

TECHNICAL COMMITTEE

March 1, 2016
9:35 to 11:15 A.M.

MINUTES

The meeting was called to order at 9:35 A.M. by Chair, Mr. Scott Graf.

1. APPROVAL OF FEBRUARY 2, 2016 MINUTES

Mr. Graf asked for approval of the minutes from the February meeting of the Technical Committee. Mr. Tyson Byrne moved to approve the minutes with Mr. Alex Rawls seconding the motion. The minutes were unanimously approved.

2. RECOMMENDED ACTION OF RESOLUTION #16-12

Mr. Zach Kaufman introduced Resolution #16-12 to the Technical Committee. MTA is requesting to add one project and to update funding for four projects in the *Amended 2016-2019 TIP*. The projects are currently publicized for public review from January 29, 2016 through March 4, 2016 with a public meeting at Cecil Elementary School on February 24 and a presentation to the public advisory committee on March 2. One comment has been received thus far. The Interagency Consultation Group has determined that all projects are exempt from inclusion in the regional emissions analysis according to the conformity rule.

Mr. Michael Helta presented on the projects. They include Bus and Rail System Preservation and Improvement, MTA Core Bus and Paratransit Vehicle Replacement, Bus New Main Shop, Kirk Bus Facility Replacement – Phase 1 & 2, and Ridesharing for the Baltimore region. The changes are primarily to show FY 2015 apportionments that will now be obligated in FY 2016. In addition, the Bus and Rail System Preservation and Improvement project adds funds associated with BaltimoreLINK for transitways, transit signal priority, and transit hubs. The MTA Core Bus and Paratransit Vehicle Replacement project includes \$3.5 million for the purchase of 10 forty-foot clean diesel buses for the BaltimoreLINK project.

Mr. Graf asked for a motion. Mr. Kwaku Duah made a motion to move Resolution #16-12 to the BRTB as presented and Mr. Byrne seconded the motion with unanimous support from the members.

[PowerPoint: March TIP Amendments, Handout: TIP Summary Quick Reference]

3. METROPOLITAN COUNCIL OF GOVERNMENTS HOUSEHOLD TRAVEL SURVEY

Mr. Robert Griffiths, Director of Technical Services at the Council of Governments, provided an update on preparation for COG's new Household Travel Survey of the Washington region. Survey design and a pilot/pre-test will take place in 2016, with data collection in 2017, and data processing and analysis in 2017-2018.

The survey will be similar in design to the 2007-2008 Household Travel Survey and the 2010-2012 Geographically-Focused Household Travel Surveys. The sample will be stratified by area type; higher-density, mixed-used, transit-oriented areas will be over-sampled; and the sampling frame will be address-based.

Among the changes to the survey will be the addition of ride services such as Uber or Lyft as a travel mode choice, moving a question about HOV/HOT lane use to the end of the survey, and offering a web-based response option. A non-respondent follow-up survey will be conducted to understand potential survey bias. In addition, participation incentives will be offered per person.

The estimated sample size is 10,000 to 12,000 households for the TPB Modeled Area. The estimated survey cost is about \$3 million over 3 fiscal years, or \$250 per complete.

4. HOWARD COUNTY UPWP BICYCLE AND PEDESTRIAN IMPROVEMENTS ALONG CEDAR LANE

Mr. Chris Eatough presented on the UPWP funded 30% concept design plans for bicycle and pedestrian improvements along Cedar Lane and Dobbin Road. There is strong community support for both projects. Howard County received a \$58,000 grant supporting 30% design plans for Cedar Lane. Consulting support was provided by URS (now AECOM). The project is an extension of an existing 3 mile pathway that serves many locations in downtown Columbia. This existing trail currently terminates at the intersection of Little Patuxent Parkway and Cedar Lane. The planned extension involves a ½ mile shared-use pathway extending along Cedar Lane from Little Patuxent Parkway to the Harpers Choice shopping center near downtown Columbia. Another existing segment extends north to Cedar Lane Park. Cedar Lane Park provides an ideal setting for the start of a trail facility and will include maps, wayfinding signage, and aesthetic improvements. The 30% design plans establish the most likely alignment for the trail, including minimizing impact on established cedar trees based on public input. 90% design plans are underway with a Maryland Bikeways grant. The planning level construction cost estimate for the project is \$.9 - \$1.1 million, with construction funding already in place in Howard County's capital budget.

Dobbin Road and McGaw Road are currently 3 lane roadways without sidewalks. Planned improvements include a shared-use pathway on one side of the roadway and sidewalks on the other side starting at the intersection of Dobbin Road and Oakland Mills Road. The improvements will continue along Dobbin Road to the intersection with McGaw Road. The shared-use pathway and sidewalks will then extend up McGaw Road, terminating at the intersection with Stanford Boulevard. The planning level construction cost estimate for the project is \$1.4 - \$1.7 million. Final design and construction schedules are not yet in place.

