

M A R Y L A N D



BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

Friday, July 31, 2026, 10am-12pm

*Hosted by the Maryland Department of
Transportation*

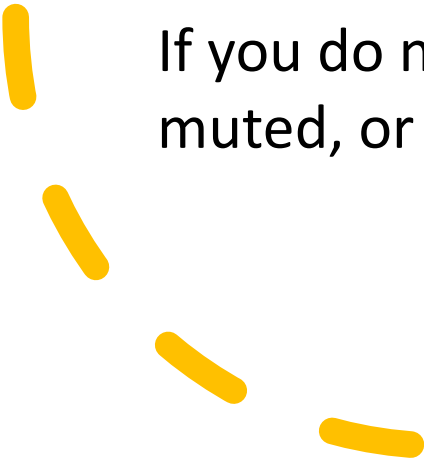




RECORDING DISCLOSURE

Please be advised that this public meeting of the Governor's Maryland Bicycle and Pedestrian Advisory Committee is being recorded and transcribed for notetaking purposes.

By remaining on this webinar or participating in the discussion, you are consenting to being recorded. Anything sent in the chat will also be recorded within the meeting minutes.



If you do not wish to be recorded, please turn off your camera and remain muted, or you may choose to disconnect at this time.

I. ROLL CALL

STATE AGENCIES:

Kandese Holford, Maryland Department Of
Transportation

Guilmate Fuller, Maryland Department Of Health

Lt. Laura Beck, Maryland State Police

Brooks Phelps, Maryland Department Of Planning

Sandi Olek, Maryland Department Of Natural Resources

Bong Delrosario, Maryland Department Of Disabilities

Michael Jackson, Maryland National Capital Park &
Planning Commission

VACANT, Department Of Tourism

CITIZENS:

Antoine RJ Wright, Chairperson

Kristy Daphnis, Member At Large

Heather Grant, Eastern Shore

Ndegwa Kamau, Washington Metropolitan

Jon Morrison, Member At Large

Sarah Myers, Western Maryland

Nigel Samaroo, Baltimore Metropolitan

Markus Tarjamo, Southern Maryland

James Titus, Washington Metropolitan

Marian Vessels, Mobility Impaired

Kaye Witting, Baltimore Metropolitan

VACANT, Visually Impaired

VACANT, Member At Large

II. INTRODUCTION OF NEW CHAIR



Meet Antoine RJ Wright!

- Member of MBPAC since 2020 (Legislative Subcommittee participant)
- Howard County Multimodal Transportation Board (2023) and Bike Maryland Board of Directors (2025)
- Contributed to HoCo Gateway Master Plan (2024-25), HoCo APFO Review Committee (2024-25), & several working groups
- Part-time sales at Trek Columbia

II. INTRODUCTION OF NEW CHAIR



Thank you, Chair Emeritus Jon Morrison!

A few of Jon's accomplishments as Chair:

- Revived post-pandemic in-person/hybrid meetings
- Launched the MBPAC's Annual Reports
- Worked with MDOT to pull together the initial [MD Bicycle Level of Traffic Stress Map](#)
- Stretched MBPAC's lens beyond Baltimore/Central MD, adding impactful voices from the Eastern Shore & Western MD



III. WELCOME NEW MEMBERS

New Members:

- Thank you to **Andrew Lingelbach, Marshall Edwards, and Cindy Miller** for their years of service to the MBPAC
- Welcome to new members!
 - **Kaye Witting, Baltimore Metropolitan**
 - **Heather Grant, Eastern Shore**
 - **Markus Tarjamo, Southern Maryland**

Attendees:

- Introduce yourself in the chat
- Please remain muted and raise your hand to speak
- Members of the public can engage with the Committee during the public comment portion (up to 5 min per person)
- **Only vote if you are an officially appointed MBPAC member**

IV. AGENDA

- I. Welcome, Roll Call
- II. Introduction of New Chair, Welcome New Members
- III. Agenda Review & Approval of Minutes
- IV. MBPAC Procedures Update
- V. State Agency Updates
- VI. Bay Crossing Draft EIS Update
- VII. Bicycle and Pedestrian Priority Areas & Elkridge Plan
- VIII. Michelin Mobility Intelligence: Safety Overview
- IX. Old Business, Public Comment, Engagement Opportunities
- X. MBPAC Subcommittee Reports
- XI. Closing Reminders, Adjournment



IV. MBPAC MINUTES

- April 24, 2026, Draft Minutes: Emailed on May 21. No edits received.
 - Highlights: MCDOT Vision Zero presentation, VRU Safety Education presentation from SHA and Maryland Highway Safety Office (MVA), and MDP Planning Principles presentation
- Today: Any final corrections & vote

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

V. MBPAC PROCEDURES UPDATE

Presentation by:

Antoine RJ Wright, Chair

MDOT Staff



Maryland Bicycle and Pedestrian Advisory Committee

Standard Operating Procedures

Updated April 2026

VI. AGENCY UPDATES



Image Source: Montgomery County

Maryland-National Capital Park and Planning Commission

Montgomery Planning

- A consultant is developing the final draft of our Parking Lot Design Guidelines – a project that will help us reduce the number and severity of crashes in parking lots.
- The Planning Department is also working closely with MCDOT on the development of the county's Curbside Management Policy Guide. This will help prioritize curbside uses across Montgomery County.

VI. AGENCY UPDATES

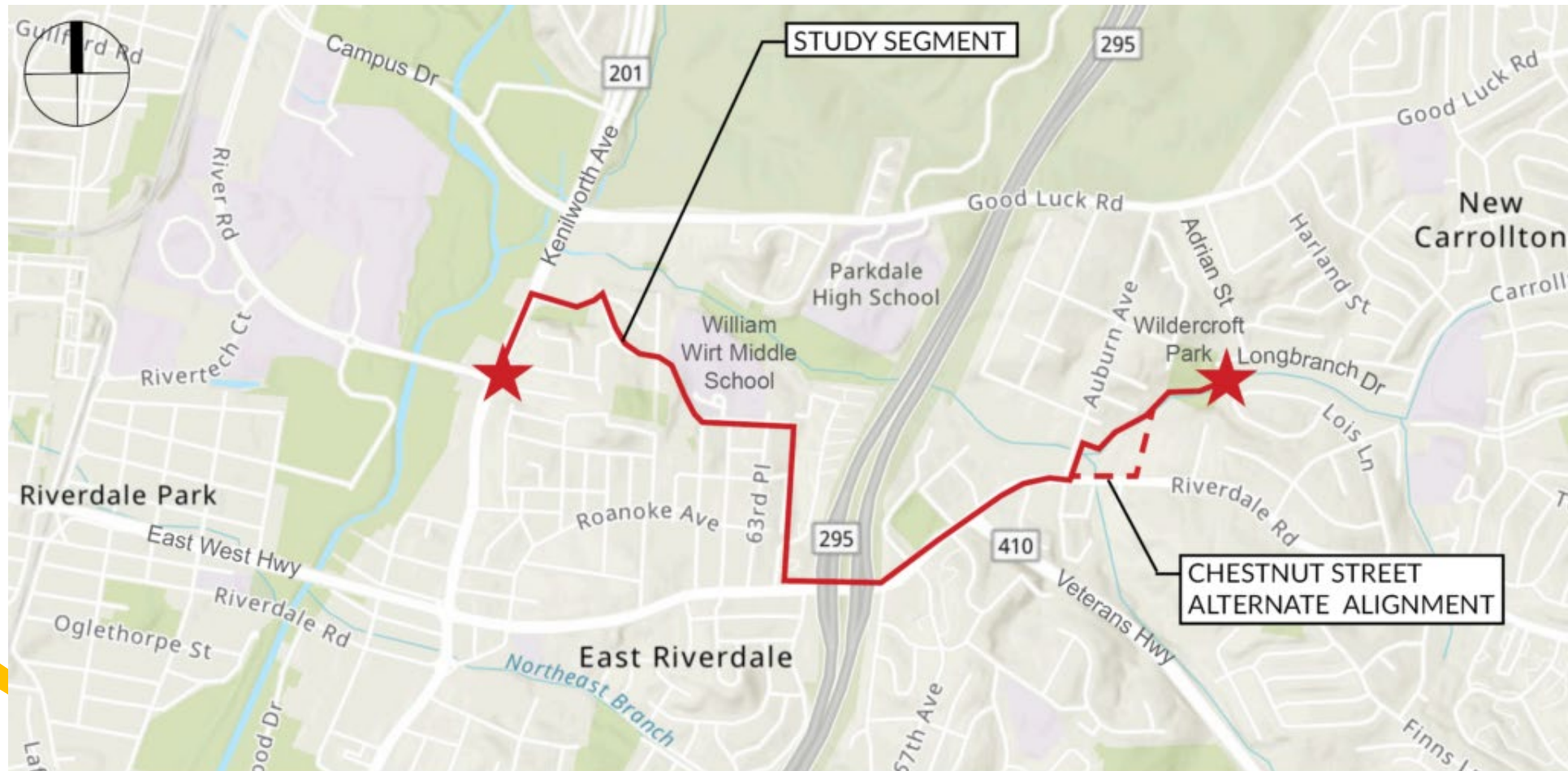
Maryland-National Capital Park and Planning Commission

Prince George's County Planning

- Mead & Hunt Consultants completed a feasibility study for a two-mile segment of the proposed [Northern Prince George's East West Bikeway](#). The feasibility study covered a corridor roughly paralleling MD 410/East West Highway and Riverdale Road between Riverdale Park and New Carrollton. The ultimate vision of the NPGEWB is to provide a bikeway between Lanham and Lewisdale that would connect with four major shared use paths.
- While the desire is to provide a facility for all ages and abilities because we are seeking to implement this project within existing infrastructure, not all segments may be appropriate for all ages and abilities initially. The two mile segment covered by the feasibility study would connect a small shopping center, a middle school, a future Purple Line light rail station, community park, residential and institutional uses.
- Next steps under consideration include submitting grant applications to complete 65 percent design on this two-mile segment, and/or seeking funds to conduct another feasibility study on an adjacent segment.

VI. AGENCY UPDATES

Maryland-National Capital Park and Planning Commission

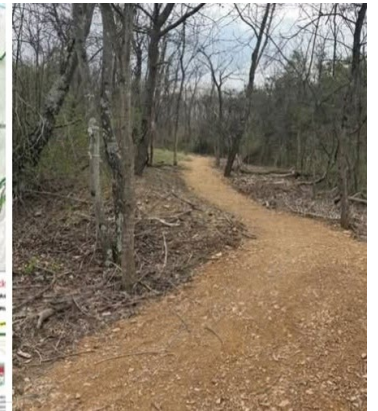


Updates from the Maryland Department of Natural Resources

Rollout: Bike & E-bike Regulation and Share the Trail Campaign – The regulation became effective on May 26th and has been rolled out alongside a trail etiquette campaign encouraging bikers, hikers, equestrians, and other trail users to *Say Hey, Give Way, and Enjoy the Day!*

Great E-biking Trails – As part of the campaign, DNR has compiled and published a map of great E-biking trails on state lands.

New Trails – The Bear Ridge Area of Rocky Gap State Park has 2 new mountain biking trails.



VI. AGENCY UPDATES

MDOT MVA Maryland Highway Safety Office

- Next Pedestrian & Bicyclist Emphasis Area Team (PBEAT) meeting:
 - August 17, 10am-12pm at Montgomery County DOT HQ or online
- Next Vision Zero meeting:
 - October 15, 9-11am

MDOT State Highway Administration

- SHA's Bicycle Policy & Design Guidelines now updated and published [online](#)

