

TRAFFIC SIGNAL SUBCOMMITTEE

Thursday, May 20, 2021
ONLINE

MINUTES

1. WELCOME AND INTRODUCTIONS

Mr. Bo Zhou (Anne Arundel County DPW) decided to step down as chair after three years to give someone else a chance to run the committee. Mr. Bala Akundi (BMC) welcomed everyone, thanked Mr. Zhou for chairing this group for the last three years, and asked volunteers to take over as chair starting with the next meeting in August.

2. REVIEW OF PREVIOUS MEETING NOTES

Mr. Akundi went over the minutes from the previous meeting on February 25, 2021. They were approved without any modifications.

3. MDOT MTA TRANSIT PRIORITY INITIATIVE

Building upon the [infrastructure improvements](#) associated with the launch of BaltimoreLink, MDOT MTA is working with local jurisdictions to increase bus reliability, speed and passenger safety throughout the BaltimoreLink system. MDOT MTA has pursued a data-driven approach to identify opportunities in the system, focusing on reliability, bus speeds, and travel delays at bus stops. Mr. Patrick McMahon (MDOT MTA) briefed the committee on this initiative.

He also provided a quick update on the North Avenue Rising project that is funded by a \$27.3 million TIGER grant. It includes dedicated bus lanes, Transit Signal Priority, enhanced bus stops, streetscape elements, bike facilities and roadway and rail improvements.

MDOT MTA has created a Transit Priority Toolkit to assist neighborhoods, elected officials, transit planners and transportation engineers to consider how prioritizing treatments can fit into the roadway. This toolkit identifies improvements that can be tactically implemented to address bus travel delays, bus reliability, and safety improvements for those who walk or ride bicycles to connect to transit. Additional information is available on the [Toolkit](#).

For more information on these initiatives, please refer to the presentation on the BMC website.

[PowerPoint: MDOT MTA Transit Priority Initiative]

4. LOCAL SHSP UPDATE

Ms. Cindy Burch provided a quick update on local Strategic Highway Safety Plan (SHSP) development and where each jurisdiction stands and who are the key players leading those efforts. As of today, four counties have plans that are ready and approved by their senior management – Baltimore, Carroll, Harford, and Howard. Baltimore City has a speed management plan and working to develop their own SHSP. Anne Arundel County is in the early stages of plan development led by their Office of Transportation. In the other jurisdictions, the lead is being taken by either DPW, transportation or local law enforcement.

Pedestrian and bicycle safety, speed and intersection crashes are common to most of these local plans. As they move to implementation, we will be looking to groups like this to help with local expertise and coordination. A good, recent example of this is the HAWK signal that was just installed outside the new Miller library in Annapolis. Local and state agencies came together to inform and educate drivers and pedestrians on how to safely operate this new signal.

For more information on local plans, please reach out to Ms. Burch at cburch@baltometro.org.

5. MDOT SHA HSIP LOCAL FUND PROGRAM

Dr. Jianyang (Jay) Zheng (MDOT SHA/OOTS) provided preliminary details on how local jurisdictions can access Highway Safety Improvement Program (HSIP) funds. The HSIP program and funding levels are established by federal legislation with FHWA as the lead agency with MDOT SHA's Office of Traffic and Safety administering them. The focus of the program is on funding infrastructure improvements to address safety issues at high crash locations. Funds can also be used to make low-cost "systemic improvements".

The goal of this local agency process is to provide funding to local government safety improvements. Data shows that 26 percent of fatalities in Maryland occur on locally owned roads. To apply for these funds, the local agency must have an adopted local road safety plan. Cities and municipalities can also participate through their county. Examples of projects eligible for funding include signing, lane striping and rumble strips.

The presentation slides include a process for selecting projects for submission and the MDOT SHA selection process. A spreadsheet-based application has been developed for use by local agencies. This is a reimbursement type program so the local agency must pay the costs up front and submit bills to MDOT SHA.

[PowerPoint: MDOT SHA HSIP Local Agency Process]

6. ROUNDTABLE DISCUSSION

Mr. Akundi noted that the Signal Forum would be held on November 4 at the Maritime Institute in conjunction with the ITSMD Annual Meeting. It will likely be a hybrid event with online access.

ATTENDANCE

Alvin Powell, Prime AE
Amy Beall, Carroll County Department of Public Works (DPW)
Andrew Burke, Metropolitan Washington Council of Governments (MWCOCG)
Bala Akundi, Baltimore Metropolitan Council (BMC)
Ben Myrick, MDOT SHA
Bo Zhou, Anne Arundel County DPW
Breck Jeffers, FHWA
Cindy Burch, BMC
Jialin Tian, MDOT SHA
Jianyang Zheng, MDOT SHA
Jim Lampe, Control Technologies
Koby Nachenberg, Jacobs
Kristen Haas, STV
Minseok Kim, MDOT SHA
Nicholas Doyle,
Patrick McMahan, MDOT MTA
Pete Jenior, Kittleson & Associate
Raj Sharma, Baltimore City DOT
Robert Evans, Wallace, Montgomery & Associates
Roger Hale, TST
Seth Young, STV
Steve Rochon, MDOT SHA