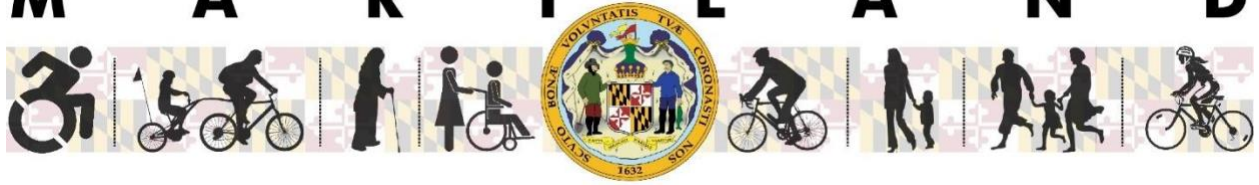


M A R Y L A N D



BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

2025 Annual Report

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Executive Summary

Maryland's Bicycle and Pedestrian Advocacy Committee (MBPAC) has continued its purpose and mission in 2025 through hybrid quarterly meetings, subcommittee meetings, lively discussions, active participation, and a firm commitment to recommending the State advance, grow, and support safe, cost-effective, and accessible travel modes.

The Committee issued recommendations in 2025, in support of the Department of Education's revised Physical Education Standards and Framework. Additionally, feedback to the Administration, its departments, and agencies on bicycle and pedestrian related matters was provided during each of the quarterly meetings, as well as at the many subcommittee meetings.

MBPAC also focused on promoting bike and pedestrian events, including the annual WALKTOBER walks and Walkinars and initiated a calendar to allow such events to be more broadly shared. MBPAC continues to prioritize engagement during the inception phase of bicycle and pedestrian-related topics. We seek early engagement in significant active transportation matters. We wish to become a larger part of conversations around budgetary priorities in transit planning, economic sustainability in activity centers, the Key Bridge rebuild and the Bay Bridge replacement.

MBPAC resumed hybrid in-person/Teams meetings during 2025 and sought to bring MBPAC to member agencies. Meetings in July (MNCPPC) and October (Tourism) were held at Agency offices. The upcoming January 2026 meeting will be similarly hybrid and in-person at the Department of Natural Resources offices in Annapolis.

Introduction

What is MBPAC?

The **Maryland Bicycle and Pedestrian Advisory Committee** (MBPAC) advises Maryland state government agencies on issues related to bicycling and pedestrian activity including funding, public awareness, safety, and education as required by statute.

The twenty-two-member committee, appointed by the Governor, combines the experience of citizens with the expertise of representatives from nine State agencies and one state-chartered bi-county commission. Committee members represent geographical regions throughout the State and specific interests, including those of individuals who are visually and mobility challenged.

MBPAC has three focus areas for promoting bicycle and pedestrian activities:

1. **Transportation** – Promote non-motorized modes as healthy, efficient, and environmentally-friendly ways to travel.
2. **Education and Awareness** – Promote activities, programs, and policies which foster improved bicycle and pedestrian safety education across all age groups; also increase awareness of the mission and work of MBPAC.
3. **Tourism & Recreation** – Promoting and protecting Maryland's off-road trail system and on-road facilities, providing guidance to Maryland State agencies, and providing guidance on program strategies which promote Maryland's trails, infrastructure, and tourism resources.

MBPAC Website: <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=140>

MBPAC Email Contact: MBPAC@mdot.maryland.gov

MBPAC Legislative Mandate:

<https://mgaleg.maryland.gov/mgaweb/laws/StatuteText?article=gtr§ion=2-606>

2025 Year in Review

Recap

MBPAC stayed quite active for 2025. Each meeting was filled with impactful information and tasks from the subcommittees, with several presentations from MBPAC partner organizations. Though many engagements carried a sub-text of the state's funding challenges, a focus on safety and complete streets projects enabled conversations and perspectives for navigating the challenging economic environment. Socially, MBPAC's ability to move back into a hybrid-meeting format (Meetings in July at MNCPPC and October with Tourism) re-enabled connections with events such as September's WB&A Trail Bridge Ceremony, October's Outdoor Recreation Summit, and several Walktober events. These meetings, alongside a [new public-facing calendar](#), allow MBPAC, its partner agencies, and other walk/bike/roll organizations around the state to share upcoming events more easily. Finally, the Trails subcommittee transitioned from an ad-hoc committee to a subcommittee, ensuring visibility and continued progress to a safe, connected, and sustainable Maryland trails network.

