

## Annual Highlights 2004

### Environmental Justice & Transportation: We're Listening

BMC, in cooperation with Morgan State University and the Greater Baltimore Urban League, held eight listening sessions throughout the region. The listening sessions, funded through a grant from the Environmental Protection Agency, identified residents' environmental justice concerns related to transportation.

Information gathered will be discussed at a **community dialogue, scheduled for Saturday, November 6, 2004, at Morgan State University**. To register, please contact Monica Haines at 410-732-0500 x1047.

In addition, recommendations will be developed and used as a guide to improve the transportation planning and decision-making process. The list of recommendations and minutes from each of the sessions is available at [www.brejt.org](http://www.brejt.org).



### Transportation 2030 Moves

Every three years, the BRTB reviews how the region is changing and growing in order to determine future transportation needs. This long-range planning process identifies the major capital projects which should meet the region's transportation needs for the coming decades.

In June 2003, BRTB held an open house to kick off this process. Much of the work involved in the 2004 Baltimore Regional Transportation Plan, known as Transportation 2030, has been completed during this fiscal year. The plan is scheduled to be completed in December.

Major tasks completed so far include:

- Updating of goals and strategies
- Submission of over 100 candidate projects
- Prioritization of projects on technical and policy measures
- Completion of financial analysis
- Updating of population, households, and employment data

Throughout the year, there have been opportunities for the public to learn about the development of the plan. Several community groups invited BMC staff to make presentations during their meetings. A workshop was held to explain the prioritization process and results. Also, presentations have been made regularly at the CAC meetings and BRTB advisory group meetings.

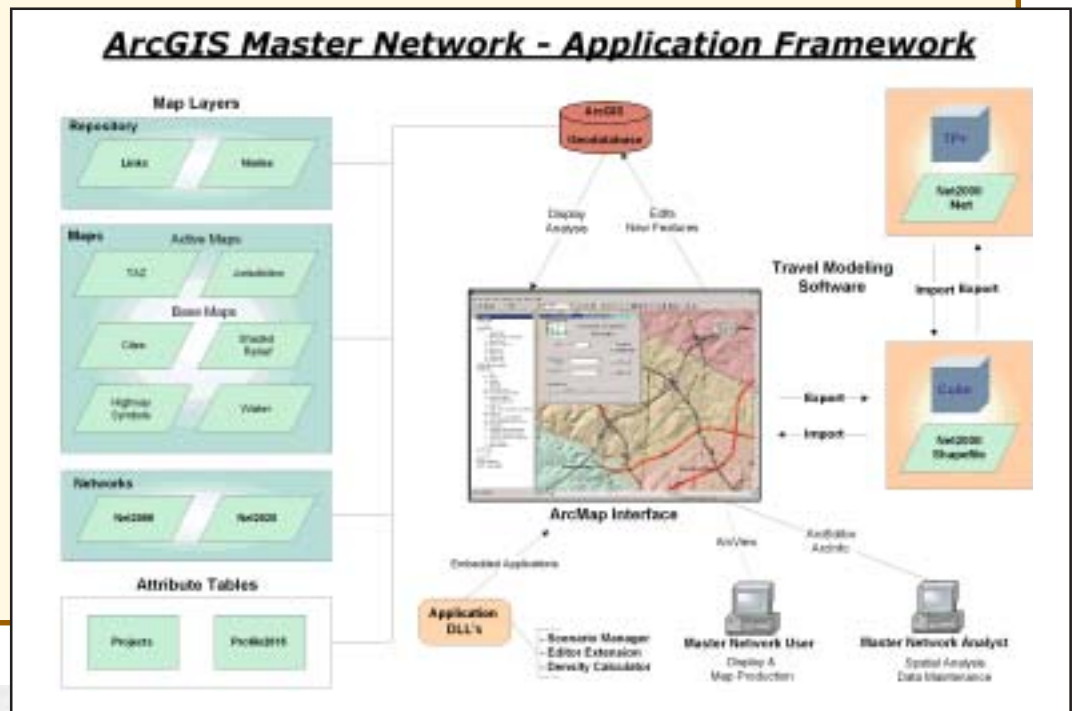
Much of this information can be found by clicking on the Transportation 2030 link at [www.baltometro.org](http://www.baltometro.org).

