AM

Chris Reno, citizen from Cecil County.

Jon Korin, BikeAAA 4/24 10:09 AM

Jon Korin, BikeAAA

Brendan Wray 4/24 10:09 AM

Brendan Wray, Howard County resident

Laura Beck 4/24 10:10 AM

Please make sure my attendance is recorded on the record.

CynthiaD Miller -COMMERCE- 4/24 10:27 AM

Cindy Miller here. I have to jump to another call. Thank you.

Jon Korin, BikeAAA 4/24 10:35 AM

Has MCPS set any policy on use of ebikes/emtos/escooters on school grounds?

We'll try to get HB938 Automated Crosswalk Enforcement passed next year

Meg Young 4/24 10:40 AM

This is something our summer fellow will be investigating as she helps with our micromobility education distribution plan!

Daniel Paschall 4/24 10:43 AM

A good quote I heard at a recent Vision Zero conference along the lines of: everyone already believes in Vision Zero for their family. They would never accept a number higher than zero for their family on our roadways, so we need to extend that same commitment out to our larger community in our town, county, state, and country.

Laura Beck 4/24 10:45 AM

I have to hop off now. Thanks!

Jim Titus 4/24 10:47 AM

How does MCDOT deal with the fact that drivers generally assume that the real speed limit is 10mph above what the sign says---make speed limit artificially low? Have small fines for 5mph over limit?

Daphnis, Kristy 4/24 11:10 AM

Hi - I'm looking for the MHSO Vision Zero Youth program, and can't seem to find anything online... could you please share more information?

Meg Young 4/24 11:13 AM

Sure- it's a grant to WABA, so they run the institute. I'm looking for their official website but I follow their activities on Instagram - <https://www.instagram.com/wabayouthleadership/>

Patti Stevens 4/24 11:14 AM

Can MDOT encourage Counties that do local highway safety plans to include all roads with serious safety problems and to include their local jurisdictions in the planning process. In guidance/training/grant awards.

Antoine Wright 4/24 11:15 AM

Question: if MVA wants more safety on the roadways, why isn't there more frequent testing of driver's other than the initial license? Having multiple sizes of autos should invite a license review when a person attains a new auto correct?

Nigel Samaroo 4/24 11:15 AM

excessively tinted windows

Jim Titus 4/24 11:15 AM

What are MVA plans for reciprocity with DC on automatic traffic enforcement fines?

Nigel Samaroo 4/24 11:15 AM

and I mean EXCESSIVELY... 360 degree tinted windows

Jim

That bill that will allow the MVA to enter into reciprocal agreements just passed this legislative session, so will go into effect this year

Jim Titus 4/24 11:17 AM

How will MVA implement it?

Nigel Samaroo 4/24 11:17 AM

HB212/SB111

<https://mgaleg.maryland.gov/mgawebsite/Legislation/Details/HB0212?ys=2026RS>

Legislation - HB0212

<https://mgaleg.maryland.gov/2026RS/bills/hb/hb0212T.pdf>

Meg Young 4/24 11:25 AM Edited

props to MDP for the sustainable growth dashboard, you can explore the targets and indicators from the implementation guide on this interactive website:

<https://storymaps.arcgis.com/stories/a43007aa0e31467ab3450bc543da6f6b>

Jon Korin, BikeAAA 4/24 11:26 AM

Would love for Maryland to adopt quantitative MODE SHIFT goals

Patti Stevens 4/24 11:26 AM

when do/did the new transportation requirements for Comp PLans go into effect?

Daniel Paschall 4/24 11:28 AM

Seconding Jon and adding that it would be great for Planning and MDOT to look at how the new Statewide Transportation Trails Plan can be leveraged to meet those Mode Shift goals (and greening along trail corridors)

Kandese Holford 4/24 11:29 AM

Jon, that's definitely something we are interested in

Daniel Paschall 4/24 11:32 AM

re: non-drive alone modes bar graph, has there been investigation into why bike mode share jumps to 1.6% in 2022 from 0.3% in 2019? In the same time period why does walking go from 2.3% to 0.3%?

Meg Young 4/24 11:33 AM

i would suspect covid caused a bump in biking, a lot more people tried it out during covid and then people started having few in-person workdays

Jon Korin, BikeAAA 4/24 11:36 AM

I guess the data source is the Census ACS which is sampling with small data sets and suspect data. It is challenging to measure bike and walk share.

Guilmate Fuller – MDH 4/24 11:40 AM

Updates From MDH: 1)Safe Routes to School: Walk Audit Project

MDH will move forward with funding Anne Arundel, Howard, and Washington counties for the Safe Routes to School: Walk Audit Project. This project involves LHDs forming an interdisciplinary team to conduct at least one school walk audit and implement a short-term, non-infrastructure SRTS project. Expanded activities include hosting a bike and pedestrian safety event, launching a digital campaign for National Walking Month (May 2026) with MDH assets, and completing a sustainability assessment to support future SRTS funding opportunities. Anne Arundel and Howard are the two newly funded counties, while Washington County is in its second year. Washington County will complete a new walk audit at a priority area and implement a new small non-infrastructure project. The funding period for this project is April 1, 2026- September 30, 2026.

2) Walk Maryland Community Initiative Project

In April, the MDH issued a competitive application to provide funding for up to four local health departments to implement a Walk Maryland Community Initiative project. This project involves

developing, promoting, and sustaining community walking, rolling, and other forms of active movement to increase physical activity in Maryland. Funded activities should support preparations for statewide events such as Walk Maryland Day and the Maryland Department of Transportation's (MDOT) Walktober, which promotes walking and active transportation throughout October. The funding period for this project is May 15, 2026 - September 30, 2026.

Meg Young 4/24 11:46 AM

Sounds like a bunch of exciting projects Councilwoman Kyla Clark! Can I ask how did you hear about the meeting? are you subscribed to the MDOT active transportation newsletter?

Jon Korin, BikeAAA 4/24 11:47 AM

Bike Maryland 2026 Legislative Recap <https://www.bikemaryland.org/2026-legislative-recap/>

Paula Hubble 4/24 11:52 AM

inviting folks in MC to the Rockville walk and roll event next month

<https://www.rockvillemd.gov/event/rockville-pedestrian-advocacy-committee-spring-walk-n-roll/>

Daniel Paschall 4/24 11:54 AM

learn lessons from other states on what to do and what not to do re: ebikes vs emotos; the main one to avoid is NJ's <https://www.peopleforbikes.org/news/new-jersey-most-restrictive-ebike-law>

Patti Stevens 4/24 11:55 AM

MD Eastern Shore Trails Network welcomes interested people to participate in sub-committees and planning activities. Contact Sue Simmons, Chair at SueSimmons193wvu@gmail.com

Jon Korin, BikeAAA 4/24 12:00 PM

Broadneck Peninsula Trail to Sandy Pt Park is open!!! <https://ridewithgps.com/routes/54731898>

Daphnis, Kristy 4/24 12:01 PM

Where will the July meeting be held?

Meg Young 4/24 12:02 PM

we're looking for volunteer hosts,,,

Daniel Paschall 4/24 12:02 PM

thank you!