

CONGESTION MANAGEMENT PROCESS (CMP) COMMITTEE

November 2, 2021

10:15 A.M. – 11:30 A.M.

MINUTES

1. WELCOME AND INTRODUCTIONS

Mr. Victor Henry opened the meeting and invited attendees to introduce themselves.

2. APPROVAL OF MINUTES FROM JUNE 1, 2021 MEETING

The minutes were approved.

3. MEETING OBJECTIVES

The objectives for the meeting were presented:

- Develop draft regional language for 2022 priority letters
- Identify corridors to study

4. DISCUSSION OF 2021 PRIORITY LETTERS/CTP PROCESS

Ms. Eileen Singleton asked attendees to share any thoughts on the 2021 priority letter process and if they had suggestions for opportunities for regional coordination. There was a comment that there is not a forum for local jurisdictions to interact with each other to discuss priorities unless the discussion is about a specific project.

5. PREPARATION OF 2022 PRIORITY LETTERS AND REGIONAL PRIORITIES

Ms. Singleton presented draft text for inclusion in 2022 priority letters to convey common regional priorities. Many of the 2021 priority letters included support for the state's transportation systems management and operations (TSMO) projects, so she also discussed the MDOT SHA TSMO system corridors, which were shared during the October work session.

Ms. Singleton introduced Mr. Mohammed Raqib, who oversees the MDOT SHA TSMO system corridors. Mr. Raqib provided some additional information about the TSMO corridors. He said that there is a lot of interest by MDOT SHA leadership in the TSMO corridors, and work has begun on System 1, including a concept of operations and some preliminary engineering for

Tier 1 strategies, like queue warning and speed advisories. The pandemic started when this work was being done. Mr. Raqib is hopeful that funding will be available again soon to continue with work on System 1. TSMO System 3 is also high priority, and it is a large system so it is likely that work in this corridor will start small and not cover the whole area at one time.

TSMO projects involve three “tracks” within MDOT SHA:

- Technology – cameras, variable message signs, and other intelligent transportation systems tools
- System Preservation – overlays, hard shoulder running
- Large Projects – such as I-695 TSMO project, I-70 project.

Different tracks of the TSMO system projects are funded and overseen by different MDOT SHA offices that have the expertise for that portion of the project.

MDOT SHA is interested in getting more input from local jurisdictions as the TSMO System projects proceed.

The TSMO corridors were identified using various documents that focus on the high priority goals (safety, mobility, freight movement, congestion reduction) – Strategic Highway Safety Plan, Mobility Report, Freight Report, and asset management document. These corridors have been identified based on a range of resources used to meet the state’s goals.

There was a suggestion that jurisdictions include the specific priority corridor(s) in their priority letters, and if the TSMO System is very large, to specify which part of the corridor is the local priority. In addition, jurisdictions should include a request for more coordination between the state and local jurisdiction. The TSMO projects might provide a foundation upon which to base regional coordination.

The Committee will work to develop the final language for the priority letter by the end of the year so it is ready when jurisdictions begin to develop priority letters in early 2022.

Action Item: Send comments on the common priority letter text by November 18 to Ms. Singleton so the final text can be ready when jurisdictions begin to develop priority letters in early 2022.

6. CORRIDOR STUDY LOCATIONS

Ms. Singleton noted that BMC is looking to identify a few corridors to study through a consultant. These study corridors would not be studied by others entities. The group discussed suggestions for corridor studies focused on congestion mitigation:

- Side roads to US 50 to develop strategies to keep travelers crossing the Chesapeake Bay on US 50 and off nearby roads in Anne Arundel and Queen Anne’s counties:
 - Look at the queuing study that has already been done.
 - There have been issues with Waze routing drivers off of US 50 in the past but some have noticed that Waze has more recently been routing drivers to stay on US 50 for those crossing the Bay Bridge.
 - It will be important to identify strategies that will address this issue.

- Some comments related to routing:
 - It seems that Waze has improved its routing algorithm to reduce instances of routing vehicles onto side roads, at least in the Bay Bridge area.
 - Dynamic message signs are used to encourage drivers to stay on US 50.
 - The incenTrip app being developed at UMCP will provide incentives to travelers who select more energy efficient options that also would reduce congestion. IncenTrip is not available yet but is in testing.
 - Changing driver behavior is important.
- MD 140 East at Sudbrook Lane in Baltimore County, which is listed as a significant bottleneck in the first quarter of 2021:
 - There are several MDOT MTA routes in this area.
 - This congestion might be temporary and due to construction; this should be investigated.
- MD 45 at Dulaney Valley Road in Baltimore County is a severe bottleneck location in first quarter 2021. It was noted that MDOT MTA has initiated a corridor (from the Regional Transit Plan) for potential transit service. BMC is providing technical support to MDOT MTA.
- Study routes/corridors where buses experience significant congestion, for example the bus routes that travel corridors with the most severe bottlenecks.
- Locations where two interstates intersect:
 - TSMO and enforcement strategies are needed.
 - Proper merging and departing are impacted.
 - Half interchange and full interchange – adding half or full from interstate

7. OTHER BUSINESS

Action Item: Send comments on the common priority letter text by November 18 to Ms. Singleton so the final text can be ready when jurisdictions begin to develop priority letters in early 2022.

Next Meeting – February 1, 2022

ATTENDEES

Members

Kwaku Agyemang-Duah, City of Annapolis
Daniel Allen, Baltimore County
Ken Choi, Maryland Department of Planning
David Cookson, Howard Co Department of Planning & Zoning
Carole Delion, MDOT State Highway Administration - OTMO
Lindsay Donnellon, Federal Highway Administration
Joel Gallihue, Harford County
Sarah Gary, MDOT State Highway Administration

Dan Janousek, Maryland Department of Transportation
Mary Lane, Carroll County
Heather Lowe, Maryland Transportation Authority
Patrick McMahon, MDOT Maryland Transit Administration
Mohamed Raqib, MDOT State Highway Administration - OTMO
Lisa Sirota, MDOT State Highway Administration
Sam Snead, Baltimore County
Brian Ulrich, Anne Arundel County

Staff and Guests

Regina Aris, Baltimore Metropolitan Council (BMC)
Charles Baber, BMC
Dr. Petronella James, Morgan State University
Victor Henry, BMC
Zach Kaufman, BMC
Keith Kucharek, BMC
Sheila Mahoney, BMC
Eileen Singleton, BMC
Ed Stylc, BMC