

M A R Y L A N D



BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

Friday January 10, 2025
9:00-11:00 am ET



Agenda

- I. Welcome & Roll Call
- II. Agenda Review and Approval of Minutes
- III. MD Department of Commerce: The Economic Impact of Trails
- IV. Legislative Outlook & Vote
- V. Old Business, Engagement Opportunities, & Public Comment
- VI. Annual Report Review & Vote
- VII. MBPAC Subcommittee Reports
- VIII. State Agency Updates
- IX. Closing Reminders and Adjournment



I. ROLL CALL & NEW APPOINTEES

STATE AGENCIES:

Kandese Holford, Maryland Department Of Transportation
Ali Macstudy, Maryland Department Of Health
Lt. Laura Beck, Maryland State Police
Liz Fitzsimmons, Department Of Commerce
Brooks Phelps, Maryland Department Of Planning
Gabriel Rose, Maryland State Department Of Education
Sandi Olek, Maryland Department Of Natural Resources
Bong Delrosario, Maryland Department Of Disabilities
Michael Jackson, Maryland National Park And Planning Commission

CITIZENS:

Jon Morrison, Chairperson
Kristy Daphnis, Member At Large
Matthew Hendrickson, Baltimore Metropolitan
Ndegwa Kamau, Washington Metropolitan
Andrew Lingelbach, Visually Impaired
Sarah Myers, Western Maryland
Nigel Samaroo, Member At Large
Patti Stevens, Eastern Shore
James Titus, Washington Metropolitan – TERM EXPIRED
Marian Vessels, Mobility Impaired
Antoine RJ Wright, Member At Large
VACANT, Baltimore Metropolitan
VACANT, Southern Maryland

II. MBPAC Minutes

- Draft Minutes from October 25, 2024 meeting emailed on January 2, 2025 for review.
- Today – Any final thoughts & vote

Meetings

Join online with Microsoft Teams: 214 763 079 596 | Code: RAZ65N | Join by Phone: 443-409-5228 | Phone Conference ID: 570 996 722#

- [Friday, January 26, 2024, 9 AM | Agenda | Minutes](#)
- [Friday, May 3, 2024, 9 AM | Agenda | Minutes](#)
- [Friday, July 26, 2024, 9 AM | Agenda](#)
- [Friday, October 25, 2024, 9 AM | Agenda](#)

Past MBPAC Meetings

- [Friday, January 27, 2023: 9 AM | Agenda | Minutes | Bikeways Presentation | Public Engagement Plan](#)
- [Friday, April 27, 2023: 9 AM | Agenda | City of Frederick MBPAC Presentation | 2050 Maryland Statewide Bicycle & Pedestrian Master Plan Presentation | Minutes](#)
- [Friday, July 28, 2023: 9 AM | Agenda | Bike AAA Presentation | Minutes](#)
- [Friday, October 27, 2023: 9 AM | Agenda | BPMP Draft Outreach | MDOT Complete Streets | Fatal Crash Infrastructure Reviews | Minutes](#)

[2023 MBPAC Annual Report](#)

[2022 MBPAC Annual Report](#)

[2021 MBPAC Annual Report](#)

[2020 MBPAC Annual Report](#)

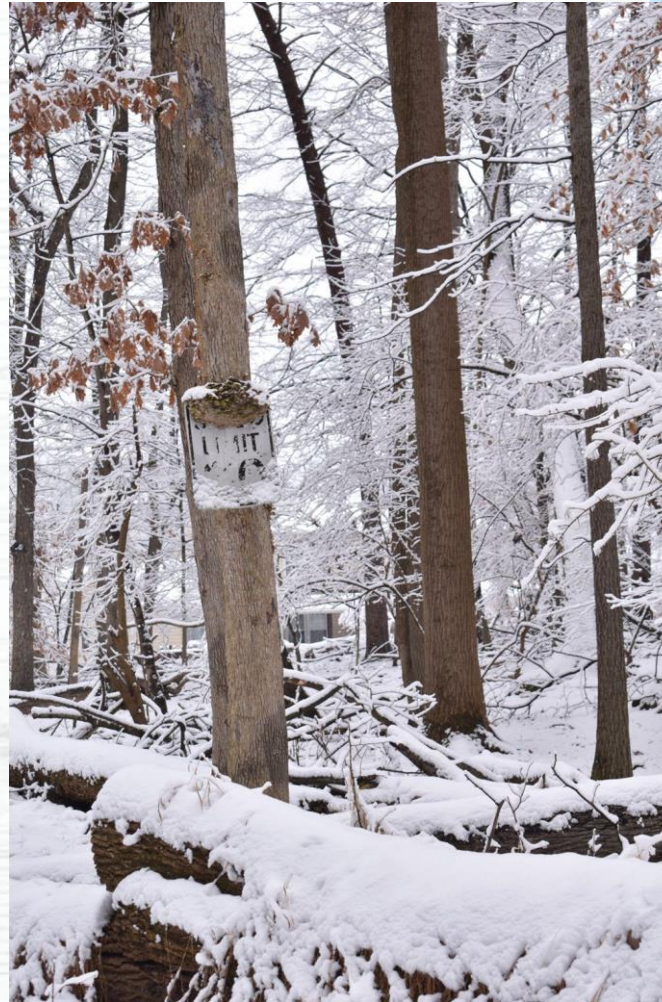
[2019 Meeting Minutes](#)

[2018 Meeting Minutes](#)

[2017 Meeting Minutes](#)



Trail System Second to None



TOURISM:

Tourism is an economic ecosystem that delivers opportunity and quality of life for Marylanders, which is derived from visitor spending.



Vision Statement

Maryland leads the way as one of America's most exciting, diverse and welcoming destinations - creating memories and experiences for visitors worldwide to enjoy.

Mission Statement

OTD stimulates and drives Maryland's *thriving tourism economy*, with a primary goal of creating a great place for all Marylanders to live, work and play.



Three Measurable Objectives = One Outcome

- **MARKET EXPANSION**

Promotional pushes in Cleveland, Pittsburgh and New York metro and increasing consumer awareness in LGBTQ+, Hispanic and African-American markets

- **LEVERAGING PARTNERSHIPS**

Working with the public and private sectors to generate multi-night stays

- **MAXIMIZING OPPORTUNITIES**

Looking for those events, trends and opportunities to showcase Maryland in a positive light - domestically and internationally



TRANSACTIONAL OUTCOMES =

CUSTOMERS SPENDING TIME AND MONEY IN OUR STATE

Maryland's Leading Five Differentiators

1. The Most Powerful Underground Railroad Storytelling Destination in the World
2. The Great Chesapeake Bay Loop/Beaches
3. Maryland's Trail System Second-to-None
4. 18 Scenic Byways
5. Fish & Hunt Maryland



Competitive Marketplace Marketing Budget

Organization	Marketing Budget 2024
Visit California	\$136.6 Million
Visit Florida	\$80 million
Destination DC	\$45 Million
NYS Division of Tourism	\$40 Million
WV Department of Tourism	\$31.3 million
Pennsylvania Tourism Office	\$15 million
Maryland Office of Tourism	\$10.7 million
NJ Division of Travel & Tourism	\$10.5 Million
Virginia Tourism Authority	\$9.5 million

\$13.3 million is disbursed to the Maryland Tourism Development Board (MTDB) for the purpose of tourism promotion. Of that \$13.3 million, \$2.5 million is distributed to the 25 State of Maryland-recognized Destination Marketing Organizations (DMOs) through a competitive grant formula.

