

## **CONGESTION MANAGEMENT PROCESS (CMP) COMMITTEE**

June 1, 2021

10:15 A.M. – 11:30 A.M.

### **MINUTES**

#### **1. WELCOME AND INTRODUCTIONS**

Ms. Eileen Singleton opened the meeting and attendees introduced themselves.

#### **2. MEETING OBJECTIVE**

The objectives of the meeting are to discuss:

- Status of priority letters and congestion mitigation projects
- How to identify regional corridors/projects
- How to convey regional priorities to MDOT
- Potential strategies to be proposed

#### **3. UPDATE ON ONLINE CMP TOOL**

Since the last meeting, the following data layers have been added to the [Online CMP Tool](#):

- Travel Time Index for 2018 base year
- Planning Time Index for 2018 base year

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

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

The next steps are to add data for 2019 and decide how to handle 2020 data, since it is significantly different than typical traffic.

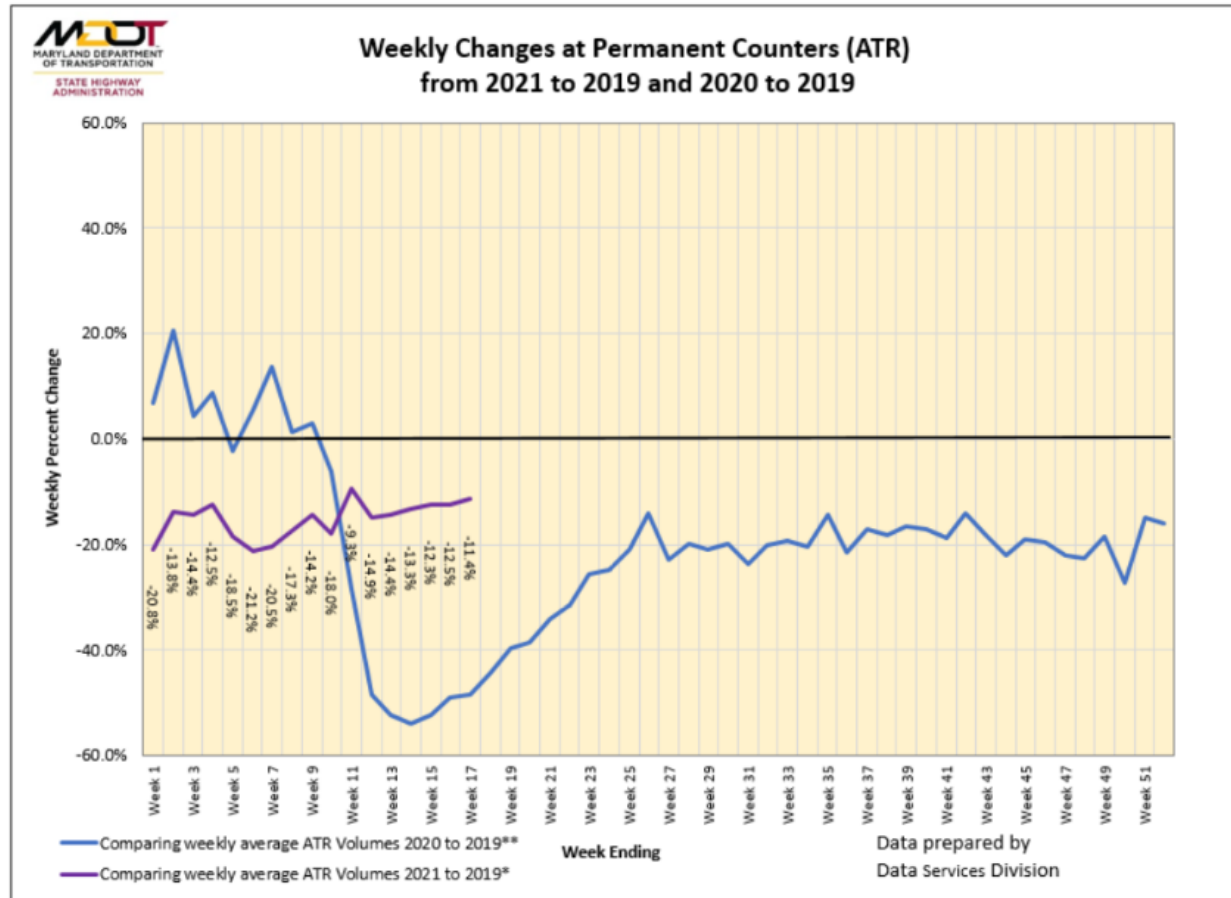
The group discussed several other data to add; there was particular interest in:

- Priority Letter Projects
- Safety data (i.e., crashes)
  - Review safety performance measures to see if any safety data could be added from that
  - Ask local jurisdictions for safety hotspots
  - Use crash data

The group also noted other data that would be useful:

- Vulnerable Population
- Data from other modes (i.e., transit, bicycle, pedestrian)
- Duration of Congested Conditions (typical weekday/weekend, etc.)

Mr. Ed Stylc prepared a chart, based on a chart from MDOT SHA, showing weekly changes to traffic counts in the region, using 2019 as the base year. There was a recommendation to add 2018 to the chart.



#### 4. DISCUSSION OF CONGESTION PROJECTS IN PRIORITY LETTERS AND PROCESS TO DEVELOP REGIONAL PRIORITIES

Before starting the discussion of priority letter projects, Ms. Singleton provided a reminder of the CMP objectives and performance metrics:

<p><b>Objective 1: Enhance access to jobs and other opportunities</b></p> <ol style="list-style-type: none"> <li>1. Number of jobs accessible within a 30-minute drive</li> <li>2. Number of jobs accessible within a 45-minute transit trip</li> </ol>	<p><b>Objective 5: Enhance travel choices, including access to transit, bicycling, walking, and other non-SOV modes</b></p> <ol style="list-style-type: none"> <li>1. Non-SOV mode share</li> <li>2. a. Transit network extent and frequency b. Access to frequent transit (secondary)</li> <li>3. Bicycle network extent</li> <li>4. Bicycle Level of Traffic Stress (LTS)</li> <li>5. Park and ride utilization</li> </ol>
<p><b>Objective 2: Improve travel times and reduce traveler delay on all modes of travel</b></p> <ol style="list-style-type: none"> <li>1. Travel time index (ratio of peak-period to off-peak period travel time)</li> <li>2. Duration of congested conditions (e.g., on typical weekdays, weekends)</li> <li>3. Person hours of peak hour excessive delay</li> <li>4. Average bus speeds</li> <li>5. Anticipated growth in V/C ratio in peak period (base year to 2045)</li> </ol>	<p><b>Objective 6: Reduce traffic incidents that contribute to traveler delays and loss of life or injury</b></p> <ol style="list-style-type: none"> <li>1. Number of crashes</li> <li>2. Number of pedestrian/bicycle crashes</li> </ol>
<p><b>Objective 3: Improve travel time reliability and resiliency for motorists and transit</b></p> <ol style="list-style-type: none"> <li>1. Level of Travel Time Reliability (LOTTR)</li> <li>2. Transit on-time performance                             <ul style="list-style-type: none"> <li>• Bus</li> <li>• Rail</li> </ul> </li> </ol>	<p><b>Objective 7: Enhance interjurisdictional coordination to optimize transportation system performance</b></p> <ol style="list-style-type: none"> <li>1. Has the CMP Committee met at least twice this year?</li> <li>2. Have a least 2/3 of jurisdictions participated in at least one CMP Committee meeting?</li> <li>3. Have interjurisdictional needs been identified through this forum?</li> <li>4. Have interjurisdictional projects or area-wide strategies been identified for consideration through corridor studies or projects proceeding to the TIP?</li> </ol>
<p><b>Objective 4: Improve freight reliability</b></p> <ol style="list-style-type: none"> <li>1. Truck Travel Time Reliability (TTTR) index</li> </ol>	

It was noted that all of the 2021 priority letters have been posted online. Ms. Singleton asked attendees for thoughts on how to identify regional corridors/projects and how to convey regional/multi-jurisdictional priorities to MDOT:

- In considering regional projects, it might help to consider the magnitude of congestion, i.e., how does congestion in one jurisdiction compare to congestion in another jurisdiction.
- The priority letters and level of congestion are two considerations of several that MDOT considers in developing the CTP.
- In recent years, smaller, discrete projects have been more successful in getting funded than very large, less detailed projects.
  - Recommendation to break larger projects down into phases.
  - This helps better understand MDOT's project selection process but not how to get needed large projects funded.
  - Consider TSMO studies and projects
- Some jurisdictions, such as Howard County, request funds for planning projects, while other jurisdictions do not.
- The portal for submitting and scoring Chapter 30 projects is January 15 to March 1) for inclusion in the Fall CTP.
  - All projects that cost at least \$5 million and increase capacity fall under Chapter 30.
- As a way to convey regional priorities to MDOT, it was suggested that priority letters reference priorities in other jurisdictions and reference regional coordination; this would show coordination and regional significance.

- As an example to illustrate coordination, Anne Arundel County has proposed a TSMO project on the Bay Bridge to the Severn River Bridge. It would illustrate coordination if Queen Anne's County expressed support for that project also.
- Since all of the 2021 priority letters have been posted, some projects may have been updated.
- Jurisdictions start preparing priority letters in late fall/early winter. In order to be able to have any input on the projects, the group agreed that we should have a work session in October to discuss regional priorities.
  - During the work session, the group can view the online CMP tool and other data to identify potential locations/corridors of regional priority.

## **5. CORRIDOR STUDY LOCATIONS**

Ms. Singleton mentioned that BMC has funding to hire a consultant to do several corridor studies. The purpose of the project is to study corridors that may not be the most significant and would already be studied but to focus on local corridors or other state corridors that may be overlooked.

There were several ideas for potential corridor study locations. MDOT SHA has identified corridors of interest in Anne Arundel County, Baltimore County, and Harford County. In addition, MDOT SHA has identified approximately 20 TSMO corridors state-wide.

It was noted that the MD 295 corridor presents significant congestion issues on that roadway as well as nearby, smaller roads. That corridor is identified as a TSMO corridor; in addition, an integrated corridor management concept of operations was developed for this corridor several years ago as part of a FHWA grant-funded project. It was suggested that the MD 295 corridor may be a good candidate for a BMC study. The corridor has added complexity due to the section south of MD 175 being maintained by the National Park Service.

## **6. OTHER BUSINESS**

- CMP Committee chair: if anyone is interested, please contact Ms. Singleton.
- A CMP work session will be scheduled for October.

Next CMP Committee meeting: November 2, 2021

## **ATTENDEES**

### ***Members***

Daniel Allen, Baltimore County  
Keith Belcher  
Ken Choi, Maryland Department of Planning  
Steve Cohoon, Queen Anne's County Department of Public Works  
David Cookson, Howard County Dept. of Planning & Zoning  
Carole Delion, MDOT SHA  
Kwaku Duah, Annapolis Department of Transportation  
Joel Gallihue, Harford County Department of Planning  
Sarah Gary, MDOT SHA  
Dan Janousek, Maryland Department of Transportation (MDOT)  
Erin Kuhn, MDOT SHA  
Mary Lane, Carroll County of Planning  
Heather Lowe, MDOT SHA  
Stephen Miller, MDOT SHA  
Jamie Richardson, MDOT Maryland Transit Administration (MTA)  
Lisa Shemer, MDOT SHA  
Sam Snead, Baltimore County Department of Public Works  
Brian Ulrich, Anne Arundel County Office of Transportation

### ***Staff***

Bala Akundi, Baltimore Metropolitan Council (BMC)  
Regina Aris, BMC  
Charles Baber, BMC  
Blake Fisher, BMC  
Victor Henry, BMC  
Zach Kaufman, BMC  
Shawn Kimberly, BMC  
Keith Kucharek, BMC  
Todd Lang, BMC  
Eileen Singleton, BMC  
Ed Stylc, BMC