After a string of bicycle and pedestrian crashes, a virtual "safety listening session" was held in the fall of 2025. Through this process, MBPAC members and others weighed in on safety topics on which they would like to hear presentations. These suggestions will be considered for inclusion in our 2026 meeting topics.

Subcommittees

Subcommittees and working groups help advance MBPAC's work. Both full MBPAC meetings and permanent subcommittee meetings are subject to Maryland's Open Meetings Act requirements. Based on a thorough review of the needs and opportunities related to smaller group investigation into committee wide concerns, the Committee continues to rely on its subcommittees and working groups to serve the Committee's needs and interests. Our working groups may include stakeholders in addition to our official members.

A summary of each subcommittee follows, with the full 2025 reports from each published in [Appendix C](#).

Eastern Shore Subcommittee

Maryland Eastern Shore Trails Network (MESTN) Steering Committee ([website](#)), serves as the ad-hoc Eastern Shore Subcommittee of MBPAC, galvanizes communities and support them in planning, promoting, advocating for, and implementing a diverse system of accessible trails and safe crossings across the region.

A summary of the subcommittee's meetings is in [Appendix C](#)

Legislative Subcommittee

Comprised of various members from MBPAC, members of MDOT/State Highway Administration (SHA), local advocacy groups, and members of the public, the Legislative subcommittee reviews relevant pieces of legislation impacting bicyclists, pedestrians, persons with disabilities and other vulnerable road users (VRU) and advises MBPAC on what legislative recommendations it should make to the Administration.

A summary of the subcommittee meetings and bills discussed for MBPAC consideration is in [Appendix C](#).

Pedestrian Subcommittee

The Pedestrian Subcommittee of the Maryland Bicycle & Pedestrian Advisory Committee 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. In mid-2025, the Accessibility and Pedestrian subcommittees merged to combine efforts and impact.

A summary of the subcommittee's activities is in [Appendix C](#).

Trails Subcommittee

The MBPAC Trails subcommittee was an unofficial subcommittee formed as a technical advisory committee for the development of the MDOT [Transportation Trails Strategic Plan](#). At the October 28 meeting of MBPAC, the committee voted to make the subcommittee a permanent and official subcommittee of MBPAC starting in 2026.

A summary of the subcommittee meetings and the year's activities is in [Appendix C](#).

Membership

The roster of appointees as of the end of 2025 is on the Committee [website](#) and in [Appendix A](#).

Two citizen positions have now been vacant for more than a year. The Committee is working with the Governor's appointments office to fill these vacancies as timely as possible with individuals focused on pedestrian and/or bicycling.

A list of key MDOT positions and the individuals currently serving in those roles is in [Appendix D](#).

The Committee warmly welcomed Quinn Wallace (Active Transportation Planner at MDOT), as the new supporting staff for the Committee. The Committee wishes to extend its grateful appreciation for the support provided by Meg Young. Meg will continue to work with the Committee in many aspects going forward.

Individual Meeting Highlights

Detailed meeting minutes are on the Committee [website](#) (until archived and then this annual report with the minutes included will be retained online) and in [Appendix B](#).

2026 Focus Areas

For 2026, MBPAC will continue to collaborate with State agencies by providing informal technical and stakeholder advice on the many issues and capital projects concerning bicycle and pedestrian safety and access. In some cases, those efforts will rise to the level of providing formal advice from MBPAC to specific agencies. In other cases, MBPAC will facilitate comments from its individual members, improving the addressable bandwidth of the State and partner agencies to consider and implement sustainable outcomes through targeted recommendations and insights. Several topics addressed in 2025 will continue in 2026.

The Committee is especially concerned about state and local budget and resource challenges blunting the effectiveness, or timeliness, of upcoming legislation or improvements which are already underway. Nevertheless, we are excited to support the efforts to increase accessibility and usability of the state's transit resources.

The Committee will continue its push for "Active Participation for Active Transportation" by our members. We strongly encourage our citizen members to join at least one of the subcommittees and to identify important stakeholders in their geographical area they represent. For state agency representatives, we continue to encourage each representative to give at least one presentation about their agency's work, to join a sub-committee, and consider hosting a meeting. These simple steps will further MBPAC's awareness, visibility and ability to give voice to active transportation efforts around the state.