*See meeting dates on page 8.*

# Travel Model Integrated with ArcGIS

BMC's technical staff have developed a computer program that utilizes the power of GIS (Geographic Information Systems) to improve the editing and analysis capabilities of the Baltimore Region Travel Demand Forecasting Model. The new ArcGIS based system is a group of applications that will provide our technical staff with a more powerful and user-friendly set of network editing, analysis, and display tools. The new system includes customized programs such as the Scenario Manager, the Editor Extension, and the

Household Density Calculator. These provide users with the ability to generate network scenarios, easily edit the network while automatically maintaining database reliability, and calculate household density lists, respectively.



## New Plan for Public Involvement

In keeping with its commitment to strengthen public involvement in the regional transportation planning process, the BRTB developed and adopted a new Public Involvement Plan (PIP) and Strategy Guide. Through their participation in the Citizens Advisory Committee (CAC), Transportation Equity Task Force (TETF), and other BRTB committees, area residents and representatives from community organizations contributed many ideas and suggestions.

### What's new in the 2004 PIP?

- In an effort to encourage discussion, BRTB will now hold public meetings, instead of hearings.
- In order to see our successes and areas where we can improve, BMC will now look at and evaluate all public involvement strategies.

## Federal Certification Review

In mid-March the FHWA and FTA conducted a review of the regional transportation planning process in the Baltimore region. This review, conducted every three years, spanned three days and included a public meeting to incorporate comments from the public. A report from the federal agencies on the region's planning process is due in September 2004. Once completed, the federal response will be available to the public.

# 2001 National Household Travel Survey

Analysis of the comprehensive one-day travel survey of 3,100 weekday households has begun. A draft report of major findings and comparison of demographic and travel behavior changes from previous survey efforts and census estimates has been presented to the technical and policy committees.



Initial findings for this region show:

- On average, there are 2.62 persons per household
- 26 percent of households contain 1 person
- On average, there are 1.6 vehicles per household
- One third of Baltimore City households have no vehicle
- Daily there are 8.45 trips per household, with 82 percent being by auto
- Almost 60 percent of household travel is non-work related
- Each day every household generates 62 miles of travel



In the future, this data set will serve as a key input into regional travel behavior analysis used in the development of plans and programs.

## Red & Green Line Studies

BMC began a joint planning effort with the MTA to study transit improvements in two specific areas. The Red Line is an east-west route from the area of the Social Security Administration in Woodlawn to Patterson Park. The Green Line would run from Johns Hopkins Hospital to Morgan State University. BMC has hired a consultant to help improve the ability of the Baltimore Region Travel Demand Model to provide transit data at the route level. BMC will continue this project into FY 2005, using its modeling capabilities to provide technical support.

## Is It Easy to Walk or Bike around Baltimore?

BMC recently released an evaluation of the suitability, or Level of Service, for bicycling and walking on a network of 1400+ miles of roadway in the Baltimore region. The report serves as a comprehensive update to the 1999 Bicycle Level of Service [BLOS] analysis and provides a baseline analysis of Pedestrian Level of Service [PLOS]. Developed in the late 1990's and used in cities such as Philadelphia and San Francisco, the evaluation applies complex calculations to simple data to assess the bike-ability and walk-ability of each roadway segment. The evaluation allows planners not only to assess current conditions, but also to evaluate proposed projects. In addition, with periodic updates, the method can be used to evaluate changes in bike-ability and walk-ability across the region over time. While recent efforts to improve the roadway network have reached across the region, the evaluation determined overall BLOS and PLOS to be poor. *Available on BMC website.*





## Alternative Commuting Baseline Study

BMC awarded a \$20,000 contract to Strategic Consulting & Research (SCR) to conduct an Alternative Commuting Baseline Study. SCR designed the survey and completed 550 Computer Assisted Telephone Surveys of employers (50+ employees) in the region. Questions were structured to see how their employees currently get to and from work and what, if any, programs employers offer to help them.

