Baltimore Regional Transportation Board

CMP Committee
February 1, 2022

BMC

BRTB

Agenda

1. **WELCOME AND INTRODUCTIONS** (5 min.)

2. **APPROVAL OF MINUTES FROM NOVEMBER 2, 2021 MEETING** (5 min.)

3. **MEETING OBJECTIVE** (5 min.)

4. **UPDATES ON ONLINE CMP TOOL** (10 min.)
   Ed Stylc will provide an update on new data/layers available from the Online CMP Tool.

5. **STATUS OF 2022 PRIORITY LETTERS** (40 min.)
   Local jurisdiction representatives will provide updates on development of their priority letters. The group will use the information to identify potential cross-jurisdictional priority corridors/projects. The discussion will be informed by the documents Proposed Performance Metrics and Data Collection & Management Plan and Development of Process to Analyze Areas of Congestion and Associated Mobility Issues.

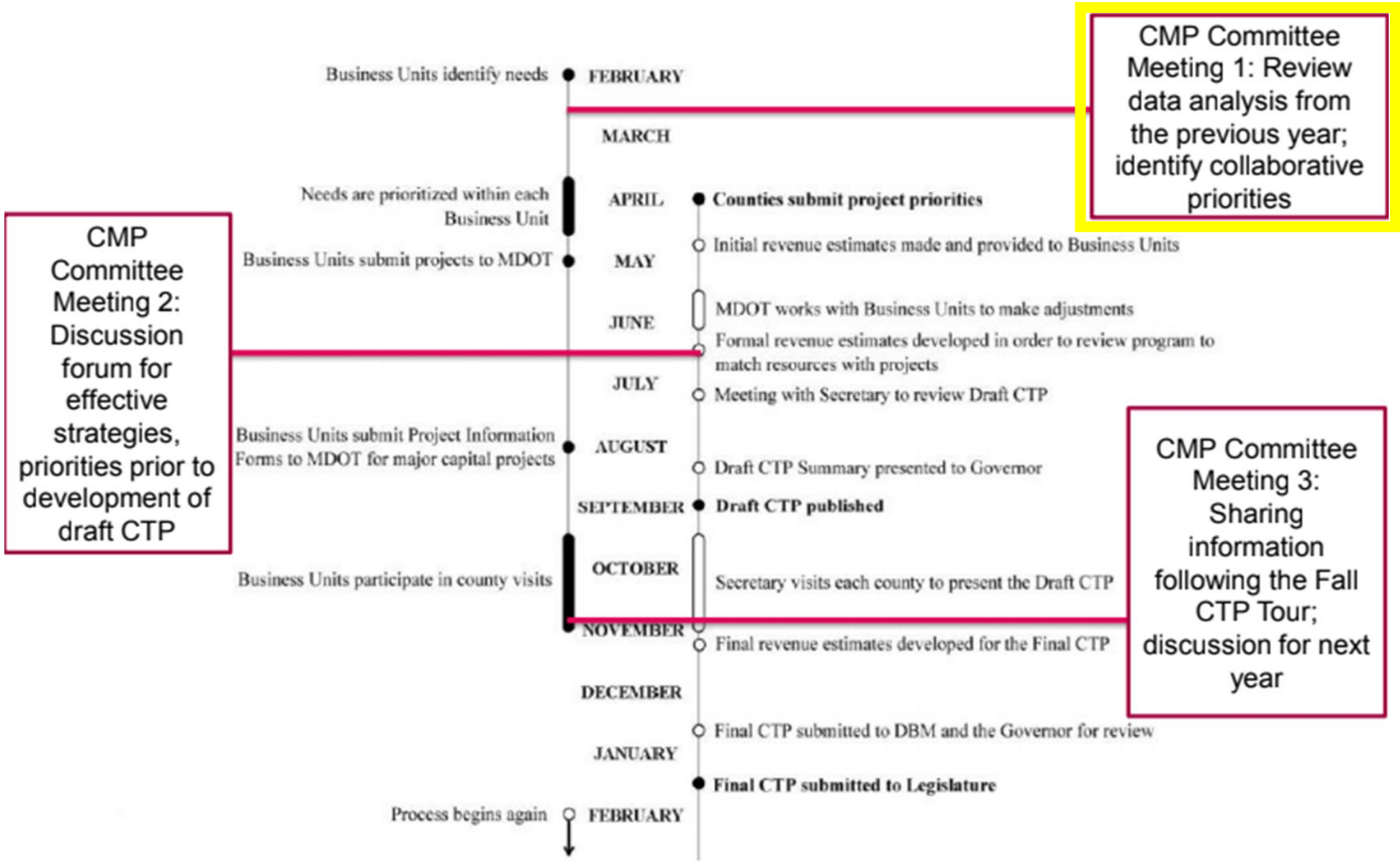
6. **OTHER BUSINESS** (5 min.)

Next Meeting – June 7, 2022

Meeting Objective

- Updates to Online CMP Tool
- Identify cross-jurisdictional priorities in 2022 priority letters
- Using regional CMP documents

Reminder: CMP Committee Schedule



4. Online CMP Tool

- Updates to the online CMP tool

- Questions:

  - Have you used or do you plan to use the online CMP tool to support priority letter development?