Advertising in the major markets:

Baltimore, DC, Harrisburg, Philadelphia, Pittsburgh, NYC Metro, and Cleveland.



WHAT DO WE DO?

- WHY market Maryland to travelers?
- HOW does Maryland compare?
- WHERE do visitors come from?
- WHERE do they go?
- WHAT do they do?

SUPPORTING YOUR BUSINESS

- VisitMaryland.org - 3 million visitors annually
- Partner Referrals - 600,000 referrals annually
- Paid Advertising - \$33:1 ROI
- #MDinFocus gets you tagged
- Eight (8) Welcome Centers - Your Front Line Sales Staff
- Providing detailed visitor research
- Asset Resources (video, images, sizzle reels & more)
- Product/Destination Development guidance
- \$55+ Million in travel media impact

MARYLAND & U.S. VISITATION VOLUME PERCENT CHANGE 2023 (Person-trips, in millions)

	Maryland				% Change	U.S.				% Change
	2020	2021	2022	2023	2023 vs 2022	2020	2021	2022	2023	2023 vs 2022
TOTAL	24.54	34.97	42.94	44.45	3.5%	2,124.57	2,840.60	3,159.25	3,263.90	3.3%
BUSINESS	3.38	4.90	7.70	7.98	3.7%	342.99	543.44	691.28	731.72	5.9%
LEISURE	21.15	30.07	35.24	36.47	3.5%	1,781.58	2,297.16	2,467.97	2,532.17	2.6%
DAY	13.19	19.84	25.94	26.82	3.4%	1,244.88	1,636.78	1,849.22	1,964.62	6.2%
OVERNIGHT	11.34	15.13	17.00	17.63	3.7%	879.69	1,203.82	1,310.03	1,299.27	-0.8%

Source: MMGY - D.K. Shifflet & Associates, Ltd. DIRECTIONS Travel Intelligence System, based on person-trips

2023 vs 2022 Top 10 Origin DMA*

OVERNIGHT – DMA OF ORIGIN			
2023		2022	
Origin DMA	OVERNIGHT	Origin DMA	OVERNIGHT
Washington, DC (Hagerstown, MD)	15%	Washington, DC (Hagerstown, MD)	16%
Baltimore, MD	13%	Baltimore, MD	15%
Philadelphia, PA	11%	Philadelphia, PA	10%
New York, NY	10%	New York, NY	7%
Harrisburg-Lancaster-Lebanon-York, PA	6%	Pittsburgh, PA	4%
Norfolk-Portsmouth-Newport News, VA	4%	Norfolk-Portsmouth-Newport News, VA	3%
Dallas-Fort Worth, TX	3%	Harrisburg-Lancaster-Lebanon-York, PA	3%
Los Angeles, CA	3%	Raleigh-Durham (Fayetteville), NC	2%
Richmond-Petersburg, VA	2%	Dallas-Fort Worth, TX	2%
Pittsburgh, PA	2%	Los Angeles, CA	2%

Source: D.K. Shifflet & Associates, Ltd. with independent analysis by the Maryland Office of Tourism based on person-stays.

* A designated market area (DMA), also referred to as a media market, is a region of the United States that is used to define television and radio markets.

MARYLAND VISITOR ANALYSIS - SHARE OF MARYLAND VISITATION IN 2023

MARYLAND DESTINATION REGIONS		2019	2020	2021	2022	2023
CENTRAL	ANNE ARUNDEL, BALTIMORE CITY, BALTIMORE, CARROLL, HARFORD, HOWARD COUNTIES	55.2%	30.3%	59.1%	59.0%	57.5%
CAPITAL	FREDERICK, MONTGOMERY, PRINCE GEORGE'S COUNTIES	17.5%	20.9%	16.0%	18.0%	18.1%
EASTERN SHORE	CAROLINE, CECIL, DORCHESTER, KENT, QUEEN ANNE'S, SOMERSET, TALBOT, WICOMICO, WORCESTER COUNTIES	18.8%	37.9%	18.5%	12.5%	16.6%
WESTERN MARYLAND	ALLEGANY, GARRETT, WASHINGTON COUNTIES	5.1%	8.2%	3.3%	7.2%	4.7%
SOUTHERN	CALVERT, CHARLES, ST. MARY'S COUNTIES	3.4%	2.7%	3.1%	3.3%	3.1%

Source: D.K. Shifflet & Associates, Ltd. with independent analysis by the Maryland Office of Tourism based on person-stays

2023 vs 2022 Top 15 Activities for Travelers*

2023	Overnight	2022	Overnight
Business/Work	17%	Visit Friends/Relatives (general visit)	14%
Visit Friends/Relatives (general visit)	14%	Beach/Waterfront	12%
Beach/Waterfront	11%	Business/Work	9%
Birthday Celebration	4%	Birthday Celebration	8%
Anniversary Celebration	3%	Nightlife (bar, nightclub, etc.)	4%
Other Personal Celebration (Birth, Bachelor/Bachelorette, Engagement, Showers etc.)	2%	Anniversary Celebration	4%
Holiday Celebration (Thanksgiving, 4th of July, etc.)	2%	Holiday Celebration (Thanksgiving, 4th of July, etc.)	4%
Wedding	2%	Funeral/Memorial	3%
Festivals/Fairs (state, craft, etc.)	2%	Amateur Sports (attend/participate)	3%
Shopping	2%	Touring/Sightseeing	2%
Boating/Sailing	2%	Theater/Dance Performance	2%
Historic Sites	2%	Live Music (festivals, concerts, clubs, etc.)	2%
Professional Sports Event	2%	Boating/Sailing	2%
Medical/Health/Doctor Visit	2%	Medical/Health/Doctor Visit	2%
Touring/Sightseeing	2%	Wedding	2%

Source: D.K. Shifflet & Associates, Ltd. with independent analysis by the Maryland Office of Tourism based on person-stays.

*D.K. Shifflet defines a visitor as either someone visiting overnight or someone who travels 50 miles or more from their home outside of their daily activity.



Key Findings of Economic Impact of Tourism in MD 2023

Tourism in MD	2018	2019	2020	2021	2022	2023
Total Visitors (Domestic & International)	41.9 million	42.1 million	24.7 million	35.2 million	43.5 million	45.1 million
Visitor Spending	\$18.1 billion	\$18.6 billion	\$11.6 billion	\$16.4 billion	\$19.4 billion	\$20.5 billion
Visitor Spending Growth	2.1%	3.0%	-37.6%	42.0%	18.4%	5.7%
Total Economic Impact	29.6 billion	30.3 billion	20.9 billion	26.4 billion	\$30.3 billion	\$31.4 billion
Fiscal Contributions (State & Local taxes)	\$2.5 billion	\$2.6 billion	\$1.7 billion	\$2.1 billion	\$2.3 billion	\$2.4 billion
Tax Savings (For each household)	\$1,140	\$1,175	\$775	\$923	\$999	\$1,027
Tourism Supported Jobs (Direct and Indirect)	226,235 jobs	226,427 jobs	166,000 jobs	173,700 jobs	187,296 jobs	190,660 jobs
Tourism Industry Employment (Direct jobs)	150,073 jobs	149,991 jobs	104,328 jobs	112,879 jobs	123,617 jobs	126,977 jobs
Direct Labor Income	\$6.5 billion	\$6.6 billion	\$4.9 billion	\$5.3 billion	\$6.0 billion	\$6.4 billion
Private Sector Employer in Maryland Ranking	10th	11th	12th	12th	10th	11th

Sources: *Tourism Economics*

The direct link to download the Economic Impact of Tourism in Maryland Report 2023's pdf file: <https://www.visitmaryland.org/sites/default/files/2024-09/Economic-Impact-of-Tourism-in-Maryland-%20State-2023-CLIENT.pdf>



Trail System 2nd to None?

