



CMP Committee

June 1, 2021

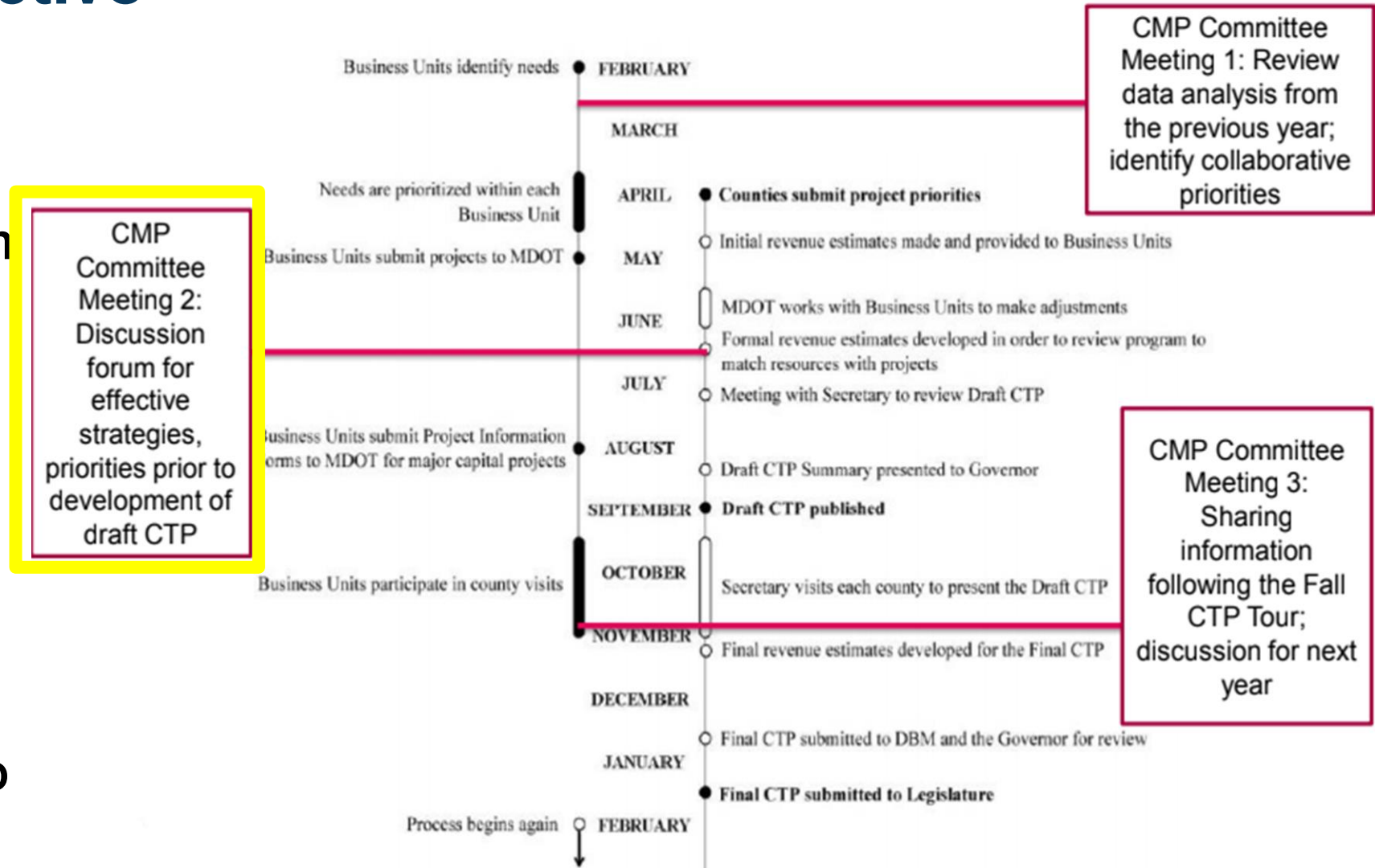


Agenda

- 1. WELCOME AND INTRODUCTIONS**
- 2. MEETING OBJECTIVE**
- 3. UPDATE ON ONLINE CMP TOOL**
- 4. DISCUSS CONGESTION PROJECTS IN PRIORITY LETTERS AND
PROCESS TO DEVELOP REGIONAL PRIORITIES**
- 5. CORRIDOR STUDY LOCATIONS**
- 6. OTHER BUSINESS**