Appendix A – MBPAC Member list as of December 2025

Chair:

- Jon Morrison

State Representatives:

- [Maryland Department of Commerce](#) Liz Fitzsimmons
- [Maryland Department of Disabilities](#) Bong Delrosario
- [Maryland Department of Health](#) Ali Macstudy
- [Maryland Department of Natural Resources](#) Sandi Olek
- [Maryland Department of Planning](#) Brooks Phelps
- [Maryland Department of Transportation-TSO](#) Kandese Holford
- [Maryland-National Capital Park and Planning Commission](#) Michael Jackson
- [Maryland State Department of Education](#) Gabriel Rose
- [Maryland State Police](#) Lt. Laura Beck

Residents:

- Baltimore Metropolitan Area (2 seats): Matthew Hendrickson, vacant
- Eastern Shore: Patti Stevens
- Southern Maryland: vacant
- Washington DC Metropolitan Area (2 seats): James G. Titus, Ndegwa Kamau
- Western Maryland: Sarah Myers
- Visually Impaired Representative: Andrew Lingelbach
- Mobility Impaired Representative: Marian Vessels
- At Large (3 seats): Nigel Samaroo, Kristy Daphnis, Antoine RJ Wright

Appendix B – Meeting Materials

January 2025 Meeting:

- [Agenda](#)
- [Minutes](#)

May 2025 Meeting:

- [Agenda](#)
- [Minutes](#)

July 2025 Meeting:

- [Agenda](#)
- [Minutes](#)

October 2025 Meeting:

- [Agenda](#)
- Minutes (placeholder until link provided)

Past Annual Reports

- [2024 MBPAC Annual Report](#)
- [2023 MBPAC Annual Report](#)
- [2022 MBPAC Annual Report](#)
- [2021 MBPAC Annual Report](#)
- [2020 MBPAC Annual Report](#)

Appendix C – Subcommittee Reports

Eastern Shore subcommittee

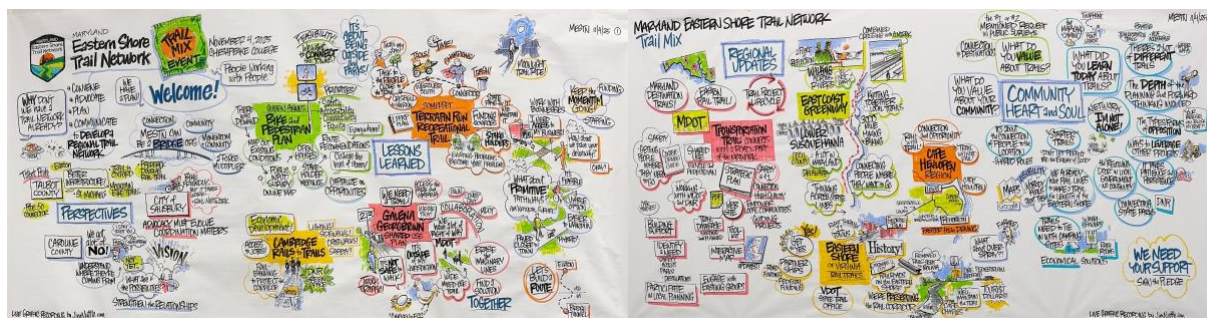
The Maryland Eastern Shore Trails Network (MESTN) Steering Committee, which served as the ad hoc Eastern Shore Subcommittee of MBPAC, met regularly throughout 2025 to advance the vision of a vibrant, interconnected system of trails that showcase the natural beauty, cultural heritage, and diverse communities of Maryland's Eastern Shore. Meetings were primarily virtual, with one major in-person convening in the fall.

The National Park Service continued to provide technical assistance through its Rivers, Trails, and Conservation Assistance Program until the grant concluded in April 2025. This support was instrumental in completing the network's vision, interactive trail map, and strategic plan in collaboration with the Eastern Shore GIS Cooperative.

Accomplishments in 2025

Regional Convening and Governance

- The fourth annual Trail Mix event was held at Chesapeake College, drawing 55 attendees from eight counties. Participants shared success stories, challenges, and opportunities for expanding trails and active transportation. Illustrator Jim Nuttle captured the energy and ideas of the day in graphic notes. See highlights on [the MESTN Facebook page](#).
- Attendees approved the MESTN Charter, formally establishing governance for the network. A new Board of Directors and officers were selected to lead the transition from planning to implementation:
 - Chair: Sue Simmons (Caroline County)
 - Vice Chair: Owen Bailey (Kent County)
 - Secretary: Saralieghe Monroe (Salisbury/Wicomico County)
 - Treasurer: Bob Zillig (Queen Anne's County)
 - Communications: Heather Grant (Talbot County)
- Pledges of support for the regional trail network were received from 12 organizations and jurisdictions, including the Eastern Shore Rail Trail Federation (VA), Dorchester County Economic Development, Town of Preston, Town of Galena, Queen Anne's County Bike and Pedestrian Advisory Committee, Queen Anne's County Parks and Recreation, and the Rural Maryland Council.