- National significance
- Interconnectivity
- Variety



Research to one of our major trails: C&O Canal

- Of the estimated 1.3 million visitors who traveled more than 50 miles to the C&O Canal NHP, about 4 in 10 visitors, or more than half a million (504,000), can be considered regional visitors, traveling from Maryland and states that share a border with Maryland. About 60% of visitors, or nearly 757,500, came from other parts of the US.



Research to one of our major trails: C&O Canal

- Of these “regional visitors”, 88% traveled from, Pennsylvania (174,042), Virginia (154,638) and Maryland (114,494) and they traveled an average of 106 miles. The length of the C&O Canal NHP allows it to be easily accessible to a large number of regional visitors, not just those in bordering states. The map on the following page shows that nearly half of Ohio is within a 300-mile radius from the park and almost all of Indiana is within a 500-mile radius. Furthermore, densely populated areas to the east such as New Jersey and New York City are also within a 300-mile radius.
- Nearly 73%, or an estimated 956,350 visitors, traveled between 50 and 500 miles to visit the park and more than 355,400, or 27%, traveled from outside 500 miles.*



Research to one of our major trails: C&O Canal

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Research to one of our major trails: C&O Canal

C&O Visitor Accommodation & Lodging Insights: • 90% of overnight park visitors stayed in a traditional hotel. • The primary accommodations for 71% of overnight visitors were located in Maryland. •





THANK YOU



Take these Takeaways, Please!

- visitmaryland.org
- industry.visitmaryland.org
- Subscribe and READ *Insights*



2025 MBPAC COMMITTEE

**LEGISLATIVE SUB-COMMITTEE PRESENTATION
JANUARY 10, 2025**





MBPAC LEGISLATIVE SUB-COMMITTEE

- First formal meeting 7.16.24
- Members (2024)
 - Nigel Samaroo (MBPAC) Nora Corasaniti (MDOT)
 - Jon Morrison (MBPAC) Joseph Okputu (MDOT)
 - Antoine Wright (MBPAC) Cynthia Spriggs (MDOT)
 - Kristy Daphnis (MBPAC) Joe Moges (MDOT)
 - Jon Korin (BikeAAA) Matt Mickler (MDOT)
 - Seth Grimes (WABA)* Tyler Michels (MDOT)
 - Peter Gray (Bike Maryland, WABA)
- The Subcommittee is open and would like to add others
 - Pedestrian
 - Individuals with disabilities
- All MDOT members recused themselves from voting on the list of bills

MBPAC LEGISLATIVE SUB-COMMITTEE



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.

BILLS FOR CONSIDERATION

Bills that have been pre-filed:

Vehicle Laws - Bicycles - Operation at Intersections **(HB0007)**

Vehicle Laws - Injury or Death of Vulnerable Individual – Penalties **(HB0234)**

Vehicle Laws - Electric Bicycles - Certificate of Title, Registration, and Insurance **(SB0014)**

Vehicle Laws - Stopping, Standing, or Parking in a Bike Lane or Bicycle Path – Prohibition **(HB0178)**

Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025) **(HB0084)**

Transportation Investment Priorities Act of 2025 **(HB0020)(SB0198)**

Motor Vehicles - Speed Monitoring Systems – Penalties **(HB0182)**

Bills under discussion expected to be filed:

Bikes on Sidewalk (Del. Dana Jones)

Contributory Negligence Carve Out (Del. Embry)

SHA Urban State Highways Speed Limits

E-Bike Rebates (Del. Lewis)

SHA Maintenance of Sidewalks and Side paths

Bicyclists and Leading Pedestrian Intervals (proposed legislation from Del Julie Palakovich Carr)

VEHICLE LAWS

BICYCLES - OPERATION AT INTERSECTIONS

HB0007

- Authorizes a person operating a bicycle that is approaching a stop sign at an intersection on a highway with two or fewer lanes for moving traffic to cautiously make a turn or proceed through the intersection without stopping if the person reduces the speed of the bicycle to a reasonable rate and yields the right-of-way to certain vehicles under certain circumstances.
- NHTSA Paper and MDOT LOI, Legal in 11 States and Washington, DC.
- This bill was presented during the 2024 session, passed 119-13 in the House, did not get a vote in JPR.
- Senator Smith has indicated it will be presented early in session this year for a vote.

VEHICLE LAWS

INJURY OR DEATH OF VULNERABLE INDIVIDUAL – PENALTIES

HB0234

- Would amend the current VRU Law to add that a person in violation of the VRU law would be subject to imprisonment not exceeding 60 days or a fine not exceeding \$2,000, or both.
- Correct an inconsistency in existing laws
 - Sarah Debbink Langenkamp Law
 - Pedestrians in a crosswalk
 - Under the existing VRU Law, any VRU outside of a crosswalk or bike lane who is caused harm by a driver who is convicted of causing that harm would not be subject to the up to 60-day incarceration penalty.

VEHICLE LAWS - ELECTRIC BICYCLES - CERTIFICATE OF TITLE, REGISTRATION, AND INSURANCE (SB0014)

- Requires an electric bicycle to be titled and registered by the Motor Vehicle Administration; requiring an application for a certificate of title and registration for an electric bicycle to be submitted electronically; requiring an owner of an electric bicycle to maintain certain security; authorizing an insurer to exclude certain benefits from a policy for electric bicycles; and generally relating to the titling and registration of, and insurance for, electric bicycles

VEHICLE LAWS

STOPPING, STANDING, OR PARKING IN A BIKE LANE OR BICYCLE PATH – PROHIBITION

HB0178

- Would amend current law (Maryland Transportation Article 21-1003) to add a provision that a person may not stop, stand or park a vehicle in a bike lane or bicycle path.
- Baltimore City Code already prohibits parking or standing in a marked bike lane. State legislation would extend this protection to other jurisdictions with bike lanes or bicycle paths.

TRANSPORTATION MAJOR HIGHWAY CAPACITY EXPANSION PROJECTS AND IMPACT ASSESSMENTS (TRANSPORTATION AND CLIMATE ALIGNMENT ACT OF 2025) HB0084

- Purpose to ensure Maryland's transportation projects in the future align with the state's climate goals in terms of reducing greenhouse gas emissions, expand equitable and affordable transportation options and prioritize spending on projects that makes progress towards the state's climate targets.
- Impact Assessments
 - All major capital projects evaluated for greenhouse gases (GHG) and vehicle miles traveled (VMT).
- Offsetting Impacts
 - If the evaluation shows increase in GHG emissions, then MDOT to fund projects to mitigate impacts.
 - Offsetting activities to reduce VMT are public transit, bike/ped infrastructure.