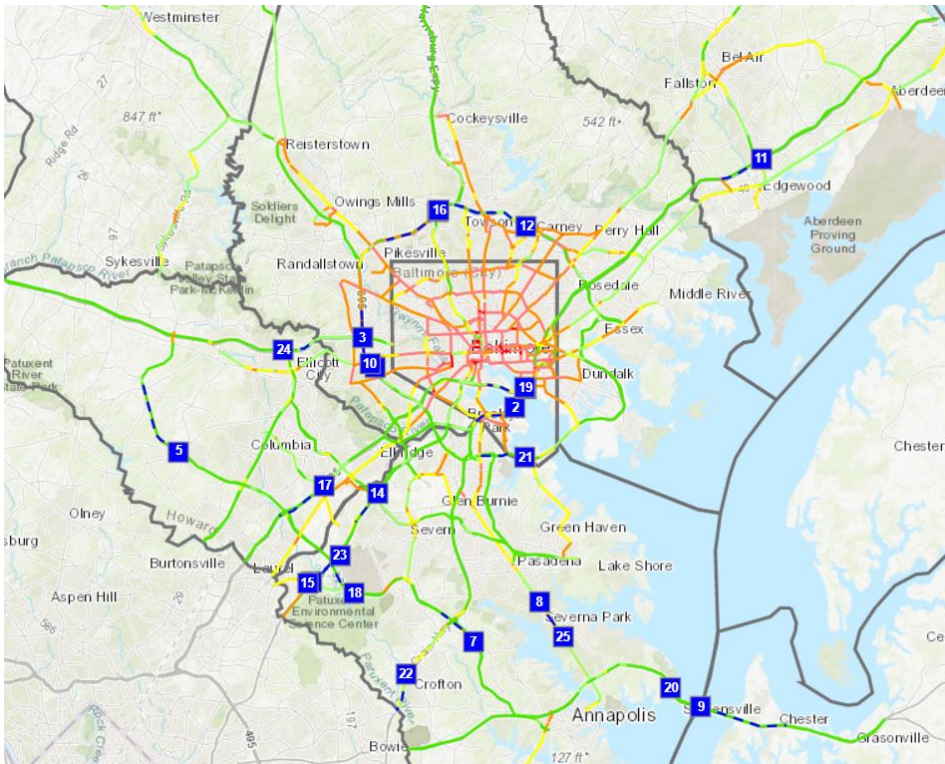
2. Meeting Objective

- Status of priority letters and congestion mitigation projects
- How to identify regional corridors/projects
- How to convey regional priorities to MDOT
- Potential strategies to be proposed



3. Update on Online CMP Tool

- [Online CMP Tool](#)



CMP Tool – Development Schedule

2018 – Baseline Year

Completed 2018 Layers:

- Bottlenecks
- TIP
- LRTP
- Avg. Speeds (AM/PM)
- 2045 Congested Roads
- Travel Time Index (TTI) – Just added
- Planning Time Index (PTI) – Just added

2018 Layers under final review:

- Truck Travel Time Reliability Index
- Interstate Travel Time Reliability
- Non Interstate Travel Time Reliability

