

Transportation 2030

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. The plan also includes a description of how the projects meet various air quality performance measures.

Work on the plan, called Transportation 2030, began in the fall of 2002. Since then, there have been numerous opportunities for the public to learn about the plan's development. Several community groups invited staff to make presentations during their meetings and the BRTB hosted information sessions in all jurisdictions. Workshops were held to craft a work scope, to explain the prioritization process and results, as well as to answer questions and take public comments on the Draft Plan. Also, presentations were made regularly at meetings of the CAC and

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Community Dialogue Focuses on Transportation & Environmental Justice

About 80 people, representing a wide array of stakeholders, turned out on Saturday, November 6th, for Transforming Transportation: A Community Dialogue on Transportation and Environmental Justice. Participants gathered together to hear from speakers and to discuss transportation in this region — what works and what could be improved.

A morning session featured speakers from agencies such as the Maryland Transit Administration, The Maryland Department of the Environment, and the Baltimore City Department of Transportation.

Maryland Senator Lisa Gladden also joined the event and provided an inspiring speech about public involvement.

National organizations were also represented at the event, including Rich Stolz from The Center for Community Change and Danielle Glaros from Smart Growth America. Also from Smart Growth America, former Maryland Governor Parris Glendening, spoke about transportation equity and how it relates to planning, growth, quality of life, health and safety, and access to jobs and affordable



Former Governor Parris Glendening talks with a local resident.

"Transportation equity means that there is fairness in the public involvement process, so that citizens are not just at the table, but also eating at the table as equals."

Parris Glendening

housing.

Following the opening session, participants broke off into four groups to discuss their concerns

and ideas for improving our region's transportation system. A guiding principle for this event is the belief that solutions lie within each of us, working together — whether we are a transit user, a student who bikes to school, or a professional in the transportation planning field.

In keeping with this principle, participants came up with some great ideas! Here are a few:

- Take 5 in 2005 — each person at the event should commit to taking 5 people to a meeting on transportation in 2005.

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Highway Safety in Central Maryland – 2003

Despite the fact that fewer people were killed or injured on U.S. highways last year, central Maryland's highways were not safer than the year before.

According to the latest statistics provided by the State Highway Administration (SHA), fatality crashes, injury crashes and total crashes increased in most jurisdictions in central Maryland during 2003. SHA defines the region of central Maryland as Baltimore City and the counties of Anne Arundel, Baltimore, Carroll, Harford and Howard.

Vehicle fatality crashes claimed an increasing number of lives last year in central Maryland. Eleven more people were killed in 2003, up from 259 to 270 or an increase of four percent.

All jurisdictions except Howard County showed an increase in total crashes in 2003. The biggest jump took place in Carroll County, where total crashes increased by 11 percent, from 2,042 to 2,274. The smallest percentage increase was by three percent in Baltimore City.