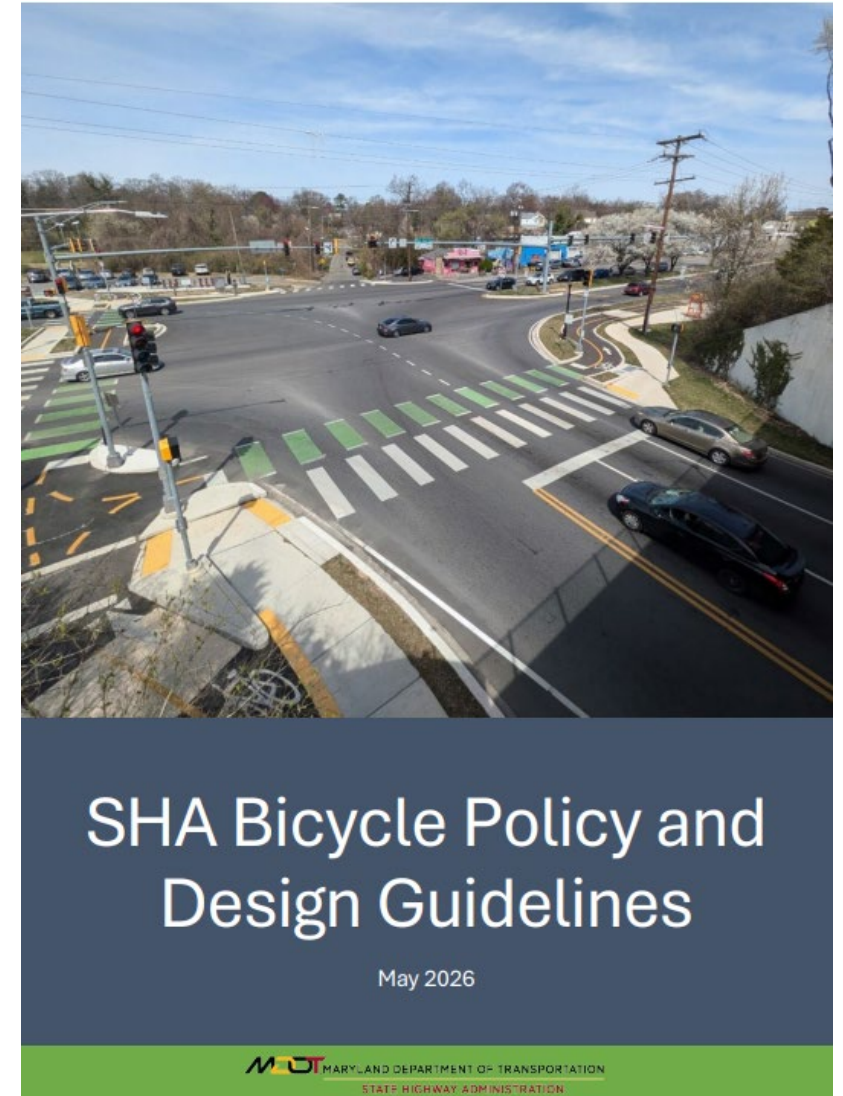


Image Source: MDOT SHA

VI. AGENCY UPDATES



Image Source: MDOT

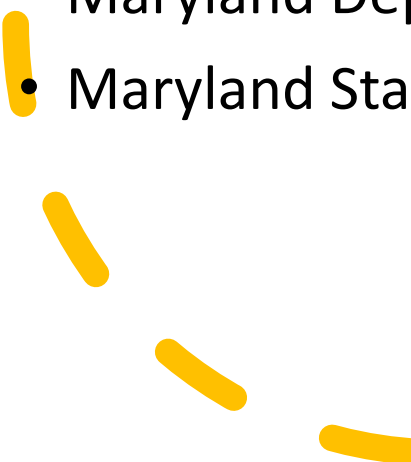
MDOT Office of Active Transportation and Micromobility

- This summer marks 2 years of MDOT's updated [Complete Streets Policy](#)!
 - Key accomplishments and implementation updates [here](#)
- Register for the upcoming [MDOT in Motion webinar](#): Safe Routes to School on August 13, 11:30am-1pm
- [SRTS Coordinator Pilot](#): Coordinators coming onboard in AA County, Baltimore City, Howard County, and PG County
- Celebrated a very successful Bike Month in May at pit stops, group rides, and events across Maryland
 - 2,001 registered for Bike to Work Week in the Baltimore region
 - 12,885 registered for Bike to Work Day in the DC region
 - 31 Bike & Roll to School events across MD
- Up to \$13 million in TAP, RTP, and Bikeways awards to be announced in fall 2026



VI. AGENCY UPDATES

No updates:

- Maryland Department of Commerce
 - Maryland Department of Disabilities
 - Maryland Department of Health
 - Maryland Department of Planning
 - Maryland State Police
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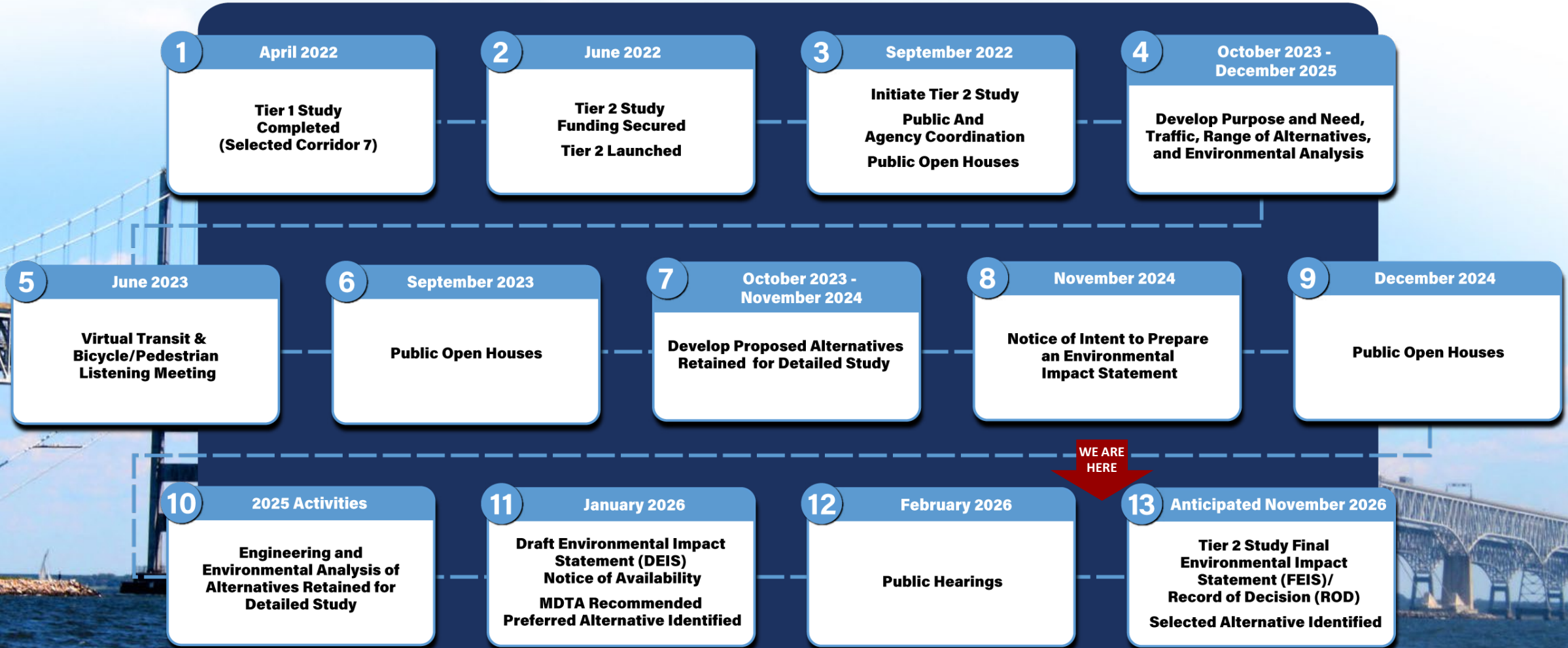
Chesapeake
BAY CROSSING STUDY
TIER 2 NEPA

Maryland Bicycle and Pedestrian Advisory Committee

JULY 31, 2026



Bay Crossing Study: Tier 2 NEPA - Study Overview



Intensive Public Stakeholder and Agency Engagement is Conducted Throughout the Study Process

Public, Stakeholder, and Agency Engagement

During the Tier 2 Study, MDTA has held:

- ▶ September 2022 Open Houses
- ▶ June 2023 Virtual Transit & Bicycle/Pedestrian Listening Meeting
- ▶ September 2023 Open Houses
- ▶ December 2024 Open Houses
- ▶ February 2026 Draft Environmental Impact Statement (EIS) Public Hearings
- ▶ Over 90 pop-up events
- ▶ Over 60 state and federal agency coordination meetings
- ▶ The Preferred Alternative (Alternative C) has received concurrence from all cooperating agencies



To date we have received more than

5,600 COMMENTS

and survey responses during the study

- Draft EIS comments received during the official comment period can be viewed at baycrossingstudy.com.
- MDTA has reviewed all Draft EIS comments and responses will be included in the Final EIS/ROD.

The MDTA's Preferred Alternative: Alternative C

- Replaces existing spans with two new four-lane spans.
- Eliminates need for extensive maintenance and rehabilitation of existing spans.
- Limits frequent two-way operations.
- Provides:
 - 12-foot-wide travel lanes
 - 3.0% maximum bridge grade
 - Full shoulders for maintenance and emergencies
 - 230-foot navigational clearance
 - Transit-related commitments
- Contains an optional bicycle and pedestrian shared-use path.
- Least costly alternative.
 - Without optional shared-use path (SUP): \$14.8 to 16.4 Billion*
 - With optional SUP: \$16.1 to \$17.6 Billion*

**This is a planning level cost estimate.*

- Has the least impacts to environmental resources.
- Removes the bottleneck at the Bay Bridge in both directions on a Non-Summer Weekday (NSWD) and eastbound on a Summer Weekend (SWED).



Alternative C is the MDTA's Preferred Alternative. An alternative has not been selected to advance to design or construction. The selected alternative will be identified in the combined Final EIS/ROD.

Optional Shared-Use Path (SUP)

If included, an SUP across a new Bay Bridge would be:

- ▶ A two-way pedestrian/bicyclist facility.
- ▶ Separated from travel lanes/shoulders by a physical barrier with a fall-protection system.
- ▶ Would cost between \$1.2 to \$1.3 billion (2025 dollars).

Review of Similar Bridges with an SUP



Oakland Bay Bridge (CA)

- 3.9-mile-long bridge with a 2.29-mile SUP
- 183.7-feet of vertical clearance
- 2% maximum grade
- Carries I-80 between Oakland and San Francisco
- SUP does not extend full length of bridge
- 15.5-foot width allows two-way bike traffic with an outside pedestrian lane



Mario Cuomo (Tappan Zee) Bridge (NY)

- 3-mile-long bridge with a 3.6-mile SUP
- 139-feet of vertical clearance
- 1.5% maximum grade
- Carries I-287 between South Nyack and Tarrytown
- 12-foot width allows two-way bike and pedestrian traffic
- Includes six overlooks along the length of the structure and includes amenities at each end



Woodrow Wilson Bridge (MD)

- 1.15-mile-long bridge with 3.5-mile SUP
- 68.9-feet of vertical clearance
- 3% maximum grade
- Carries I-495/I-95 between Alexandria and National Harbor
- 14-foot width allows two-way bike and pedestrian traffic

Optional SUP – Key Benefits & Constraints

Benefits:

- Would include planned improvements and extensions/connections for existing trails to the Bay Bridge in Queen Anne's and Anne Arundel Counties.
- Would provide a way to connect the shores for bicyclists without having to use an alternative form of crossing assistance, such as a car or transit.

Constraints:

- Length and height of a proposed bridge can be a factor for limiting the SUP users, especially pedestrians.
 - 3% maximum bridge grade
 - 230-feet of vertical clearance
 - Approximately 4.2 miles in length, would take the average pedestrian 1 hour 15 min to walk across.
 - Would need rest areas along the way
- Wind also poses a major safety concern, which may affect user access to the bridge due to restrictions crossing on foot or bikes. The Chesapeake Bay area experiences high-gust winds during the year that limit truck crossing on the Bay Bridge.

Optional SUP – Next Steps

- ▶ The MDTA will continue to evaluate access, cost, amenities, and safety measures.
- ▶ Following completion of the NEPA process, the MDTA will perform a financial feasibility analysis and determine whether an SUP would be included.
- ▶ If included, additional coordination would occur with local, state, and federal agencies regarding connections, parking and maintenance.

Anticipated Schedule



Source: Adobe Stock

Study Team Contacts

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Thank you!





Elkridge Bicycle and Pedestrian Priority Area Plan

Shane Sarver

State Highway Administration



Bicycle and Pedestrian Priority Areas (BPPA)

SHA may, in collaboration with local partners, designate areas with high potential for biking and walking as Bicycle and Pedestrian Priority Areas

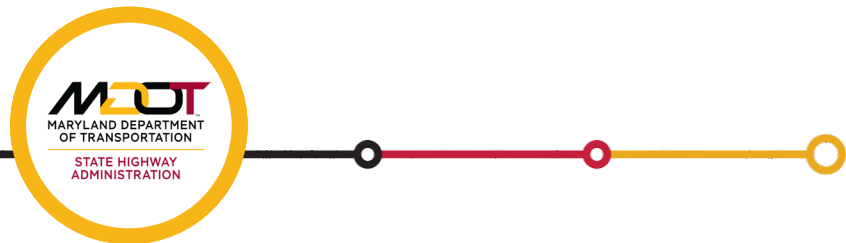
- Coordinate state, local and private stakeholders
- Align state and local planning goals
- Provide for potential innovative bicycle and pedestrian treatments



Montgomery Road, Elkridge

BPPA Criteria

- Urban areas, main streets, and/or tourist centers – areas with high potential for biking and walking as transportation modes.
- A focused area, generally a ½ mile radius.
- Areas with surmountable obstacles to biking, walking, and safety.
- Areas that emphasize multimodal transportation.
- Areas that proactively remove barriers to opportunities, especially in communities that have a high reliance on biking and walking.
- Local commitment to biking and walking