Next Steps

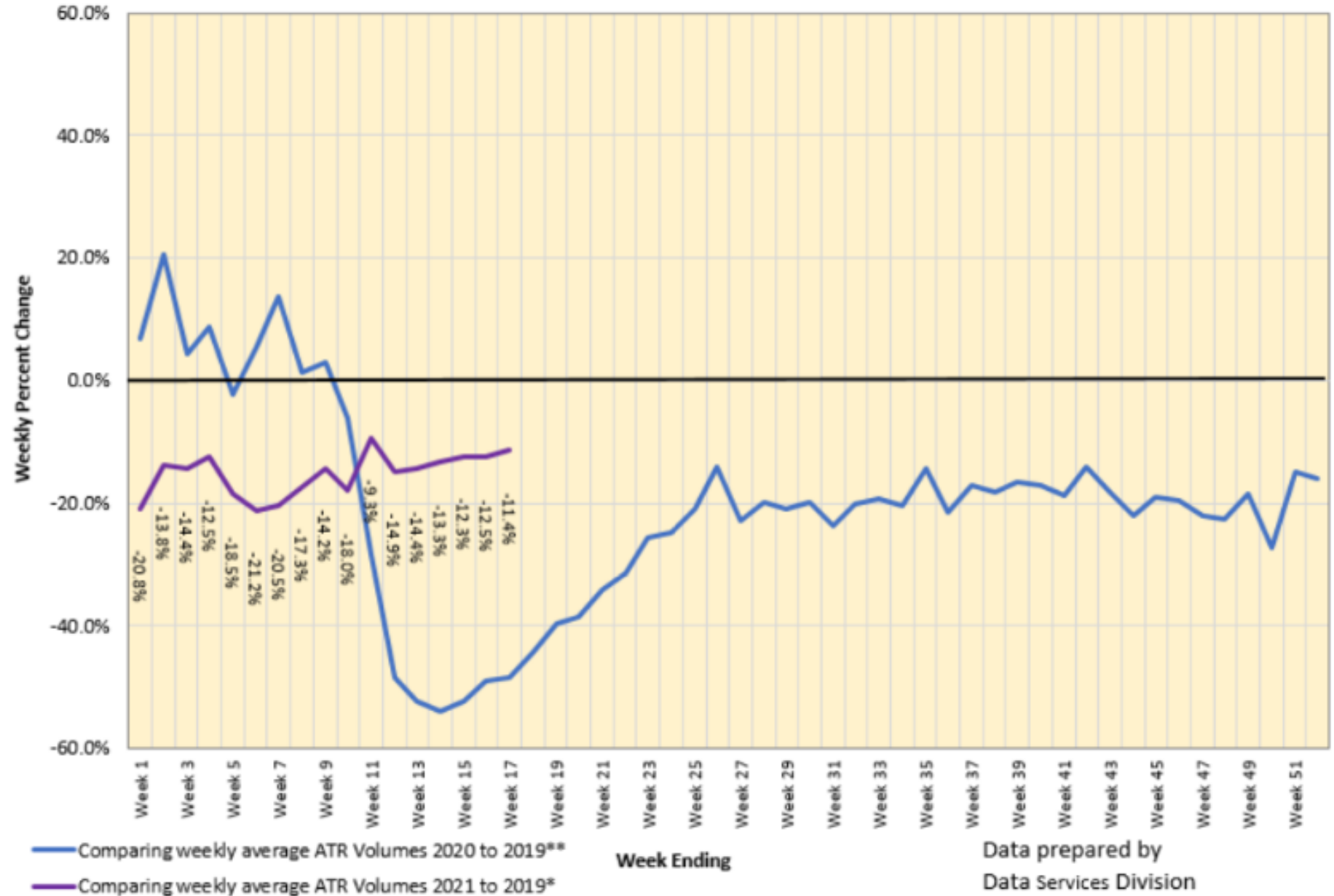
- Identify and geocode 2019 Bottlenecks
- Determine how to treat 2020 Bottlenecks

What are CMP Committee priorities for other layers?

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

Traffic Counts - 2019, 2020, 2021

Weekly Changes at Permanent Counters (ATR) from 2021 to 2019 and 2020 to 2019



CMP Objectives and Performance Metrics

Objective 1: Enhance access to jobs and other opportunities

1. Number of jobs accessible within a 30-minutes 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 period 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. a. Transit network extent and frequency
b. 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

1. Has the CMP Committee met at least twice this year?
2. Have a least 2/3 of jurisdictions participated in at least one CMP Committee meeting?
3. Have interjurisdictional needs been identified through this forum?
4. Have interjurisdictional projects or area-wide strategies been identified for consideration through corridor studies or projects proceeding to the TIP?



