Agenda

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

2. **PURPOSE OF MEETING** (5 min.)

3. **UPDATE ON ONLINE CMP TOOL** (10 min.)
   BMC staff will provide an update on the Online CMP Tool.

4. **REVIEW CONGESTION SUMMARY FROM 2020** (15 min.)
   BMC staff will present an overview of the most congested locations identified in 2020 for the region and by jurisdiction and compare to past years.

5. **IDENTIFICATION OF REGIONAL PRIORITY CONGESTED LOCATIONS** (40 min.)
   Based on the congestion summary discussion, the group will identify regional priorities for consideration in Priority Letter projects.

6. **NEXT STEPS** (5 min.)
2. Purpose of Meeting

- Identify regional congestion priorities to consider in advance of local jurisdiction priority letter development
3. Update on Online CMP Tool

- **Online CMP Tool**
- Refer to [Proposed Performance Metrics and Data Collection & Management Plan](#) for other data
CMP Tool – Development Schedule

2018 – Baseline Year

Completed Layers:
- Bottlenecks
- TIP
- LRTP
- Avg. Speeds (AM/PM)
- 2045 Congested Roads

Layers under final review:
- Travel Time Index (TTI)
- Planning Time Index (PTI)
- Truck Travel Time Reliability Index
- Interstate Travel Time Reliability
- Non Interstate Travel Time Reliability

Layers Under Consideration:
- Priority Letter Projects
- Vulnerable Population Data
- Duration of Congested Conditions (typical weekday/weekend, etc)
- Multi-modal
- Safety

Tentative Release Schedule:

2018 – Quarter 1 – Online. Additional layers under review

2019 – Quarter 2 – Bottlenecks identified and geocoded

2020 – Quarter 3 – Bottlenecks identified
Review Congestion Summary from 2019 and 2020

- Bottleneck presentations for 2019 and 2020
Performance Metrics for Use in the CMP

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., on typical 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
2. Transit network extent and frequency 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
To be addressed in implementation plan
4. Review Congestion Summary from 2019 and 2020
Recommendations: Process to Analyze Areas of Congestion and Associated Mobility Issues

- Identify priority multimodal needs

1. Map key multimodal performance metrics across the region
   - Level of travel time reliability (LOTTR)
   - Bus speeds
   - Transit on-time performance
   - Bicycle level of traffic stress
   - Park and ride lot utilization

2. Identify deficiencies (based on thresholds, examples below)
   - Transit on-time performance: In relation to MDOT MTA goals: Core bus - 80%; Light rail/Metro subway - 95%; MARC train - 93%
   - Park and ride lot utilization: Over 85% (oversubscribed), under 15% (underutilized)

Analyze freight corridors (special analysis)
- Map travel time index (TTI) and truck travel time reliability (TTTR) index on key goods movement routes
- Can be done every 3-4 years
Top 25 Bottlenecks in the Region – All Roads

2019

2020
### Top 25 Bottlenecks in the Region – All Roads

#### 2019

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<thead>
<tr>
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<th>Location</th>
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#### 2020

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<td>MD-7 S @ I-695/BALTIMORE BELTWAY LOOP</td>
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Top 25 Bottlenecks in the Region – Freeways

2019

2020
Top 25 Bottlenecks in the Region – Freeways

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Top 25 Bottlenecks in the Region – Arterials

2019

2020
# Top 25 Bottlenecks in the Region – Arterials

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Truck Travel Time Reliability

2019

2020

Target: At least 90% of the system should have a LOTTR less than 1.50
Non-interstate Reliable Percent Person Hrs Traveled
Non-interstate Reliable Percent Person Hrs Traveled

78.9% Reliable

91.0% Reliable
Other - Discussion
5. Identification of Regional Priority Congested Locations / Modes

- Reminder of Congestion Management Objectives

- Enhance access to jobs and other opportunities
- Improve travel times and reduce traveler delay on all modes of travel
- Improve freight reliability
- Reduce traffic incidents that contribute to traveler delays and loss of life or injury
- Improve travel time reliability (consistency and predictability of travel times) and resiliency for motorists and transit
- Enhance travel choices, including access to transit, safe and convenient bicycling and walking, and other alternatives to driving alone
- Enhance inter-jurisdictional coordination to optimize transportation system performance
Recommendations: Process to Analyze Areas of Congestion and Associated Mobility Issues

- Identify priority congested roadway corridors

1. Identify top freeway and non-freeway bottlenecks
   - Rank the top 15 bottlenecks in each category (freeways and non-freeways) using an annual analysis of the data from the PDA Suite