TRANSPORTATION – CONSOLIDATED TRANSPORTATION PROGRAM – PRIORITIZATION (TRANSPORTATION INVESTMENT PRIORITIES ACT OF 2025) (HB0020)(SB0198)

- Alters the required elements of the Consolidated Transportation Program (CTP) and Maryland Transportation Plan; requires the Department to develop a certain project-based scoring system and solicit requests from certain entities for major surface transportation projects; requires the Department to evaluate and score certain major surface transportation projects.
- The CTP requires a summary of current efforts and future plans, prepared after consultation with the Director of Bicycle and Pedestrian Access and the Bicycle and Pedestrian Advisory Committee established under § 2–606 of this title
 - to develop and promote bike/ped transportation
 - work together with local jurisdictions, to accommodate in a safe and effective manner pedestrians and bicycles within a reasonable distance for walking and bicycling to rail stops, light rail stops, and subway stations
 - A listing of all bicycle and pedestrian transportation projects expected to use State or federal highway funds

MOTOR VEHICLES SPEED MONITORING SYSTEMS – PENALTIES HB0182

- Alters the penalties for a civil citation issued as a result of a recorded image produced by a speed monitoring system; and generally relating to speed monitoring systems.
- A speed monitoring system may not be used in a local jurisdiction under this section unless its use is authorized by the governing body of the local jurisdiction by local law enacted after reasonable notice and a public hearing.
- Applies to certain locations in the State.
- Unless the driver of the motor vehicle received a citation from a police officer at the time of the violation, the driver of a motor vehicle is subject to a civil penalty if the motor vehicle is recorded by a speed monitoring system.
- Amount of fine is dependent on how much the speed limit is exceeded by
 - If the driver exceeded the speed limit between 30-39 mph, the fine is \$180
 - If the driver exceeded the speed limit by 40 mph or greater, the fine is \$350



<https://www.ghsa.org/resources/md-workzones16>

BICYCLES, PLAY VEHICLES, AND UNICYCLES - AUTHORIZATIONS AND REQUIREMENTS

- Authorizes a person to ride a bicycle, play vehicle, or unicycle on a sidewalk or sidewalk area unless prohibited by local ordinance. This bill flips the state's default to permit bikes on sidewalks statewide unless prohibited by local ordinance
- The bill also requires people on bikes to yield the right-of-way to pedestrians and people using mobility devices on sidewalks and in crosswalks.
- Local jurisdictions have the right to prohibit such as by designated area or device.

CONTRIBUTORY NEGLIGENCE CARVE OUT FOR VRU'S

- Delegate Embry has indicated a willingness to file this bill.
- Last introduced in 2018, “Prohibiting recovery by a certain plaintiff from being barred in a certain civil action due to the plaintiff's negligence, except under certain circumstances; requiring any damages awarded under the Act to be diminished in proportion to the amount of negligence attributed to the plaintiff...”
- Applies to pedestrians and bicyclists (2018).
- Would provide comparative negligence benefit to VRU's as implemented in D.C.
- Provides equitable relief to victims and deterrence to dangerous driving.
- Recommended by the 2017 Maryland Bicycle Safety Task Force

SHA URBAN STATE HIGHWAYS SPEED LIMITS

- Authorizing the State Highway Administration to decrease the maximum speed limit by 5 miles per hour on urban State highways without an engineering and traffic investigation.
- Presumably, the same bill that was presented last year, have not seen the new bill that is to be filed this session.

E-BIKE REBATES

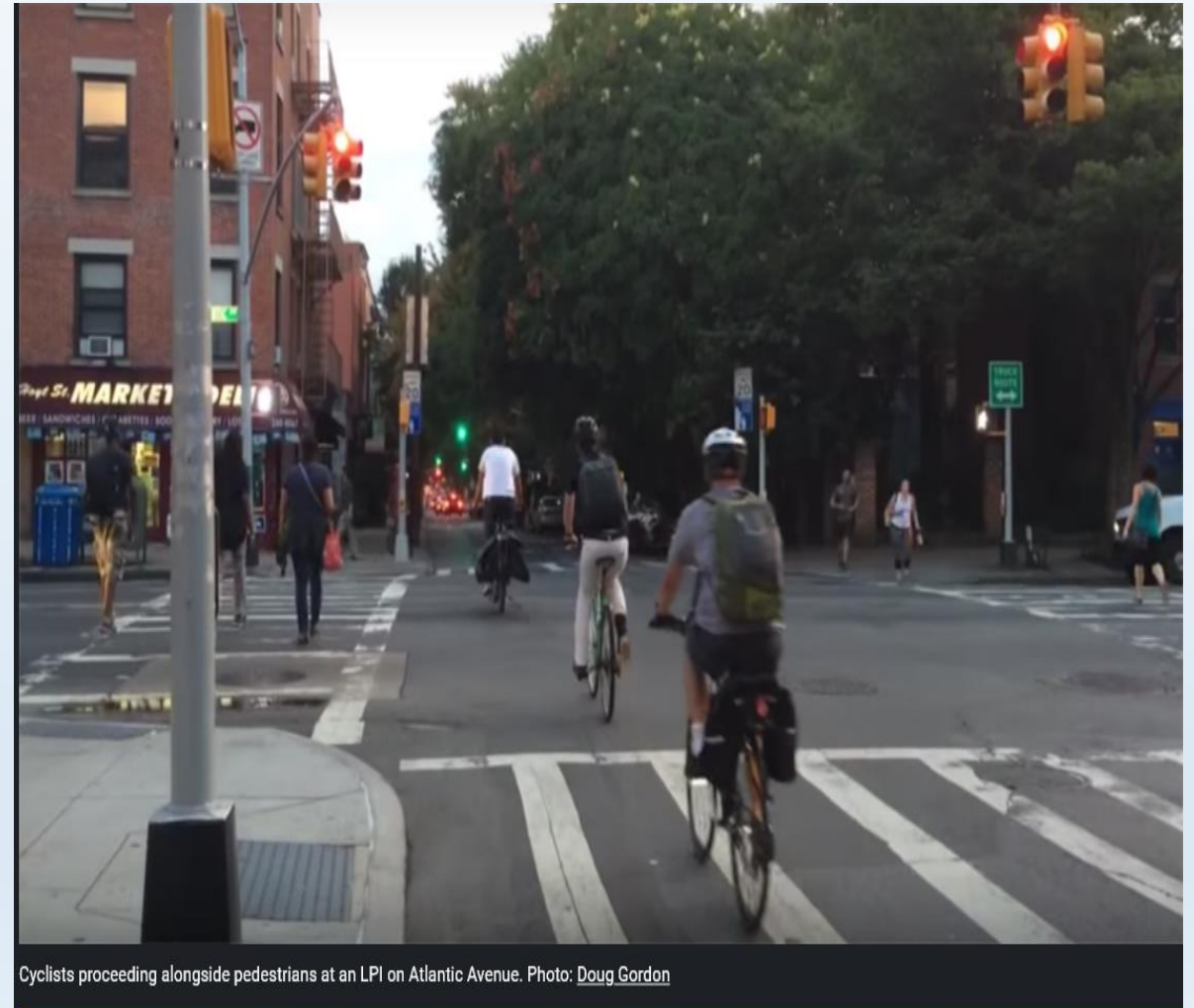
- Delegate Lewis may or may not file this proposed bill

SHA MAINTENANCE OF SIDEWALKS AND SIDE PATHS

- Delegate Anne Healey
- Would eliminate the prohibition of SHA maintenance of sidewalks and side paths in their right of way without requiring it.
- Allows the possibility of SHA building and maintaining such facilities without placing maintenance burden on the local jurisdiction.

BICYCLISTS MAY PROCEED ON A LEADING PEDESTRIAN INTERVAL

- “Except where prohibited by a sign directing persons operating bicycles to follow a specific traffic control signal, a person operating a bicycle, after yielding the right-of-way to any vehicles, pedestrians, or bicyclists lawfully using the intersection, cautiously enter an intersection to cross the roadway in the direction of a pedestrian control signal when the pedestrian control signal displays a “walk” or “walking person” signal.”



