

CONGESTION MANAGEMENT PROCESS (CMP) COMMITTEE

November 7, 2023
10:30 A.M. – 11:30 A.M.

MINUTES

1. WELCOME AND INTRODUCTIONS

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

2. APPROVAL OF MINUTES FROM THE JUNE 6, 2023 MEETING

There were no comments on the minutes.

3. MEETING OBJECTIVE

The objectives of the meeting are:

- Provide updates on regional CMP resources
- Discuss interest in using location based services data
- Discuss priority letter development

[PowerPoint: CMP Committee Handout]

4. OVERVIEW OF REGIONAL CMP RESOURCES

Mr. Ed Stylc provided updates on CMP resources. There have been several additions and updates to the [Online CMP Tool](#) since the last meeting:

- 2022 data layers
- 2023 Priority Letter Point and Line Projects
- Regional Sidewalks and Crosswalks layers
- Moved to ESRI EXB Platform

Mr. Stylc noted that BMC has also developed a Tableau-based [system performance dashboard](#). Some elements that are in this dashboard that are not part of the online CMP tool include: causes of congestion and ability to view data elements over time. This dashboard is a companion to the online CMP tool. He noted that 2021 is the default year but 2022 data is available.

Members are encouraged to send comments/suggestions to Mr. Stylc.

The data cannot be downloaded from the dashboard due to restrictions on the use of the data, which is Inrix data through RITIS. Any government staff member can get an account for RITIS. Mr. Greg Jordan noted that there may be other ways that the data can be used according to the contract; he said he would look into that.

[PowerPoint: CMP Committee Handout]

5. DISCUSSION OF LOCATION BASED SERVICES DATA

Mr. Charles Baber provided an overview of location based services (LBS) data. The LBS data is generated by smartphones when users grant permission for use and typically includes 10% to 20% of devices.

BMC has access to a Cambridge Systematics tool called LOCUS, which uses LBS data for calibration/validation of the BMC InSITE travel model.

Teralytics has a LBS product called Studio which BMC has access to; it is a new product that currently only has data from 2019. This tool can provide counts on most roads. It can supplement rather than replace counts. Studio also has an origin/destination (O/D) Matrix function as well as using Gates to view trips from an origin to other destinations.

RITIS Trip Analytics can provide O/D information. RITIS Trip Analytics currently has O/D data for all vehicles for a few years prior to 2020 and for heavy vehicles from 2020 forward. Operators have also been finding benefits from the Trip Analytics tool. The tool was used to show how ramp closures approaching the Bay Bridge were beneficial for traffic flow.

Vendors have made it easier for people to opt out of sharing LBS data recently, which reduces the availability of data. Also, there are multiple vendors of LBS data that receive data from the same sources so there is a need for tools to remove duplicate records.

Another recent anomaly of LBS data is that it has shown vehicles traveling on closed roads, which would be an issue for some queries, but may not be an issue for high level studies.

MWCOG published a report in May 2021 on an [Independent Evaluation of Big Data for Regional Travel and Mobility Analyses](#). The report found that there are concerns with using LBS data in rural areas.

BMC is investigating uses for LBS data and is interested in hearing from members on interest in and ideas for using the data.

Queen Anne's County is interested in more studies of the ramp closure pilots on Route 50 near the Bay Bridge. It is important to have good data to evaluate what worked and what did not, and evaluating days with closures versus days without closures.

Queen Anne's County is also interested in seeing traffic on the I-95 corridor versus US 301 since the Middletown Bypass opened, especially long distance travelers from north of Baltimore to south of Annapolis.

Anne Arundel County is also interested in the Bay Bridge area traffic. Other areas of interest include cut through traffic in Parole and other areas and how improvements on one route might negatively affect other routes. Anne Arundel County is interested in O/D data and has looked at purchasing Streetlight data, including turning movements and percent splits.

