

TECHNICAL COMMITTEE
September 4, 2012
BMC Conference Rooms A & B
9:30 A.M.

APPROVED

ATTENDANCE

Members

Tyson Byrne – Maryland Department of Transportation (MDOT)	410-865-1308
Ken Choi – Maryland Department of Planning	410-767-8876
Emery Hines – Baltimore County Department of Public Works	410-887-3554
Daphne Daly – Carroll County Department of Planning	410-386-2145
Jim Dooley – State Highway Administration (SHA)	410-545-5672
Harvey Gold – Anne Arundel County Planning & Zoning (AA Co DPZ)	410-222-7440
Iain Banks – City of Annapolis Department of Transportation	410-263-7964
Brian Muldoon – Howard County Department of Planning	410-313-4362
Theo Ngongang – Baltimore City Department of Transportation	443-984-4092
Alex Rawls – Harford County Department of Planning & Zoning	410-879-2000
Jim Wilkinson – Maryland Department of the Environment	410-537-3240
Melissa Williams – Maryland Transportation Authority (MdTA)	410-537-5136

Staff and Guests

Dunbar Brooks – Baltimore Metropolitan Council (BMC)	410-732-9574
Charles Baber – BMC	410-732-0500 x1056
Eric Beckett – SHA	410-545-5666
Jason Biernat – BMC	410-732-0500 x1048
Mark R. Brown – Baltimore City DOT	443-984-4094
Regina Aris –BMC	410-732-9572
Terry Freeland – BMC	410-732-0500 x1028
Victor Henry – BMC	410-732-0500 x1034
Dami Kehinde – SHA	410-545-5560
Todd Lang – BMC	410-732-9566

The meeting was called to order at 9:30 A.M. by the Chair, Mr. Tyson Byrne.

APPROVAL OF AUGUST 7, 2012 TC MINUTES: Mr. Byrne asked for approval of the August 7, 2012 Technical Committee minutes. Mr. Harvey Gold moved for approval of the minutes with Mr. Alex Rawls seconding the motion. The minutes were unanimously approved.

REPORT OF AUGUST 28, 2012 MEETING OF THE BALTIMORE REGIONAL TRANSPORTATION BOARD: Mr. Dunbar Brooks noted the following:

- ✓ Approval of Resolution #13-2 in support of an amendment requested by MTA to add funding for FY 2013 Preventive Maintenance for bus and rail.
- ✓ Approval of Resolution #13-3 in support of an amendment requested by MTA for Phase 1 of the Kirk Bus Facility Replacement.

- ✓ There was a briefing by the City of Annapolis on their Circulator Trolley.

- ✓ There was a presentation by the City of Baltimore on their Charm City Circulator.

RECOMMENDATION FOR APPROVAL OF A RESOLUTION: Mr. Tyson Byrne introduced Resolution #13-4, request to add funding to the Areawide Congestion Management project to the 2012 – 2015 TIP. Mr. Jim Dooley presented this project noting that the additional funding will aid improvements at the Statewide Operations Center, test new software capabilities for the CHART system, and expand truck parking at the I-95 south Welcome Center in Howard County. He also stated that the I-95 South Welcome Center Truck Parking Expansion project was broken out to accept grant funding according to a FHWA requirement. Ms. Daphne Daly asked the meaning of the CHART acronym. Ms. Dami Kehinde replied that CHART stood for “Coordinated Highway Action Response Team.” Mr. Byrne asked for a motion to approve Resolution #13-4. Mr. Gold made a motion for approval that was seconded by Mr. Theo Ngongang. The TC approved the motion; therefore, Resolution #13-4 will be recommended to the BRTB for approval.

RECOMMENDATION FOR APPROVAL OF A RESOLUTION: Mr. Byrne introduced Resolution #13-5, request to add the Cherry Hill Light Rail Station Improvements project to the 2012 – 2015 TIP. Mr. Theo Ngongang introduced the project manager, Mr. Mark Brown, who presented this project. Mr. Brown noted that the City of Baltimore had been successful in applying for Federal Transit Administration discretionary grants. Mr. Byrne asked for a motion to approve Resolution #13-5. Mr. Rawls made a motion for approval that was seconded by Mr. Iain Banks. The TC approved the motion; therefore, Resolution #13-5 will be recommended to the BRTB for approval.

STRATEGIC HIGHWAY SAFETY PLAN FOR MD 26:

Mr. Eric Beckett (SHA) provided an update on the MD 26 Safety Corridor Study that is part of the Maryland Strategic Highway Safety Plan (SHSP). At the beginning of the SHSP update process, Maryland joined with several other states and adopted a Zero Fatality goal. To help achieve the goal, Maryland adopted an interim goal to reduce motor vehicle-related fatalities and serious injuries by half by 2030. This translates into an average annual decrease of 3.2 percent. There is a similar rate (3.1 percent) to reduce injuries by half. The updated plan also recognizes that traffic safety does not

focus solely on drivers. Traffic safety focuses on all road users: drivers, cyclists, motorcycle riders, and pedestrians. The current SHSP has six emphasis areas including distracted driving, impaired driving, aggressive driving, occupant protection, highway infrastructure, and pedestrians.

One of the strategies adopted by the Highway Infrastructure team is to develop a corridor program that targets safety improvements where the severity index is high and that address roadway elements that contribute to crashes. The team identified the top 20 corridors based on severity index and selected the MD 26 corridor as a pilot project.