Cyclists proceeding alongside pedestrians at an LPI on Atlantic Avenue. Photo: [Doug Gordon](#)

MBPAC LEGISLATIVE SUBCOMMITTEE

Recommends the Committee's support of the bills presented except for the E-Bike Certificate of Title, Registration and Insurance Bill which we recommend we oppose.

THANK YOU



V. Old Business, Engagement, & Public Comment

- Old Business & Emails to MBPAC Inbox
 - Inquiry about the Together for Transportation Funding (TTF) Coalition and TRAIN Commission
 - Referrals for open seats
 - Interest in the Trails Sub-committee
- Open Seats – Awaiting Governor’s Appointments Office, post legislative session (April)
 - Baltimore Metropolitan Area -One applicant
 - Southern Maryland - Two applicants

V. Old Business, Engagement, & Public Comment

Engagement Opportunities (MDOT)

SHA Vulnerable Roadway User Assessment Survey:

- Open through January 31, 2025 - Maryland's first Vulnerable Road User Assessment was completed in November 2023 and will be updated in 2025 in conjunction with federal requirements. The assessment will then be updated every five years.
- Previously, timing was not aligned, MDOT surveyed about PSAP and VRU back-to-back. They are now combined into one effort, this dataset will be used for future PSAP Corridors

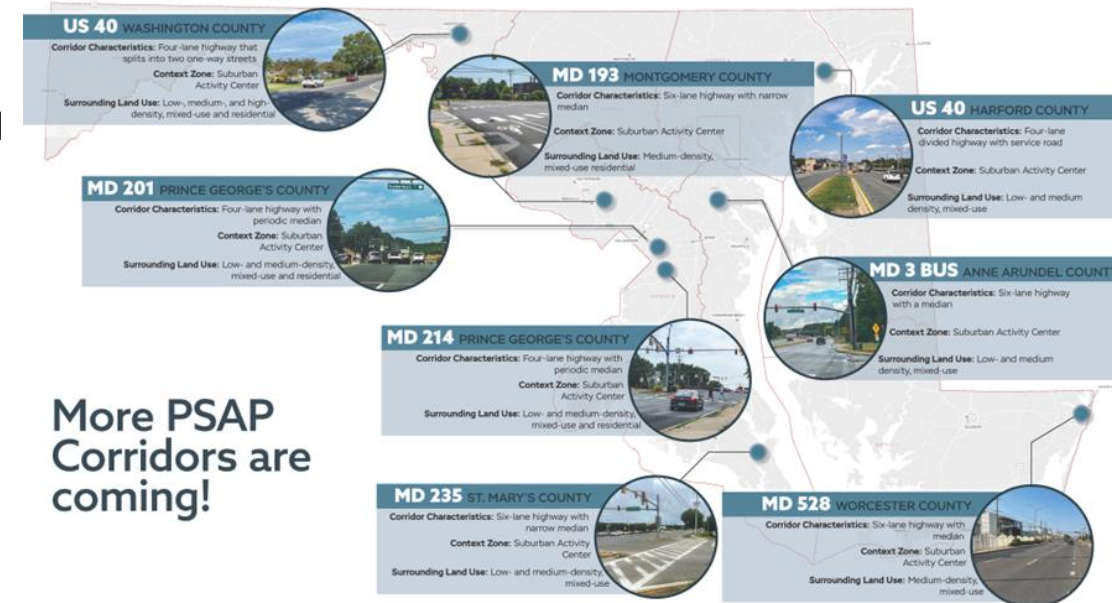
PSAP Open Houses

- MD 528 - January 14th, 5-7pm (Roland E Powell Convention Center; 4001 Coastal Hwy, Ocean City, Maryland, 21842)
- MD 235 - January 16th, 5-7pm (Great Mills High School; 21130 Great Mills Rd, Great Mills, MD 20634)

Grants Workshops

- MHSO Safety Grants open through February 28, 2025
- Workshop Dates TBA, 4-6 workshops expected February- March 2025

PSAP Projects ROUND 2



More PSAP Corridors are coming!

V. Old Business, Engagement, & Public Comment

Engagement Opportunities

BMC

- Bikeable Baltimore Region project- Comments close on January 10, 2025 - TODAY IS THE LAST DAY FOR COMMENTS
- Bicycle and Pedestrian Advisory Group – January 15, March 19

Anne Arundel County Safe Routes to Transit Study Community Meetings – Spring 2025

Bike Maryland Symposium – February 11

National Bike Summit - March 11-13

TUESDAY MARCH 11	WEDNESDAY MARCH 12	THURSDAY MARCH 13	FRIDAY MARCH 14
	7-9am Congressional Bike Rally and Breakfast on the Hill	8-9am Breakfast	
9:30-10am Registration		9-12:30pm Summit Programming, Breakouts, Rides	9am-5pm Active Transportation Leadership Institute (ATLI)
10am-12pm Breakouts, Mobile Workshp, Rides	10am-3pm Non-Lobby Day Hill Content	12:30-1:30pm Lunch & Coffee	
12-1pm Lunch	9am-5pm Lobby Day Hill Meetings	1:30-4pm Breakouts, Closing Plenary	
1-5:30pm Plenary, State Meetings		4-5pm Ride	
5:30-8pm Reception	5-7pm Hill Reception	5-7pm Closing Reception	
8-10pm Evening Activities	starting at 7pm Evening Activities	starting at 7pm ATLI Kick-Off Happy Hour	

MLK JR. MEMORIAL LIBRARY CAPITOL HILL OPTIONAL PROGRAMMING

NATIONAL BIKE SUMMIT 2025
 March 11-13 * MLK JR. Memorial Library * Washington, D.C. * bikeleague.org/summit

V. Old Business, Engagement, & Public Comment

- Public Comment - Up to 5 minutes per person
 - Jim Titus



VI. 2024 Annual Report & Vote

Timeline:

- Draft started with committee chairs: November 25, 2024
- Email requesting input from all members: December 6, 2024
- **Today: Vote on adoption, topics and content substantially complete.**
- Within two weeks: Final grammar and formatting edits, upload to website, distribution to agencies and governor's office

Report Outline:

- Executive Summary and Introduction
- 2024 Year in Review
- Membership
- Individual Meeting Highlights
- **2025: Focus Areas**
- Appendices:
 - Member list
 - Meeting materials
 - Subcommittee reports
 - MDOT key staff

VI. 2024 Annual Report & Vote

2025: Focus Areas

Meeting formats and tracking

- Fill all appointments
- Hybrid meetings and attendance at public events

Tracking budget and legislative issues

- Continue to request budgetary presentation from the Governor's office
- Issue recommendations for active transportation filings