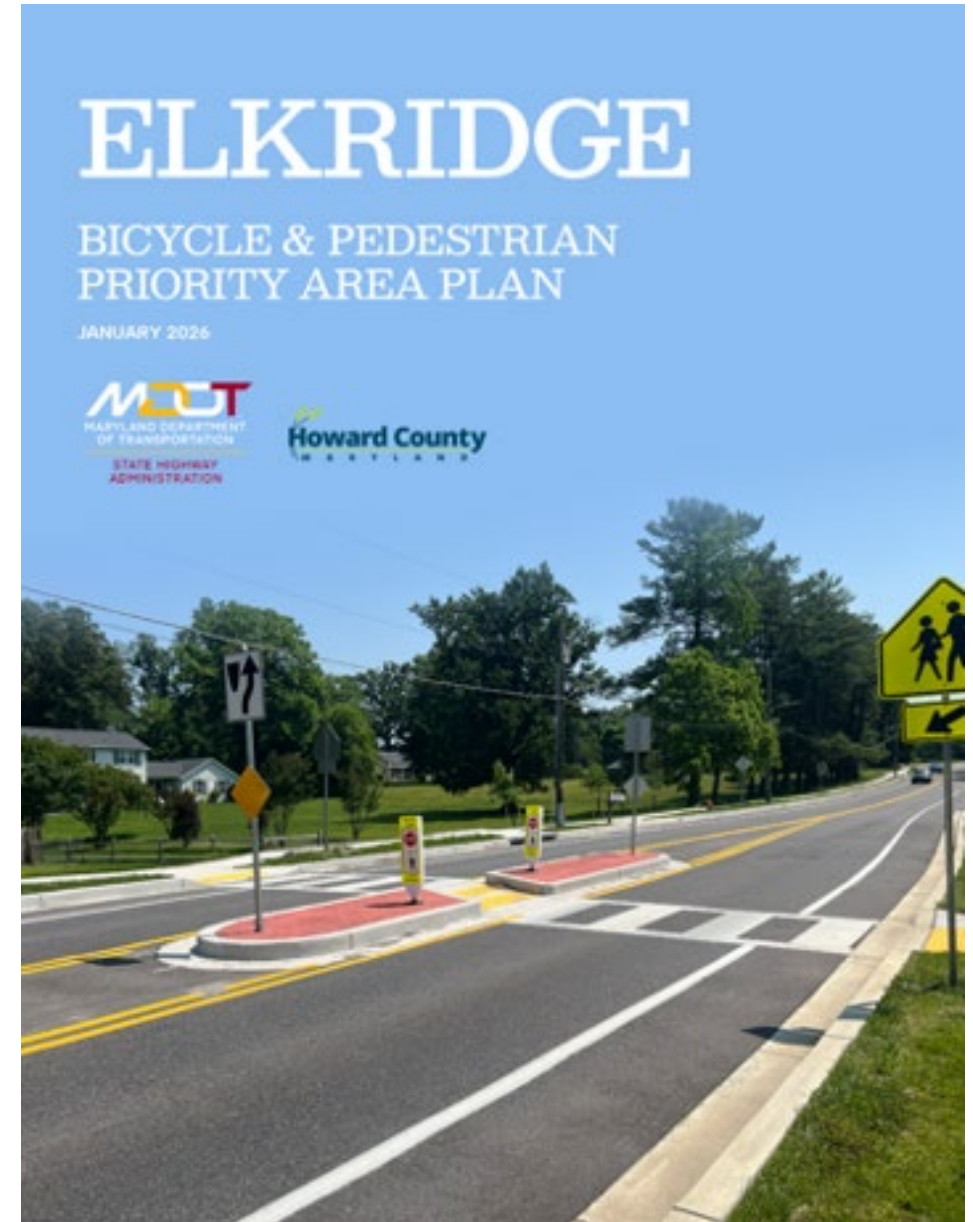
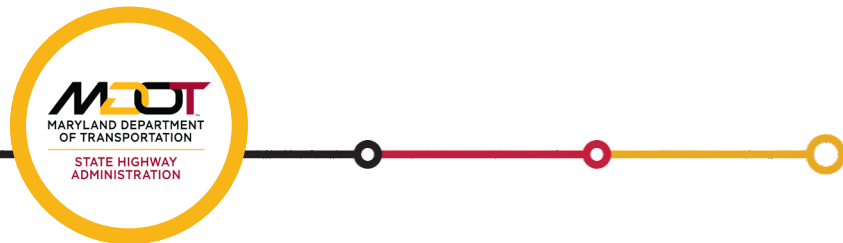
Elkridge, Howard County

- Retail/Commercial along US 1
- Elkridge Elementary School
- Elkridge Landing Middle School
- Elkridge Public Library
- Future site of the Elkridge Community Center (anticipated Spring 2028)
- Residential areas



BPPA Plan

- Existing conditions
- Stakeholder Engagement
- Recommendations



Existing Conditions for Bicyclists

- Highest stress on US 1, Old Washington Rd, and Montgomery Rd
- Recent county projects on Montgomery Rd have improved LTS
- No dedicated bicycle facilities outside of Montgomery Rd
- Roads that connect bicyclists to and from the BPPA are high stress



Existing Conditions for Pedestrians

- Limited sidewalks on US 1 and Old Washington Rd – existing sidewalks are narrow and have no buffer
- New sidewalks on Montgomery Rd
- Few crossings across US 1

PLOC on Crossings and Existing Sidewalks

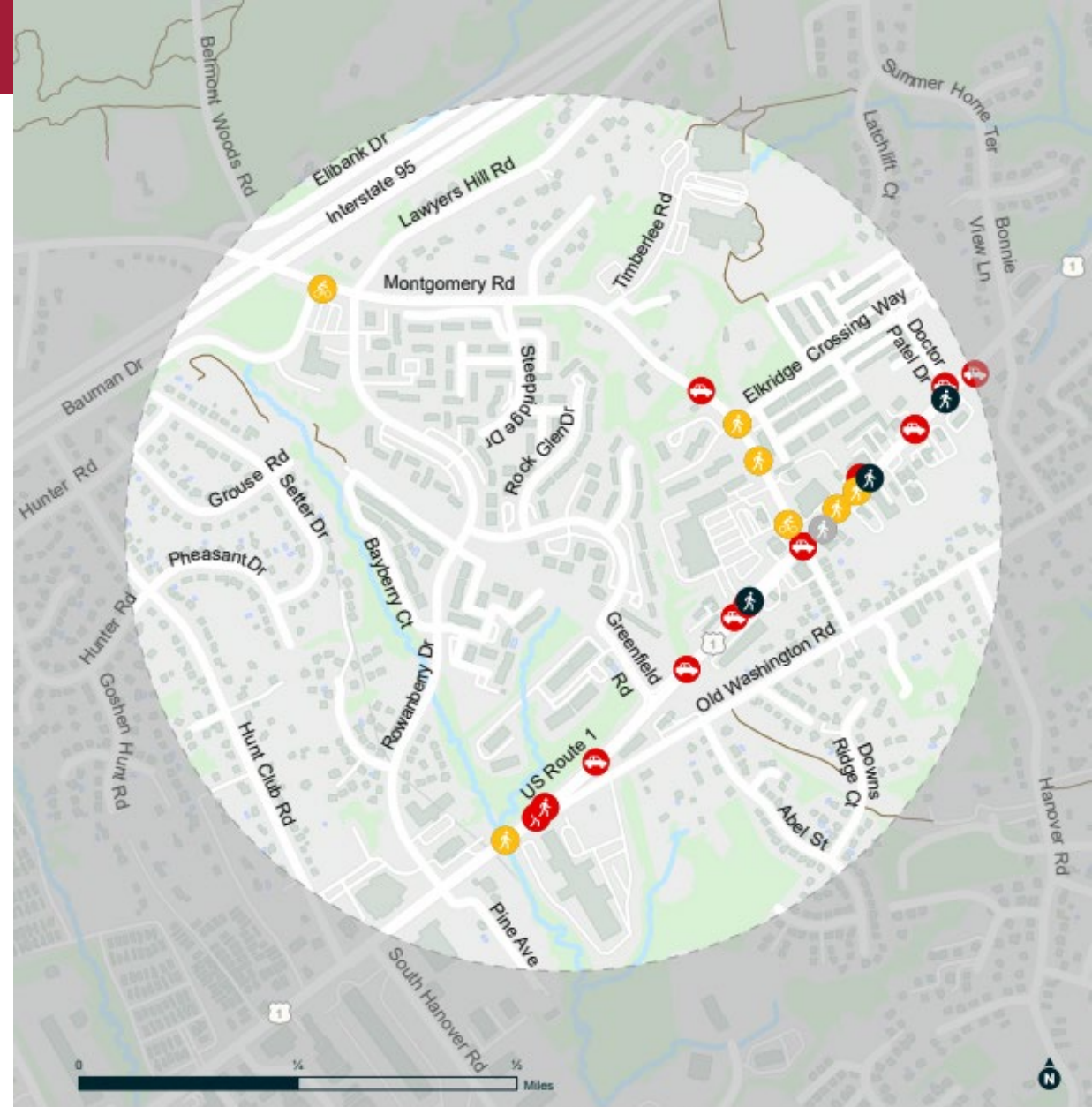


PLOC on Streets Lacking Sidewalks



Existing Conditions – Crash History (2019-2024)

- Crashes concentrated along US 1, with some on Montgomery Rd
- 3 fatal pedestrian crashes
- Most crashes occurred during the evening or overnight



BPPA Plan – Stakeholder Engagement

- Stakeholder workshop – Project team and local stakeholders met to review existing conditions and discuss opportunities. This meeting informed plan recommendations
- Public workshop – open house meeting to collect feedback on challenges and the draft recommendations



Short-Term Recommendations

SAFETY AND CONNECTIVITY FEASIBILITY STUDY: US 1 AND GREENFIELD RD*

Feasibility study to reduce crashes and improve pedestrian and bicyclist connectivity from Greenfield Rd to the new community center, studying the feasibility of:

- Full traffic signal or pedestrian hybrid beacon at US 1 and Greenfield Rd
- Safety improvements along Greenfield Rd, including new crossings, narrowed lanes, and bike facilities
- Dedicated left-turn lane from southbound US 1 to Old Washington Rd
- Closure of the spur from northbound US 1 to Old Washington Rd

RAISED CROSSWALKS

Raised crosswalks across Rowanberry Dr near bus stop locations

CROSSWALK MARKINGS (1/2)

Continental crosswalk markings and ADA-compliant curb ramps at unmarked stop-controlled locations with existing sidewalks

SPEED MANAGEMENT STRATEGIES

- Reduced speed limit of 35 MPH in dense areas of US 1, with transition zones to support compliance
- Speed cameras where allowed by law[†]

WARNING SIGNS AND MARKINGS

Warning signs and pavement markings ahead of the crosswalk at Greenfield Rd and US 1

I-95 CONNECTIVITY

Bike-compatible sidewalk on the south side of the I-95 bridge (in addition to westbound bike lane) for bidirectional bike connectivity

MAINTENANCE

- Regular maintenance of vegetation, especially on US 1 and Montgomery Rd
- Crosswalk marking maintenance and upgrades to continental striping with edge lines

STOP BAR

Stop bar pavement marking at the intersection of Greenfield Rd and Rowanberry Dr

STREET LIGHTS

- Increased lighting, including pedestrian scale lighting, especially along US 1
- Lighting on the I-95 bridge

TRANSIT IMPROVEMENTS

- Rerouted RTA route that serves the community center
- Expanded HoCo Rapid Ride hours that include weekends and nights
- Restricted parking at RTA bus stops along Rowanberry Dr
- Install bike racks at community destinations and transit stops

BPPA Plan – Recommendations

Long-Term Recommendations

LEFT TURN PHASING[†]

Evaluation of exclusive left turn phasing on the northbound approaches of:

- US 1 at Rowanberry Dr
- US 1 at Montgomery Rd

SIGNAL IMPROVEMENTS

- Leading Pedestrian Intervals (LPIs) at all traffic signals
- Backplates with retroreflective borders at all traffic signals

CROSSWALK MARKINGS (2/2)

Continental crosswalk markings and ADA-compliant curb ramps at:

- Signalized locations, along with new pedestrian signals
- Stop-controlled locations that currently lack sidewalks, once new sidewalks are constructed

TRAFFIC CALMING MEASURES

- Curb extensions at intersections with on-street parking
- Reduced curb radii where evaluations support
- Installation of shrubs in the sidewalk buffer area on US 1

LEGEND

-  Location-specific treatments, shown on the map
-  Applied to the entire BPPA or all of US 1

BPPA Plan – Recommendations

Network Recommendations

PEDESTRIAN

- Wide Buffered Sidewalk
- - - Sidewalk
- Shared-Use Path

BICYCLE

- New Bike Lanes
- - - One-Way Bike Lane (existing or in construction) to Two-Way Bike Lanes

- Existing Crosswalk
- Crosswalk in Construction
- Existing Sidewalk
- Sidewalk in Construction
- Existing Two-Way Bike Lanes
- Future Community Center



BPPA Application

Bicycle and Pedestrian Priority Area Application

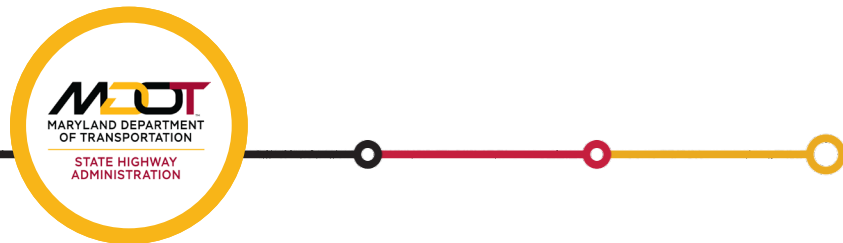
September 1, 2026, and October 1, 2026

Submit applications via email
to ssarver@mdot.maryland.gov.

