

Annual Highlights Issue 2002

Vision 2030 – Crafting a Vision for the Region’s Future

The Vision 2030 initiative was developed to provide an opportunity for public participation in crafting a vision for the region’s future. Vision 2030 will create a blueprint for addressing issues; for identifying necessary actions for the next ten, twenty, and thirty years; and for determining how government, business and citizens can work together to meaningfully implement the vision. Key events this past year included:

- focus groups of urban, suburban and rural residents to identify regional issues of concern;
- appointment of an Oversight Committee of regional leaders to review the ongoing work of Vision 2030;
- organization of key strengths and weaknesses around four themes — environment, economic

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October Madness

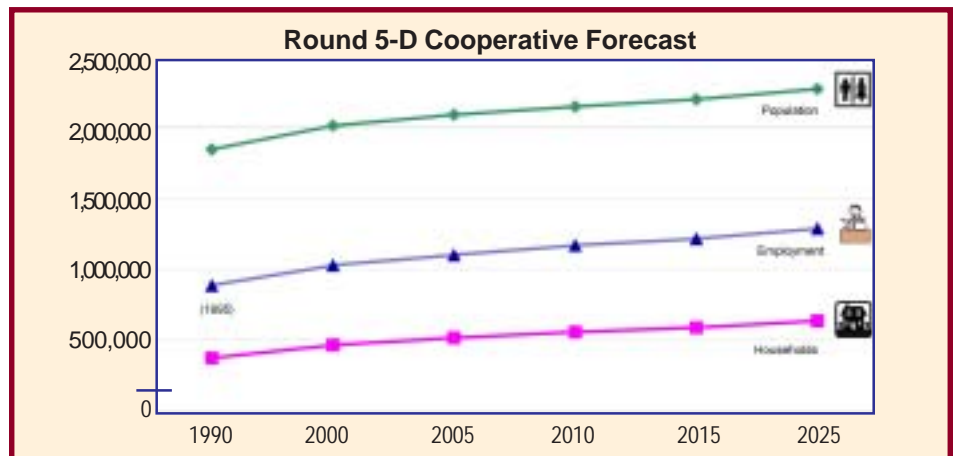
BRTB members were called upon to complete planning and deliberation on several key activities last October. After many months of development and review by the BRTB and its committees, stakeholders from across the region, and staff, it came time for action. Last October,

the following documents were adopted: *2001 Baltimore Regional Transportation Plan*; *Metropolitan Baltimore 2002-2006 Transportation Improvement Program (TIP)*; *Conformity Determination of the Plan and TIP*; *Action Plan 2001 — A Plan for Bicycling and Walking in the Baltimore Region*; and *Regional Job Access and Reverse Commute Transportation Plan*.



2000 Census Data in Cooperative Forecasting

Using new Census data for 2000, the Cooperative Forecasting Group created Round 5-D socio-economic forecasts. The 2000 Census is widely regarded to have produced a more successful count than the 1990 Census, which undercounted low-income and minority households, particularly in urban areas such as Baltimore City. Thus, the forecasts reflect a brighter picture for the 2000 base year than earlier rounds of the Cooperative Forecast.



Aerial Photos Capture Vehicle Classifications



In spring of 2002, Skycomp, Inc. conducted a series of aerial photo-surveys of highway traffic conditions in the region. Approximately 575 miles of roadway were surveyed during the peak morning and evening commuter periods. The results include a comprehensive database of the surveyed vehicles on cd-rom. Using this database, reports and customized queries may be printed that detail segment densities, vehicle classifications, and incident information. The CD contains a slide show illustrating areas where congestion was most prevalent. The data can be compared to previous aerial photos taken in 1999, allowing for a trend analysis to better understand traffic congestion in the region.

Updated Out & About Travel Guide

Individuals with special mobility needs can learn about available transportation options in the region in the updated, easy-to-use *Out and About Travel Guide*. The Guide describes the services offered by 88 specialized transportation providers.

In addition to listing each provider's name, address, contact information, and contact person(s), the Guide concisely profiles the characteristics of the transportation service offered by each provider. To further assist the elderly and individuals with disabilities in locating and using specialized travel services, the Guide includes four topical indexes that organize providers by transportation service types, geographic areas served, population groups

served, and ambulatory/non-ambulatory passengers served.

