

TECHNICAL COMMITTEE

September 14, 2021
9:30 to 11:12 A.M.

MINUTES

The meeting was called to order at 9:30 A.M. by Mr. Joel Gallihue.

1. APPROVAL OF AUGUST 2021 MINUTES

Mr. Gallihue asked for approval of the minutes from the August meeting of the Technical Committee. Mr. Steve Cohoon moved to approve the minutes with Mr. Dan Janousek seconding the motion. The minutes were unanimously approved.

2. RECOMMENDED ACTION ON RESOLUTION #22-5

Mr. Don Halligan introduced Resolution #22-5 and explained the background and purpose of this action is to amend the FY 2022 UPWP to carry over funding for tasks that were not yet completed in FY 2021. He reminded the Committee members of the three categories of carryover funding, BMC led consultant tasks, support for local staff on regional activities, and local subarea tasks. He stated that for consultant or subarea tasks that were not completed, the remaining funds need to be moved into the FY 2022 UPWP in order for reimbursement to occur.

Mr. Halligan walked through each of the BMC led consultant tasks and the provided the Committee members an update on each task. He also described each of the regional activities that locals are working on and the status of their carryover amounts. He asked each of the Technical Committee members who have carryover items to brief the Committee on their status, which they did.

During that discussion Mr. David Cookson told the group that two projects on their list were completed and they did not expect to have further billing. These were the Howard County Regional Mobile Application Fare Payment System, and the Howard County Implementation of RTA Transit Development Plan tasks. Mr. Cohoon told the group that the Kent Island/Cox Creek Study task was facing significant issues and may not proceed. He agreed to find out if the County wants to remove the project from the UPWP prior to the BRTB meeting on September 28th and let BMC staff know so that the total carryover amounts may be amended.

Mr. Gallihue asked for approval of the Resolution #22-5 subject to the change mentioned. Mr. Kwaku Duah of Annapolis moved approval, Mr. Cookson seconded the motion and the vote was unanimous in approval to move Resolution #22-5 to the BRTB.

[PowerPoint: FY 2021 Carryover]

3. DISCUSSION OF BICYCLE COUNT PROGRAM

Ms. Charlene Mingus presented information about the proposed pilot project for the regional bicycle and pedestrian count program. Ms. Mingus presented an overview of the BMC traffic count program which has historically focused on vehicle traffic counts. BMC has a three year contract with AMT Consulting to conduct traffic counts and the contract includes the ability to conduct bicycle and pedestrian counts.

Bicycle and pedestrian counts provide quantitative data for planning which is increasingly important to support performance-based approaches. The counts assist in understanding the role of bicyclists and pedestrians in the transportation network and supports local, regional, and state planning activities. These include: informing the public and decision-makers about actual usage and travel patterns; tracking and analyzing travel trends; planning for new or improved facilities; measuring impacts of specific projects (before and after; supporting funding applications; and increasing understanding of safety concerns and exposure rates.

Over the past year, BMC staff have been collaborating with BPAG members, member jurisdictions, and planning partners to develop a regional bicycle and pedestrian count program. These efforts have included: conducting a review of the state of practice including existing and emerging count technology; defining the reasons for conducting counts; outlining the process to develop a count program; and discussing the short duration count types available for the regional counts. BPAG members have provided input on repeating and project specific count locations, regional goals, and prioritization criteria for selecting count locations. BMC staff will continue to work with BPAG members and other partners to refine the regional count program proposal.

Ms. Mingus presented the proposed pilot project for fall 2021 bicycle and pedestrian counts. The pilot project would include weeklong counts conducted at eight locations throughout the region in October with one count location per member jurisdiction. The count sites are located on a variety of facilities and reflect input from BPAG members and other partners. The deliverables from the counts include directional bicycle and pedestrian volumes, turning movement counts, and RAW video files which have potential use for safety assessments. The pilot project will allow BMC staff and BPAG to: explore any challenges with implementation, technology, and data; coordinate with jurisdictions on data analysis and documentation of needed resources; and provide lessons learned to guide recommendations for a regional program.

Ms. Mingus provided additional detail about the regional bicycle and pedestrian count program which BMC staff is developing in coordination with BPAG members and other partners. The proposed regional program includes weeklong counts conducted throughout the region on a

repeating and project specific basis on different facility types. BMC staff is developing a five to ten year program proposal which will be shaped by lessons learned from the pilot program and input from BPAG members and partners. The program proposal will include a list of count locations, achievable program goals based on various funding scenarios, a data management and sharing plan, and exploration of the resources required for data analysis and use. Ms. Mingus provided a summary of three regional count program scenarios to provide context. She also provided a cost estimate for the proposed pilot project. Ms. Mingus then outlined next steps for the pilot project and regional count program proposal development.