November 2026

SHA designates
new BPPAs and
selects BPPAP
location

Spring-Summer 2027
BPPAP Development



Questions?

Shane Sarver

Bicycle and Pedestrian Planner

Grants and Program Management Division

State Highway Administration

ssarver@mdot.maryland.gov



MICHELIN

MOBILITY INTELLIGENCE

MBPAC Quarterly Meeting





MICHELIN

Is more than tires

CONNECTED SOLUTIONS

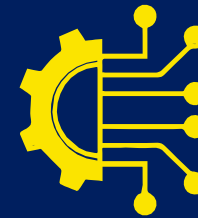
Deep customer knowledge coupled with an expertise in data to serve mobility and industry professionals



***ADVANCED
ALGORITHMS***



***DEEP CUSTOMER
KNOWLEDGE***



***INTEGRATION OF AI &
CUTTING-EDGE TECH***



OUR AMBITION

With **over a million lives lost globally each year** as a result of road traffic crashes, we aim to provide data insights that help **make mobility safer for everyone** on the road.



Our Mission

Empowering transportation experts with **innovative data products** for a *Better Life in Motion*

What is telematics?

Telematics uses data from mobile apps and in-vehicle systems to monitor how, when, and where vehicles are driven.



DATA COLLECTION

Mobile devices and vehicle systems track things like speed, location, braking, and acceleration.



WIRELESS TRANSMISSION

That data is sent in real time through cellular or satellite networks.



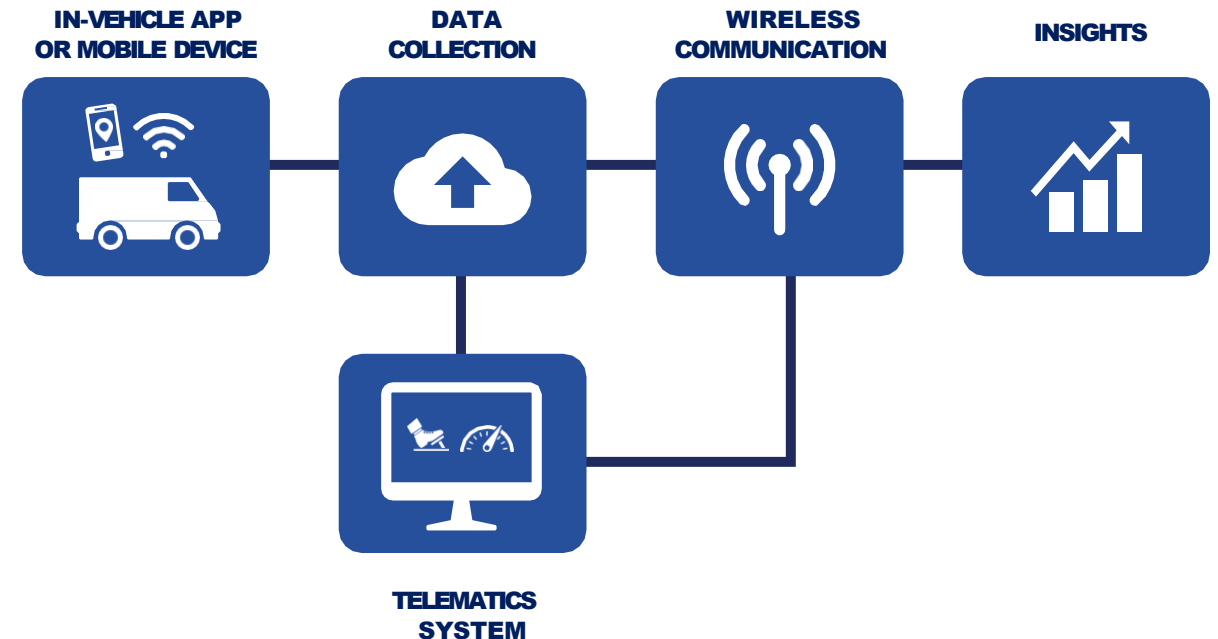
DATA PROCESSING

The information is aggregated, analyzed to spot patterns, risks, and opportunities for improvement.



ACTIONABLE INSIGHTS

Planners and safety teams receive near real-time data and insights to make smarter decisions, like where to improve roads or adjust traffic enforcement.

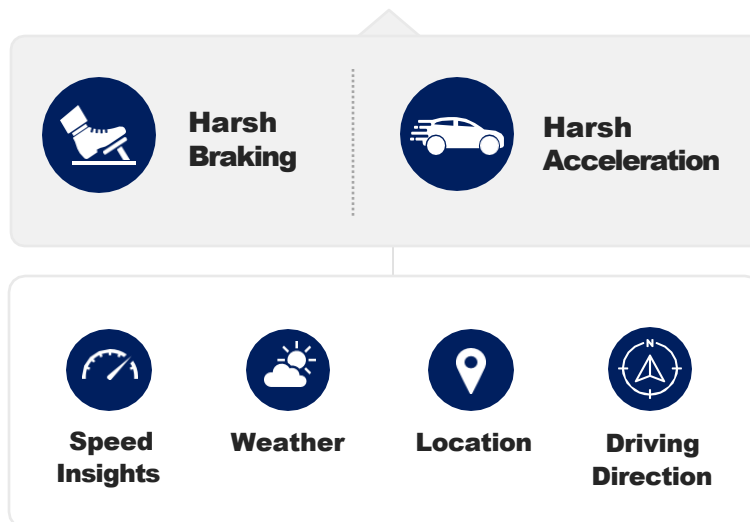


Turning telematics data into safety intelligence

Michelin leverages telematics driving behavior data from over 40,000 mobile apps. Our data science and engineering experts turn vast amounts of anonymized and aggregated behavioral and traffic data into road risk insights to supplement crash data.

Our insights are designed to help road safety professionals not only understand the “what,” but also the “why, when, and where” behind their riskiest roads.

Driving Event Data:



Safety insights to Help:



Data aggregated and de-identified; collected with user consent.

Driving Events and Crash Risk Model Breakdown

Network Scan Methodology

The goal of network screening is to evaluate the corridor's overall safety and provide a basis for comparing risk and behavior across corridors



Driving behavior severity ranking

Systemic Identification of Risky Driving Behavior

Driving Behavior Severity Ranking identifies road segments of risky driving behavior and ranks them based on number of events, intensity of events, and speed of events



Representative speed

Captures Typical Speed Behavior

Representative Speed captures typical speed behavior on road segments and provides insights into speed patterns across different times and days



Crash risk model

Comprehensive Vehicle to Vehicle Crash Risk Score

We calculate a 'systematic crash risk' for each road segment, focusing on predictable crash patterns involving vehicles



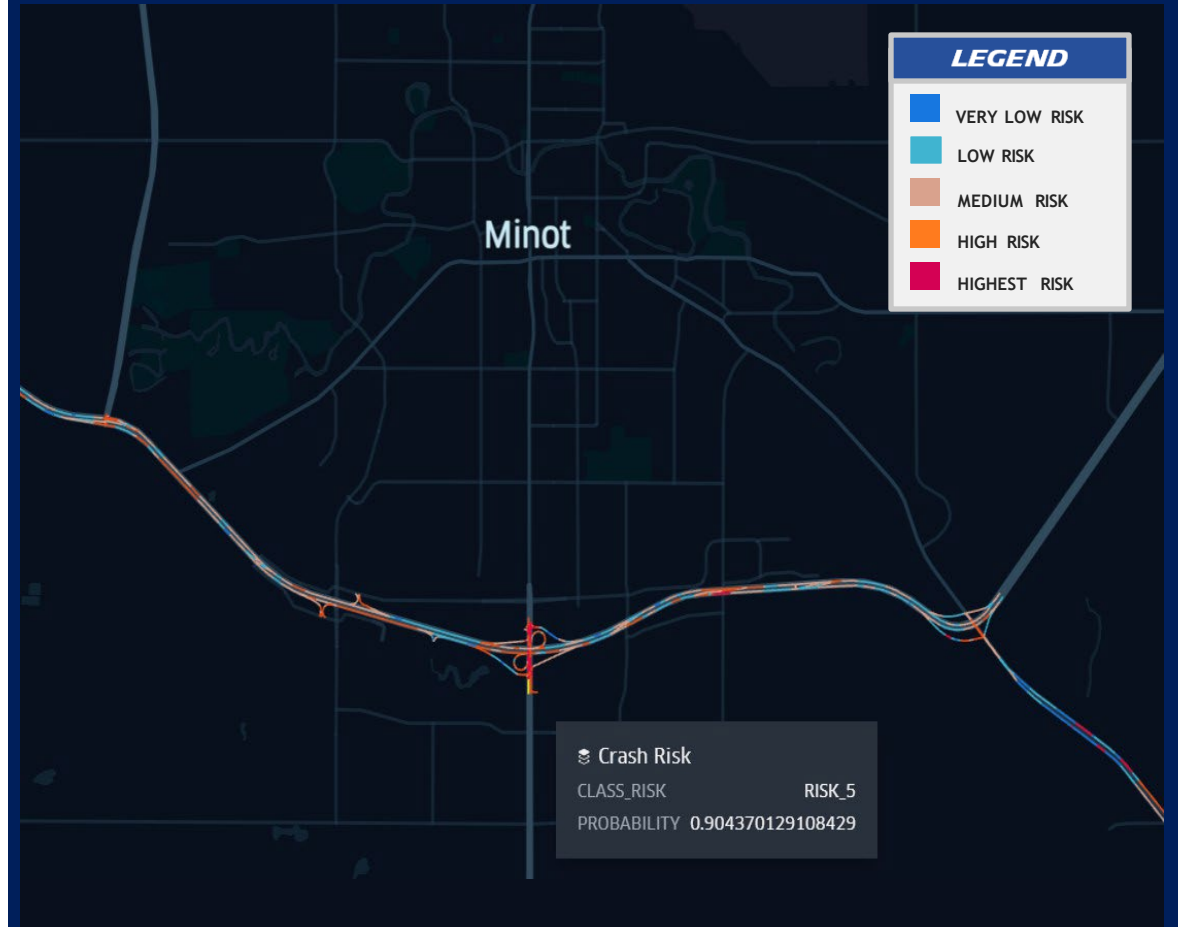
MMI's crash risk model

Turning driving patterns into predictive insights to spotlight where severe crashes are most likely to occur.