Technology Assists in Collection of Speed Data

Using Global Positioning System (GPS) receivers, travel speed data throughout the region was collected and analyzed. Several drivers were equipped with a GPS receiver to record travel time and speed. Approximately 6,000 lane miles of data were collected. A task report, entitled *Travel Speeds in the Baltimore Region 2001*, details the project and provides analysis of the findings. In addition, a Geographic Information Systems (GIS)-based application was created to improve the processing, management, display and reporting of GPS speed data. The new

Who's Parking at BWI?

Another in a series of BWI parking lot surveys for the Maryland Aviation Administration was completed this past fiscal year. The purpose of the survey was to identify the origins of the trips made to BWI. This survey showed the following:

- 33 percent of trips originated within the Baltimore region;
- 38 percent of all vehicles using the lots originated from Delaware, Pennsylvania, Virginia, West Virginia, or the District of Columbia;
- 43 percent of those parked at BWI had traveled more than 30 miles to get there; and
- within Maryland, the largest number of vehicles originated from Montgomery County (1,428).

The high percentage of "out-of-region" vehicles is testimony to the ability of BWI Airport to draw customers from neighboring areas.



GPS/GIS application will allow for the use of speed data for projects such as origin-destination studies, Congestion Management System reporting, and the validation of the travel demand model.

Modeling the Transportation – Land Use Connection

Work was recently completed to make an operational version of the TRANUS land use model for use in the Baltimore region. TRANUS is a cutting-edge land use/transportation “integrated” model. Responding to a request by federal administrators, MPOs around the country have explored the connection between land use and transportation in projecting the impact of new



growth on transportation facilities, and vice-versa. Planners will soon be able to test the future impact of proposed development like Digital Harbor on downtown development, transit use, and new employment. Once these initial proposals are complete, workshops will be held with local planners to build scenarios to test local policies and their potential impact.

Vision 2030 – Crafting a Vision

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- development, social equity, and government/public policy;
- a workshop to obtain input on the future of growth and land consumption considerations in the region;
 - formation of four thematic subcommittees to develop values and principles statements based on the items identified on a strengths and weaknesses list;
 - seventeen public meetings to receive comment on the values and principles statements, to evaluate four potential scenarios dealing with future growth, and to brainstorm on the question, “How can we make the Baltimore region a better place to live?”; and
 - assessment and use of 1,800 comments to craft a questionnaire for a survey of 1,200 households during the summer of 2002, aimed at providing verification that the ideas expressed during the public meeting and comment process were representative of public sentiment.

Travel Diaries Yield Data

A consultant team, retained through the “add-on” option of the National Household Transportation Survey, collected 3,446 Baltimore region household travel surveys. The comprehensive survey gathered demographic charac-

teristics, such as auto occupancy, income, and household type — believed to influence travel behavior. In addition, individuals recorded their transportation travel for a randomly-selected travel day. The data will be used in developing travel models to understand and project transportation choices into the future in order to plan for an adequate, integrated transportation system for the region.

Travel Model to GIS Interface Developed

A major component of the Regional Database/Geographic Information System (GIS) task is the interface between the regional travel demand model and the GIS. In FY 2002, this interface was strengthened by building a Master Network Database with a Network Editor that resides within the agency’s GIS. The new database, which is a repository that includes all travel model links for any future horizon year or potential modeling scenario, has yielded several benefits:

- the user can easily query year-specific or scenario-specific model networks for use in any given model run;
- the user can store, manage and edit multiple links and/or multiple networks in a true GIS environment; and
- all model results are displayed on the spatially accurate [Baltimore BaseMap](#).

Stakeholders Shape New Materials

Transportation planning best serves the public when the public is involved in the process. To ensure effective public involvement in the Baltimore region, the BRTB commissioned a consultant to review the regional long-range transportation planning process and develop materials to inform and engage the public. The consultant developed materials with a common theme, including a PowerPoint presentation, a table-top display, a general brochure, and a detailed citizen’s guide. Five focus groups commented on the materials. Their comments will be considered as the materials are finalized. The package of materials will set the stage for meetings with interested community groups and organizations, while providing clear, consistent information on the Baltimore metropolitan planning process.



Baltimore County Passes Leadership Reins to Harford County

In July, the BRTB Chairmanship passed from Baltimore County to Harford County. Mr. J. Craig Forrest, empowered to represent Baltimore County by Baltimore County Executive C.A. Dutch Ruppensberger, had acted as Chair for almost three years. With over 40 years of transportation planning experience, and having lived in the region his entire life, Mr. Forrest brought his wealth of knowledge to the metropolitan planning process, seeing his time in the position as his “crowning experience” professionally. He expressed his appreciation for the opportunity to be involved in the process. “I can’t express how grateful I am to

County Executive Ruppensberger. His trust and confidence in me allowed me to lead the Board through some difficult issues. I will always be grateful for the empowerment.”

