

CONGESTION MANAGEMENT PROCESS (CMP) COMMITTEE

February 2, 2021

10:15 A.M. – 11:30 A.M.

MINUTES

1. WELCOME AND INTRODUCTIONS

Ms. Eileen Singleton opened the meeting and attendees introduced themselves. She reminded attendees that she is still looking for a committee chair and vice chair.

2. PURPOSE OF THE MEETING

As shown on slide 3 of the attached meeting presentation, the purpose of the February CMP meeting is to:

- Review data from the previous year to identify congested locations; and
- Identify regional congestion priorities to consider in advance of priority letter development by local jurisdictions.

3. UPDATE ON ONLINE CMP TOOL

Mr. Ed Stylc provided an update on the [Online CMP Tool](#). It is live and has the following completed layers added:

- Top 25 bottlenecks for the region for base year 2018
- Projects from the 2020 – 2023 Transportation Improvement Program (TIP)
- Projects from the current regional long range transportation plan, *Maximize2045*
- Average annual speeds for 2018 for morning (8 AM) and evening (5 PM)
- 2045 congested roads assuming existing and committed projects

There are several layers that have been recommended to add which are currently in final review:

- Travel Time Index
- Planning Time Index
- Truck Travel Time Reliability Index
- Interstate Travel Time Reliability
- Non-interstate Travel Time Reliability

There are also several layers in the early stages of consideration/development:

- Priority Letter Projects

- Vulnerable Population Data – this data is available as another BMC layer so could also be added to the CMP Tool
- Duration of Congested Conditions (typical weekday/weekend, etc.)
- Data from other modes (i.e., transit, bicycle, pedestrian)
- Safety data (i.e., crashes)

Mr. Stylc provided a schedule for adding some of the data to the Tool:

- Add remaining layers showing data for base year 2018 – by 1st quarter 2021
- Identify and geocode bottlenecks for 2019 – by 2nd quarter 2021
- Identify bottlenecks for 2020 – by 3rd quarter 2021
- Add all identified data through 2020 – by 4th quarter 2021

One of the recommendations in the CMP consultant project was to identify the top 25 bottlenecks for freeways/limited access roads and for arterials. Mr. Stylc reminded the group that the RITIS tool does not have an easy way to do this, so he created datasets for the region's freeways and arterials (refer to slide 6). He added that it is possible to see the functional class of roads by downloading the data into a spreadsheet.

In a demonstration of the tool, Mr. Stylc noted:

- Currently bottlenecks are selected based on where they start, so for a query of regional bottlenecks, a bottleneck that starts outside of the region would not be included. This can be changed in the RITIS query to show all bottlenecks that are identified in the region regardless of origin. This may be useful in looking at jurisdiction bottlenecks to identify multi-jurisdictional congestion issues.
- The morning peak used is 8 AM and the afternoon peak used is 5 PM. Other times can be selected if desired.
- In response to a question about how the regional bottlenecks correspond to the ones identified by the state, Mr. Stylc responded that he reviews the Statewide Mobility Report to compare.
- In response to a question about how frequently the bottleneck data is updated, Mr. Stylc responded that the bottleneck report can be run anytime; however, the online CMP Tool will show annual bottlenecks. He also runs quarterly bottleneck reports for the region showing the top 10; these reports are posted on the BMC web page. If there is interest in seeing other data, people can contact Mr. Stylc.