2. Conduct additional analyses to characterize congestion issues
   - Whether the bottleneck appeared seasonally or across all quarters
   - Primary times of day of congestion
   - Ranking of bottleneck in terms of congestion from the individual driver’s perspective

3. Identify travel options
   - Transit routes and frequencies
   - Bicycle network extent
   - Park and ride lot utilization
   - Other data as available (e.g., bus speeds)

4. Prepare corridor profile
Objective 3
Improve travel times reliability

- Public Transportation
  - Real-Time Transit Data
  - Transit Trip Planner
  - Bus Rapid Transit
  - Transit Priority Treatments
  - Ferry Boats

- TSMO
  - Incident Management
  - Traffic Signal Coordination
  - Adaptive Traffic Signals
  - Adaptive Ramp Metering
  - Active Traffic Management
  - Reversible Commuter Lanes
  - Access Management
  - Moveable Median Barriers
  - Hard Shoulder Running
  - Restrict Intersection Movements
  - Geometric Improvements
  - One-Way/Two-Way Street Conversion
  - Transit Signal Priority
  - Traveler Information Systems
  - Work Zone Management
  - Road/Weather Information Systems
  - Traffic Management for Special Events
  - Off-Hours Delivery Programs

Objective 4
Improve freight reliability

- Road Capacity
  - Freight Network Upgrades
  - Freight Rail/Port Capacity

- TSMO
  - Real-Time Truck Parking Information
  - Truck Weigh Technology
  - Freight Management
  - Off-Hours Delivery Programs

Objective 7
Enhance inter-jurisdictional coordination

- Pricing
  - Value/Congestion Pricing

- Road Capacity
  - Spot Improvements
  - Intersection Improvements
  - Safety Improvements
  - Operational Improvements
  - New HOV or HOT Lanes
  - Removing Bottlenecks
  - Adding Turn Lanes
  - Grade Separated Intersections
  - Closing Network Gaps
  - Add Travel Lanes

- Demand Management
  - Regional Coordination
Objective 5
Enhance travel choices

Public Transportation
- Optimize Transit
- Real-Time Transit Data
- Transit Trip Planner
- Enhanced Transit-Supportive Infrastructure
- Universal Farecards
- Bus Rapid Transit
- Expand Transit Network
- Increase Transit Frequency/Service
- Transit Priority Treatments
- First/Last Mile Connections
- Ferry Boats

Land Use
- Land Use Controls
- Growth Management
- Transit-Oriented Developments
- High-Density Development Incentives
- Parking Management

Demand Management
- Employer Outreach Programs
- Commuter Benefits Policies
- Parking Cash Out Policies

Pricing
- Demand-Responsive Parking Pricing

TSMO
- One-Way/Two-Way Street Conversion
- Transit Signal Priority

Bicycle / Pedestrian & Micro-mobility
- Bike Lanes
- Traffic Calming
- Pedestrian Infrastructure
- Streetscape
- Road Diets
- Expand Trail Network
- Bikeshare Program
- Electric Scooter Sharing
- Ride Sourcing Applications
- Microtransit
- Car Sharing
- Carpooling Applications
- Autonomous Vehicle Services

Objective 6
Reduce traffic incidents

Public Transportation
- Ferry Boats

Pricing
- Value/Congestion Pricing

Bicycle / Pedestrian & Micro-mobility
- Bike Lanes
- Traffic Calming
- Pedestrian Infrastructure
- Streetscape
- Road Diets

Road Capacity
- Spot Improvements
- Intersection Improvements
- Freight Network Upgrades
- Safety Improvements
- Operational Improvements
- New HOV or HOT Lanes
- Removing Bottlenecks
- Adding Turn Lanes
- Grade Separated Intersections
- Closing Network Gaps
- Add Travel Lanes

TSMO
- Incident Management
- Traffic Signal Coordination
- Adaptive Traffic Signals
- Adaptive Ramp Metering
- Active Traffic Management
- Truck Weight Technology
- Access Management
- Moveable Median Barriers
- Electronic Toll Collection
- Hard Shoulder Running
- Restrict Intersection Movements
- Geometric Improvements
- One-Way/Two-Way Street Conversion
- Traveler Information Systems
- Work Zone Management
- Road/Weather Information Systems
- Traffic Management for Special Events
- Off-Hours Delivery Programs
Discussion of Regional Priority Congested Locations / Modes

• Process for integrating regional priorities in CTP process
• Coordinating priority letter projects
6. Next Steps

• Identify a chair and vice chair for CMP Committee
• Next meeting – June 1, 2021
For More Information

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