Over his term, Mr. Forrest has noted rapid changes in the planning process, most notably in environmental justice, long-term visioning, and air quality. He sees a future that moves regional planning away from capital planning with more involvement in operations and transportation control measures. Mr. Forrest also perceives the integration of land use planning with the transportation process as a critical issue for the region.

Under his leadership, the MPO accomplished many tasks, including a new 2001 long-range transportation plan, several TIPs and conformity determinations, and federal certification, to name a few. His personal leadership style had a direct effect on the progress of the MPO. “His professional commitment to the metropolitan planning process was evident from day one,” says Harvey S. Bloom, Transportation Planning Director. “His astute knowledge of the political process and strong leadership allowed the initiation, development, and ultimate implementation of many ideas and projects.” Mr. Forrest will continue on the Board as representative from Baltimore County.

Management & Operations: Working to Improve System Performance

“Management and Operations” (M&O) is the coordination of plans, policies, projects, and performance measures to create a continuous cycle of transportation system improvements promoting greater customer satisfaction and safety within the existing system.

M&O Partnership

- Provides oversight for committees and activities
- Develops recommendations for upcoming projects
- Prepared final report for ITS Early Deployment Plan
- Initiated feasibility study for a wireless integrated network
- Completed Request for Proposals (RFP) for traveler information system

Baltimore Regional Operations Coordination Committee

- Coordinating incident response plans
- Preparing list of equipment and contacts for incidents
- Developing training materials and opportunities

Traffic Signal Subcommittee

- Compiling list of signal maintenance personnel
- Studying coordination of signals in multi-jurisdictional corridor

Transportation Emergency Preparedness Task Force

- Initiates, coordinates & oversees regional transportation emergency preparedness activities
- Developing *Transportation Emergency Preparedness Plan*



BRTB Meets

In attendance at the June 11 meeting of the BRTB were the designated members as well as their empowered representatives. At the meeting, the BRTB accepted the Nominating Committee’s recommendation that Harford County serve as Chair and Howard County serve as Vice-Chair for FY 2003. A proclamation of appreciation was presented to Baltimore County Executive Ruppensberger, the outgoing Chairman, for his service to the Board. MDOT presented a briefing on federal TEA-21 reauthorization issues. A status report on Vision 2030 was given and it was noted that a final report to the BRTB will be forthcoming by January 2003.

At the July 23 meeting, three resolutions were presented for approval. Resolution #03-1, which will amend the FY 2003 Unified Planning Work Program and will provide funds for MTA to conduct an assessment and evaluation of system preservation needs for Light Rail facilities and equipment, passed. Resolution #03-2 was also approved. It supports the statewide coalition to promote and increase opportunities that encourage walking. Last, Resolution #03-3, dealing with guidelines for sensitive security information, was tabled for additional public review and consideration of legal sufficiency.

Clean Commute Month 2002

Every year, regional transportation and air quality stakeholders conduct an outreach event at the beginning of the summer ozone season to promote alternatives to driving alone. In fiscal year 2002, the traditional Clean Commute Week grew into Clean Commute Month, with many additional activities. Events during May included fairs and festivals, clean fuel workshops and events, and the Clean Air Partners Conference. Clean Commute Month kicked off with the popular Bike-to-Work Day at Baltimore's Hard Rock Café. Bike-to-Work Day also included new locations in Annapolis and at the State Center Office Complex in Baltimore. A radio campaign and several on-air interviews rounded out the outreach campaign.



The Clean Commute Partnership includes:

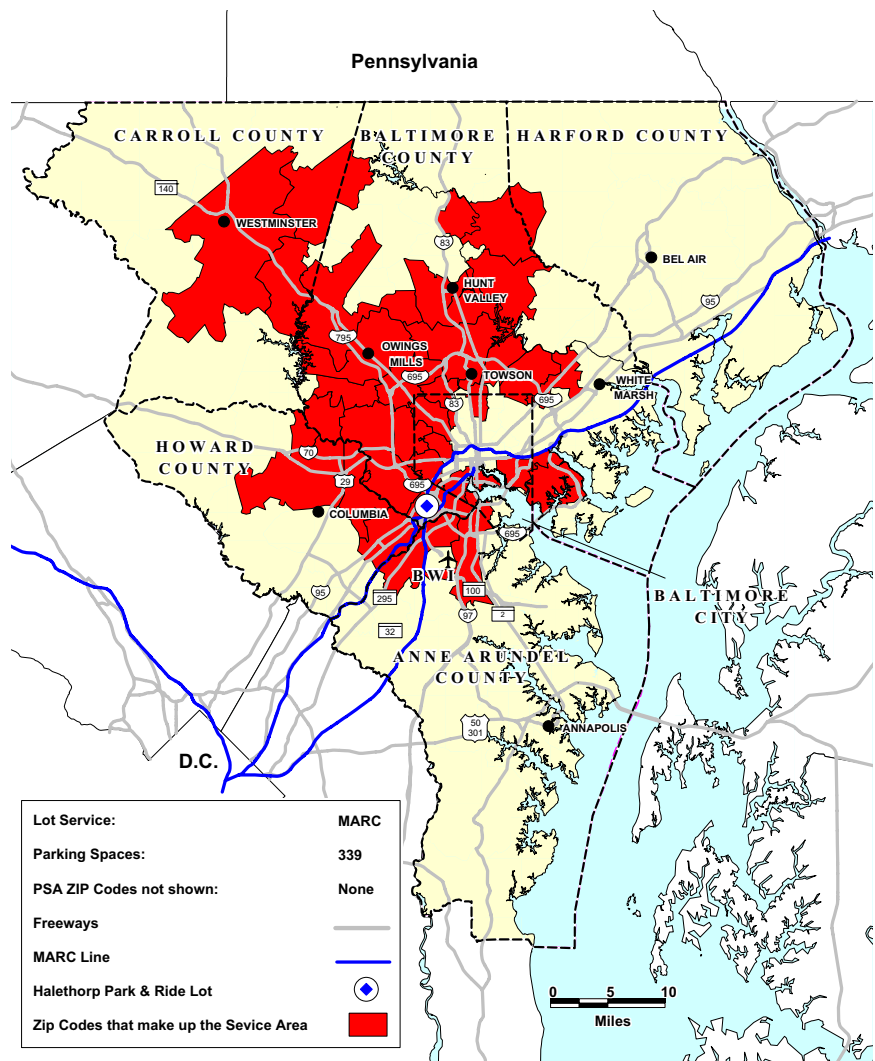
- Baltimore Regional Transportation Board
- Maryland Transit Administration
- Maryland Department of the Environment
- Baltimore Metropolitan Council
- Annapolis Department of Transportation
- Clean Air Partners

All reports referenced in this publication can be obtained by calling the Regional Information Center, at 410-732-9570 or by emailing ric@baltometro.org

New Park-&-Ride Lot Study Examines Travel Behavior

A new Park-&-Ride Study documents the travel behavior characteristics of lot users throughout the region and defines the service areas of different types of lots. The study found that trips from the lots go predominantly to destinations in Baltimore City and the Washington region. Fixed rail, including light rail, MARC and Metro, was the dominant mode of travel from lots while ridesharing (in carpools and vanpools) was the least used mode of travel from lots. The study also identified the magnitude of commuter assistance benefits received by users and documented user comments.

Service Area for the Halethorpe Park and Ride Lot



Improving Intersections for Trucks

While a large percentage of MPO work addresses long-range planning, there are opportunities to investigate various transportation issues and consider short-term responses. With just that in mind, a consultant was hired to evaluate four intersections to identify possible safety and operational improvements that would benefit truck activity in the Baltimore region:

- Clinton & Boston Streets (near the port terminals in Baltimore City);
- US 1 at Guilford Road & US 1 at Corridor Road (in Howard County); and
- MD 407 & Marston Road (in Carroll County).

The consultant considered traffic counts, turning movements, signal

timing, sight distances, accident history, and signs/markings. Their evaluations resulted in recommendations to improve the flow of trucks, and other vehicle traffic, at the locations. These reports were forwarded to the respective jurisdictions for their consideration.



Truck encroachment into eastbound MD 407.

New Truck/Commercial Vehicle Model

Where do trucks travel in the Baltimore region? How do we project where they will be traveling throughout the region in the future? It is a question decision makers ponder in making future transportation plans. Truck travel has greatly increased in recent years, due in part to the growth of e-commerce and increased mobility. Truck traffic can account for over 15% of total traffic and consume over 25% of available roadway capacity on major freight routes, such as I-95, and near major intermodal terminals such as the Port

of Baltimore and BWI Airport.