4. Discuss Congestion Projects in Priority Letters and Process to Develop Regional Priorities

- Status of priority letters
- Criteria for identifying congestion mitigation projects
- How to identify regional corridors/projects
- How to convey regional priorities to MDOT
- Potential strategies may also be discussed

Jurisdiction	Last Letter
Anne Arundel Co	2020
Baltimore City	2020
Baltimore Co	2020
Carroll Co	2021
Harford Co	2020
Howard Co	2021
Queen Anne's Co	2020

CMP Congestion Projects in Priority Letters

Anne Arundel Co (2020)

MD 3 from Saint Stephens Church Rd to MD 175
MD 2 northbound from US 50 to BA Blvd
Odenton MARC garage
LOTS funding
AA Co trail network
Parole Transportation Center
MD 175 sidewalk from MD 170 to Sappington Station Roundabout

Baltimore City (2020)

East to West premium bus service, 9 miles border to border
Upgrades to 7 miles of dedicated bus lanes
Hanover St Bridge
Planning of Bayview MARC station

Baltimore Co (2020)

D, E, F intersections
Commuter Mass Transit Comprehensive Plan
Towson area fixed route transit expansion
LOTS facilities/Falls Rd SHA property
Catonsville, White Marsh, Middle River, Owings Mills, Sparrows Point circulator/microtransit
I-795 @ Dolfield Interchange
I-695 @ Exit 44 Broening Hwy
MD 372 Wilkens Ave and Kenwood Ave at I-695 exti 12
MD 26 Liberty Rd ped improvements
Realignment of MD 145 at Ashland Rd/Paper Mill Rd move to Shawan Rd

Carroll Co (2021)

MD 32 from MD 26 south to Carroll Co line
MD 97 Bachmans Valley Rd to MD 140 in Westminster
MD 26 from MD 32 east to Liberty Reservoir)
MD 140 from County Line to Kays Mill
MD 140 from Sullivan Rd to Market ST

Harford Co (2020)

MD 7 @ Stepney Rd - roundabout
US 40 @ Otsego St/Ohio St intersection
MD 22 bike/ped upgrades
MD 24 extend shared use path between Red Pump Rd and MD 23
Aberdeen Train Station improvements
MD 924 Park and Ride lot
Aberdeen MARC station

Howard Co (2021)

US 1 from MD 175 to just north of Montevideo Rd reconstruction
US 29 near Rivers Edge Rd corridor improvements including BRT on the US 29 corridor
Transit high priority corridors in Regional Transit Plan
I 70 from US 29 to US 40
MD 175 access enhancements / additions around Columbia Gateway Dr and access from I 95
MD 175 from US 1 to Snowden River Parkway
MD 108 from Guilford Rd to Trotter Rd and eventually Centennial La
MD 175 from US 1 to Dorsey Run Rd
MD 108 @ Ten Mills Rd intersection improvements
MD 100 @ MD 103 replace interchange

Queen Anne's Co (2020)

Bay Bridge Bay Crossing Study steps
MD 18 from Castle Marina Rd to the Kent Narrows
US 50 @ 213 Interchange
LOTS including Northern bus route in QA Co
Bicycle/ped crossing of US 50 @ MD 8 interchange

Objective 1

Enhance access to jobs and other opportunities



Land Use

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

TSMO

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

Public Transportation

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

Pricing

- Demand-Responsive Parking Pricing

Road Capacity

- Intersection Improvements
- Closing Network Gaps

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

Demand Management

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

Objective 2

Improve travel times and reduce traveler delay



Pricing

- Value/Congestion Pricing
- Demand-Responsive Parking Pricing
- VMT Fees

Public Transportation

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

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

TSMO

- Incident Management
- Traffic Signal Coordination
- Adaptive Traffic Signals
- Adaptive Ramp Metering
- Active Traffic Management
- Reversible Commuter Lanes
- Access Management
- Moveable Median Barriers
- Electronic Toll Collection
- 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
- Freight Management

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
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- Traveler Information Systems
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- Traffic Management for Special Events
- Off-Hours Delivery Programs

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

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



Demand Management

Regional Coordination

Objective 5

Enhance travel choices



Land Use

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

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

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

Road Capacity

- Intersection Improvements

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
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TSMO

- Incident Management
- Traffic Signal Coordination
- Adaptive Traffic Signals
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- 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

5. Corridor Study Locations

- Use [online tool](#) to view corridors

6. Next Steps

- Identify chair(s) for CMP Committee
- Next meeting – November 2, 2021

For More Information

Eileen Singleton | Principal Transportation Engineer

410-732-0500 x1033 | esingleton@baltometro.org | www.baltometro.org



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