This study will help better to predict how alternative commute programs will reduce emissions in this region. In addition, the survey will look at public education and PR efforts and provide valuable information on how better to focus future messages. A report is due to be completed by fall 2004.

## Average Vehicle Occupancy Increases – First Time Since 1985

Since 1983, data has been collected during the AM peak period at twelve activity centers throughout the Baltimore region. In 2004, data was collected at five of the twelve activity centers. These five sites are Baltimore-Washington International Airport (BWI), Bel Air, Westminster, White Marsh, and Woodlawn/Social Security.

Counts are collected at each of the activity centers by vehicle occupancy (single occupant, 2-occupants, 3-occupants and 4+ occupants) and vehicle type (motorcycle, auto, SUV/pickup/van, bus, light truck, medium truck, and heavy truck).

A significant observation from this year's data collection is the increase in vehicle occupancy at

all of the activity centers with the exception of Woodlawn/Social Security. The table below shows the comparison of the vehicle occupancies between this year's data and the earlier years.

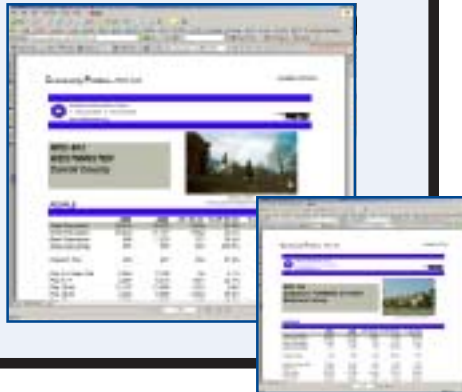
Average vehicle occupancies have been declining since this count process began in 1985. This year marks the first time when the average occupancy has increased, indicating a possible shift in the travel behavior in the Baltimore region. Further analysis and data collection at these locations as well as other activity centers will have to be done to see if this is, in fact, a shift toward greater use of carpooling in the Baltimore region and the factors contributing to such a shift.



<b><u>CENTER</u></b>	<b><u>1998</u></b>	<b><u>2001</u></b>	<b><u>2004</u></b>
Bel Air	1.18	1.17	1.25
BWI	1.14	1.12	1.21
Westminster	1.14	1.11	1.17
White Marsh	1.10	1.08	1.12
Woodlawn	1.10	1.07	1.05

## Community Profiles

Do you need information on your neighborhood? Community Profiles is a compilation of statistics and other information on localities in the Baltimore region. BMC staff prepared one profile for each of the region's 94 Regional Planning Districts (RPDs) and placed them in PDF format on the BMC web site at [www.baltometro.org/CP/CommunityProf.html](http://www.baltometro.org/CP/CommunityProf.html). Included are tables on population, households, housing, labor force, employment, education and income, as well as a list of major employers and recent residential and commercial development in the area. Each profile also contains maps showing the district's boundaries, demographic projections and a representative photo of the community.



## Travel Trends

In 2003, travel and demographic data was assembled by the BMC for the six jurisdictions in the Baltimore region: Anne Arundel, Baltimore, Carroll, Harford, and Howard counties and Baltimore City. The purpose of this report is to present the latest trends in travel in the Baltimore region, focusing on the years 1980, 1990, 2000 and 2002. The trends report includes data on several demographic and travel related measures such as population, households, employment, vehicle miles of travel, transit ridership, and air and port travel.