HOW IT WORKS

WHY IT MATTERS

CRASH RISK MODEL IN ACTION



Napa valley

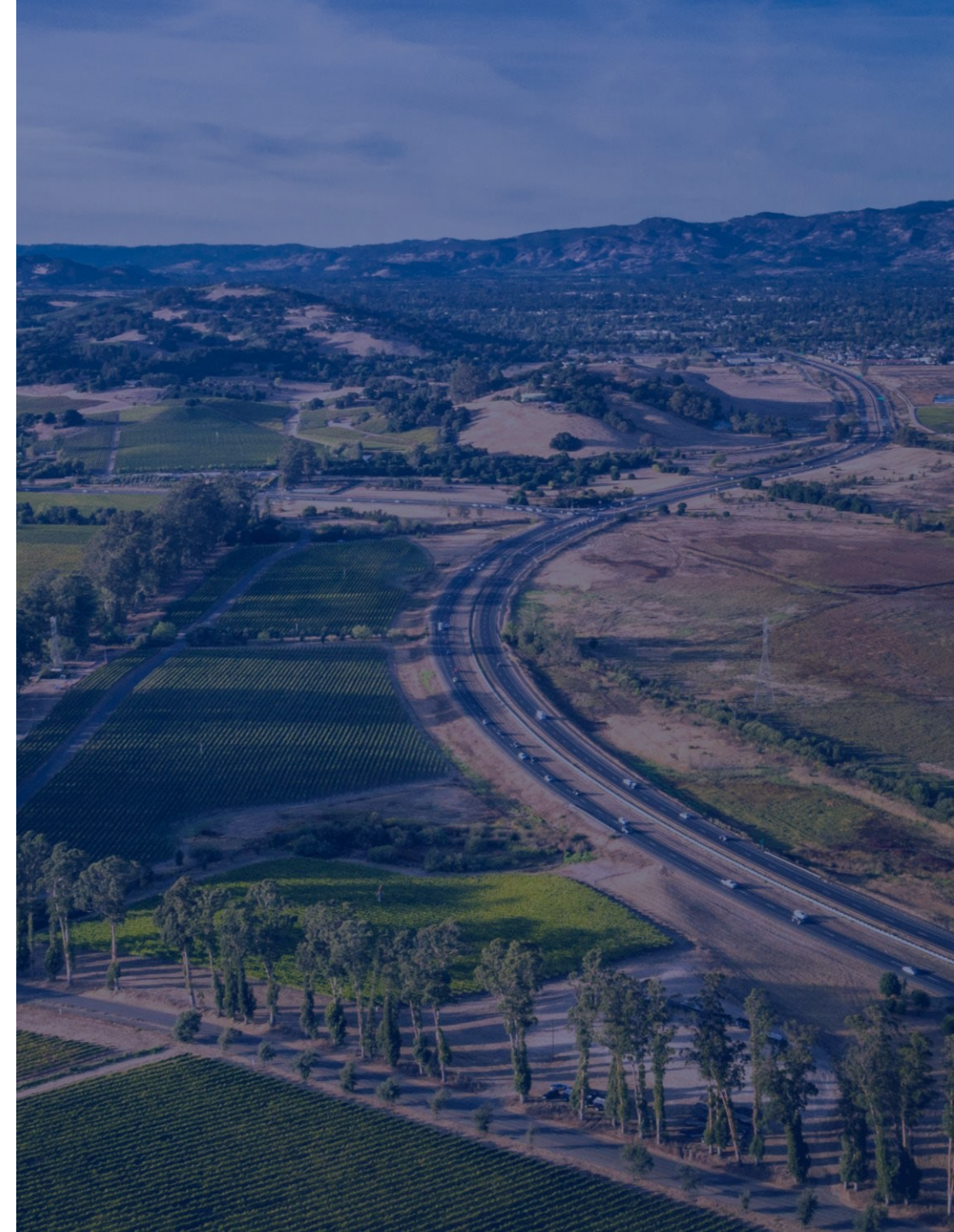
Project Overview

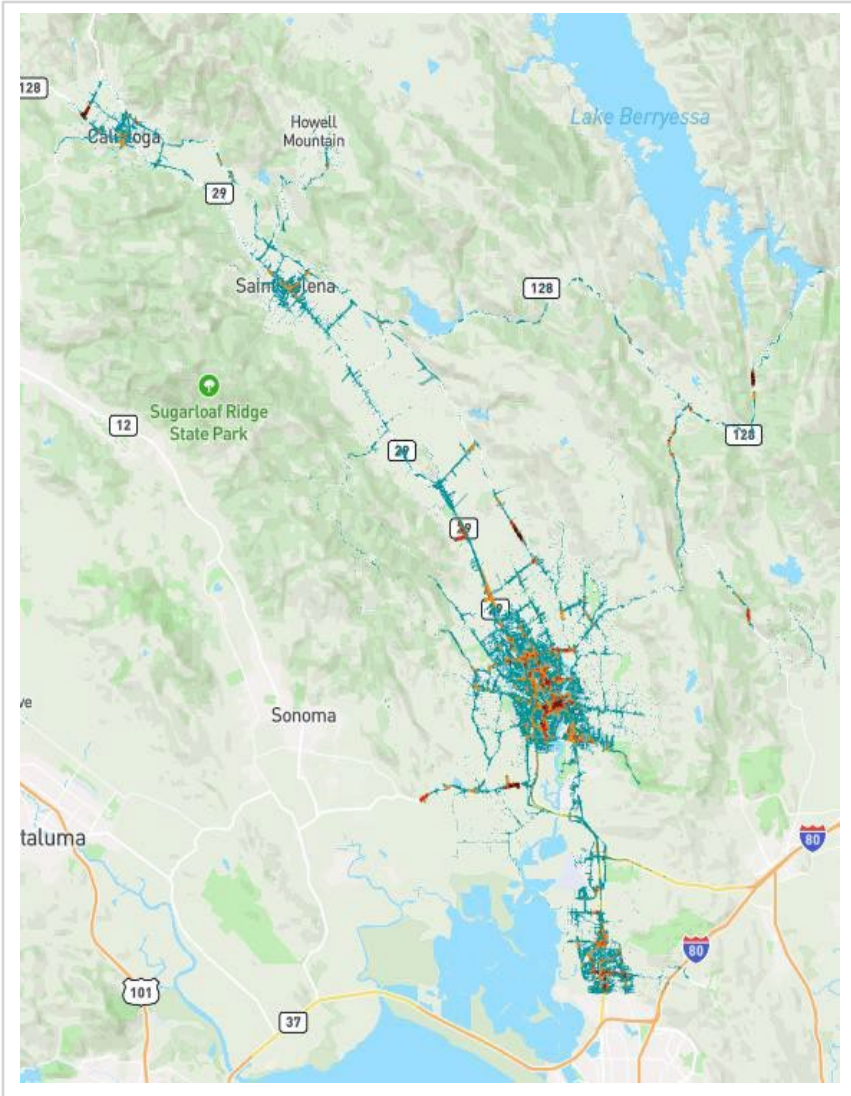
PROJECT GOAL:

- NVTa's primary objective is to identify safety risks for all road users across Napa County's road network in support of advancing the Vision Zero Plan.
- Using MMI insights, the study pinpoints high-risk areas based on driving behaviors that are not evident through traditional crash data analysis

KEY SAFETY CHALLENGES:

- Heavy intra-county travel by residents and commuters, combined with high levels of tourism generates significant traffic volumes and safety risks.
- Presence of Vulnerable Road Users (VRU's)-pedestrians and cyclists exposed to speeding and impaired driving.
- Safety concerns around tourism centers -School zones with recurring issues related to VRU's and speeding





OVERALL:

- While most drivers adhere to posted speed limits, a small percent of drivers consistently exceed speed limits and engage in extreme behaviors like harsh braking and rapid acceleration.
- Extreme speeding incidents—exceeding 100 MPH—have been recorded county-wide at all hours, posing a serious and persistent threat to road safety
- Driving behavior shows a positive shift from 2023 to 2024, with overall reductions in risky events and average speeds. However, the area around Bel Air Plaza in the city of Napa, stands out with a noticeable increase in risky driving incidents in 2024.

CRASH INSIGHTS:

- Total number of crashes remained steady year over year since 2020, while alcohol-related crashes rose by 6% annually until 2023. However, 2024 saw a notable 20% drop – indicating a potential shift in driver behavior or enforcement effectiveness.
- Unsafe speeding remains the leading cause of crashes.

VULNERABLE ROAD USER (VRU):

- High risks to vulnerable road users (VRUs) are identified across the county, possibly driven by high foot and bike traffic, tourist activity, and risky driving behaviors.
- Historical crash data and MMI's VRU risk prediction model both shows there remains consistent risks across the county for Pedestrians and cyclists.

CALISTOGA: VRU CRASH RISK

Critical Areas of Elevated Risk for Vulnerable Road Users (VRUs)

TUBBS LANE AND HIGHWAY 128:

- 1 Limited visibility, with a liquor store at the intersection

PETRIFIED FOREST ROAD:

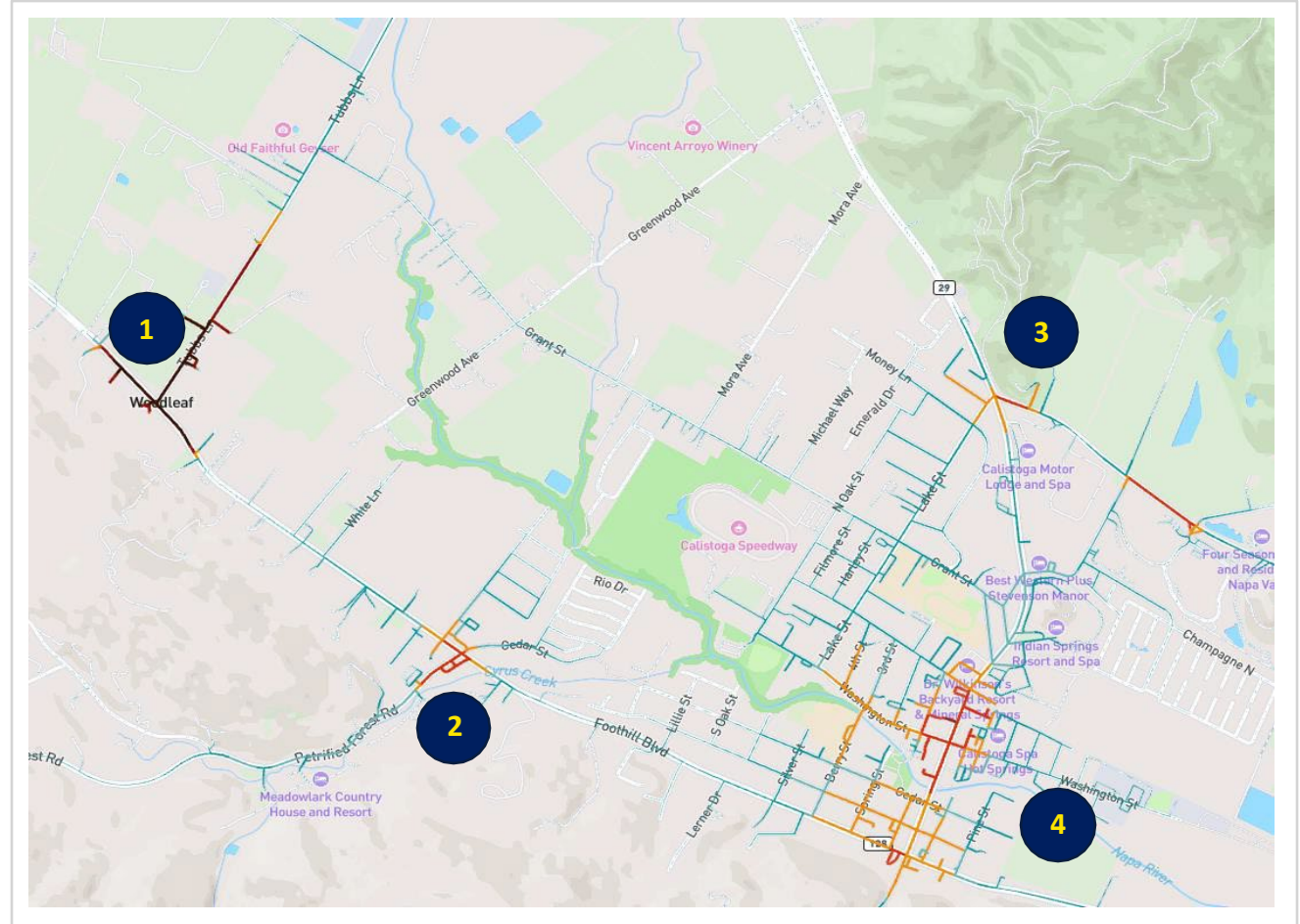
- 2 Heavy traffic, no bike lanes, high cyclist exposure

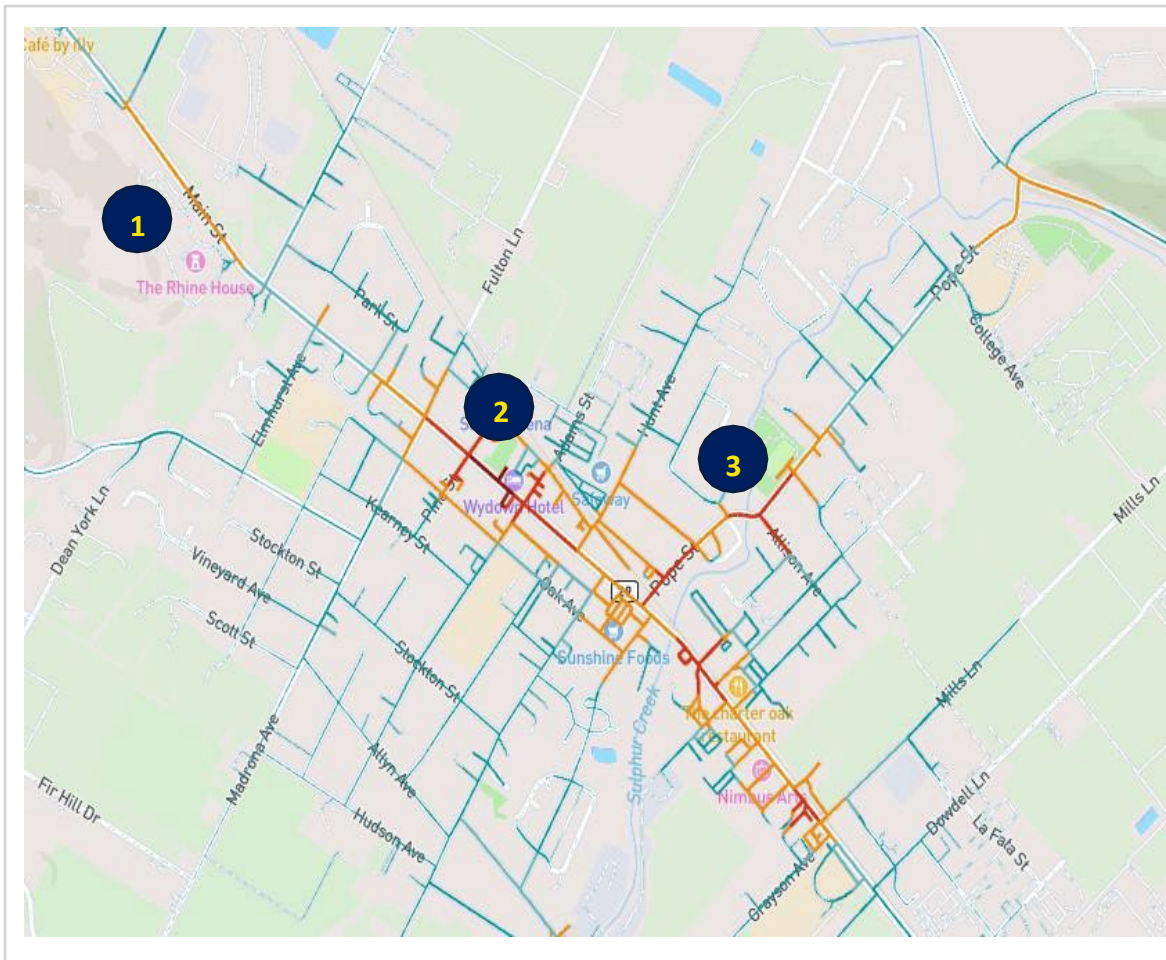
INTERSECTION OF SILVERADO TRAIL, LINCOLN AVENUE, LAKE STREET, AND LAKE COUNTY HIGHWAY:

- 3 Confusing layout on popular bike route

CALISTOGA CITY AREA:

- 4 High-risk zones on Lincoln Ave, 1st St, and Washington St.