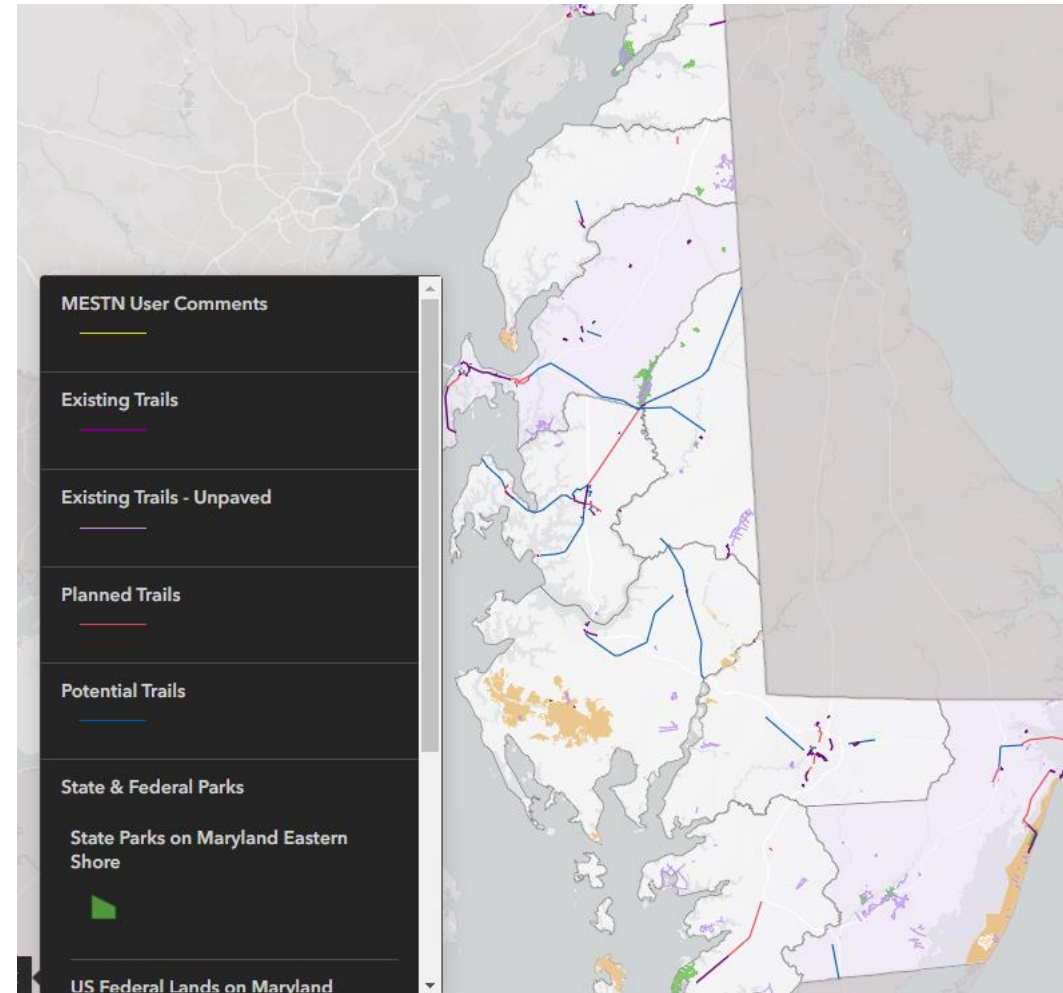
Active Participation for Active Transportation™

- State Agency Representatives: presentation in 2025, join a sub-committee, consider hosting a meeting
- Citizen Representatives: Join a sub-committee, identify a stakeholder list in your region to share events and announcements with
- Launch a calendar of bike and pedestrian events and engagement opportunities

VII. Subcommittee Membership, Schedule, Report Out

Eastern Shore Subcommittee – Patti Stevens

Eastern Shore interactive [trail map](https://bit.ly/MESTN_App) (https://bit.ly/MESTN_App) continues to be updated with completed Bikeways projects and proposed trails in the [1992 Greenways Atlas](#)



VII. Subcommittee Membership, Schedule, Report Out

Eastern Shore Subcommittee – Patti Stevens

- January 17 - MESTN will present our regional trail vision and strategic plan highlights to the Eastern Shore Delegation
- February 5 - Worcester County Bike and Pedestrian Coalition - States Attorney Kris Heiser and LEOs will share data on VRU Laws
- Next MESTN Meeting - Feb/ March Dates/location to be set at the January 7 meeting

*If you'd like to attend or get involved on a work group, contact Owen Bailey - obailey@eslc.org
Information about the Maryland Eastern Shore Trails Network (MESTN) is available at:*

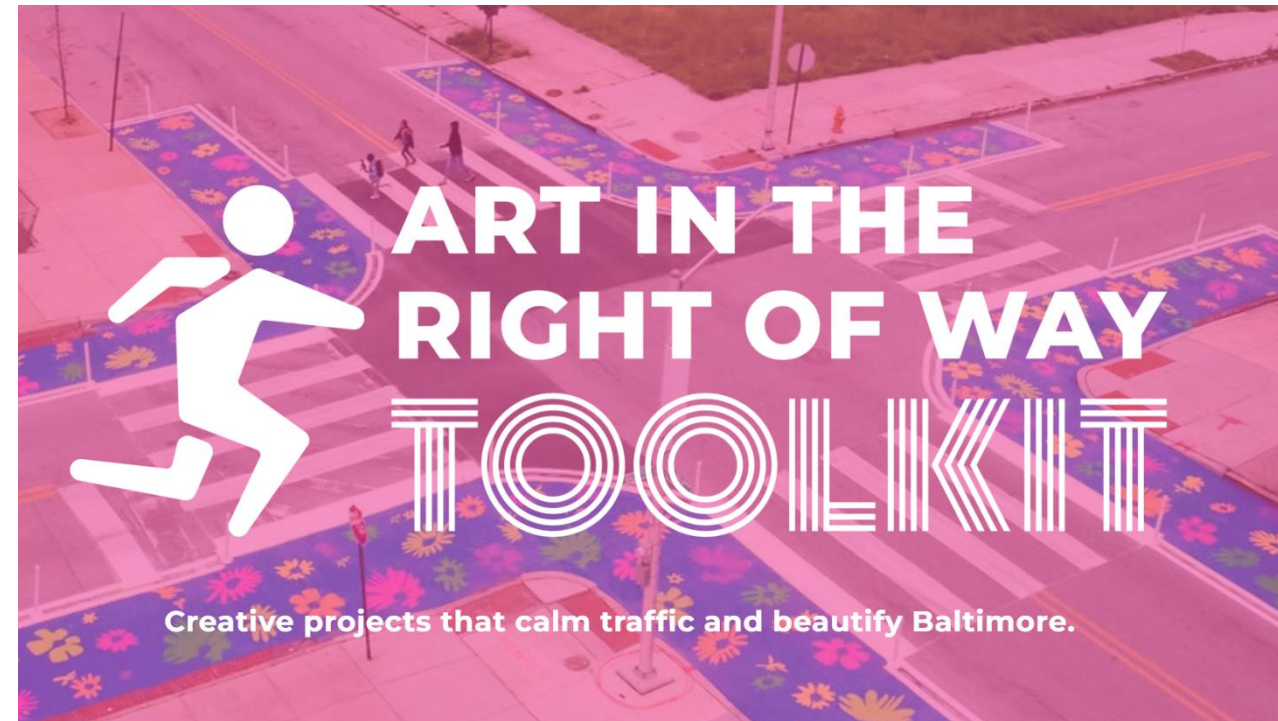
www.mestnorg.wordpress.com

VII. Subcommittee Membership, Schedule, Report Out

Pedestrian Subcommittee – Marian Vessels, chair

- **Mission:** Promote pedestrian access, welcome guest speakers on pedestrian focused projects and research
- **Schedule:** Quarterly meetings with guest presentation, month before MBPAC meeting.
 - Last meeting on December 19: included Art in the ROW, Neighborhood Design Center Guidelines funded by MHSO
 - Next Meeting: March 28, 2025