The corridor stretches from Lyons Mill Road in Baltimore County to Reisterstown Road in Baltimore City. Within this corridor from 2006-2010 there was been 2,915 crashes resulting in 1,787 people injured, and 11 fatalities. The project team is comprised of several members including Baltimore City, Baltimore County, SHA, MTA, MVA, State police, BMC, UMD school of Medicine, FHWA and others.

Mr. Beckett shared several photographs of the corridor that highlight some of the safety problems including overgrown vegetation, missing portions of sidewalks, multiple driveways/access points, etc.

In terms of infrastructure related improvements, the MD 26 team is considering resurfacing projects to improve friction, replacement of sidewalks segments to provide safe ADA compliant facilities, curb and gutter improvements, and median treatments. SHA and MTA are partnering to review the bus stop locations within the corridor to enhance pedestrian safety, reduce conflicts between vehicles and pedestrians, improve sight distance for all travelers, encourage pedestrians to cross at intersections or designated pedestrian crossings, and increase the efficiency and reliability of MTA transit service.

In addition to the safety and resurfacing project, the MD 26 Corridor team has proposed a number of countermeasures to make improvements within the corridor. To amplify public outreach and education, the MD 26 team has partnered with the Baltimore Metropolitan Council (BMC) to bring the Street Smart Campaign to MD 26. The Street Smart Campaign provides educational outreach for pedestrians, bicyclists, and drivers to raise awareness of the rules of the road that protect our most vulnerable road users.

Around the same time as the Street Smart campaign, SHA plans to partner with the local elementary schools to teach young students on the proper way to cross the street safely.

Also the MD 26 team in conjunction with the Maryland Highway Safety Office is distributing pedestrian surveys before and after the infrastructure improvements to measure our progress related to pedestrian safety. Finally, SHA and MTA are proposing partnering with the business community to promote safety within the corridor.

Mr. Beckett concluded by noting that these efforts will be documented into a final report and lessons learned will be applied along other corridors that have high severity indices.

[Handout: MD 26 Liberty Road – Safety and Resurfacing Project – SHA Project Newsletter – June 2012]

PROGRESS REPORT ON UPWP PROJECTS:

GO-TRAN:

Mr. Freeland gave a brief update of the progress of GO-TRAN (Group Overseeing TRansit Analysis). The group met on August 16, 2012. Members decided on four Phase 1 priorities: (1) investigate the efforts and costs required to maintain or potentially expand TRIP (Transportation Resource Information Point), (2) look into how to improve transit rider wayfinding resources, including a summary of what other regions have done, (3) investigate how to educate riders and businesses about transit services, and (4) develop a regional template for a memorandum of understanding to facilitate interagency coordination. Members also discussed how to proceed with transit corridor studies. This includes reviewing potential study corridors from all jurisdictions in the region as well as developing preliminary criteria to use in screening potential corridors. The next GO-TRAN meeting is September 20 at 9:30 at BMC.

[Handout: GO-TRAN Update – Technical Committee, September 4, 2012]

FROG:

Bala Akundi provided a brief update on the activities of the FROG (Fright Regional Oversight Group). He reminded committee members that the goal of this group is to have a process in place to compile a list of freight projects that are eligible for funding opportunities (TIGER, LRP, etc.) in support of local and state economic development activities. The team will develop Local Economic Activity Corridors (LEACs) that would include freight clusters/projects.

The group had its last meeting in May at the Harford County office of economic development where input was sought from economic development staff on the Perryman Peninsula as a potential LEAC. BMC staff has been analyzing data from multiple sources to identify freight flows and working on developing project prioritization criteria.

The team has identified several tasks that need to be pursued in the next 12-18 months. While some of these tasks can be undertaken by BMC staff, there will be a need for outside assistance in the near future. Staff is recommending that a team of consultants be pre-selected for such tasks with qualifications covering both freight and transit analysis.

STREET SMART:

Bala Akundi provided an update on the FY2012 Street Smart Campaign that is currently underway.

He reminded committee members that the goal of the campaign is to change motorist, pedestrian and bicyclist behavior, and reduce pedestrian and bicyclist deaths and injuries, by:

- Increasing public awareness and education of drivers, pedestrians, and bicyclists about safe usage of roadways, specifically in high crash corridors, to help reduce the number of pedestrian and bicycle injuries and deaths.
- Coordinating and supporting intensive region-wide enforcement of pedestrian and bicyclist traffic safety laws – and making drivers, pedestrians, and cyclists aware of enforcement.

The campaign is being implemented by BMC with funding support from the Maryland Highway Safety Office (MHSO). The FY12 campaign received \$200,000 in grant funds. This is the 4th year of the campaign in the Baltimore region. This year's campaign includes

- Anne Arundel County
- Baltimore County and
- Baltimore City

Working with the Street Smart Advisory group, the team identified several high priority corridors within each of these jurisdictions for deployment of street teams that distribute safety information to pedestrians and bicyclists, homes, businesses and the general population. Media resources such as radio, TV, billboards and gas pump toppers are also being deployed in the region.

Street Smart has its own dedicated website this year – www.bmorestreetsmart.com that has more information.

OTHER BUSINESS:

Mr. Byrne asked for a motion to adjourn the meeting. A motion was made by Mr. Gold to adjourn the meeting and seconded by Mr. Ngongang. The TC meeting was adjourned at 10:31 A.M.