[PowerPoint: Howard County UPWP Bicycle and Pedestrian Improvements along Cedar Lane and Dobbin Road]

5. TECHNICAL COMMITTEE RULES OF PROCEDURE

Ms. Regina Aris directed members to the copy of the Rules of Procedure that showed proposed edits as track changes. There were no additional edits proposed by members preceding the TC meeting. Ms. Aris walked through each section to ascertain the direction of the members to the proposed edits.

6. UPWP UPDATE

- **2017 UPWP Amendment Public Review Period**

Mr. Todd Lang updated the members on the status of the Addendum to the FY 2016-2017 UPWP. Copies of the Addendum were available and it was noted that BMC was asked to manage the consultant contract for the Regional Patapsco Greenways task. Mr. Lang clarified the amount each jurisdiction will be receiving to support this task. A correction will be made to the Howard County allotment. Next the new focus areas were discussed and their relationship to ongoing tasks. The focus areas discussed include: attitude and behavior survey, traffic management in relation to the CMP task, LOTS support – to be discussed at the next quarterly MTA meeting, alternative transportation options – keep BPAG but find a way to bring in rideshare coordinators (now called TDM specialists), household survey – and is there enough money to accommodate (from \$1M to perhaps \$1.75M) similar to MWCOG, and regional events. The vote on the Addendum is in April and will be effective July 1. A comment has already been received regarding the Baltimore City subarea project.

- **Transit Planning and Ladders of Opportunity**

Funding in this task can be applied to a wide range of transit planning activities and not simply the transit signal priority task. Mr. Lang asked members to review their work and submit as appropriate within the quarterly billing cycle.

- **Regional Bicycle Map**

Mr. Kaufman summarized the UPWP subarea project for a regional bicycle map. It is intended to be a resource for on-street and off-street bicycle facilities throughout the region and will ultimately result in the creation of a web mapping application. In the fall, BPAG members agreed to move forward with a planning focused product as opposed to a public facing product for regional travel. This is primarily because bicycle facilities in the region as they currently exist yield a segmented map insufficient for regional bicycle travel. It was decided to start simply by creating a baseline for what is currently planned, programmed and existing in the region. Future mapping efforts could incorporate bicycle friendly roads. BPAG members agreed on a proposed list of attributes and layers for the map in November, with approval to proceed from the BRTB and Technical Committee at their retreat in January. Recommended attributes include details on data source and ownership, road/trail name, the status of the facility (planned, programmed, under construction, or existing), and facility type

(bike lane, separated bike lane, signed designated bike routes, sharrows or shared lane markings, and transportation trails/shared use paths), whether the trail is part of a multi-state network, hours of operation, and posted speed limit. Status and bicycle facility types will be depicted on the map along with prohibited roadways for bicycling, regional transit, and park & rides. BMC staff are currently conducting project kickoff meetings with county bike/ped and GIS staff. The goal is to finalize data collection by late summer or early fall of 2016, with the web map finalized by December 31, 2016.

[PowerPoint: Regional Bicycle Map Update]

7. OTHER BUSINESS

As a reminder, after the conclusion of the meeting, SHA will be hosting a workshop to discuss work associated with the update to the functional classification of all public roadways.

ATTENDANCE

Members

Martha Arzu McIntosh – Anne Arundel County Department of Planning & Zoning
Alex Brun– Maryland Department of the Environment
Tyson Byrne - Maryland Department of Transportation
Ken Choi – Maryland Department of Planning
Steve Cohoon – Queen Anne’s County
Kwaku Duah – City of Annapolis Department of Transportation
Scott Graf – Carroll County Department of Planning
Michael Helta – Maryland Transit Administration (MTA)
Emery Hines – Baltimore County Department of Public Works
Valorie LaCour - Baltimore City Department of Transportation
Jefferson Miller – Howard County Department of Planning & Zoning
Tara Penders – State Highway Administration (SHA)
Alex Rawls – Harford County Department of Planning & Zoning

Staff and Guests

Joshua Anna – MTA
Regina Aris - Baltimore Metropolitan Council (BMC)
Charles Baber - BMC
Robert Berger – BMC
Chris Eatough – Howard County
Blake Fisher - BMC
Terry Freeland - BMC
Victor Henry - BMC
Zach Kaufman - BMC
Shawn Kimberly - BMC
Todd Lang – BMC
Chris Letnaunchyn – Carroll County Dept. of Public Works
Rebecca Smith – BMC
Ted Yurek – SHA