Ms. Singleton noted that one of the guides to what data to add to the CMP Tool is based on the performance metrics selected during the consultant project:

Performance Metrics for Use in the CMP

<p>Objective 1: Enhance access to jobs and other opportunities</p> <ol style="list-style-type: none"> 1. Number of jobs accessible within a 30-minute drive 2. Number of jobs accessible within a 45-minute transit trip 	<p>Objective 4: Improve freight reliability</p> <ol style="list-style-type: none"> 1. Truck Travel Time Reliability (TTTR) Index
<p>Objective 2: Improve travel times and reduce traveler delay on all modes of travel</p> <ol style="list-style-type: none"> 1. Travel time index (ratio of peak-period to off-peak travel time) 2. Duration of congested conditions (e.g., on typical weekdays, weekends) 3. Person hours of peak hour excessive delay 4. Average bus speeds 5. Anticipated growth in V/C ratio in peak period (base year to 2045) 	<p>Objective 5: Enhance travel choices, including access to transit, bicycling, walking, and other non-SOV modes</p> <ol style="list-style-type: none"> 1. Non-SOV mode share 2. Transit network extent and frequency Access to frequent transit (secondary) 3. Bicycle network extent 4. Bicycle Level of Traffic Stress (LTS) 5. Park and ride utilization
<p>Objective 3: Improve travel time reliability and resiliency for motorists and transit</p> <ol style="list-style-type: none"> 1. Level of Travel Time Reliability (LOTTR) 2. Transit on-time performance <ul style="list-style-type: none"> • Bus • Rail 	<p>Objective 6: Reduce traffic incidents that contribute to traveler delays and loss of life or injury</p> <ol style="list-style-type: none"> 1. Number of crashes 2. Number of pedestrian/bicycle crashes
	<p>Objective 7: Enhance interjurisdictional coordination to optimize transportation system performance</p> <p>To be addressed in implementation plan</p>

4. REVIEW CONGESTION SUMMARY FROM 2020

Ms. Singleton provided an overview of some of the congestion maps/data from 2019 and 2020, including:

- Top 25 bottlenecks in the region on all roads, freeways, and arterials
- Truck Travel Time Reliability map
- Travel Time Reliability map for interstates and non-interstates on the National Highway System

In addition to this data, bottleneck data for each jurisdiction was sent to committee members prior to the meeting.

Comments on the data:

- In 2020, some non-interstates were included in the top 25 bottlenecks in the region, which is very unusual as the top bottlenecks are usually freeways (refer to slide 11):

2020

Rank	Location
1	US-50 W @ BAY BRIDGE
2	US-50 E @ BAY BRIDGE
3	I-695 IL @ MD-122/SECURITY BLVD/EXIT 17
4	I-895 N @ HARBOR TUNNEL THWY (NORTH)
5	MD-295 S @ MD-198
6	I-695 OL @ MD-144/FREDERICK RD/EXIT 13
7	I-695 IL @ MD-542/LOCK RAVEN BLVD/EXIT 29
8	I-695 OL @ EDMONDSON AVE/EXIT 14
9	I-695 IL @ I-83/MD-25/EXIT 23
10	I-695 IL @ MD-372/WILKENS AVE/EXIT 12
11	I-95 N @ MD-152/EXIT 74
12	MD-295 N @ CANINE RD
13	W FRANKLIN ST W @ N MARTIN LUTHER KING JR BLVD
14	I-695 OL @ MD-567/CROMWELL BR RD/EXIT 29
15	I-95 S @ MD-100/EXIT 43
16	I-95 N @ MD-32/EXIT 38
17	HOWARD ST N @ W LOMBARD ST
18	I-95 S @ MD-43/WHITE MARSH BLVD/EXIT 67
19	MD-295 N @ MD-175
20	WARREN RD E @ MD-45/YORK RD
21	FREDERICK RD W @ US-40/BALTIMORE NATIONAL PIKE
22	I-695 OL @ MD-122/SECURITY BLVD/EXIT 17
23	MD-175 N @ MD-3/ROBERT CRAIN HWY
24	I-95 N @ MD-24/EXIT 77
25	MD-7 S @ I-695/BALTIMORE BELTWAY LOOP