  - If you used the online CMP tool, what data did you find helpful?

  - What other data would be useful to include in the online CMP tool?

Update on Online CMP Tool

- **Current Layers**
  - 2018 baseline data
  - 2019 data now added
  - Bottleneck Locations
  - Average Morning Speeds (AM Peak)
  - Average Afternoon Speeds (PM Peak)
  - Travel Time Index
  - Planning Time Index
  - Interstate and Non-Interstate Travel Time Reliability
  - Truck Travel Time Reliability
  - Priority Letter Projects
  - TIP Projects (Transportation Improvement Program)
  - Long Range Plan Projects
  - Congested Roads – Existing and Committed Projects

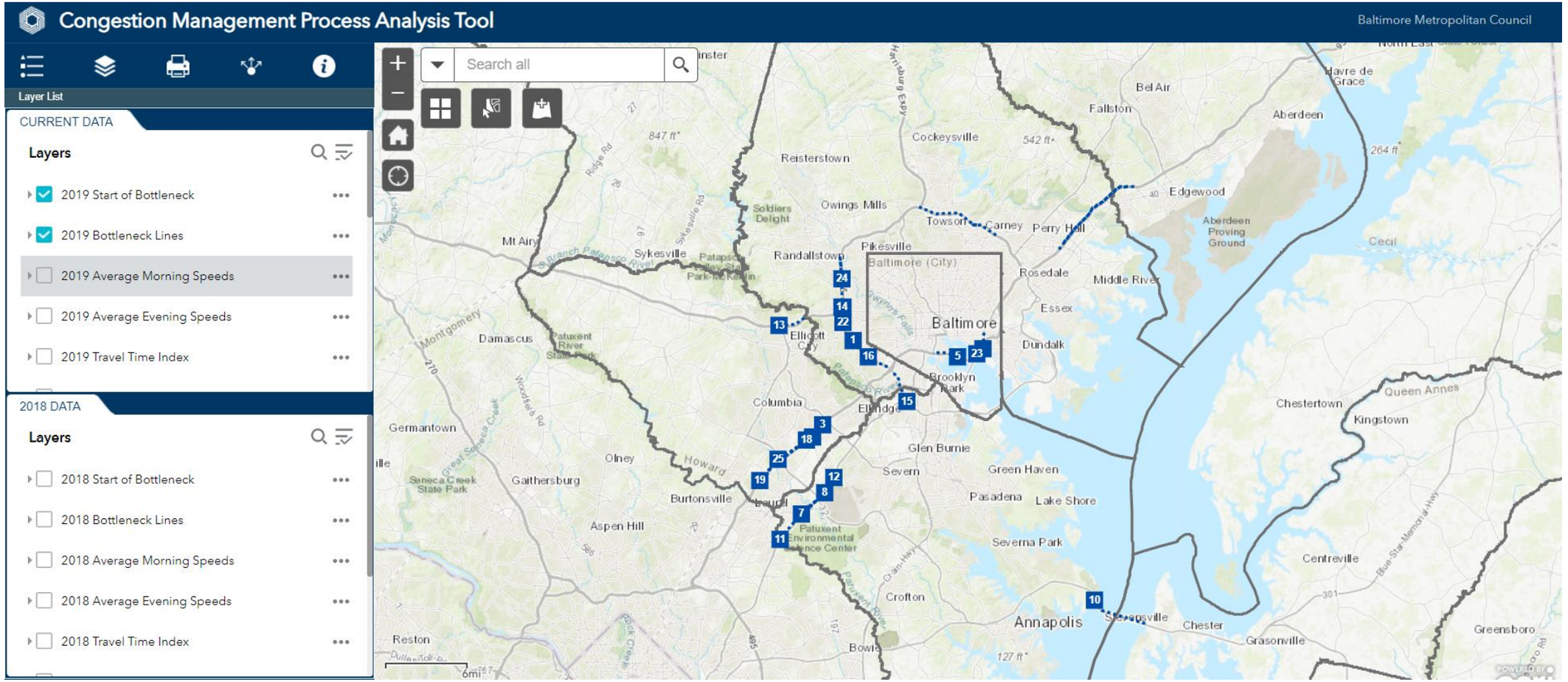
Naming Convention Issues

- Naming Convention issue discovered in June
- Anne Arundel County Planning – Brian Ulrich
- “RoadName” or “Road” missing from Probe Data Tables

Naming Convention Issues

- The problem was in the RITIS/PDA Suite, not BMC
- Requested fix with RITIS help desk corrected the issue
- All layers have been updated in ArcMap
- AVG Speeds now show fullest coverage available
- New TMC Centerline dataset acquired from INRIX. Expanded Coverage.