ST. HELENA: VRU CRASH RISK

Critical Areas of Elevated Risk for Vulnerable Road Users (VRUs)

HIGHWAY 128 (NORTH OF CALISTOGA):

- 1 Located near the Culinary Institute of America and several popular wineries

MAIN STREET AND CITY AREA:

- 2 High-traffic area with a dense mix of vehicles, pedestrians, and cyclists

POPE STREET:

- 3 A key connector between Main Street and residential neighborhoods

YOUNTVILLE: VRU CRASH RISK

Critical Areas of Elevated Risk for Vulnerable Road Users (VRUs)

WASHINGTON STREET (YOUNTVILLE CORE):

1

Town's main thoroughfare, Washington Street is lined with restaurants, shops, and hotels, attracting high volumes of pedestrian and tourists

SOLANO AVENUE (SOUTH OF YOUNTVILLE):

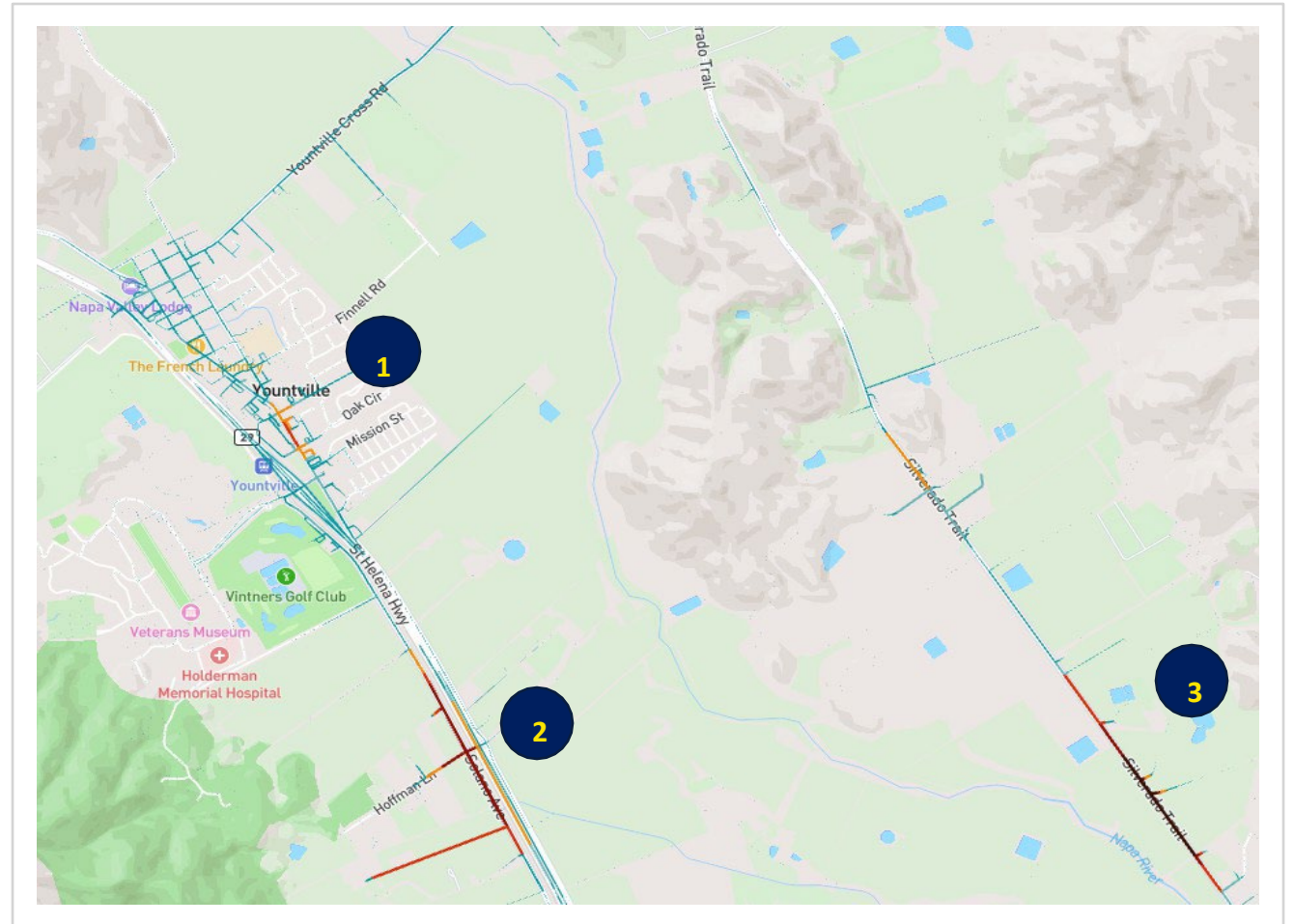
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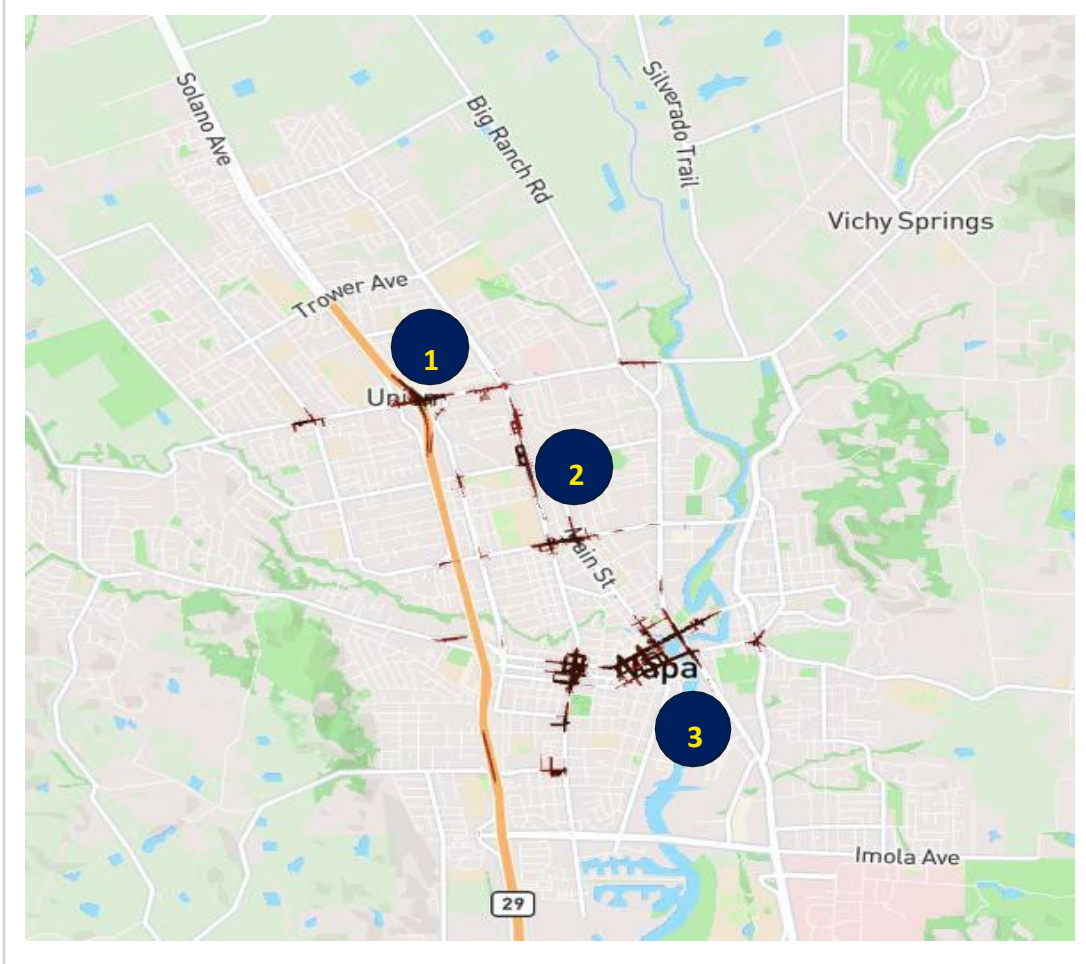
This stretch includes a bike lane (including intersection with bike lane) and a railway crossing

SILVERADO TRAIL (SOUTHEAST OF YOUNTVILLE, NEAR CLOS DU VAL WINERY):

3

A popular route for recreational cyclists, this straight stretch of road could encourage speeding and cause driver inattention





NAPA: VRU CRASH RISK

Critical Areas of Elevated Risk for Vulnerable Road Users (VRUs)

- 1 TRANCAS (near Bel Air Plaza):**
High traffic, nearby school, and major commercial area and high occurrence of risky driving behavior
- 2 JEFFERSON STREET & LINCOLN AVENUE (NEAR NAPA HIGH SCHOOL):**
Near a major high school and commercial centers, sees heavy traffic and high VRU activity due to nearby schools, residences, and businesses
- 3 NAPA DOWNTOWN (AREA AROUND 1ST, 2ND & 3RD STREET):**
Napa Downtown's high tourist activity leads to heavy traffic and a dense presence of vulnerable road users

AMERICAN CANYON: VRU CRASH RISK

Critical Areas of Elevated Risk for Vulnerable Road Users (VRUs)

NAPA JUNCTION (SR 29 & Napa Junction):

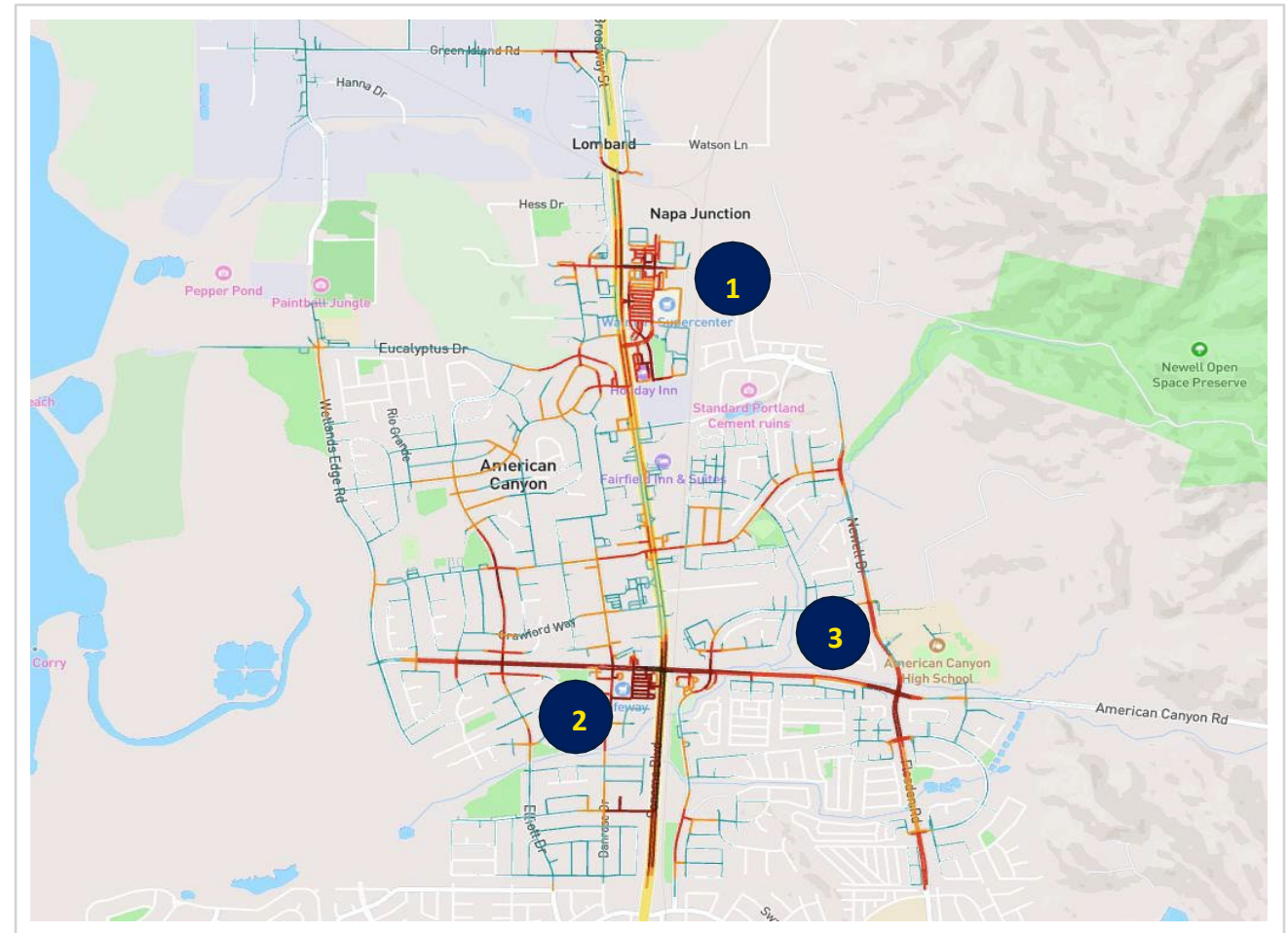
- 1 High traffic and Commercial area and inadequate pedestrian and cyclist infrastructure

W AMERICAN CANYON & SR 29 (AMERICAN CANYON MARKET PLACE):

- 2 Intersection of 2 major roads, high commercial activity and inadequate infrastructure for pedestrians and cyclists

AMERICAN CANYON HIGH SCHOOL:

- 3 Major high school and residential area near a major arterial road with high traffic volumes.