Mr. Gallihue asked for consensus from the members for this pilot project. All members indicated support for the pilot project and look forward to a full proposal next May.

[PowerPoint: Bicycle and Pedestrian Count Program]

4. RESILIENCE 2050: UPDATE

Ms. Monica Haines Benkhedda reported that in August staff launched the planning process for *Resilience 2050: Adapting to the Challenges of Tomorrow* with a conversation around resilience. To start the conversation BMC created a short video in hopes of spurring discussion. This video is on BMCs YouTube a channel at youtu.be/w9I8c88MtMw.

BMC also created an interactive engagement hub at publicinput.com/resilience2050. The first tab asks the questions, “What is Resilience?” and “What does it mean for our region’s transportation system to be resilient and ready for the challenges of 2050? Participants were also asked to share their thoughts on the ideas board.

Ms. Haines Benkhedda highlighted a few of the comments to date:

- Resilience is about having a variety of safe and reliable transportation options. The participant encourages the BRTB to reduce dependence on motor vehicles and increase access to safe walking, biking, micromobility, and transit options.
- Resilience is reducing risk and developing the ability to bounce back better. This participant references MEMA hazard analysis to consider when developing *Resilience 2050*.
- The next participant is concerned about flooding and recommends implementation of a much higher percentage of permeable paved surfaces.
- Another person raises the issue of access to jobs by transit in the surrounding jurisdictions.

[PowerPoint: Resilience 2050 – What is Resilience]

Mr. Zach Kaufman began by sharing the recently launched public-facing websites for *Resilience 2050*, the next long-range transportation plan (LRTP). These include resilience2050.com and publicinput.com/Resilience2050. Each of these websites includes a summary of *Resilience 2050* and the key steps in the LRTP planning process.

Mr. Kaufman then summarized the comment period for the draft goals and strategies for *Resilience 2050*, using a survey created for the comment period as a guide. The survey is located at publicinput.com/Resilience2050goals. BMC staff reviewed and suggested updates to the goals and strategies in the summer of 2020. Mr. Terry Freeland presented these to the Technical Committee and other committees in June and July 2020. At that time, the Technical Committee approved the release of the draft goals and strategies for public comment. The public comment period was delayed until the launch of the public facing planning process for *Resilience 2050*.

The goals form the basis of the criteria that the BRTB uses to evaluate and score potential projects for inclusion in the long-range transportation plan. They are also utilized in other grant programs such as the Transportation Alternatives program. There are nine goals representing broad aspirations or guiding principles for the region. These goals are guided by federal, state, and local requirements and policies as well as factors that could affect how the region's transportation system will perform over the next 25 years. Each of the nine goals include a number of supporting strategies or policy approaches that will help the region to implement the associated goal.

Mr. Kaufman then summarized the survey as well as each of the nine goals. Those goals are Improve Accessibility, Increase Mobility, Improve System Safety, Improve and Maintain the Existing Infrastructure, Create an Environmentally Responsible Transportation System, Improve System Security, Promote Prosperity and Economic Opportunity, Foster Participation and Cooperation Among Stakeholders, and Promote Informed Decision Making.

The draft goals and strategies are open for public comments through Tuesday, October 12. People can review the goals and strategies and submit comments using the survey or via email, twitter, voicemail and fax. BMC staff will review all of the comments and draft responses in coordination with the Technical Committee by mid-November. A resolution regarding the draft goals and strategies will be presented to the Technical Committee and BRTB in November.

Mr. Kaufman then transitioned to a presentation on recommended updates to the project scoring methodology for *Resilience 2050*. Projects receive a policy score that is worth up to 40 points. The policy score is composed of a priority score of 10, 20, or 30 points for low, medium, and high priority projects, respectively. Projects with demonstrated financial support receive an additional 10 points. Projects also receive a technical score that is worth up to 50 points. For the technical score, BMC staff review candidate projects in multiple areas connected to the LRTP goals including safety, accessibility, mobility, environmental conservation, security, and economic prosperity. Both highway and transit projects are scored in these areas, though the technical scoring methodology differs for highway and transit projects. All highway and transit projects compete against each other for inclusion in the LRTP preferred alternative.