Planning and Local Progress

- Worcester County adopted its first [Greenways and Trails Master Plan](#), developed by Mead & Hunt in collaboration with the Worcester County Bike and Pedestrian Coalition. Town of Berlin began feasibility and preliminary design work on a potential bike/ped crossing over Route 113.
- [Talbot County's Bike and Pedestrian Committee](#) was formed and advanced planning for new connections and active transportation improvements.
- Queen Anne's County continued implementation of its Bike and Pedestrian Master Plan as an addendum to the County Comprehensive Plan. The county sought public input as part of a feasibility study for a safe, accessible pedestrian/bicycle crossing over US 50/301 that would connect the Cross Island Trail and the South Island Trail. Info on QAC BPAC is [posted online](#).

Railbanking and Connectivity

- Railbanking agreements were signed to preserve key rights-of-way for the future Frederick Douglass Rail Trail, securing several miles of corridor for long-term trail development.

Organizational Development and Outreach

- A memorandum of agreement was signed with the Mid-Shore Community Foundation to serve as fiscal agent and assist with resource development. Initial donations were received from attendees of the regional meeting.
- MESTN will soon launch a new website to go with its social media presence, featuring a refreshed logo and content developed in collaboration with Washington College communications interns. Social media engagement grew to 1,200 followers on Facebook and 248 on Instagram.
- In January 2025, MESTN presented its progress and plans to the Eastern Shore Delegation of state elected officials, reinforcing the importance and value of trails for recreation, health, transportation, and economic development.

Strategic Planning and Mapping

- MESTN completed its vision statement, [regional trail network map](#), and strategic plan with technical assistance from the National Park Service RTCA program and the Eastern Shore GIS Cooperative. The documents and maps are posted on [the MESTN website](#).

Events

- MESTN hosted 3 events on Celebrate Trails Day, April 28. Trail walks were held at Oxford Conservation Park in Talbot County, at Naylor Mill Forest Trails in Salisbury, and at Tuckahoe State Park in Ridgely.



Looking Ahead to 2026

The Maryland Eastern Shore Trail Network will focus on advancing implementation of priority trail segments, supporting county-level planning efforts, and leveraging the updated Maryland State Transportation Trails Plan. Continued advocacy for funding and technical assistance will be essential to achieve a connected regional network.

Next Meeting:

The next meeting of the Eastern Shore Regional Committee will be scheduled soon. We recommend making it open to anyone interested in participating. Those interested in getting involved may contact: easternshoretails@eslc.org.

Legislative subcommittee

The focus of the MBPAC Legislative Subcommittee is on the safety and well-being of bicyclists, pedestrians, persons with disabilities and other vulnerable road users. It also focuses on bills that address speed and safe driving in general as well as bills that involve budgets that could have an impact on VRU safety and infrastructure to encourage mode-shift and improve safety for people walking and rolling. The legislative subcommittee is a collaborative effort among members from MBPAC, MDOT/SHA, local county jurisdictions, community members, and local advocates. The subcommittee's MBPAC members are primarily bike focused, and efforts are underway to find others who have an interest in legislation that focuses on pedestrians. There are many organizations represented among the various participants of the legislative subcommittee, the following list is in alphabetical order:

1. Baltimore Bicycling Club
2. BikeAAA
3. Bike HoCo
4. Bike Maryland
5. BYKE Collective
6. Howard County Multimodal
7. League of American Bicyclists
8. Montgomery County Department of Transportation (MCDOT)
9. Maryland Department of Transportation (MDOT)
10. MDOT Highway Safety Office (MHOS)
11. MDOT Office of Government Affairs
12. Montgomery Families for Safe Streets
13. National Federation of the Blind of Maryland
14. University of Maryland

The Legislative Subcommittee held two meetings in 2025.