SCHOOL RISKS

Napa High School, Napa

- **Location Profile:**
 - School is located on Jefferson Street which observes high traffic volume. This road runs close to commercial centers and is also taken as alternate route to CA 29 by many drivers
 - School is also close to Lincoln Avenue which serves as a major connector road
- **Driving Events:**
 - **Events Speeds:** Events Speeds are generally within speed limits with few exceptions
 - **Event Intensity:** High volume of severe driving events
 - **Specific time pattern of the events:** Severe driving events observed throughout the day (8 AM – 8 PM)
- **Crashes:** Total 16 crashes in the school zone (Possible Injury or PDO), 4 crashes involved VRU
- **VRU Risk:** Extremely high VRU risk indicated by MMI VRU crash risk model near this school.

KEY TAKEAWAY

School's proximity to major roads like Jefferson Street and Lincoln Avenue, indicates high traffic volumes. Overall speeds of driving events remain within speed limits; however, a high volume of events occurred with high severity which indicates elevated risks to vehicles and VRUs.

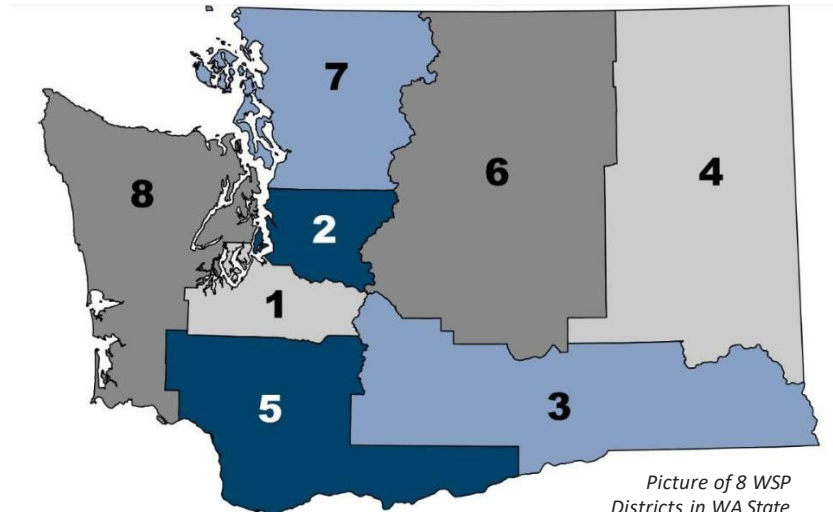


WASHINGTON TRAFFIC SAFETY COMMISSION (WTSC)

INFORMING TRAFFIC SAFETY ENFORCEMENT THROUGH TELEMETRY

CHALLENGES

- Traditional enforcement focuses on past crashes rather than high-risk areas with the potential for future crashes.
- Telematics or crash data alone provides an incomplete risk picture.
- Traffic fatalities in Washington are at their highest since the 1980s.
- There is a need to proactively identify and address crash risk before incidents occur.
- Serious crashes have multiple causes, requiring layered data for insight.



Picture of 8 WSP
Districts in WA State

OBJECTIVE

Conduct a network screening by Washington State Patrol (WSP) district to identify high-risk corridors with visual maps for each district. From these results, select four corridors with WSP for an analysis of driver behavior in response to increased enforcement.



© Fox28 Spokane



APPROACH

PHASE 1: COMPLETED

Network Screening of the state routes within the eight Washington State Patrol districts to gain an understanding of overall health and identify risky corridors so that we can analyze the impact of additional enforcement in those areas.

PHASE 2: ONGOING

Led a Before-During-After Analysis on the impact of additional law enforcement measures in the four selected corridors by measuring changes in driving behavior.

OUTCOME:

By analyzing driving behavior during the different period of enforcement, we will gain an understanding of the impact of those specific enforcement on driving behavior and measure for changes in crash risk.



IDENTIFIED TOP FOUR CORRIDORS FOR REAL-TIME ENFORCEMENT DEPLOYMENT

- Developed 8 interactive maps that provide in-depth insights for enforcement to leverage as training and safety planning.
- Collaborated with Washington State Patrol to select 4 high risk corridors.

RESULTS TO COME

- Analyze driver behavior using live data and officer presence across enforcement periods and locations.
- Evaluate impacts through metrics and control corridors to identify behavior changes and broader trends



Model and pilot results are illustrative of specific periods and locations; outcomes may vary.



X. OLD BUSINESS, CALENDAR, & PUBLIC COMMENT

MBPAC Inbox

- Upcoming biking/walking events and appointments

Open Seats

- At Large, Visually Impaired, and Commerce Seats
- Reviews underway at the Governor's Appointments Office
 - Please contact MBPAC@mdot.Maryland.gov or the GAO directly

Agency Update

- MSDE representation removed from the MBPAC effective 7/1 (HB 640), but active transportation coordination and work is ongoing

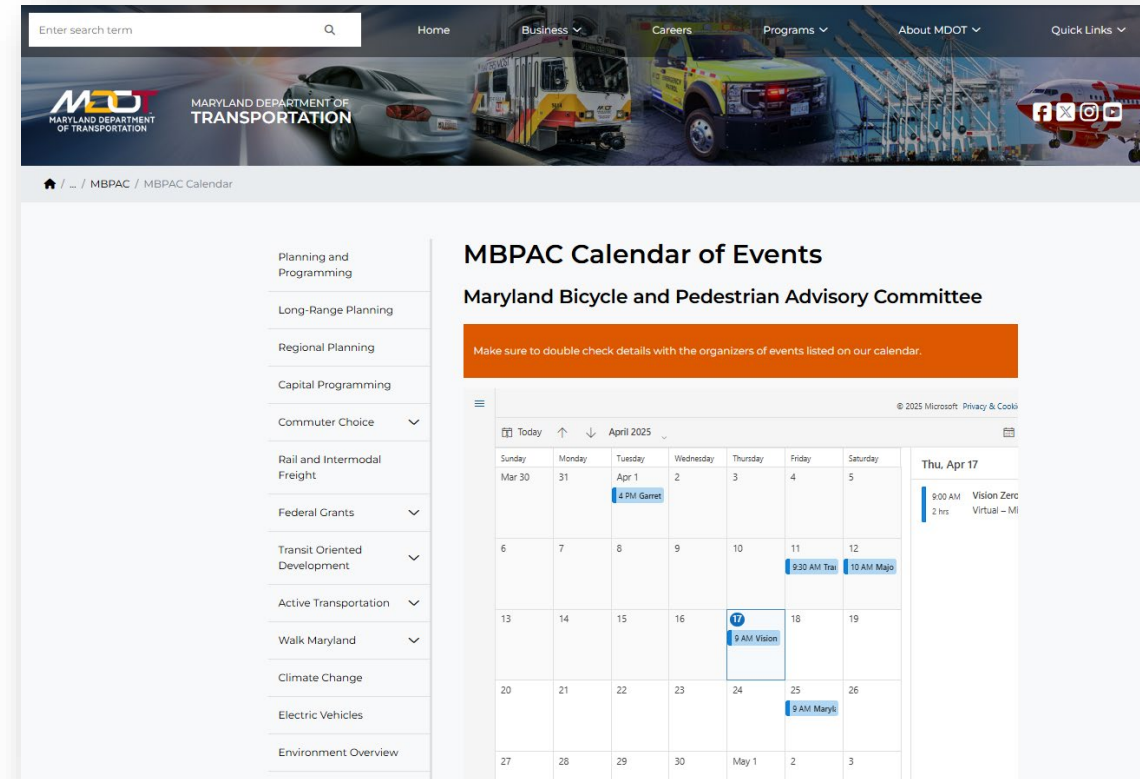
X. OLD BUSINESS, CALENDAR, & PUBLIC COMMENT

MBPAC Calendar

The Maryland Bicycle and Pedestrian Advisory Committee calendar is a place for events and meetings related to walking, biking, and rolling in Maryland:

- State and local agencies are invited to share public engagement opportunities
- MBPAC citizen members and participants are invited to share events open to the public

All events submitted are subject to review by MDOT staff and the MBPAC Chair



X. OLD BUSINESS, CALENDAR, & PUBLIC COMMENT

MBPAC Calendar

- Create a calendar event with time, location, links, and any relevant information. *Meeting “organizer” is not displayed so any contact information should be put in the meeting text box*
- Invite mbpac@mdot.Maryland.gov to the calendar event
- *All events submitted are subject to review by MDOT staff and the MBPAC Chair*

MBPAC Calendar of Events

Maryland Bicycle and Pedestrian Advisory Committee

Make sure to double check details with the organizers of events listed on our calendar.

The screenshot displays a web browser window with a blue header bar. The main content area shows a calendar event titled "MD 414 (St. Barnabas Road) Safety Project Public Informational Workshop". Below the title, the date and time are listed as "Tue 4/29/2025 5:00 PM - 7:00 PM", and the location is "2411 Owens Road, Oxon Hill, Maryland, 20745; Multipurpose Room". A detailed description follows, stating that the State Highway Administration will hold a public informational workshop on Tuesday, April 29, 2025, at Barnaby Manor Elementary School. The workshop aims to gather community input on proposed pedestrian safety improvements along the MD 414 corridor. Attendees will have the opportunity to view project details on maps and displays. The maps, displays, and other information will also be available on the Project Portal page following the workshop. The text further notes that State Highway Administration representatives will be available to listen to feedback and answer project-related questions. It emphasizes that this information is important and will be taken into consideration to advance and improve project development. There will be no formal presentation, and attendees may arrive at any time during the workshop hours to view the displays at their own pace. At the bottom, a link is provided for more information: "MDOT SHA MD414 Virginia Ln to Clifton Rd PGA435176".

X. OLD BUSINESS, CALENDAR, & PUBLIC COMMENT



Photo Credit: MDOT

MBPAC Calendar Highlights

- Recurring walks and rides across the state
- Hyattsville Bike Rodeo - August 15
- Bowie State Bike Tour - August 22
- Access Annapolis: Mobility for All symposium - August 28
- Ruby Bridges Walk to School Day Mini Grant applicant closes September 4
- Anne Arundel County Lifeline event - October 4
- Free Bikes 4 Kidz Donation in Howard County - October 9
- *Walktober coming up in October!*

X. OLD BUSINESS, CALENDAR, & PUBLIC COMMENT

*Public Comment - Up to 3 minutes
per person*



Photo Credit: MDOT

2026 MBPAC COMMITTEE

LEGISLATIVE SUB-COMMITTEE PRESENTATION
JULY 31, 2026

- The 2027 legislative strategy is still being discussed
- Ongoing discussions with key stakeholders
 - Stop as yield – building support
 - Ebike/Emotos
 - VRU Enhanced Penalties
 - Bike Safety Start
 - Contributory Negligence
 - No Stopping/Standing in a bike lane
 - Automated enforcement
 - Crosswalks etc.
- <https://www.bikemaryland.org/2026-legislative-recap/>



Main Focus: Bicyclist, Pedestrian and VRU Safety

Also focused on:

Speed and Safe Driving In General

While not directly or exclusively focused on VRU's, we recommend support for measures that reduce speed and other unsafe driving practices.

Budget

In this challenging fiscal year, we support allocation of transportation budget to address VRU safety and infrastructure to encourage mode-shift and improve safety for people walking and rolling.



2026 BILLS

- [SB0059](#) Transportation and Climate Alignment Act of 2026
The House of Delegates passed the bill with amendments 93-39. The Senate Budget & Taxation Committee reported the bill favorable with additional amendments, but the Senate did not pass the bill before the session ended.
- [SB0062](#) ([HB0230](#)) Transportation - Consolidated Transportation Program - Prioritization (Transportation Investment Priorities Act of 2026)
This bill did not leave the committee in either chamber in time
- [HB0107](#) Motor Vehicles - Intelligent Speed Assistance Pilot Program – Establishment
The bill passed both the House of Delegates and Senate with amendments. A conference committee was convened to reach consensus on the legislation. The amendments proposed in the conference committee report were adopted, with the bill passing the House of Delegates 99-31 and the Senate 38-9.
- [SB0038](#) ([HB0286](#)) Vehicle Laws - Ignition Interlock System Program – Required Participation
The House of Delegates passed the bill 133-1. The Senate passed the bill 39-0. The bill was approved by the governor on April 14.
- [HB0256](#) Motor Vehicles – Speed Monitoring Systems - Safety Corridors (Vulnerable Road User Protection Act of 2026)
The House of Delegates passed the amended bill 98-34. It passed the Senate 31-11.