Online CMP Tool Main Page



https://baltometro.org/transportation/CMPmappingtool

For More Information on the Online CMP Tool

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CMP Performance Metrics

No.	Recommended Performance Metric	Geography for display	Data Sources
Objective 1: Enhance access to jobs and other opportunities			
1.	Number of jobs accessible within a 30-minute drive	Census block	BMC regional travel model
2.	Number of jobs accessible within a 45-minute transit trip	Census block	BMC regional travel model
Objective 2: Improve travel times and reduce traveler delay on all modes of travel			
1.	Travel time index (ratio of peak-period to off-peak travel time)	Roadway segment	RITIS PDA / NPMRDS Suite
2.	Duration of congested conditions (e.g., on typical weekdays, weekends)	Roadway segment	RITIS PDA / NPMRDS Suite
3.	Person hours of peak hour excessive delay	Roadway segment	RITIS PDA / NPMRDS Suite
4.	Average bus speeds	Route/segment by type of service by time period	Swiftly, MDOT Maryland Transit Administration (MTA), Regional Transportation Agency o Maryland (RTA)
5.	Anticipated growth in V/C ratio in peak period (base year to 2045)	Roadway segment	BMC regional travel model
Objective 3: Improve travel time reliability and resiliency for motorists and transit			
1.	Level of Travel Time Reliability (LOTTR)	Roadway segment	RITIS PDA /NPMRDS Suite
2.	Transit on-time performance - Bus - Rail	Route	Swiftly, MDOT MTA, RTA

[Proposed Performance Metrics and Data Collection & Management Plan]

No.	Recommended Performance Metric	Geography for display	Data Sources
Objective 4: Improve freight reliability			
1.	Truck Travel Time Reliability (TTTR) Index	Roadway segment	RITIS PDA / NPMRDS Suite
Objective 5: Enhance travel choices, including access to transit, bicycling, walking, and other non-SOV modes			
1.	Non-SOV mode share	Census tract	American Community Survey (ACS)
2a.	Transit network extent and frequency	Route	Swiftly, MDOT MTA, RTA
2b.	Access to frequent transit (secondary)	Geographic area (around transit stops)	Swiftly, MDOT MTA, RTA
3.	Bicycle network extent	Roadway/path segment	BMC Regional Bicycle Facilities dataset
4.	Bicycle Level of Traffic Stress (LTS)	Roadway/path segment	MDOT
5.	Park and ride utilization	Facility-level	MDOT SHA
Objective 6: Reduce traffic incidents that contribute to traveler delays and loss of life or injury			
1.	Number of crashes	Point location (or aggregated by roadway segment)	Maryland Statewide Vehicle Crashes database
2.	Number of pedestrian/bicycle crashes	Point location (or aggregated by roadway segment)	Maryland Statewide Vehicle Crashes database
Objective 7: Enhance interjurisdictional coordination to optimize transportation system performance			
No quantitative metric proposed for system performance analysis. To be evaluated as part of implementation process.			

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Analyzing Congestion

Development of a Process to Analyze Areas of Congestion and Associated Mobility Issues

- [*] can be most readily updated on an annual basis
- Highlighted metrics are in the Online CMP Tool

No.	Recommended Performance Metric	Geography for display				
		Census block/tract	Roadway Segment	Transit Route	Road/Path Segment	Point
Objective 1: Enhance access to jobs and other opportunities						
1.	Number of jobs accessible within a 30-minute drive	✔				
2.	Number of jobs accessible within a 45-minute transit trip	✔				
Objective 2: Improve travel times and reduce traveler delay on all modes of travel						
1.	Travel time index (ratio of peak-period to off-peak travel time) *		✔			
2.	Duration of congested conditions (e.g., weekdays, weekends) *		✔			
3.	Person hours of peak hour excessive delay		✔			
4.	Average bus speeds		✔			
5.	Anticipated growth in V/C ratio in peak period (base year to 2045)		✔			
Objective 3: Improve travel time reliability and resiliency for motorists and transit						
1.	Level of Travel Time Reliability (LOTTR) *		✔			
2.	Transit on-time performance (Bus, Rail) *			✔		
Objective 4: Improve freight reliability						
1.	Truck Travel Time Reliability (TTTR) Index *		✔			
Objective 5: Enhance travel choices, including access to transit, bicycling, walking, and other non-SOV modes						
1.	Non-SOV mode share *	✔				
2a.	Transit network extent and frequency			✔		
2b.	Access to frequent transit (secondary)			✔		
3.	Bicycle network extent				✔	
4.	Bicycle Level of Traffic Stress (LTS)				✔	
5.	Park and ride utilization *					✔
Objective 6: Reduce traffic incidents that contribute to traveler delays and loss of life or injury						
1.	Number of crashes					✔
2.	Number of pedestrian/bicycle crashes					✔
Objective 7: Enhance interjurisdictional coordination to optimize transportation system performance						
No quantitative metric proposed for system performance analysis. To be evaluated as part of implementation process.						

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5. Status of 2022 Priority Letters

- Priority Letter development
  - Will your jurisdiction priority letter include the regional text?
- Project identification
  - List interjurisdictional corridors that have been identified (preliminarily or finalized).

6. Other Business

- Corridor study RFP
- CMP Committee chair position is 

- Next meeting: June 7, 2022