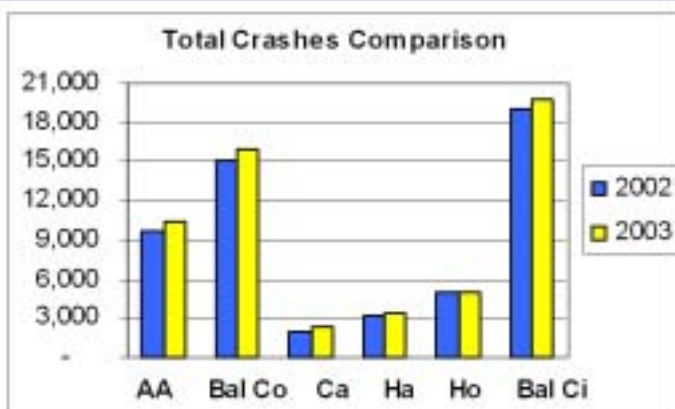
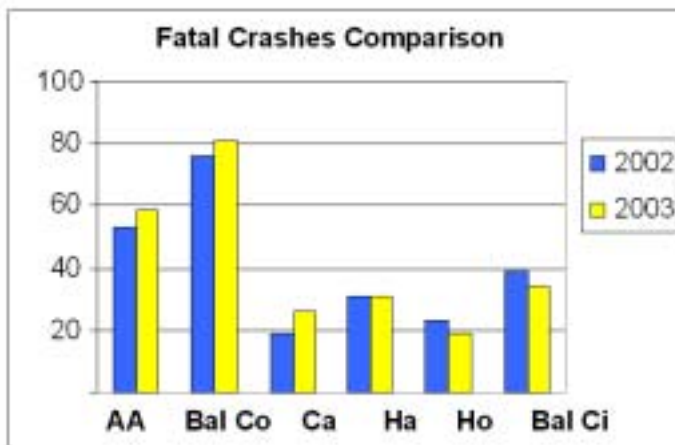
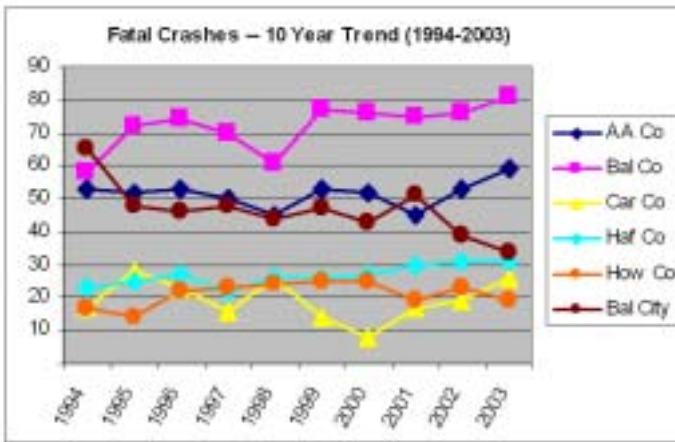
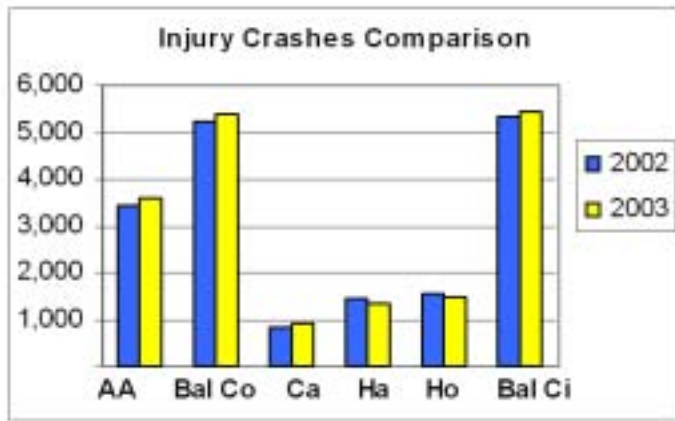
However, there was good news at the statewide level in Maryland. Traffic deaths fell slightly in 2003 with 10 fewer people killed (661 in 2002 vs. 651 in 2003) and traffic injuries decreased noticeably, with 1,399 fewer people injured. The decline is mostly due to an increase in seat belt use, as well as a decrease in crashes involving drunk drivers.

In 2003, Maryland ranked fifth in the country in seat belt use and had the highest use rate (88 percent) east of the Mississippi River. The 88 percent usage rate was the highest level since record keeping began in 1985. Traffic deaths involving drunk drivers also fell at the statewide level, from 195 to 179, an 8 percent decrease.

The graphs on the right outline the comparisons in highway safety.

In 2003, Maryland was fifth in the country in seat belt use and had the highest use rate (88%) east of the Mississippi River





AMPO Annual Conference

BMC staff participated in the 2004 Association of Metropolitan Planning Organizations (AMPO) Annual Conference held October 12-15 in San Antonio, Texas.

BMC staff presented information on the development and implementation of the new truck model within the Baltimore Region Travel Demand Model.

Other topics of interest at the meeting included introductory sessions on basic MPO operations, air quality and transportation, public involvement process, and freight in the transportation planning process. Additional topics included land use and scenario planning and an update from the Texas Transportation Institute on transportation research.

BRTB Meets

At its October 26 meeting, the BRTB discussed the development of a work program to assess the impacts of the long term loss of key transportation infrastructure due to possible catastrophic weather or terrorist events. Members were then briefed on a national peer review of the region's travel forecasting model that is being supported by the federal Travel Model Improvement Program. Additional items included an update on Transportation 2030, development of the FY 2006 UPWP, plans for a Board retreat, and the status of the re-authorization of transportation legislation.

At the November 9 meeting with the elected officials, FHWA and FTA representatives walked members through the purpose of the federal certification process and their findings. This information is now available on the BMC website. The Management & Operations Partnership briefed the members on their top three recommendations: integrating operational issues into the planning process, continuing freight oriented intersection analyses, and staging a table top exercise in response to the Regional Protective Action Plan. The Partnership Chair also shared some of the many benefits that have accrued as a result of the Partnership. MDOT presented the status of an ongoing Port Land Use Study that has significant implications for preserving industrial property, and securing adequate infrastructure to support industrial/maritime operations.

Finding Safe Routes To School

The City of Baltimore, in cooperation with the Baltimore Metropolitan Council, the Federal Highway Administration and other partners, hosted a Safe Routes to School (SR2S) Training Course on September 23, 2004 at Cross Country Elementary School.