2026 BILLS

- [SB0173](#) ([HB0249](#)) Automated Enforcement – Reciprocal Agreements**
This bill was not allowed to proceed due to the duplication in SB111/HB212, which passed and went to the Governor for signature.
- [SB0155](#) ([HB0177](#)) Vehicle Laws – Bicycles, Play Vehicles, and Unicycles – Crosswalks
The House of Delegates passed the bill 134-0 and was referred to the Senate Judicial Proceedings committee (JPR) but did not receive a committee vote. The Senate crossfile SB155 was heard in JPR but never got a committee vote.
- [SB0158](#) Counties - Construction of Sidewalks and Crosswalks - Safe Alternative Routes to Public Schools
This bill did not make it out of committee in the House or Senate
- [SB0045](#) ([HB0055](#)) Vehicle Laws - Speed Monitoring Systems - Residential Districts
The House of Delegates passed the bill 98–35. It was then referred to the Senate Judicial Proceedings Committee (JPR), which reported it favorably on the final day of the session. The bill passed second reading in the Senate before the session ended.



2026 BILLS

- ([HB466](#)) Contributory Negligence Reform for Vulnerable Road Users
After the House Judiciary Committee hearing, the committee referred it for interim study by the Maryland Insurance Administration.
- ([HB1381](#)) No stopping, standing, or parking in a bike lane
The bill passed the House 117–19 with amendments. The amended bill was referred to and heard in the Senate Judicial Proceedings Committee but did not receive a committee vote.

THANK YOU



XI. SUBCOMMITTEE REPORT OUT

Trails Subcommittee – Meg Young, Chair

Subcommittee officially established in October 2025, mission, goals, and workplan adopted in February 2026.

Email mbpac@mdot.maryland.gov to join mailing list

Committee Mission: Support the development and use of trails, including building support, advising agencies on implementation policies, and celebrating the operations and programming on existing trails. The Committee will specifically support the implementation of MDOT's 2025 *Maryland State Transportation Trails Strategic Plan* and as adopted by the Committee, may support any other state agency proposed trail initiative(s).

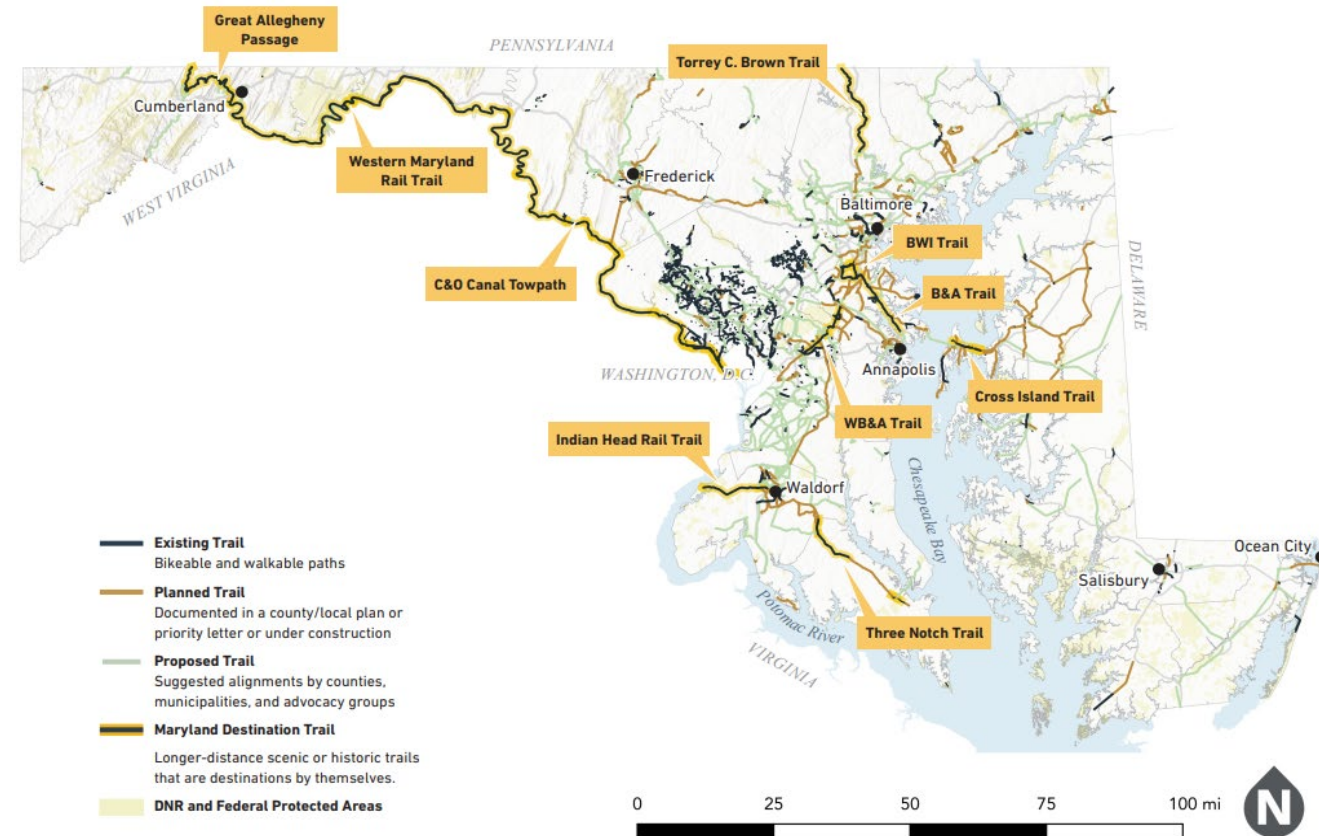
Committee Goals:

- Build support for trails and trail networks by coordinating a centralized list of **resources**, tools, and events related to trails, as well sharing these with stakeholders statewide.
- Lead the **partnership** for the designation of Maryland Destination Trails and advise state agencies and partners on policies and programs which support them.
- Advise state agencies on their trail-related **programs** via routine updates on agency standards, plans, projects, and resources related to trails across Maryland.

XI. SUBCOMMITTEE REPORT OUT

May Trail Subcommittee Meeting Notes:

- Discussed Destination Trail designation:
 - Goals: Safety & Maintenance; Signage & Place Making; Branding, Maps & Promotion
 - Criteria: Distance, branding, maintenance plan; scenic access or crosses jurisdictional borders
 - Process: Review by trails subcommittee, present to full committee annually in October or January
- Review Policy Recommendation Progress
 - Website to be updated twice annually
- Guest Presentation: MD Capital Trail, Tri-County Council

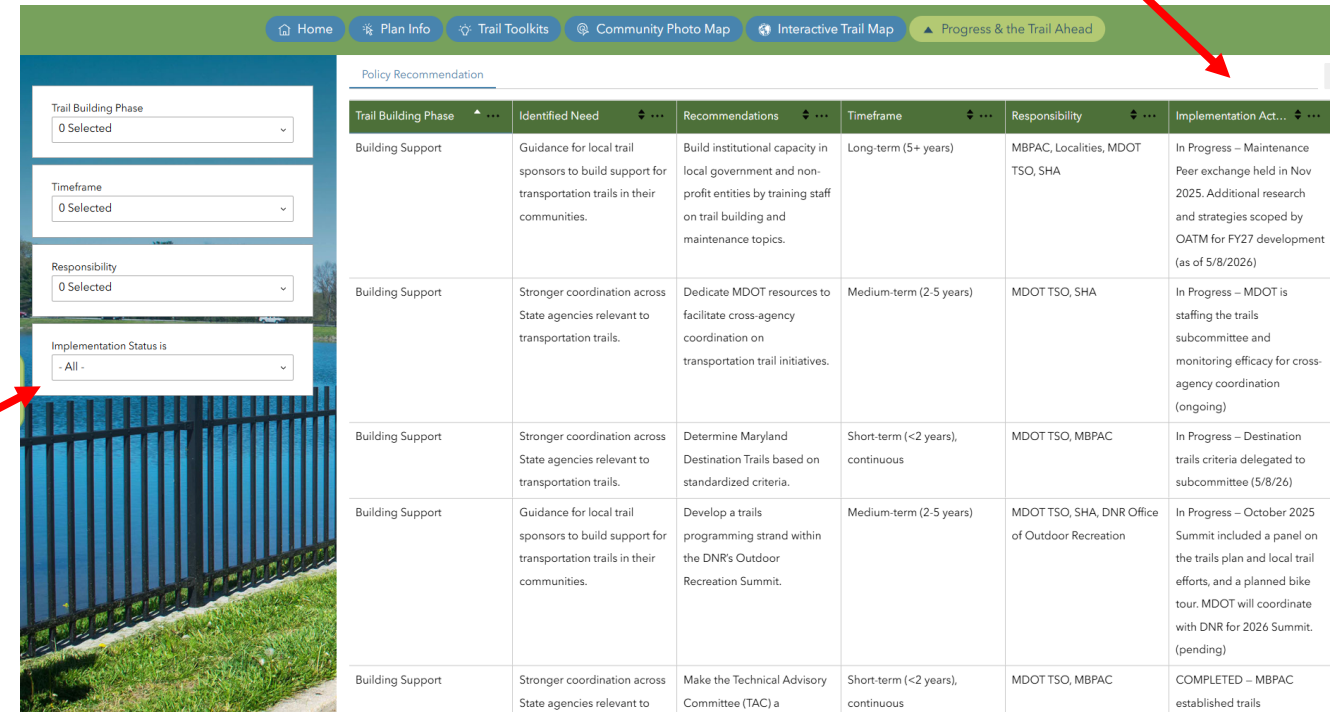


XI. SUBCOMMITTEE REPORT OUT

August Trail Subcommittee Meeting Agenda:

1. Agenda adoption and roll call
2. Partnerships: Round Robin Updates
 - Guest Presentation: Potomac Heritage Trail Partnership
3. Presentation: MDOT Tracked Projects updates
 - Guest Presentation: Patapsco Regional Greenway, BMC
4. Discussion: Nominated Destination Trails
5. Call to Action: Toolkit resource updates and/or funding opportunities

2026 Meeting Schedule: August 14, November 13



The screenshot shows a web application interface for 'Policy Recommendation'. On the left, there are four filter dropdowns: 'Trail Building Phase' (0 Selected), 'Timeframe' (0 Selected), 'Responsibility' (0 Selected), and 'Implementation Status is' (- All -). A red arrow points from the 'Implementation Status is' filter to the table. The table has six columns: 'Trail Building Phase', 'Identified Need', 'Recommendations', 'Timeframe', 'Responsibility', and 'Implementation Act...'. It contains six rows of data, all with 'Building Support' in the first column. A red arrow points from the top right of the table to the 'Progress & the Trail Ahead' button in the navigation bar.

Trail Building Phase	Identified Need	Recommendations	Timeframe	Responsibility	Implementation Act...
Building Support	Guidance for local trail sponsors to build support for transportation trails in their communities.	Build institutional capacity in local government and non-profit entities by training staff on trail building and maintenance topics.	Long-term (5+ years)	MBPAC, Localities, MDOT TSO, SHA	In Progress – Maintenance Peer exchange held in Nov 2025. Additional research and strategies scoped by OATM for FY27 development (as of 5/8/2026)
Building Support	Stronger coordination across State agencies relevant to transportation trails.	Dedicate MDOT resources to facilitate cross-agency coordination on transportation trail initiatives.	Medium-term (2-5 years)	MDOT TSO, SHA	In Progress – MDOT is staffing the trails subcommittee and monitoring efficacy for cross-agency coordination (ongoing)
Building Support	Stronger coordination across State agencies relevant to transportation trails.	Determine Maryland Destination Trails based on standardized criteria.	Short-term (<2 years), continuous	MDOT TSO, MBPAC	In Progress – Destination trails criteria delegated to subcommittee (5/8/26)
Building Support	Guidance for local trail sponsors to build support for transportation trails in their communities.	Develop a trails programming strand within the DNR's Outdoor Recreation Summit.	Medium-term (2-5 years)	MDOT TSO, SHA, DNR Office of Outdoor Recreation	In Progress – October 2025 Summit included a panel on the trails plan and local trail efforts, and a planned bike tour. MDOT will coordinate with DNR for 2026 Summit. (pending)
Building Support	Stronger coordination across State agencies relevant to	Make the Technical Advisory Committee (TAC) a	Short-term (<2 years), continuous	MDOT TSO, MBPAC	COMPLETED – MBPAC established trails



XI. SUBCOMMITTEE REPORT OUT

Eastern Shore Subcommittee

Mission: Support the planning, promoting, advocating for, and implementing a diverse system of accessible trails and safe crossings across the region





XI. SUBCOMMITTEE REPORT OUT

Pedestrian Subcommittee – Bong Delrosario, Chair

Mission: Advises on measures to provide pedestrians of all ages and abilities, safe, accessible, comfortable, and connected pathways (sidewalks, paths, and trails) to residences, businesses, mass transit, recreation, and goods and services using the vision in the Maryland Bicycle and Pedestrian Master Plan



XII. CLOSING REMINDERS AND ADJOURNMENT

Next Meetings:

Pedestrian Subcommittee: September 18

Eastern Shore Subcommittee: TBD

Legislative Subcommittee: Fall

Trails Subcommittee: August 14

Next Full Committee Meeting: October 30, 2026

Today at 12pm, join the new Chair, Antoine RJ Wright, for a Ride & Roll on the BWI Trail! (weather permitting)