

## **BALTIMORE REGIONAL TRANSPORTATION BOARD**

October 25, 2016

Baltimore Metropolitan Council

9:20 to 11:00 A.M.

### **MINUTES**

The 284<sup>th</sup> meeting was called to order at 9:20 A.M. by the Vice Chair, Ms. Valorie LaCour.

#### **1. APPROVAL OF MINUTES**

A request for a motion to approve the minutes of the August 23, 2016 BRTB meeting was made by Ms. LaCour. A motion was made by Mr. Tony McClune to approve the minutes and seconded by Ms. Heather Murphy. The minutes were approved unanimously.

#### **2. PUBLIC PARTICIPATION OPPORTUNITY**

Mr. Kevin Racine shared some of his recent activities working with others to improve transportation in and connecting to the region. Mr. Racine asked the Board if there had been changes in how transportation is funded. When assured it had not changed he expressed his frustration that he and other people with permanent disabilities had to frequently update their ADA eligibility certifications in order to ride various transit systems in the region at a discounted or free rate. Mr. Racine shared that his experience in the Philadelphia region has been much more pleasant and does not require such re-certifications. Mr. Racine also expressed frustration about a specific incident on the Harford Transit System. The Board asked that BMC staff follow up. BMC staff will follow up with both Harford Transit and MTA Customer Service.

Mr. Greg Shafer shared some comments as a Howard County resident regarding an article in the *Baltimore Sun* about funding and plans for the Howard Street Tunnel. Mr. Shafer offered his personal support for the project. He expressed his belief that the project would provide multiple benefits to the region and asked that the BRTB offer its support for the project.

### 3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda provided an update on public comments and public involvement activities for September and October 2016. The comment period for the 2017-2020 TIP amendment for the Edison Highway Bridge is open through Friday, November 4 with a public meeting on Wednesday, October 26 from 5 to 7 p.m. at the Southeast Community Development Corporation. The November 2<sup>nd</sup> presentation to the Public Advisory Committee (PAC) Policy Subcommittee meeting at BMC has been cancelled. No public comments were received to date.

The comment period related to the North Avenue Rising TIP amendment ran from Tuesday, September 6 through Friday, October 7 with a public meeting on Wednesday, October 5 at the PAC Policy Subcommittee meeting at BMC. Two comments were received from the public and are included as attachments to the Public Involvement Report.

Lastly, Ms. Haines Benkhedda reported the second *What's on Tap* regional forum was held on September 19 at Open Works. The well-attended event, *What's on Tap: Makerspaces, Hackerspaces, Fab Labs & Micro-Manufacturing*, featured presentations by Mr. Will Holman of Open Works and co-founder of the Industrial Arts Collective and Mr. David Woessner, General Manager of the National Harbor Local Motors facility. More information about the event is online at [baltometro.org/about-bmc/whats-on-tap-regional-forums](http://baltometro.org/about-bmc/whats-on-tap-regional-forums).

***[Handout: Public Involvement Report, September and October 2016]***

### 4. REPORT FROM THE PUBLIC ADVISORY COMMITTEE

Mr. Shafer reported the following from the October Public Advisory Committee (PAC) meeting:

- Mr. Carl Parr of the MTA Mobility paratransit program shared improvements to customer service and operations since he began working at Mobility. The PAC was very appreciative for the presentation and several members that use the service offered praise for improved service and performance by MTA Mobility program.
- An ad-hoc subcommittee of several PAC members has formed to explore ways in which the PAC can learn more about and address transportation equity in the region. A draft outline was circulated to PAC members for their consideration. No formal action was taken at the meeting and the PAC will continue considering the topic in the future.
- The PAC evaluated the North Avenue Rising TIP amendment and offered strong support for the project, with a recommendation that MTA and Baltimore City hire local residents. Specifically, the PAC stated it sees the project “as a great investment along traditionally underserved neighborhoods within Baltimore City and commends MDOT on its attention to detail and commitment to community engagement in developing such a socially equitable plan.
- Mr. Shafer also highlighted a discussion as well as concerns the PAC had regarding [an article in the Howard County Times about a public meeting on the Centennial Lane road redesign project](#) in Ellicott City. The article reported that there remained great concern among the 100+ members of

the public in attendance that concerns over parking, bicycle access to Centennial Park, and safe school crossing have not been addressed with the updated plan.