This new course was developed by the Pedestrian and Bicycle Information Center, and was made possible through the support of the Federal Highway Administration, the National

Highway Traffic Safety Administration, the Environmental Protection Agency, and the Centers for Disease Control. Participants included transportation professionals, school adminis-

trators, elected officials and local advocates (including parents) who are interested in promoting safe ways for children to walk and bicycle to school. The course provided each person with an overview of the four “E’s” of an effective program - encouragement, education, enforcement and engineering.

BMC Attends AMPO Travel Modeling Work Group

The Travel Modeling Work Group of the Association of Metropolitan Planning Organizations (AMPO) held its most recent meeting September 27 and 28 in Kansas City, Missouri. The host agency was the Mid-America Regional Council. The work group meets semi-annually to allow MPO travel modeling staff members to discuss issues of importance and the latest developments in the travel demand modeling field.

Matt de Rouville represented the BMC at this meeting. Topics discussed included Federal Highway Administration (FHWA) activities related to modeling. Travel model issues will now be part of the MPO certification process conducted by the United States Department of Transportation. The Transportation Research Board is undertaking a study to develop a manual of “best practices” for transportation simulations. Road pricing issues will also receive more attention from FHWA.

Representatives of the Seattle and Salt Lake City MPOs presented their experience with the UrbanSim land use model. Despite years of work, the model is still not ready for implementation. This has been the experience of many MPOs; developing a working land-use model is a difficult undertaking.

Other items on the agenda included the SUMMIT software developed to test transit new-start alternatives, network coding conventions used by the Atlanta Regional Commission, the North Central Texas Council of Governments’ transportation model, and a unified database developed in Seattle.

The next meeting should take place in Spring 2005. The work group operates under a grant made to AMPO by FHWA and will continue for at least two more years.

A team of well-known instructors including Peter Lagerwey, Pedestrian & Bicycle Coordinator for the Seattle Department of Transportation, and Mark Fenton, host of the PBS series “America’s Walking,” led activities both in the classroom and on the street. In the end, participants from across the city and the region developed recommendations to improve walking conditions around the school.

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Great Ideas from Community Dialogue

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Carmen Morosan of the Greater Baltimore Urban League lets participants know it's their time to speak out.

- Place a comment box on buses in order to provide a convenient and easy way for people to provide feedback.
- Hold a conference with various stakeholders to discuss needs of people with disabilities and their various transportation options.
- Create an automated, integrated information system where people can get information about door-to-door transportation.

A report detailing the discussions at the event and a listing of recommendations will be published in the coming months. Once published, the document will be available on the project website at www.brejtp.org.

This event was hosted by the Baltimore Region Environmental Justice and Transportation Project - an EPA funded project and supported by The Baltimore Metropolitan Council, The Greater Baltimore Urban League, and Morgan State University.

Real-Time Traveler Information Coming

The Baltimore region will soon benefit from an exciting new technology designed to offer travelers real-time information on traffic conditions. This technology works with the cellular telephone network, anonymously sampling the movement of cell phones, and processing it into a representation of speeds on selected roads. Coupling this data with information from roadside sensors, police activity, construction schedules, transit vehicle movement, and weather conditions will create a highly accurate snapshot of traffic conditions across the region.



Testing for this technology is scheduled through the end of 2004 with regional coverage expected by mid 2005. It will be the first full-scale commercial release of its kind in North America and possibly a model for other regions to follow in providing high quality traffic information. Benefits include the ability to report conditions on all types of roadways without having to invest in expensive monitoring equipment physically mounted along each right-of-way. Privacy issues have also been addressed since the technology is specifically shielded from tracking personally identifiable cell phone data.

Following full deployment of the system, travelers will have free access to the new speed data via the Maryland State Highway Administration CHART Internet site. The data is also planned to be the foundation for developing an interactive telephone based traveler information resource. Integrating transit information is a priority as well, so that travelers might someday use this system to plan complete itineraries including personal vehicle and transit options, travel times, and costs.

What's Going On? Upcoming Events

January

Technical Committee (TC)	1/4, 9:30 a.m.
Bicycle & Pedestrian Advisory Group (BPAG)	1/5, 1 p.m.
Interagency Consultation Group (ICG)	1/19, 8:30 a.m.
Cooperative Forecasting Group (CFG)	1/19, 10 a.m.
Citizens Advisory Committee (CAC)	1/26, 4 p.m.
Baltimore Regional Transportation Board	1/25, 5:30 p.m.

February

Technical Committee (TC)	2/1, 9:30 a.m.
Interagency Consultation Group (ICG)	2/9, 8:30 a.m.
Transportation Equity Task Force (TETF)	2/9, 2 p.m.
Travel Analysis Advisory Group (TAAG)	2/15, 9:30 a.m.
Citizens Advisory Committee (CAC)	2/16, 4 p.m.
Freight Movement Task Force (FMTF)	2/17, 9 a.m.
Baltimore Regional Transportation Board	2/22, 9 a.m.

