

Transportation Management & Operations Partnership
BALTIMORE CITY TRAFFIC MANAGEMENT CENTER
JUNE 2, 2008
9:30 A.M.

ATTENDEES

Bala Akundi, Baltimore Metropolitan Council
Hubert Clay, Delcan
Mike Evans, Carroll County Department of Public Works
Andrew Farkas, Morgan State University
Chris Letnaunchyn, Carroll County Department of Public Works
Mike Lorenzo, Baltimore County Department of Public Works
Jody McCullough, Baltimore Metropolitan Council
Hudson Myers, Harford County Department of Public Works
Randall Scott, Baltimore City Department of Transportation
Eileen Singleton, Baltimore Metropolitan Council
Mona Sutton, State Highway Administration
Tony Wallnofer, Baltimore City Department of Transportation
Howard Weissberg, Anne Arundel County Department of Public Works
Russ Welden, Baltimore County Department of Public Works
Ralign Wells, Maryland Transit Administration

WELCOME AND INTRODUCTIONS: Mike Evans, Chair, opened the meeting.

APPROVAL OF MINUTES FROM THE FEBRUARY 11TH MEETING: The minutes were approved with no change.

UPDATE ON M&O PARTNERSHIP SIGNAL STUDY RECEIVING REGIONAL CMAQ FUNDS: Chris Letnaunchyn reminded attendees that \$1 million of regional CMAQ funds are available in FY 2008 and FY 2009. The funds for FY 2008 have been allocated to 6 projects out of a total of 12 submitted for consideration. The M&O Partnership signal study project in Westminster was approved for full funding.

Mr. Letnaunchyn said that the signal study involves optimizing and coordinating 11 signals along a congested corridor in Westminster on Main and Green Streets. Two signals are state operated and the remaining nine are operated by the City of Westminster. There has not been very much coordination of the City signals along this corridor. Mr. Letnaunchyn added that he is working through the paper work required by the state for CMAQ funds. He said that a State Highway Administration contractor may be used for the project; this may minimize the paper work.

It was noted that the Traffic Signal Subcommittee discussed the need for regional emissions factors so all signal projects are assessed using the same emissions reduction criteria. This is a possible project that could be submitted for FY 2009 funds.

Eileen Singleton mentioned that it is not too early to begin considering projects to submit for FY 2009 funds. Applications will be due in late fall 2008, and the Partnership will likely only meet one more time before applications are due. She noted that it is important that M&O projects be submitted for consideration of CMAQ funds:

- to show there is interest in doing regional M&O projects;
- because it is a good opportunity to compete for regional transportation funds, which have been difficult to get under other planning processes (TIP, long range transportation plan); and
- because regional projects are viewed favorably in the CMAQ project prioritization process.

She concluded by saying that Partnership members should think about other possible projects to submit for regional CMAQ funds, in addition to the regional emissions reduction study.

[Handout: Transportation Management & Operations Partnership - Notes for Agenda Items 3 and 5]

REGIONAL SAFETY CAMPAIGN: Bala Akundi discussed the Regional Safety Campaign that kicked off in June 2007 by the BMC Board with support from the BRTB. The goal of the campaign is to reduce the number of crashes, fatalities, and injuries involving distracted driving by teen drivers. The region's local elected officials, State Police Superintendent Colonel Terrence Sheridan, and local law enforcement representatives will launch the campaign with a media event on June 11th at the Pikesville Volunteer Fire Company. Additional information about the campaign can be found at www.DriveSafeBaltimore.com. Short radio spots will be played on four local radio stations, with some as paid advertisements and others as public service announcements. Mr. Akundi played the two radio spots for the committee.

[Handout: Regional Safety Campaign]

UPDATES ON PROJECT AND COMMITTEE ACTIVITIES: Eileen Singleton and Bala Akundi provided updates on the various projects and committees sponsored by the M&O Partnership:

- M&O Strategic Deployment Plan: Ms. Singleton noted that the highest priority project, Facilitate Incident Management Training Opportunities, has been addressed by the Traffic Incident Management Conference that took place on April 15th at the Pikesville Volunteer Fire Hall. Additional training opportunities will also be pursued. There has been no further progress on the other high priority projects since the last meeting.
- Baltimore Regional Operations Coordination (B-ROC) Committee: The B-ROC Committee held a successful Traffic Incident Management Conference on April 15th.