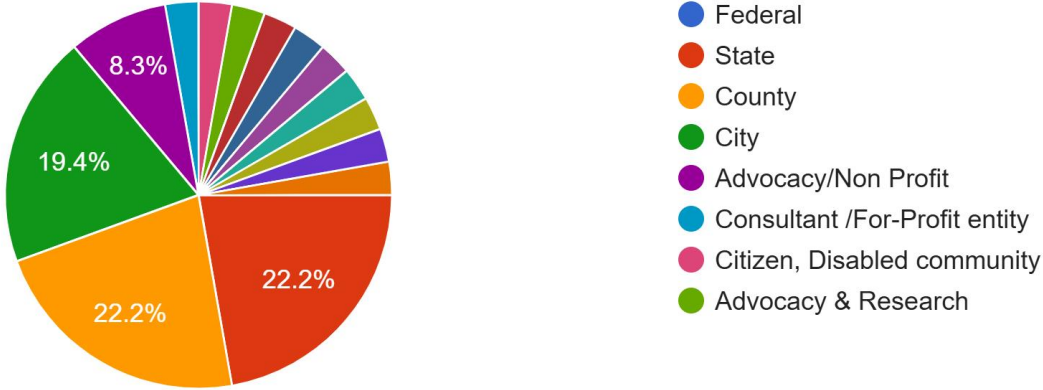
Photo: December's Meeting featured a presentation about Art in the Right of Way.



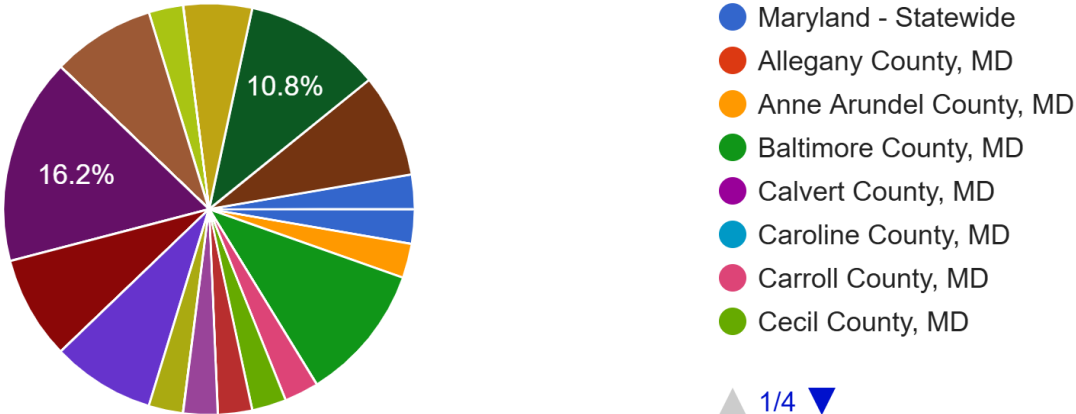
Pedestrian Subcommittee – December Member Survey



Affiliation
36 responses



Where are you located or where are you representing?
37 responses



VII. Subcommittee Membership, Schedule, Report Out

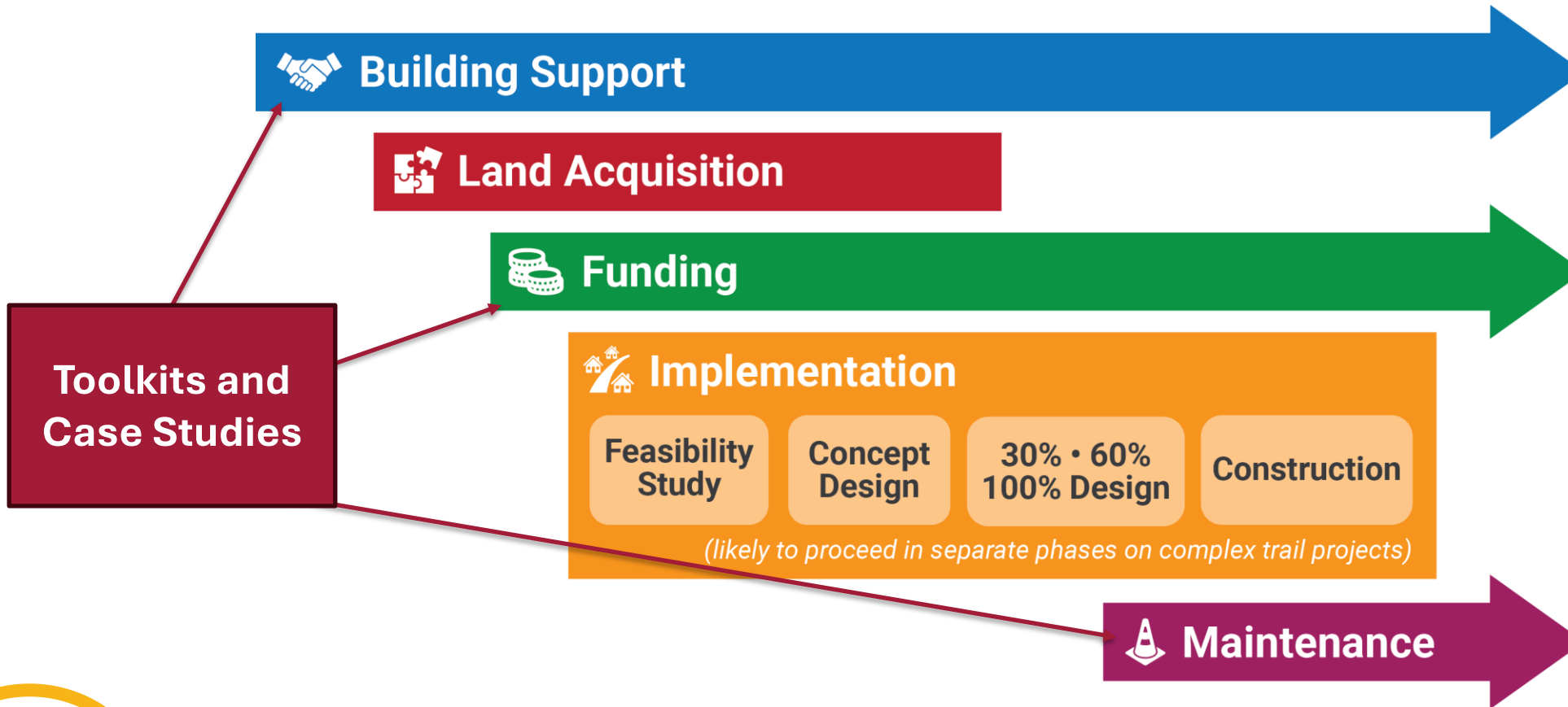
Trails Subcommittee – Meg Young

- **Mission:** Advise on the MDOT Strategic Trails Plan and support trail projects across the state
- **Membership:** 48 members, statewide coverage, representatives for major trail projects, local and national advocates
 - Past Meetings: September 13, October 9, December 13
 - Next meeting: February 7, 2025



Photos: Secretary Wiedefeld Announcing the Trails Plan, Kickoff event in Easton, and View from first TAC meeting in Havre de Grace

Trail Project Lifecycle Analysis



TAC Meeting Schedule



Select meetings may be extended to include optional listening sessions after the full TAC meeting