## Hybrid Bus Project

A hybrid bus workshop, sponsored by the BMC and the Maryland Energy Administration (MEA), was held on October 29, 2003, at the Community College of Baltimore County. The workshop addressed the benefits of hybrid-electric engines in transit and shuttle buses. The event included short presentations from manufacturers and suppliers, as well as information on funding options for implementing this exciting technology. The workshop featured Allison Electric and BAE Systems products were available for examination.

A survey asked fleet operators whether they would be interested in participating in a Phase II of the project. All responses indicated agreement or strong agreement to obtaining more information about participating in a Phase II Bus Tour.

## BMC 1 of 4 in Nation to Review Special Census Data

BMC, based on its extensive experience in reviewing and assisting the U.S. Census Bureau in improving census information, was asked by the federal agency to review its pre-release of the 2000 CTPP (Census Transportation Planning Package) "at-place-of-work" data. Baltimore was one of only four regional planning agencies in the nation who were asked to participate. The BMC used its own data resources to compare preliminary census tabulations with locally developed employment information. Based on staff comments, along with recommendations from the other three planning agencies, the U.S. Census Bureau adjusted national results and released more accurate "at-place-of-work" and commutation flow data files. These datasets are part of the CTPP Part 2 and Part 3.

## Improving Intersections for Trucks

For the second time, the Freight Movement Task Force worked with other BRTB committees to identify several intersections with high levels of truck activity that could benefit from safety and operational improvements.

In Harford County, two neighboring intersections were analyzed:

- US 40 at MD 7
- MD 159 at Old Philadelphia Road

This industrial and commercial area generates significant volumes of truck traffic. Recommendations have been sent to the county for review and possible implementation.

BRTB also worked with Howard County and the Maryland Food Center for a traffic study at the Center. Its location at US 1 and MD 175 is considered one of the busiest intersections in the state. The final report will be completed later this calendar year.



## Development Monitoring Goes Online!

The Baltimore MPO, as part of its transportation planning activities, consistently monitors residential, commercial, and industrial development activity throughout the Baltimore region through the Building Permit Data System (BPDS). Since 1973, BMC has collected construction authorization permits issued for all BRTB jurisdictions. Now, local governments can electronically forward these permits directly to BMC. In addition to electronic receipt of permits, BMC now offers access to the entire building permit database online via the internet. For more information on this service, contact Mary Logan at the Regional Information Center at 410-732-9570.

## Annual M&O Priorities

Management and operations (M&O) refers to increasing the efficiency, safety, and security of the transportation system through multi-jurisdictional coordination and new technologies. Each year in November, the M&O Partnership presents project recommendations to the BRTB for their consideration. This year's recommendations focused on continuing and expanding the work of the Partnership's various subcommittees. These groups address: enhancing coordination of agencies during incident response, improving communications between responders, addressing regional issues related to traffic signal operations, and developing a re-

gional plan to assist with coordinating response during large-scale emergencies. The Partnership recommendations also show strong support for training staff from local jurisdictions.

## Memorandum of Regional Coordination

The Baltimore Regional Operations Coordination (B-ROC) Committee of the BRTB successfully developed a Memorandum of Regional Coordination to encourage exchange of transportation incident information between agencies and jurisdictions. Sharing this information will help when an event in one jurisdiction might have a negative affect on another agency's transportation operations. The seven local governments of the BRTB, as well as the Maryland Department of Transportation, Maryland State Police, and Maryland Transportation Authority each signed the agreement. A system is now being created to efficiently share this information for events such as vehicle crashes, construction, and road closures.

