

## **PUBLIC ADVISORY COMMITTEE**

Wednesday, September 7, 2016  
Baltimore Metropolitan Council  
5:35 to 7:32 P.M.

### **MINUTES**

The meeting was called to order at 5:35 P.M. by PAC Chair, Mr. Greg Shafer.

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

The PAC approved the [August 2016 meeting minutes](#).

#### **2. PRESENTATION: BALTIMORE BIKE SHARE**

Mr. Jay Decker of the Baltimore City Department of Transportation (BCDOT) presented extensive details about Baltimore's new Bike Share Program. Highlights include:

- Launching in fall 2016, the Baltimore system will be the largest electric pedal-assist (pedelec) bike share program in the western hemisphere. Half of the cycles in the fleet will be pedelec. The benefit of these electric bikes is that people who want to ride do not have to be super fit, young, or without any health issues. This increases the number of people who are able to cycle in Baltimore. Bike share also helps to legitimize cycling, changes driver behavior, and helps make the case for expanded bicycle infrastructure. Boston is a great example of bike share leading to an extensive cycling network and infrastructure improvements.
- Baltimore is the 10th highest per capita unbanked and underbanked population (households that do not have a checking or savings account or has an account, but continues to rely on alternative financial services, like check-cashing services, payday loans, rent-to-own agreements or pawn shop. Baltimore Bike Share is happy to report they will be able to accommodate cash payment through their system. Pricing is set for two dollars per ride and \$15 monthly pass with unlimited rides. Each ride is limited to 45 minutes, with each additional 30 minutes costing \$2 dollars. Individuals are able to rent bikes through an app, kiosk, or cash. They also plan to connect to the MTA Charm Card system once MTA completes its upgrade of that system. The city anticipates over 50% farebox recovery.
- Funding to set up Baltimore Bike Share came from state and federal grants and the city is seeking sponsorships (similar to the New York model) to sustain the system moving forward. Sponsorship opportunities are available for specific locations that want to have a station. For example, the McHenry Row station is sponsored by the McHenry Row developer.

- At least 80 jobs will be created because the company providing the bicycles is relocating to Baltimore and Baltimore City is also working with the Baltimore Station, a local nonprofit in Federal Hill, to hire clients to work with bicycle redistribution and station maintenance.
- Bicycles will be redistributed several times throughout the day to ensure bicycles are available at stations throughout the city. There is also a 12 hour graffiti removal policy.
- A number of stations will feature solar canopies. All will have highly secured locking as well as recharging for the pedelec bicycles. While there is some risk for stolen bikes, what they've seen in other cities, such as Philadelphia, is cash users actually use Bike Share more and view the bicycles as a community asset to protect rather than take advantage of.
- Baltimore Bike Share has a bring-your-own-helmet policy; however, they plan to have discounted helmets available for purchase at stations.
- Age for use is currently 18 and up but working towards 16 and up. Children's bikes will not be available. They have found that many children have a bike, but parents do not. Families will hopefully use bike share, along with existing children's bicycles, to be able to ride together.
- Plans are in the works to partner with BaltimoreLINK to have bike share at local transit stations. They are also planning to partner with organizations such as Zip Car.
- They will have an open API (publicly available application program interface) so the public can see all of the data collected on bike share usage.
- Phase 1 focuses on the downtown area (see the map in the presentation). Phase 2 will extend out from the downtown area. The goal is to expand in 2017, depending upon funding.
- Baltimore City is in the process of identifying 50 station locations for Phase 1A (Fall 2016) and Phase 1B (Spring 2017). Public comments on station locations are welcome. Visit the website [bmorebikeshare.com](http://bmorebikeshare.com) for details on how to comment. Additional public workshops will be scheduled for 2017. A few weeks before they launch, station locations and information about how to use the system will be shared widely.

Ms. Caitlin Doolin, Bicycle and Pedestrian Planner at BCDOT, shared highlights of the work the city is doing to implement its bicycle master plan. The plan is a network of bicycle facilities to connect all city neighborhoods to recreation, employment and activity centers within the city, as well as to bicycle facilities along the proposed East Coast Greenway and elsewhere throughout the Baltimore region. As Baltimore includes pockets of disadvantaged or low-income communities with relatively high percentages of households without access to a personal vehicle, bicycling provides a cost effective mode of transportation that can increase mobility. The [Baltimore City Bicycle Master Plan](#) is online for further reading.

**[Presentation: [Baltimore City BikeShare](#)]**

### **3. SUBCOMMITTEE REPORTS & ACTION ITEMS**

Subcommittee Chairs presented the following subcommittee reports and action items:

- **Public Involvement & Policy and Legislation Subcommittees** – Ms. Beth Wiseman and Mr. Shafer reported that each committee discussed a potential process for removing major projects from the regional long-range transportation plan. Mr. Derrick Sexton reported he connected with other MPO's to ask if they had a public engagement process prior to a final decision being made to cancel a project. Of those MPO's he was able to connect with, none reported having such a public involvement process, other than notifying MPO committees about the change occurring. Often this is because it is due to political shifts and beyond the scope of MPO work.

Mr. Shafer reported that the Policy and Legislation Subcommittee discussed the BRTB's lack of control over many funding matters. However, as the TIP has a list of projects that are no longer funded, the committee suggested that perhaps such a list should be made available in the long-range transportation plan or projects be listed as illustrative projects. The subcommittee also suggested that when something is defunded, information should be shared about the reasons why and any research or data behind that.