- Mr. Stylc noted that the length of the roadway segments (the way the roads are divided into segments in RITIS) could impact the congestion locations. There are other tools in the RITIS application that divide roads into more segments allowing more accurate results, but this data is not used by the bottleneck query.
- BMC staff will work with transit agencies (Annapolis Transit, RTA, and MTA) to develop transit data layers for the online CMP Tool. There was a reminder that transit data needs to be made accessible and to look at who has been riding transit to evaluate if vulnerable populations are getting adequate service. One measure to consider is average travel times between route segments, rather than total transit vehicle travel time so dwell time is not included. RTA and MTA both Swiftly so there should be some uniformity of the data.
- There was a question about when full cashless tolling started at the Bay Bridge and if that had an impact on the congestion (US-50 W and US-50 E at the Bay Bridge were the top two overall bottlenecks in 2020). In addition, the Bay Bridge re-decking construction project started in early 2020. It might be informative to look at congestion at different times during the year to see if congestion at this location was just particularly heavy.
- Mr. Stylc noted that the reduced traffic in 2020 could have led to anomalies in the bottleneck/congestion results, particularly on arterials, due to reduced number of data points. The data collection tools are most accurate on freeways and high-volume arterials; as traffic decreases, the accuracy of the traffic data decreases. There were two suggestions to check this:
 - Cross check the congestion data with traffic count data
 - Compare the data across data vendors (our data runs typically use Inrix data; RITIS also has data from TomTom and HERE)

4. IDENTIFICATION OF REGIONAL PRIORITY CONGESTED LOCATIONS

The group discussed identifying regional priorities and how to elevate them for consideration in Priority Letters / Consolidated Transportation Program process:

- There is a need to balance jurisdiction priorities with regional goals/priorities.
 - Recommendation to review 2020 priority letters to identify projects that address congestion and have regional benefits, consider prioritizing or assigning high, medium, low regional benefits.
- Suggestion to prepare a regional project list, prioritized or not, to which local letters could refer; this could help provide support for local projects.
- Bottlenecks are ranked by total delay. Are there other ways that we should prioritize bottlenecks (length of time, number of occurrences)?
- We have CMP objectives with associated performance metrics; specific targets have not yet been developed.
- Another suggestion was made to identify projects/corridors that BMC could study in the future. Identify initial corridor study recommendations.
- Suggestion to request that jurisdictions identify congestion mitigation projects and send them to Ms. Singleton to compile.
- It was noted that many of the same projects would likely be included in this year’s priority letters.
- There was a suggestion to present to the BRTB the bottleneck and other congestion data to compare 2019 to 2020 and could also include CMP discussion

5. NEXT STEPS

Action	Responsible
Add new data to on-line CMP tool including CMP performance metrics, other reliability metrics (PTI, TTI), CTP/priority letter projects, and other CMP data as relevant	BMC Staff
Identify congestion mitigation projects in 2020 priority letter and send to Eileen Singleton	Locals
Create list/map of 2020 congestion mitigation priority projects	BMC Staff

Next meeting: June 1, 2021

ATTENDEES

Members

- Kwame Arhin, Federal Highway Administration
- Martha Arzu-McIntosh, Anne Arundel Co Office of Transportation
- Ken Choi, Maryland Dept. of Planning
- Steve Cohoon, Queen Anne’s County Dept. of Public Works
- David Cookson, Howard County Dept. of Planning & Zoning
- Carole Delion, MDOT State Highway Administration
- Kwaku Duah, Annapolis
- Joel Gallihue, Harford County
- Sarah Gary, MDOT State Highway Administration

Dan Janousek, Maryland Dept. of Transportation
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Cole McCarren, Regional Transportation Agency of Central MD
Peter Regan, MDOT State Highway Administration
Jamie Richardson, MDOT Maryland Transit Administration
Lisa Shemer, MDOT State Highway Administration
Lisa Sirota, MDOT State Highway Administration
Sam Snead, Baltimore County
Russ Walto, MDOT Maryland Transportation Authority

Staff

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Regina Aris, Baltimore Metropolitan Council
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Blake Fisher, Baltimore Metropolitan Council
Nicole Hebert, Baltimore Metropolitan Council
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Eileen Singleton, Baltimore Metropolitan Council
Ed Stylic, Baltimore Metropolitan Council