# Incident Management Conference & Dispatcher Forum

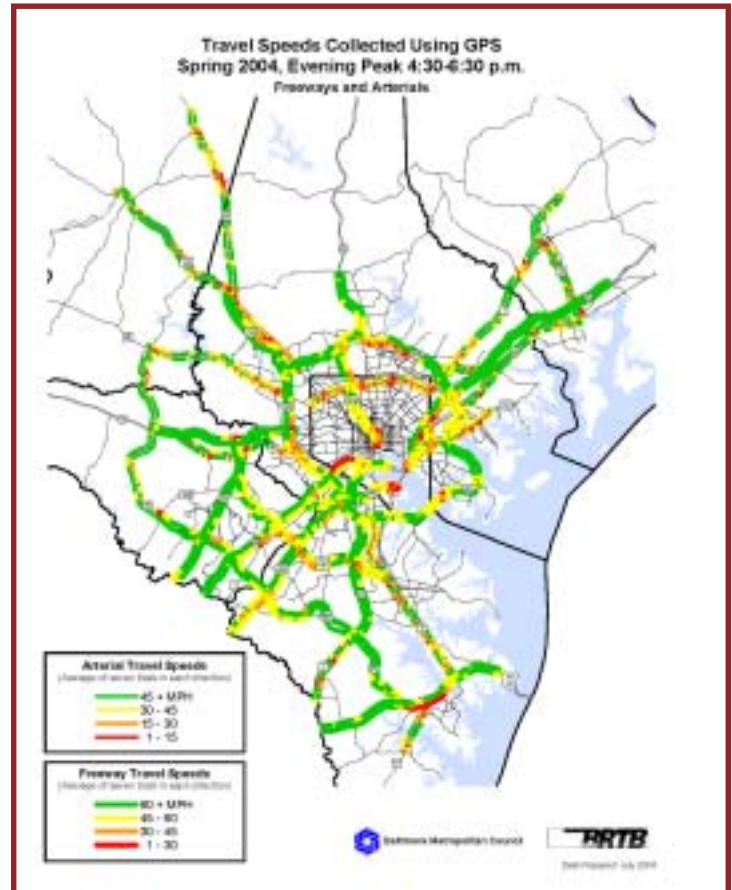
The BRTB hosted a Multi-Agency Incident Management Conference last November. This event was held in the Warehouse at Camden Yards in Baltimore City, with over one hundred first responders and emergency managers involved in transportation incident management in attendance. The Baltimore region also hosted the Maryland Public Safety Dispatcher/Operator Information Exchange Forum in June. Participants included public safety dispatchers and traffic management center operators from agencies across Maryland.

Both events featured training and sharing of best-practices to benefit the incident response process. The goal was for attendees to take experiences from these events back to their respective agencies where the lessons learned will enhance future coordination, cooperation, and communication for improved transportation incident management.



## What's the Rush? GPS Used During PM Rush Hour

In the spring of 2004, BMC staff used Global Positioning Systems (GPS) and Geographic Information Systems (GIS) technology to collect and analyze travel time and travel speed data in the Baltimore region. For the past 5 years, this travel data project has been focused on the morning rush hour. This year, drivers equipped with GPS receivers were sent out to survey major freeways and arterials during the evening rush hour. After processing the data, possible causes of each congested roadway segment were identified. The results of the travel study will be used to enhance several transportation planning activities, including the 2004 Baltimore Regional Transportation Plan, validation of the Baltimore Region Travel Demand Model and Congestion Management System reporting. *Report available on BMC website.*





# Citizens Taking Action

The Citizens Advisory Committee (CAC) kept busy throughout the year, reviewing the methods, goals, and projects of the long and short range plans as well as the UPWP. CAC members also suggested changes to the public involvement plan, the BMC website, and the CAC bylaws.

Created in June 2003, the Transportation Equity Task Force (TETF) hit the ground running with the creation of four workgroups in the areas of Air Quality, Transportation Funding, Disabilities, and Access to Jobs and Services. Throughout the year, these subcommittees have researched and prepared recommendations for the BRTB. In addition, the group provided feedback on the methodology for equity analysis for Transportation 2030.

## Transit Forums Initiated

In order to lay the groundwork for better coordination of transit issues and planning opportunities, the BRTB launched a series of transit forums. The June forum was focused on safety and security issues and included the Director of Security for the American Public Transportation Association

(APTA), MTA's Administrator, and a local private transportation provider. Timely information was shared with all of those present, including a training opportunity in the following two weeks. MTA co-sponsored the event and assisted with the planning. Dates for the next forum coming soon!