These Boots Are Made for Walking...



In order to prepare for a week of regional Walkable Community Workshops in March 2005, BMC staff attended a training opportunity held by the National Center for Bicycling and Walking. The training, held in California, featured walking/biking tours of downtown San Jose, Salinas, Morgan Hill, Pacific Grove, Stanford University, Palo Alto, and Mountain View.

Tours of the communities featured input from the instructors as well as input from local officials. Local experts included the pedestrian and bicycle coordinators from San Jose, Palo Alto, and Stanford University, in addition to members of the healthcare community in Salinas. With these expert perspectives, attendees were able to tour the communities on foot or by bike and connect new knowledge with real examples.

The trainers focused not just on the details of pedestrian and bicycle infrastructure, but on all components of the community - the relationships between the street, the sidewalk and the structures.

Knowledge gained during this training will be used to implement a series of walkable workshops in our own region. Watch out Baltimore – Get your boots and bikes ready!



Transportation 2030

other BRTB advisory groups.

Now, after months of research, modeling, discussion, public comment, and review, the plan is scheduled to be completed in December and voted on by the BRTB. This meeting will be held

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on Tuesday, December 14, 2004, 9:00 am at the BMC offices.

Detailed information can be found by clicking on the Transportation 2030 link at www.baltometro.org.

BMC Hosts Peer Review Meeting

On September 23 and 24, BMC hosted a national panel of experts to review the region's travel demand model. Participants included representatives from other MPO's, private consultants, and federal transportation and environmental departments.

The Expert Panel was convened to review the existing travel model and recommend improvements. The two-day meeting covered topics ranging from the current modeling practice at BMC to model validation results and discussions on the model development work tasks to be undertaken. State and local staff presented their uses of the model so the panel could best direct future actions. Comments from a regional Coordinating Committee and the public were also shared.

The panel ended the session with preliminary recommendations for future direction. A draft summary of the meeting is being compiled by The Volpe National Transportation Systems Center, to be distributed to the members for review, before a final report is released.

BMC staff will develop a work program from the recommendations, share the work program with the Coordinating Committee, and reconvene the Panel in early 2005. In addition, a public comment period will also be held in early 2005.

Regional Transportation Summit

On the morning of September 22, approximately 120 people gathered on the 21st floor of Baltimore's World Trade Center for The Regional Transportation Summit on Infrastructure Investment, Financing, and Security Challenges and Regional Priorities. The Baltimore Regional Transportation Board (BRTB), Baltimore Metropolitan Council (BMC) and Greater Baltimore Committee (GBC) sponsored the summit in conjunction with the BWI Business Partnership and Baltimore and Howard County Chambers of Commerce.



Transportation Secretary Robert Flanagan

Baltimore Mayor Martin O'Malley welcomed the attendees on behalf of the BMC Board of Directors, which he chairs. Congressman Ben Cardin reported on the status of federal transportation legislation, and Congressman Dutch Ruppersberger discussed homeland security issues related to transportation.

George Schoener, Deputy Assistant Secretary for Transportation Policy at the U.S. Department of Transportation, and Secretary Robert L. Flanagan, Maryland Department of Transportation, gave presentations on federal and state policies on transportation funding. Secretary Flanagan pointed out that, in the past, transportation infrastructure investments in Baltimore City have not yielded hoped for economic development benefits.

A panel consisting of Donald C. Fry, President of the GBC, David Gillece, Chairman of the Board and CEO of the Economic Alliance of Greater Baltimore, Deborah Povich, Executive Director of the Jobs Opportunity Task Force, and Delegate Maggie McIntosh, Chair of the House Environmental Matters Committee, Maryland General Assembly, reiterated the need for the private sector to become more involved in transportation issues.

Don Fry spoke of the GBC's support of the Baltimore Region Transit Plan, and its importance in developing new jobs. David Gillece challenged the business community to take advantage of economic development opportunities presented by transportation infrastructure investments. Deborah Povich focused on the difficulties that many entry-level workers have in reaching appropriate jobs using transit.

Delegate McIntosh reminded the group that the Baltimore area must compete for funding with the Washington suburbs, and called on the business community to support legislation for transportation investments in the Baltimore area.

Howard County Executive James N. Robey, chair of the Baltimore Regional Transportation Board, closed the program by echoing the call to action for the business community to fight for the transportation network that the Baltimore area will need in the years ahead.



Reporters Melody Simmons and Michael Dresser interview Delegate Maggie McIntosh.



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