To help project what routes trucks will use in the future, staff developed a new truck model, which captures three different types of vehicles (as pictured, right). Truck trips are generated based on type of employment – retail, industrial and office – as well as by the number of households. This new truck model will enable the regional travel demand model to better predict freight travel, traffic congestion, and air quality emissions in future planning studies and applications.

Truck Class Definitions

Heavy Truck:
3+ Axles, more than 6 tires



Medium Truck:
2 Axles, "Box/Panel"



Commercial Vehicle:
Cars & Light Trucks
used for business



Calendar of Events

Date	Day	Time	Event
Sept. 3	Tues.	9:30 a.m.	Technical Committee
Sept. 10	Tues.	4:00 p.m.	Citizens Advisory Committee
Sept. 11	Wed.	8:30 a.m.	Interagency Consultation Group
Sept. 17	Tues.	9:30 a.m.	Transportation Analysis Advisory Group
Sept. 17	Tues.	5:30 p.m.	Baltimore Regional Transportation Board
Sept. 25	Wed.	9:30 a.m.	Bicycle & Pedestrian Advisory Group
Sept. 26	Thurs.	9:00 a.m.	Freight Movement Task Force
Oct. 1	Tues.	9:30 a.m.	Technical Committee
Oct. 3	Thurs.	10:00 a.m.	M&O Partnership at SOC
Oct. 9	Wed.	2:00 p.m.	Interagency Consultation Group
Oct. 16	Wed.	10:00 a.m.	Cooperative Forecasting Group
Oct. 16	Wed.	4:00 p.m.	Citizens Advisory Group
Oct. 22	Tues.	9:00 a.m.	Baltimore Regional Transportation Board

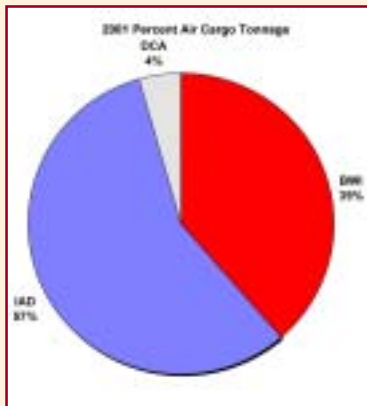
This schedule is subject to change. Please call Joan Gorsuch at 410-732-0500 ext. 1043 to confirm.

MARYLAND FREIGHT MOVES

A 2001 Year-End Review of Freight Activity

Air

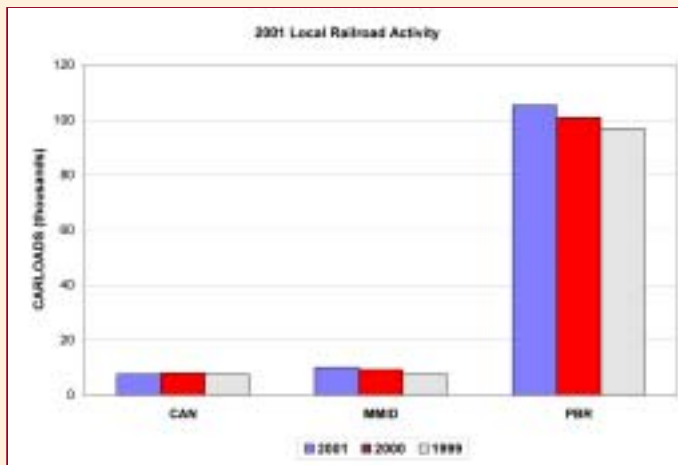
Cargo shipments that move through airports are typically time-sensitive and high-value, such as seafood, flowers, pharmaceuticals, and mail. The Baltimore-Washington International (BWI), Dulles International (IAD), and Reagan Washington National (DCA) Airports are part of the Baltimore-Washington regional airport system. Cargo moves primarily through BWI and IAD, with DCA handling mail. In 2001, IAD and BWI carried 334 and 225 metric tons, respectively, a slight decrease from the past few years. Each metric ton equals 2,205 pounds.