## Por Favor Maneje Con Cuidado

A Spanish Language Aid for Incident Response was prepared in April as a joint effort between the Regional Operations Coordination Committees of Baltimore and the Maryland National Capital Region. This guide, which was distributed to emergency responders (i.e., police, fire, and transportation personnel) in both regions, can assist with communicating with non-English speakers. The guide provides Spanish translations of typical phrases that would be needed in the event of a road emergency. Users of the guide can either point to the Spanish phrase or say it. The guide includes phrases to learn what a person needs and what the responder will do to help. *Available on the BMC website.*



Transportation 2030 Draft Plan Meeting Dates		
<i>continued from page 1</i>		
<b>Annapolis/Anne Arundel County</b>	<b>Tues, Oct 19</b>	<b>6:30 pm</b>
	Annapolis High School	
<b>Baltimore County</b>	<b>Wed, Oct 20</b>	<b>7pm</b>
	County Council Chambers	
<b>Carroll County</b>	<b>Mon, Oct 25</b>	<b>7pm</b>
	Public Meeting Room (003/004)	
<b>Howard County</b>	<b>Tues, Oct 26</b>	<b>7pm</b>
	Howard County Government Center	
<b>Harford County</b>	<b>Thurs, Oct 28</b>	<b>7pm</b>
	County Council Chambers	
<b>Baltimore City</b>	<b>Mon, Nov 8</b>	<b>7pm</b>
	Baltimore City Department of Planning, 8th Floor	

# Bigger & Better!

## 7<sup>th</sup> Annual Clean Commute Month

Every May, BRTB, BMC, and the other members of the Clean Commute Partnership promote alternatives to driving alone, as well as information about the relationship between driving and air quality. This project, called Clean Commute Month, is in its seventh year, and this year's version proved truly bigger and better than ever.

Clean Commute staff and volunteers took part in a variety of events, including an expanded Bike to Work Day with more rid-

## Kickoff of Model Peer Review Process

In the spring of 2004, BMC's application for funding for a Baltimore Travel Model Peer Review was accepted by the federal Travel Model Improvement Program (TMIP).

The review will help improve the travel demand model as a decision-making tool for air quality conformity and transportation planning. A Coordinating Committee, which met for the first time on June 23<sup>rd</sup> to develop a list of policy areas for model improvement, was established to provide input and oversight to this process.

In addition, the public was asked to comment on the model in the beginning of FY 2005. Work will continue throughout 2004 and a report is expected next spring.



*A bicyclist stops to read information about Clean Commute Month and Air Quality.*

ers and additional venues. Also, staff helped at several community festivals, a special commuter thank-you at the White Marsh Park and Ride lot, Clean Commute Fridays in the City of Annapolis, the

Clean Air Partners' Air Quality Action Days Kick-off, and a first-ever telework event. These events were complemented by coordinated media and public relations campaigns.

## New Website! [Teleworkbaltimore.com](http://Teleworkbaltimore.com)

An important highlight of this year's Clean Commute Month was the launch of the [Teleworkbaltimore.com](http://Teleworkbaltimore.com) web site. This site provides a clearinghouse of resources for teleworking in the Baltimore region. Teleworking is working from a remote location, usually a home office. It moves work to people rather than the other way around and is an excellent way to combat both vehicle emissions and congestion. The site includes direct links to several studies concerning the advantages of teleworking, as well as to the Maryland Department of



Transportation's *Telework Partnership with Employers* grant program.