The remainder of the presentation focused on recommended updates to the technical scoring criteria for *Resilience 2050*. BMC staff reviewed and suggested updates to the existing technical scoring criteria in the spring and summer of 2021. The recommended updates shift the amount of points devoted to the existing goals, particularly for transit projects. BMC staff recommend adding scoring criteria for transit projects where it had previously been absent in

the areas of complete streets accessibility, safety, and security. Staff are also recommending reducing the points allocated to economic prosperity from 10 to 5 so that the point allocation for safety can be increased to 10 to reflect its importance as a regional goal.

The recommended updates also clarify definitions and the allocation of points where they had previously been unclear. BMC staff also sought to make the scoring process less subjective by suggesting more quantitative methods focusing on how each project contributes to creating a complete transportation system. Finally, BMC staff recommend updating the scoring criteria to integrate impacts to Environmental Justice populations.

Mr. Kaufman then summarized each of the scoring six criteria by mode: safety, accessibility, mobility, environmental conservation, security, and economic prosperity. The presentation focused on the prior scoring criteria, justifications for any updates, and the recommended scoring distribution. The Technical Committee will review the presentation and prepare any questions prior to the next meeting scheduled for Wednesday, October 13.

[PowerPoint: Resilience 2050: Project Scoring]

5. OTHER BUSINESS

Ms. Aris shared that the MD T2 Center is offering a class titled, *Strategies to Alleviate Traffic Congestion*, on September 30. It is a daylong, taught by Juan Morales, and costs \$45.

Mr. Gallihue asked for a motion to close the TC meeting. Mr. Cohoon made a motion which Mr. Duah seconded. The meeting ended at 11:02.

CLOSED SESSION

Mr. Gallihue asked for a motion to open a Closed Session of the Technical Committee in order to discuss a proposed RFP. Mr. Cohoon made a motion to open the Closed Session and Mr. Graham Young seconded the motion at 11:03 a.m.

Mr. Keith Kucharek provided the proposed scope of work for a task for which an RFP is currently under development. Transportation Issues in Historic Town Centers was identified in the BRTB FY 2022 UPWP with a consultant budget of \$170,000.

Many small historic towns in the Baltimore Region have similar issues with parking management, wayfinding and multimodal access. These issues are typically a result of geographic constraints and development within the town limits.

BMC reached out to local jurisdictions to garner interest in the project. Howard and Baltimore Counties expressed interest. BMC will assist the selected consultant in developing a Steering Committee consisting of, but not limited to, Howard County, Baltimore County, MDOT SHA, Ellicott City and the town of Oella.

Tasks recommended in the proposed RFP include developing parking management strategies to address parking infrastructure, parking supply and demand, parking access and fee

structures. Also included are the development of parking management strategies during significant events, multimodal access and safety, identifying wayfinding strategies, and potential funding sources.

The RFP will be released in October with consultant selection in November. Consultant work should begin in January 2022 with completion expected no later than December 2022.

Technical committee members were in agreement with the project scope and agreed to move forward.

Mr. Gallihue asked for a motion to close the Closed Session of the TC. Mr. Cookson made a motion to close the session after discussion of one proposed RFP. Mr. Janousek seconded the motion to close the session. The Closed Session ended at 11:12 a.m.

ATTENDANCE

Members

Kwaku Arhin – Federal Highway Administration – MD Division
Jade Clayton – Maryland Transit Administration (MDOT MTA)
Steve Cohoon – Queen Anne’s County Department of Public Works
David Cookson – Howard County Office of Transportation
Kwaku Duah – Annapolis Department of Transportation
Joel Gallihue – Harford County Department of Planning
Dan Janousek – Maryland Department of Transportation (MDOT)
Mary Lane – Carroll County Department of Planning
Stephen Miller – Maryland State Highway Administration (MDOT SHA)
Catherine Salarano – Maryland Department of the Environment
Sam Snead – Baltimore County Department of Public Works & Transportation
Brian Ulrich – Anne Arundel County Office of Transportation (OOT)
Bihui Xu – Maryland Department of Planning
Graham Young – Baltimore City Department of Transportation

Staff and Guests

Regina Aris - Baltimore Metropolitan Council (BMC)
Charles Baber - BMC
Cindy Burch - BMC
Don Halligan – BMC
Vivek Hanrahan
Nicole Hebert - BMC
Victor Henry - BMC
Tamika Johnson
Zach Kaufman - BMC
Shawn Kimberly - BMC
Keith Kucharek - BMC
Sheila Mahoney - BMC
Charlene Mingus, BMC
Ed Stylc - BMC