VIII. Agency Updates

- Maryland State Department Of Education – no updates
- Maryland Department Of Disabilities – no updates
- Maryland State Police – no updates
- Department Of Commerce – Trail System presentation
- Maryland Department Of Planning – no updates
- Maryland Department of Health – no updates
- Maryland Department Of Natural Resources – Slides
- Maryland National Park And Planning Commission - Slides
- Maryland Department of Transportation - Slides



eBike Regulations

Maryland Department of Natural Resources

January 10, 2025 | Office of Outdoor
Recreation



eBikes Today

- ❖ Policies Vary
 - Parks
 - Some Trails: Western MD Rail Trail (WMT) & Torrey C. Brown (NCR)
 - Anywhere a car can go
 - Forests
 - WMAs
 - Some local parks systems
- ❖ Reality- they are there
- ❖ Demand for it- as accessible issue
- ❖ Sale Trends



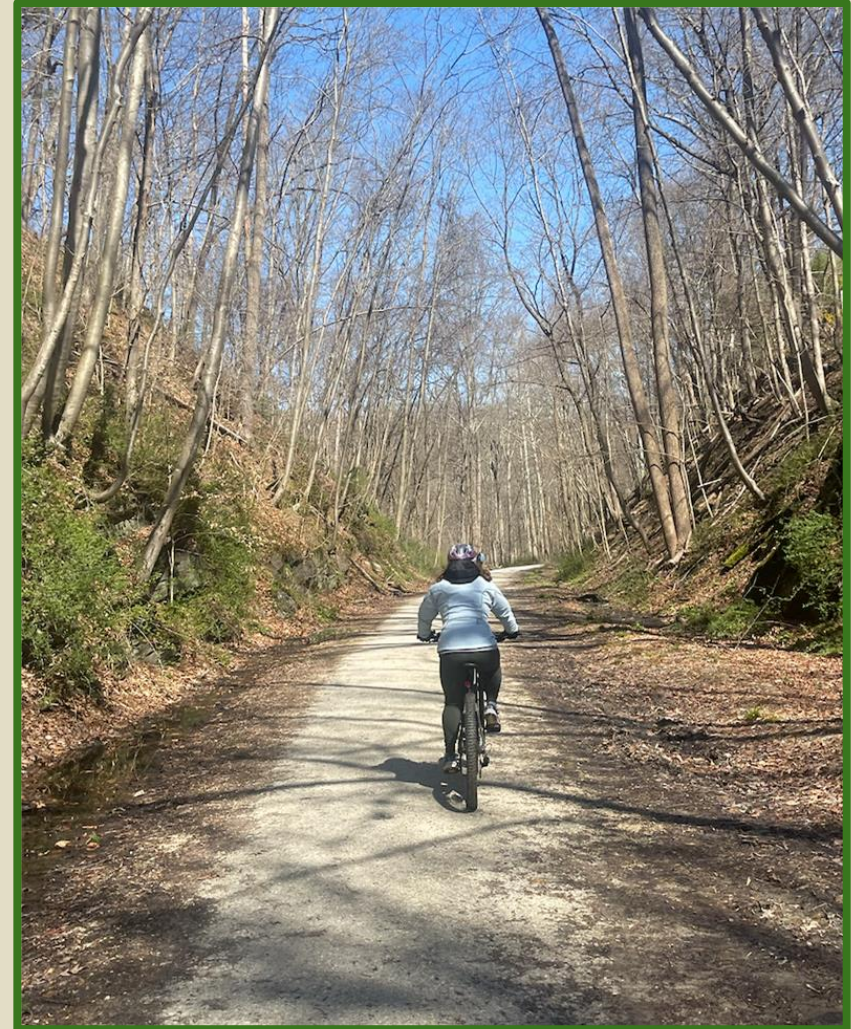
Purpose of the Regulations

- ❖ Responsibly integrate eBikes into our state lands.
- ❖ Protect our state's natural resources.
- ❖ Enhance recreational opportunities for Maryland residents and visitors.
- ❖ Address safety and conservation concerns around eBikes.



Our Method

- ❖ 2023 Public Survey
- ❖ Interviewed
 - Public Land Managers
 - Constituents
- ❖ Met with Stakeholders
 - Bike Advocacy Groups
 - Other trail user groups
- ❖ Reviewed DNR & Maryland Regulations
- ❖ Assembled Internal DNR Group



2025 Draft Regs: Key Definitions: Bicycle

Bike:

- Consistent with MDOT Definition of a bicycle
- Designed to be **operated by human power**;
- Has two or three wheels, of which one is more than 14 inches in diameter; and;
- Pedal-assist only.



2025 Draft Regs: Key Definitions: eBike

eBike: a bicycle equipped with a motor that provides assistance only when the rider is pedaling or; an adaptive bike with an electric assist motor.



Key Definitions: Adaptive eBike

Adaptive eBike: an ebike designed with a specialized mobility device for individuals with physical disabilities or mobility challenges.



Where eBikes are Permitted

eBikes are allowed on trails unless...

1 The trail is designated for a different specific user group.

2 The trail does not have appropriate infrastructure (bridge, etc.)

3 Critical habitat protection is needed for (a) specie(s).

4 There are high safety concerns for bikers. As determined by DNR staff.



Information Dissemination: Where can I ride?

This information will be publicly accessible through a:

- ❖ Post on a trailhead.
- ❖ Notice on bulletin board.
- ❖ DNR Website.



User Behavioral Constraints

People cannot operate a Bike or eBike:

- ❖ Recklessly, carelessly or with negligence.
- ❖ Disregarding the rights or safety or an individual.
- ❖ Under the influence of alcohol or drugs.
- ❖ Causing damage to property, wildlife, vegetation, or other individuals.



Next Steps:

Public Outreach: Contact stakeholders (land managers, Friends Of groups, various user groups).

Public Comment: 90-day Public Comment Period (public hearings, surveys, social media).

Finalize: Review changes to legislation based on Public Comment Period & Share the Trail Campaign.

<https://dnr.maryland.gov/outdoorrec/Pages/default.aspx>



Thank you!



Comments? Questions?

Sandi Olek | Director | Office of Outdoor Recreation

Sandra.Olek@Maryland.Gov

VIII. Agency Updates



Maryland National Park And Planning Commission

The Montgomery County Department of Transportation just released a new Accessible Design Guide that provides guidance for developing accessible streets, sidewalks, crosswalks and other public spaces in the county.

The guide incorporates national and international best-practice research and feedback from Montgomery County residents with an array of disabilities, including ambulatory, vision, hearing, intellectual and developmental, caregivers and service providers.

The new design guide will be used by county agencies when developing and approving plans, including those by developers, to ensure that all designs meet the minimum federal, state and local regulations and where possible follow best practices.

VIII. Agency Updates

Maryland Department Of Transportation

- Complete Streets:
 - Implementation plans adoption this month
 - Complete Streets Training, Implementation plan presentation, and OATM Open House – January 30-31
 - Complete Streets Leadership Academy **report forthcoming from Smart Growth America** for quick build projects in Howard County, Hagerstown, and Bel Air

VIII. Agency Updates

Maryland Department Of Transportation

- Maryland Highway Safety Office – Safety Grants:
 - Application portal open through February 28, 2025
- Bikeways Grant Program FY2026 Updates
 - New eligibility criteria: increased focus on safety and equity
 - New project types: Complete Streets treatments and state of good repair
 - New process and limitation: updated guidance to create a pipeline to federal funding

IX. Closing Reminders and Adjournment

Next Meetings:

Pedestrian Committee: March 28, 2025

Eastern Shore Committee: February/March

Legislative Committee: XXX

Trails Committee: February 7, 2025

Next Full Committee Meeting: April 25, 2025