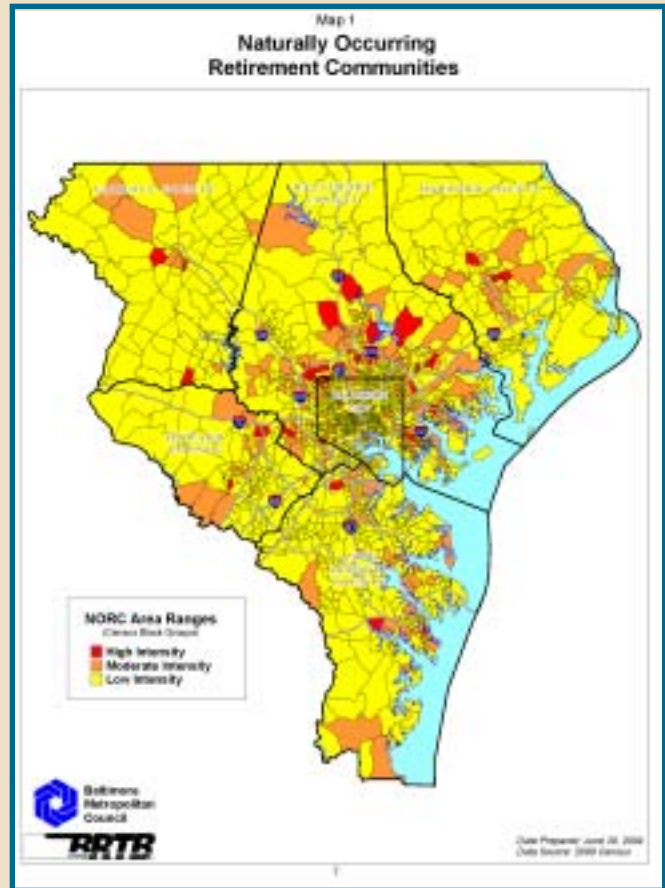
The support of several private sector sponsors made [Teleworkbaltimore.com](http://Teleworkbaltimore.com) possible. They are Accelera Solutions, Comcast, the Mid-Atlantic Telework Advisory Council, Nortel Networks, and Telecommuting, Inc.

# Study Shows Elderly Retire In-Place

A new study looking at where elderly retirees are living in the Baltimore region has been completed.

- About 90 percent of the region's elderly live in clusters.
- Most retirees live in low density suburban areas - beyond the practical reach of standard transit and paratransit services.
- Twenty-five percent of retirees require travel options to allow them to continue to live independently and maintain their quality of life.
- The study found 29 clusters that could function as service areas for community-based and other travel options for many of the region's existing elderly population.

*Study available on BMC website.*



## TIP – 2004 & 2005 Approved

In December 2003, the BRTB approved the 2004-2008 Transportation Improvement Program (TIP) for the Baltimore region. The final TIP report includes 135 transportation projects in the urbanized area to be implemented using transportation-related federal aid programs.

The 2005-2009 TIP, which includes 132 projects, was submitted by local jurisdictions and the Maryland Department of Transportation in March 2004. The first draft TIP was analyzed for air quality conformity and released for public comments in May 2004. Two public meetings were held to gather comments, and the final TIP was approved in July 2004. The documents are available online.

## MD Legislative Report Published

This ongoing program tracked the transportation-related legislative activities of the Maryland General Assembly. Timely reviews of pending Maryland legislation were provided throughout the 2004 legislative session, resulting in a final report with the focus of each bill. The reviews and final

report included bill hearing schedules, bill status, and special sections for key bills that could have substantial regional impacts. In addition, an eleven year compendium of relevant Maryland legislation from 1993-2003 was published. Both reports are available on BMC website.

## Travel Model Updated

Staff of BMC has completed a base-year 2000 update to the Baltimore Region Travel Demand Model. The model looks at highway and transit travel in the six jurisdictions of the Baltimore region as well as in Washington, DC and its Maryland suburbs. In order to increase the model's accuracy, a number of changes were made and year 2000 data was compared to current travel data. This comparison will help to ensure that future traffic conditions and transit demand can be estimated with a degree of confidence. *Baltimore Region Travel Demand Model for Base Year 2000* is available at [www.baltometro.org/models/ModelUpdateReport.pdf](http://www.baltometro.org/models/ModelUpdateReport.pdf).