It was noted that a public engagement process regarding the cancellation of a project would be important to develop since such a decision goes well beyond an individual project – as major transportation projects developed through a lengthy planning process often have impacts on air-quality, environmental justice, economic development, jobs etc.

Ms. Jennifer Perry mentioned that there is a [White House Task Force on Baltimore](#) and wondered if they would be addressing any transportation initiatives in their work and/or if they might have any interest in this topic.

Mr. Shafer thanked the subcommittees for their research and robust discussion on the topic. He noted he will share the PAC's discussions to date with the BRTB.

- **Membership** – Mr. Shafer reported that five members (Terraine Arnold, Kevin Engler, David Fitzpatrick, Ben Gilardi, and Beth Wiseman) have terms that are ending in December. Those who would like to request an additional 3-year term should notify Ms. Monica Haines Benkhedda by November 2, 2016.

In addition, the BRTB is seeking new members to fill vacancies on the PAC, starting in January 2017. Mr. Shafer asked all PAC members to think about potential applicants and share flyers and PAC applications in the community or through their personal and professional networks.

Mr. Shafer also reminded members that a call for nominations for 2017 PAC Chairs is set for the November meeting, with elections at the December meeting.

#### 4. REPORT ON RECENT AND UPCOMING BRTB MEETINGS

Mr. Todd Lang reported that the BRTB voted to approve the following action items at its meeting on August 23: 1) Round 8B socioeconomic forecasts, and 2) 2016-2019 TIP and Maximize2040 amendment for the Maryland Transportation Authority (MDTA) I-95: Moravia Road to the Fort McHenry Tunnel road widening project. In addition, a representative of the Maryland Transit Administration provided an overview of a recent special solicitation for the 5310 grant program and staff from the Federal Highway Administration presented the findings of the joint FHWA/FTA/EPA [2016 Certification Review of the BRTB's regional transportation planning process](#).

Mr. Lang shared highlights of the certification report, which is available on the BMC website, and recommended that the PAC could assist with implementation of the following recommendations from the federal certification team: 1) Use results of the effectiveness of the Public Participation Plan survey to tell a broader story, and 2) Improve the website to include Title VI Complaint form, freight, and pedestrian & bicycle information.

Mr. Lang also shared that the Maryland Department of Transportation (MDOT) will host meetings this fall on the [draft 2017 Consolidated Transportation Program \(CTP\)](#). He suggested that members may wish to review the CTP and share comments with their local leaders regarding this list of transportation priorities. Reviewing the CTP may also give PAC members a preview of projects using federal funding that may come to the BRTB for funding in the TIP. Mr. Lang also noted that scoring of projects is set for the 2018 CTP.

Minutes and a calendar of recent and upcoming BRTB meetings are online at [baltometro.org](http://baltometro.org).

**[Presentation: [Highlights of 2016 Federal Certification Report](#)]**

## **5. OTHER BUSINESS**

Mr. Shafer reported he reached out to staff at the Metropolitan Washington Council of Government's Transportation Planning Board to see if there are any opportunities to collaborate or learn from the work of their Citizens Advisory Committee (CAC). He will update the PAC when he connects with staff there.

Ms. Haines Benkhedda shared that the second What's on Tap Regional Forum will be on Monday, September 19 at 4:30 p.m. at Open Works, located at 1400 Greenmount Avenue, in Baltimore's Station North neighborhood. *What's on Tap: Makerspaces, Hackerspaces, Fab Labs & Micro-Manufacturing* features two exciting speakers: Mr. Will Holman, General Manager of Open Works and co-founder of the Industrial Arts Collective; and Mr. David Woessner, General Manager of the National Harbor Local Motors facility. A tour of Open Works and a networking event will follow the presentations. Space is limited; registration requested: [baltometro.org/about-bmc/whats-on-tap-regional-forums](http://baltometro.org/about-bmc/whats-on-tap-regional-forums).

The meeting adjourned at 7:32 P.M.

## **ATTENDANCE**

### ***Members***

Terraine Arnold – Arunah Avenue Association  
Lindsey Bishop – Resident, Baltimore City  
Christopher Boardman – Resident, Harford County  
Michael Davis – Resident, Carroll County  
Kevin Engler – Partners In Care  
David Fitzpatrick – Resident, Baltimore City  
Benjamin Gilardi – Resident, Baltimore City  
Mark Howard – Resident, Baltimore County

*Attended By Phone*

*Proxy designated by: E. Norton*

Darin Hughes – Resident, Baltimore City  
Angela Jones – Resident, Baltimore County  
Paul Kowzan III – Broadway Area Business Association  
Dick Ladd – Resident, Anne Arundel County  
Mark Lotz – Resident, Harford County  
Rita Ossiander – Resident, Baltimore County  
Jennifer Perry – Columbia Lighthouse for the Blind  
Derrick Sexton – Resident, Baltimore City  
Greg Shafer – Resident, Howard County  
Beth Wiseman – Baltimore County Association of Senior Citizens Organizations

*Proxy designated by: T. Gwitira*

***Staff and Guests***

Jay Decker – Baltimore City Department of Transportation (BCDOT)  
Caitlin Doolin – BCDOT  
Monica B. Haines Benkhedda – Baltimore Metropolitan Council (BMC)  
Todd Lang – BMC