- The PAC expressed concerns that though the public meeting requirements may have been satisfied, there seems to be a negative perception of the transportation planning process in this case. The PAC encourages the BRTB members to do what they can to follow up on the remaining concerns on this project.
- The PAC is seeking new members to serve 3-year terms starting January 2017. Applications are welcome through November 30 and members are particularly needed from Anne Arundel, Carroll, Harford, Howard and Queen Anne's counties. Organizations and members of the public are encouraged to visit <http://www.baltometro.org/PAC> to obtain more info and an application.

***[Handout: PAC Resolution #2016-10: North Avenue Rising TIP Amendment]***

## **5. REPORT FROM THE TECHNICAL COMMITTEE**

Mr. Scott Graf reported the following from the October Technical Committee (TC) meeting:

- The TC voted to unanimously support Resolution #17-10, the MTA and Baltimore City's request to add North Avenue Rising – a TIGER funded project – to the TIP.
- The TC also heard from MTA about the future of fare media and the ongoing progress advancing MTA's fare collection upgrades and structure. MTA fare media include magnetic strip tickets, tokens, paper, SmartCards, and a "flash" pass for local services. The MTA's CharmCard will still be able to be used on MTA local services, but no longer integrated with DC area transit services. Previously MTA shared collection with WMATA and are now going out on their own. The process is expected to take 18 months. The local jurisdictions with transit agencies requested that MTA include them in the deployment of the new systems and the possibility of linked fare collection.
- The TC heard progress reports given on operational tasks by BMC. Staff provided an overview and update on the corridor planning UPWP task to identify potential congestion mitigation strategies and performance metrics for corridors that have significant operational issues. The first corridor to be studied is MD 140 in Baltimore County, from I-695 to the Carroll County line. Staff has received approval to study the corridor by Baltimore County and SHA. Staff has identified lead contacts in Baltimore County and SHA and work will proceed on this task.
- Members discussed training opportunities or centralized training sessions on an overview of traffic innovation software, the issues and benefits of Autonomous Vehicles and elements of the NEPA process.

## **6. RECOMMENDATION FOR APPROVAL OF RESOLUTION #17-10**

The BRTB was asked to consider Resolution #17-10 in support of an amendment to the *2017-2020 Transportation Improvement Program*. The Maryland Transit Administration is requesting to

incorporate a recent TIGER grant for the North Avenue Rising project. Ms. Danyell Diggs presented on the project. North Avenue passes through more than a dozen neighborhoods that have a rich cultural history. The project seeks to revitalize the five-mile corridor with a multimodal investment in bicycle, pedestrian, and transit improvements. Existing bus routes on North Avenue are heavily utilized and the corridor includes connections to both metro and light rail. The project scope includes dedicated bus and bike lanes, roadway repaving, transit signal priority, enhanced bus stops, streetscaping, bike share docks, Penn-North metro station improvements, and intersection reconstruction. The amendment adds the following funds to the construction phase in FY 2017 – \$10 million in TIGER funds along with \$15.33 million in matching funds and \$1.6 million in STP funds along with \$400,000 in matching funds. The total project cost is \$27.33 million.

Mr. Don Halligan said the project was publicized for public review from September 6 through October 7, 2016 with a public meeting and presentation to the Public Advisory Committee on October 5. Both the Technical Committee and the PAC recommended approval of the resolution and it has been reviewed by the ICG.

Ms. LaCour asked for a motion. Mr. McClune made a motion to move Resolution #17-10 and Ms. Murphy seconded the motion. Ms. LaCour asked if there was any discussion by the members and then by the audience. Ms. LaCour asked for a vote and Resolution #17-10 was passed with unanimous support from the members.

***[PowerPoint: North Avenue Rising TIGER Project Overview, Handout: August TIP Amendment Summary]***

## **7. UNDERSTANDING AND APPLYING THE MANY USES OF TRAVEL DATA**

The BRTB heard a presentation from Mr. Tom Jacobs, Director of the University of Maryland's CATT Lab who provided an overview of the efforts and information used by the lab to better understand travel behavior by using third party "probe" data and their research into the data, applications and new data and potential uses to better inform decision making.

Mr. Jacobs discussed how private companies are collecting and selling very large datasets based on devices that people carry and use. The information from these devices are put into traffic messaging channels to time stamp the where and when of raw GPS data and then aggregated to depersonalize the information. The data is being used by universities, groups like the Texas A&M Transportation Institute (TTI), MDOT-SHA, and other states around the country to understand mobility and congestion issues. SHA uses it for their annual Mobility Report and for travel time messaging on variable message signs.