- Transportation & Public Works Subcommittee: At the January T&PW Subcommittee meeting, Anne Ferro of the Maryland Motor Truck Association made a presentation on the role of the trucking industry in homeland security, and the committee discussed possible coordination opportunities with the freight industry.

Ms. Singleton also noted that work has begun on two evacuation-related projects being funded with Urban Area Security Initiative funds:

- Traffic Modeling and Management System – This work will be an expansion of the computer modeling work being performed by the University of Maryland in the Washington DC and Eastern Shore regions. Work on this project has begun.
- Contra Flow Decision Support Tool and Engineering Study for MD 295 – This two-part report will include a short paper on how to select an appropriate contra-flow route and an engineering study of what is needed to retrofit MD 295 (from Baltimore City to I-695) to safely operate contra-flow. The work for this project will be performed by an SHA contractor. A draft scope of work has been developed.

The T&PW Subcommittee has submitted several projects in the FY 2008 UASI grant application.

- Disaster Debris Planning Task Force: This group plans to have a facilitated “what if” discussion in fall 2008 followed by a tabletop exercise in 2009 to test debris plans and contracts and identify gaps. The state, through the Department of General Services, will be procuring services for debris contractors soon.
- Regional Evacuation Planning: The T&PW Subcommittee plans to hold a tabletop exercise focused on transportation aspects of evacuation, but planning will not begin yet because we will wait to see if this project receives the requested FY 2008 UASI funds and we will wait until our planning tools are further along in development (i.e., simulation model, evacuation plans).
- Traffic Signal Subcommittee: At the last Traffic Signal Subcommittee meeting, there were presentations on proposed revisions to MUTCD Part 4, which covers walk time for pedestrians. It is proposed that the walk time be increased, which increases cycle time. The Traffic Signal Subcommittee also discussed the need for standard emissions factors for signal timing projects. A Traffic Signal Forum is being planned for fall 2008.
- Regional Freight Efforts: Mr. Akundi stated that at the May BRTB Freight Movement Task Force meeting, MDOT provided an update on the statewide freight plan and the Federal Railroad Administration railroad tunnel study that is considering alternative alignments to the Baltimore rail tunnel.

[Handout: Transportation Management & Operations Partnership - Notes for Agenda Items 3 and 5]

OVERVIEW AND TOUR OF BALTIMORE CITY TRAFFIC MANAGEMENT CENTER:

Randall Scott provided an overview of the Traffic Management Center prior to the tour. The TMC opened on May 5, 2008. The City has about 1,300 traffic signals, many of which are in the signal system. For the signals in the system, the TMC enables the City to check their operational status and to receive alerts from the signals when they malfunction. The City's signals use LED bulbs. The City's CCTV cameras can also be viewed at the TMC. The City currently has approximately 20 cameras in the Central Business District and on the I-83 corridor; they plan to add cameras over time. CHART cameras can also be accessed at the TMC. In addition, Mr. Scott noted that video feed from the City's 80 red light running cameras can be seen at the TMC.

Some future plans include:

- Establishing communications with 970 signals in systems, and ultimately all signals
- Adding CCTV cameras along gateway corridors
- Expanding use of detectors to enhance signal operations, especially at signals not currently in the system, to monitor traffic volume, to monitor the number of vehicles entering the city and their speed
- Using Travelers Advisory Radio
- Enhancing the VMS capability (repairing VMS that are not working)
- Working with Traffic.com on CCTV cameras
- Installing Road Weather Information System detectors
- Using the TMC as the City's Emergency Operations Center – should be available by the end of the year; there is an office for the Mayor and a small conference room to facilitate continuity of operations, if needed.

Mr. Scott noted that camera images are not recorded.

A representative from the City's Public Information Office is assigned to the TMC. In addition, a City DOT Special Traffic Enforcement Officer (STEO) is in the TMC control room during the morning and evening peaks.

Mr. Scott also said that Traffic.com receives real-time construction permit information.

OTHER BUSINESS:

Future Topics for Presentations: Ms. Singleton asked what topics attendees would like for future presentations. There was interest in:

- Sidewalks – maintenance, ADA access
- Synergies between Baltimore City DOT and transit

Next Meeting: The next Partnership meeting is scheduled for **Monday, September 8, 2008, at 9:30 A.M.** in the State Highway Administration Statewide Operations Center Training Room. Directions and an agenda will be sent prior to the meeting.