# MARYLAND FREIGHT MOVES

## A 2003 Year-End Review of Freight Activity

### AIRPORTS



#### BWI-Metric Tons

	2003	2002	% Change
<b>Total Cargo</b>	235,771	251,354	-6.2%
Mail	11,891	12,628	-5.8%
Freight	223,879	238,726	-6.2%
Domestic	227,648	244,905	-7.0%
International	8,122	6,449	25.9%

#### Regional Comparison

	BWI	IAD	DCA
Mail	36.7%	55.0%	8.3%
Freight	45.4%	54.0%	0.6%

BWI is Baltimore-Washington International Airport

IAD is Dulles International Airport

DCA is Reagan Washington National Airport

Source: Maryland Aviation Administration

### RAILROADS



Carloads	2003	2002	% Change
CANTON	9,466	7,084	33.6%
CSXT*	5,174,033	5,085,475	1.7%
Maryland Midland	12,431	10,009	24.2%
Norfolk Southern*	4,443,511	4,414,586	0.7%
Patapsco & Back Rivers	90,833	104,301	-12.9%
<b>Intermodal Units</b>	<b>2003</b>	<b>2,002</b>	<b>% Change</b>
CSXT*	2,163,938	2,053,893	5.4%
Norfolk Southern*	2,491,787	2,377,876	4.8%

\* Figures are systemwide and not limited to the Baltimore area. Intermodal Units include trailers and containers.

Sources: Association of American Railroads, Canton Railroad, Maryland Midland Railway, and Patapsco & Back Rivers Railroad

### PORT OF BALTIMORE



#### Foreign Trade Short Tons

	2003	2002	% Change
<b>Total Cargo</b>	24,739,290	23,694,946	4.4%
Imports	19,801,909	17,928,583	10.4%
Exports	4,937,381	5,766,363	-14.4%
Bulk Cargo	17,596,905	16,913,246	4.0%
General Cargo	7,142,385	6,781,700	5.3%

#### Foreign Trade Value (Thousands)

	2002	2001	% Change
<b>Total Value</b>	\$25,957,054	\$23,189,520	11.9%
Imports	\$20,270,412	\$17,935,255	13.0%
Exports	\$5,686,642	\$5,254,265	8.2%
Bulk Cargo	\$1,655,967	\$1,319,643	25.5%
General Cargo	\$24,301,087	\$21,869,877	11.1%

Source: Maryland Port Administration

### TRUCKING



#### Total Vehicles & % Truck Activity

	2003	2002	% Change
Hatem Bridge*	10,449,740	10,019,378	4.3%
% Truck Activity	4.1%	4.1%	-0.2%
Bay Bridge*	25,113,604	25,004,518	0.4%
% Truck Activity	8.7%	8.7%	0.4%
Key Bridge	11,709,037	11,526,695	1.6%
% Truck Activity	10.5%	9.9%	6.0%
Harbor Tunnel	25,385,847	24,552,366	3.4%
% Truck Activity	3.7%	3.3%	9.7%
Ft. McHenry Tunnel	43,387,719	44,185,565	-1.8%
% Truck Activity	8.7%	8.8%	-0.9%
JFK Memorial Hwy.*	29,796,728	29,869,564	-0.2%
% Truck Activity	12.5%	12.3%	0.8%

\* Two-way volumes are estimated by doubling one-way traffic counts. Truck activity includes heavy commercial vehicles with 3+ axles. Source: Maryland Transportation Authority

Prepared by the Freight Movement Task Force, a committee of the Baltimore Regional Transportation Board  
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Let's Hear From You!  
 Send your comments to  
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We're on the Web! Visit [www.baltometro.org](http://www.baltometro.org)

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## Baltimore Regional Transportation Board

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