Mr. Jordan said that RITIS currently just has vehicle data. There are currently no really good datasets for bicycles/pedestrians. Trip Analytics can support this data if available.

There has been staff interest in purchasing O/D data at MDOT SHA and MDTA but at this time there are no concrete plans to purchase this data due to lack of funds.

Mr. Jordan said that he could investigate a cost for this data for the region. He also offered to meet with Steve Cohoon and Brian Ulrich to discuss how to use the data that is available now in Trip Analytics, and showing how additional data could be used to add more information.

[PowerPoint: CMP Committee Handout]

6. PROJECT PRIORITIZATION AND PRIORITY LETTER DEVELOPMENT

Ms. Singleton presented a summary of how the priority letters included references to the region and which ones included the regional text.

Mr. Todd Lang provided an update on the Maryland Transportation Revenue and Infrastructure Needs (TRAIN) Commission. There is a [webpage](#) with all of the information on the TRAIN Commission. There have been four meetings so far; it started in August.

This group has also been looking into project prioritization processes. The October 18th meeting included discussion on this topic, including on the Chapter 30 scoring system. The Commission also discussed survey results on the CTP prioritization process.

The TRAIN Commission is required to have a report to the General Assembly by the end of December. This report may also include a new approach to project prioritization and recommendations for funding.

The TRAIN Commission survey goal was to get feedback on how the CTP process is working at the local and regional levels, and what things people like and want to improve. There were only 12 counties that responded, with 33 total replies. Since the number of replies was lower than desired, the Commission will conduct more surveys. General findings so far are that respondents generally understand the CTP process but there is not a good understanding of how projects are selected for the CTP, how feedback from local meetings is addressed by MDOT, or how Chapter 30 scoring feeds into the CTP project selection. The presentation with all of the details is available [here](#) (slides 4 through 15).

This year, the Baltimore region had an unofficial regional tour meeting when the MDOT SHA Administrator and MDOT MTA Administrator joined the MDOT Secretary at the October elected official BRTB meeting. The discussion included how the group can be involved in regional discussions on the CTP.

The TRAIN Commission report in December may have recommendations for how to include regional input to the CTP process.

It was noted that the regional priority letter text has been helpful. It was suggested that the CMP Committee provide input on the priority letters and CTP process.

After the TRAIN report comes out, the group can decide if there is interest in and need for a special meeting to discuss the recommendations before the next committee meeting on February 1st.

[PowerPoint: CMP Committee Handout]

7. OTHER BUSINESS

The CMP Committee chair position remains open.

2024 Meetings – February 1, June 4, November 5

ATTENDEES

Members

Carl Chamberlin – Maryland Transportation Authority
Jasmine Champion – Federal Highway Administration, Maryland Division
Youngmin Choi – MDOT State Highway Administration (MDOT SHA)
Steve Cohoon – Queen Anne’s County Department of Public Works
Kwaku Duah – Annapolis Department of Transportation
Sarah Gary – MDOT SHA
Dan Janousek – Maryland Department of Transportation (MDOT)
Connor Jett – Howard County Office of Transportation
Sam Kahl – Harford County Department of Public Works
Patrick McMahon – Maryland Transit Administration (MDOT MTA)
Deborah Price – Baltimore County Department of Public Works & Transportation
Alex Rawls – Harford County Department of Planning and Zoning
Clare Stewart – Carroll County Department of Planning
Brian Ulrich – Anne Arundel County Office of Transportation (OOT)

Staff and Guests

Regina Aris – Baltimore Metropolitan Council (BMC)
Charles Baber – BMC
Cindy Burch – BMC
Monica Haines Benkhedda – BMC
Victor Henry – BMC
Greg Jordan – University of Maryland CATT Lab
Zach Kaufman – BMC
Shawn Kimberly – BMC
Keith Kucharek – BMC
Todd Lang – BMC
Anna Marshall – BMC

Brian Ryder – BMC
Eileen Singleton – BMC
Ed Stylc – BMC