This data is very useful for higher level decision making and not for smaller area information but it is expected that this data will become more reliable for more finely grained analysis. He shared recent applications being undertaken by UMD and others.

Mr. Emery Hines asked if the data could be used for transit route planning and Mr. Jacobs felt that it could as well as other applications. Mr. Steve Cohoon asked about use of the data to study tourism travel peaks versus commute time peaks and its ability to define other peaks as opposed to just looking

at user specified times. Mr. Jacobs stated that is possible. Mr. Kwame Arhin expressed that the state could use this data to understand performance of the highway and freight networks. Mr. Jacobs talked about using the RITIS system to allow analysis of performance of the network by place saying it had a lot of flexibility. Ms. Bihui Xu asked about use of the data to improve MPO modeling, Mr. Jacobs felt it is used in models but not sure how MPO's might use data to improve their models at this point.

## **8. PRESENTATION ON THE BALTIMORE BIKESHARE PROGRAM**

Mr. James Decker presented on the upcoming Baltimore Bike Share system. Bike share is a service in which bicycles are made available for shared use to individuals on a very short term basis. It serves as an extension of the existing transit system by helping to solve the first/last-mile problem. Benefits of bike share include increased mobility options; environmental, social, economic, and health benefits; and its ability to compliment other transit modes.

The process to launch the bike share program started in spring 2016 with the selection of Bewegen Technologies as the equipment vendor and Corps Logistics as the day-to-day operator of the system. Through federal, state and local funds, BC DOT was able to purchase 50 stations and 465 bikes as part of the first phase of the launch. Equipment highlights include a nearly 50/50 split between electric pedal –assist bicycles (pedelec) and non-electric, 8-gear bicycles. The fleet of pedelec bikes will be the largest electric bike share fleet in North and South America. They include a small motor that provides background power to make riding easier. An active GPS unit on each bike will track trip origin and destination as well as the route taken.

Phase 1A will launch on October 28 with approximately 20 stations and 150 to 200 bicycles. The remainder of Phase 1 will launch in spring 2017 and will include all 50 stations. Station locations were selected based on a variety of factors including extensive public outreach, residential and employment density, connections to transit, the locations of bike facilities, transit need, and practical considerations such as sidewalk width and ROW availability. Bike share users will have multiple pricing options. A single trip pass will cost \$2 and gives users up to 45 minutes for their trip without additional charges. A \$15 monthly pass gives users unlimited 45 minutes rides for the month. The system accommodates cash payment for those that do not have bank accounts or a credit card.

***[PowerPoint: Baltimore Bike Share]***

## **9. OTHER BUSINESS**

There was no other business. Ms. LaCour reminded participants that the next BRTB meeting will be November 22, 2016.

The meeting adjourned at 11:00 A.M.

## **ATTENDANCE**

***Members***

Kwame Arhin, Federal Highway Administration, Maryland Division  
Robert Andrews, Harford County Transit  
Steven Cohoon, Queen Anne's County  
Alexandra Brun (for Tad Aburn), MD Department of the Environment  
Emery Hines, Baltimore County, Department of Public Works  
Pat Keller, Maryland Transit Administration (MTA), Statewide Service Development  
Tony McClune, Harford County, Department of Planning  
Valorie LaCour (for Frank Murphy), Baltimore City Department of Transportation  
Heather Murphy, Maryland Department of Transportation, OPCP  
Sally Nash, City of Annapolis, Department of Planning  
Brian Ulrich, Anne Arundel County, Department of Planning & Zoning  
Bihui Xu, Maryland Department of Planning, Transportation Planning

***Staff and Guests***

Robert Berger, BMC  
Tyson Byrne, MDOT  
Jay Decker, BC DOT  
Danyell Diggs, MTA  
Kathy Falk, Kimley-Horn  
Scot Graf, Chair, Technical Committee  
Don Halligan, BMC  
Victor Henry, BMC  
Tom Jacobs, UMD-CATT Lab  
Zach Kaufman, BMC  
Mara Kaminowitz, BMC  
Greg Shafer, Chair, Public Advisory Committee  
Kevin Racine, Citizen  
Raymond Robinson, AACD  
Rebecca Smith, BMC  
Sara Tomlinson, BMC  
Charles Thomas, Citizen  
Russ Ulrich, BMC

Respectfully submitted,

Todd R. Lang, Secretary  
Baltimore Regional Transportation Board