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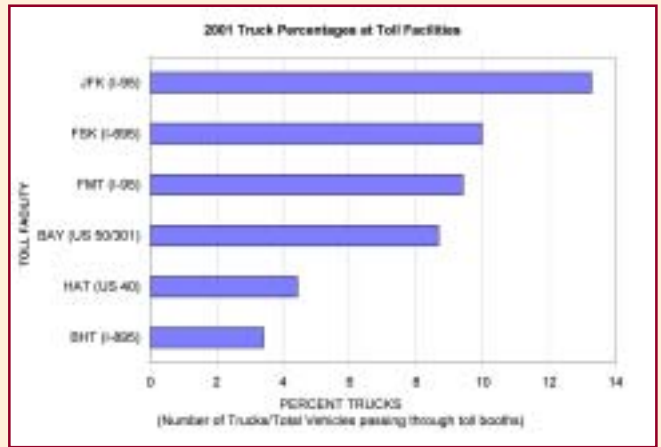
Rail

CSX Transportation & Norfolk Southern (NS), two Class I railroads, operate in the eastern U.S. Local railroads are Canton Railroad (CAN), Maryland Midland Railway (MMID), and Patapsco & Back Rivers Railroad (PBR). Systemwide, CSX and NS moved 5.1 and 4.4 million carloads, respectively in 2001, a slight decrease from the past few years. On a smaller scale, CAN, MMID, and PBR moved 7.5, 9.9, and 105.3 thousand carloads, a slight increase from the past.



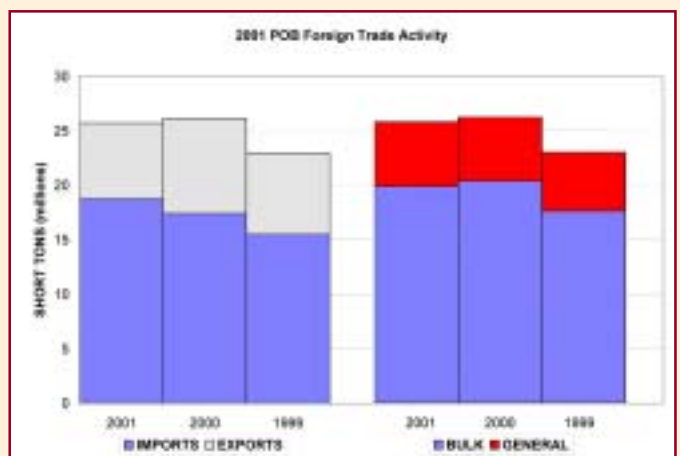
Truck

Most freight is handled by truck during some stage of a trip, often connecting with other modes. Data from the region's toll facilities show trucking activity (3 axles or more) on major highways. The Bay Bridge (BAY), Key Bridge (FSK), Fort McHenry Tunnel (FMT), and JFK Memorial Highway (JFK) carry the highest percentages of trucks — around 10 percent or higher. BAY, FMT, JFK, and the Baltimore Harbor Tunnel (BHT) are the busiest toll facilities carrying 24.4, 42.7, 29.6, and 24.0 million total vehicles, respectively.



Water

A variety of freight comes through the Port of Baltimore's (POB) public and private terminals. Bulk cargo includes coal, ores, gypsum, grain, petroleum, molasses, and chemicals. General cargo includes forest products, steel, vehicles, and items shipped in containers. In 2001, 25.7 million short tons of foreign trade activity moved through POB. Most of the commodities are imported, bulk cargo. One short ton equals 2,000 pounds.





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BRTB Notes can be found on the internet via the Baltimore Metropolitan Council homepage: www.baltometro.org.

Your comments & questions are welcome.

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Baltimore Regional Transportation Board

Member	Empowered Representative	Representative's Phone Number
Hon. Ellen O. Moyer, City of Annapolis	Jon Arason	410-269-0064
Hon. Janet Owens, Anne Arundel County	Harvey Gold	410-222-7434
Hon. Martin O'Malley, City of Baltimore	Al Foxx	410-396-6802
Hon. C.A. Dutch Ruppertsberger, Baltimore County	J. Craig Forrest	410-887-3554
Hon. Julia Gouge, Carroll County	Jeanne Joiner	410-386-2145
Hon. James Harkins, Harford County, <i>Chair</i>	Pete Gutwald	410-638-3103
Hon. James Robey, Howard County, <i>Vice Chair</i>	Carl Balsler	410-313-4310
Merrylin Zaw-Mon, Acting Secretary, Maryland Dept. of the Environment	Ann Marie DeBiase	410-631-4806
John Porcari, Secretary, Maryland Dept. of Transportation	Marsha Kaiser	410-865-1275
Roy Kienitz, Secretary, Maryland Dept. of Planning	David Whitaker	410-767-4564