2025 Meeting Summary

1. April 25, 2025
 - a. Recap of the 2025 Legislative Session
2. December 18, 2025
 - a. Introductions
 - b. Review of potential legislation
 - c. MDOT Update from Matt Mickler
 - d. Open Discussion
 - i. Legislation involving budgets
 - ii. Chesapeake Bay Bridge Crossing discussion
 - iii. VRU safety legislation/Autonomous vehicles
 - iv. E-Bikes vs. E-Motos

During the 2025 Legislative Session, of the 12 bills that were recommended by the 2024 Legislative Subcommittee, and approved to be sent to the Maryland State Agencies by the MBPAC, three were passed and enacted, one was withdrawn, two did not pass either of the Committees in the House or Senate and six received a passing vote in their respective House Committees but did not receive a vote

in the respective Senate Committees, for more on the 2025 legislative session, please go to the [Bike Maryland 2025 Legislative recap](#).

The bills in 2025 passed and enacted are the following:

1. HB0375/SB392 – Bicycles, Play Vehicles, and Unicycles – Authorizations and Requirements
2. HB0182/SB118 – Motor Vehicles Speed Monitoring Systems – Penalties
3. HB628 – Sidewalks and Bicycle Pathways – Construction and Reconstruction

In 2025, the following potential pieces of legislation for the 2026 Session were discussed:

1. Transportation and Climate Alignment Act
2. Bicyclist Safety Start
3. Speed Monitoring Systems – Safety Corridors
4. Intelligent Speed Assist
5. Ignition Interlock Program
6. No Stopping/Standing/Parking in a Bike Lane
7. Bicycle Safety Yield (Variation on the Idaho Stop)
8. Contributory Negligence Reform
9. Vulnerable User Law Enhanced Penalties

There will be potentially additional bills that the subcommittee would propose that MBPAC support, but as of the end of 2025, the complete list of bills has not been published on the Maryland General Assembly website. Once published, we will review them to see what additional bills may need to be added for the 2026 legislative session.

Those in attendance during the December 2025 meeting of the legislative subcommittee that are members of the MBPAC, and members of the subcommittee are supportive of the following pieces of legislation that were discussed, if they are put forward for the 2026 legislative session.

1. Transportation and Climate Alignment Act
2. Bicyclist Safety Start
3. Speed Monitoring Systems – Safety Corridors
4. Intelligent Speed Assist
5. Ignition Interlock Program
6. No Stopping/Standing/Parking in a Bike Lane
7. Contributory Negligence Reform

The subcommittee will meet again in early January 2026 to finalize the bills that will be put forward to the MBPAC for approval for recommendation to the Administration.

Pedestrian subcommittee

The Pedestrian Subcommittee of the Maryland Bicycle & Pedestrian Advisory Committee advises agencies 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.

For 2025, the Pedestrian subcommittee has shown remarkable growth, increasing to 262 active members (from 247). Bong Delrosario (MDOT) assumed the Chair position in mid-2025.

Following the merger of the Accessibility and Pedestrian subcommittees, the group has prioritized ensuring that people of all abilities are considered in all pedestrian safety discussions.

Walktober 2025 continued the focus on impactful, demonstrable leadership in walkability through facilitating five, free webinars during the month of October. A new challenge for Walktober – called the MDOT in Motion Step Challenge – invited MDOT staff and Maryland citizens to anonymously share how they would be walking across the state. Using the Step Calculator web app, participants would record their walks, with counties being pitched against each other.

Walk Bike & Roll to School Day and activities were also a part of Pedestrian subcommittee activities for 2025. Several committee members joined their communities for dedicated walk-to-school events, bike trains, and other safe-routes-to-school initiatives.

Trails subcommittee

The MBPAC Trails subcommittee was an unofficial subcommittee formed as a technical advisory committee for the development of the MDOT [Transportation Trails Strategic Plan](#). Activities undertaken as an unofficial subcommittee included several meetings:

- February 7, 2025: Meeting in Frederick, MD focused on finalizing the existing conditions report, trail database development, and drafting a public survey about trails.
- April 11, 2025: Meeting in Severna Park, MD focused on survey dissemination, finalizing vision and goals, and nominating case studies for toolkits.
- July 11, 2025: Meeting in Garrett County, MD focused on final review and discussion of policy recommendations.

The MDOT Transportation Trails Strategic Plan was then released in September 2025 and included several recommendations for MBPAC to continue promoting trails.

Table –Recommendations Delegated to MBPAC, excerpts from MDOT’s 2025 *Maryland State Transportation Trails Strategic Plan*

TRAIL BUILDING PHASE	IDENTIFIED NEED	RECOMMENDATIONS	TIMEFRAME
Building Support	Guidance for local trail sponsors to build support for transportation trails in their communities.	Publicize Building Support for Trails Toolkit.	Short-term (<2 years)
Building Support	Stronger coordination across State agencies relevant to transportation trails.	Determine Maryland Destination Trails based on standardized criteria.	Short-term (<2 years)
Implementation	Integration of transportation trails into Complete Streets policy implementation.	Develop amenities and wayfinding guidance for Maryland Destination Trails.	Short-term (<2 years)
Operations & Maintenance	New trail maintenance policies and practices within existing state authority.	Launch a statewide "Adopt a Trail Program."	Medium-term (2-5 years)
Building Support	Stronger coordination across State agencies relevant to transportation trails.	Task the MBPAC Subcommittee with recommending more guidance materials such as state participation in national initiatives such as the Trail Town Program and National Trails Day.	Medium-term (2-5 years)
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)

At the October 28 meeting of MBPAC, the committee voted to make the subcommittee a permanent and official subcommittee of MBPAC starting in 2026.

The proposed mission and goals for the subcommittee will be voted on for adoption in 2026:

Proposed 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).

Proposed Committee Goals: The following goals are developed based on recommendations (Table 1) from MDOT's 2025 *Maryland State Transportation Trails Strategic Plan*. *Note: The Committee may vote to adopt other goals which support participating state agencies.*

- Build support for trails and trail networks by coordinating a centralized list of **resources**, tools, and events related to trails, as well as 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.

Appendix D – MDOT Bicycle and Pedestrian Key Staff – 2025

Name	Title	MDOT Modal Unit	Role
Kandese Holford	Director, Active Transportation & Micromobility	TSO	Advises MDOT leadership on all bike/ped issues)
Meg Young	Deputy Director, Active Transportation & Micromobility	TSO	Advises Leadership on bike/ped programs, innovations, and coordinates w/agencies on partnerships.
Cheryl Ladota	Transportation Alternatives Program/Recreational Trails Program Manager	SHA	Manages Transportation Alternative, Recreational Trails Program which includes the / Safe Routes to School Programs.
Cynthia Spriggs	Program Manager for Pedestrian/Bicycle/Speed/Aggressive Driving	MVA	Manages Pedestrian and Bicycle Emphasis Area and Speed Management in Strategic Highway Safety Plan Efforts.
Quinn Wallace	Active Transportation Planner (started in July 2025)	TSO	Manages Bikeways grant program and other bike/ped efforts
Urooj Zafar	Senior Safety Officer	SHA	Leads and advises on safety initiatives across SHA
Luis Gonzalez	Division Chief Innovative Contracting Division	SHA	Manages sidewalk and bicycle retrofit programs
Molly Porter	Bicycle & Pedestrian Coordinator	SHA	Leading Context Driven/Complete Streets efforts
Shane Sarver	Bicycle & Pedestrian Planner	SHA	Assists Bicycle & Pedestrian Coordinator on various projects
Jared Paper-Evers	Project Manager	SHA	Oversees ADA compliance standards and bicycle accommodations on SHA projects
Francine Waters	Transportation Planner (departed in November 2025)	TSO	Leads TSO pedestrian initiatives Walktober, Ped Subcommittee

Appendix E – Safety Listening Session

The following images from an aggregate of comments submitted during the Fall 2026 Safety Listening session

Enforcement Laws and Practices

What's SHA and State Police's recommendations towards cyclists/rollers who feel the 3-foot buffer isn't observed?



Local Road Safety Plans, Policies, and Programs (Towns, Counties, etc.)

What regions do not have or are not yet putting a Complete Streets policy on the books?

What are the issues towns/counties have with implementing roadway improvements which are not financially constrained (what improvements are not yet in planning spaces)



Education Campaigns and Strategies

MDOT used to do safety education; what of those programs can be recast w/o major effort?

Which campaigns on local levels can MDOT raise to the state's level of awareness (why haven't they as of yet)?

Which jurisdictions don't have a presence in MBPAC but would make excellent "on-site" opportunities to bring them in?

Fatal Bicyclist/Pedestrian Crash Review

Would love to see a chart like [this](#) to help illustrate the transportation savings of supporting multimodal efforts



What's the input from insurance & towing companies towards crashes w/pedestrians & cyclists?

What are the best state resources for the most up to date crash, preventive measures, and soon-to-be addressed roadway improvements

VisionZero (where are we now, what is less than possible given trends, etc)