The Metropolitan Planning Organization for the Baltimore Region

CONGESTION MANAGEMENT PROCESS (CMP) COMMITTEE

February 6, 2024
10:30 A.M. – 11:30 A.M.

MINUTES

1. WELCOME AND INTRODUCTIONS

Ms. Eileen Singleton opened the meeting and welcomed attendees.

2. APPROVAL OF MINUTES FROM THE NOVEMBER 7, 2023 MEETING

The minutes were approved with no comments.

3. MEETING OBJECTIVE

The objectives of the meeting were:
- Provide updates on regional CMP resources
- Revisit CMP performance measures
- Discuss priority letter development
- Discuss:
  - What BMC staff can do to support CMP Committee members
  - What does the CMP Committee want to accomplish

[PowerPoint: CMP Committee Handout]

4. OVERVIEW OF QUARTERLY CONGESTION REPORTING FOR THE REGION

Mr. Ed Stylc presented an update on the quarterly congestion report. He started by discussing the performance measures that are available in RITIS Probe Data Analytics (PDA) Suite and how these measures are used. He showed the measures that are currently reported for the region, on a quarterly and annual basis.

Mr. Stylc then discussed the quarterly congestion analysis report and how it has evolved since it started in 2011.

The report shows the top 10 bottlenecks in the region for each quarter. The report now also shows how the top 10 ranked the previous quarter. The bottlenecks are ranked based on total delay.

There is one page in the report for each top 10 bottleneck, with graphics coming directly from the PDA Suite. This summary page provides information on speed, travel time, and delay cost, as well as maps showing the length of the bottleneck. One of the graphics can be animated to show corridor speeds over time. The page also has a short narrative describing the bottleneck.

The report also includes a list of top 20 bottlenecks for each jurisdiction.

Also included are some of the congestion measures required to be tracked by FHWA, including level of travel time reliability and truck travel time reliability. Another addition to the quarterly report is a chart showing top ranked bottlenecks for each month.

Five years of [congestion reports](#) are available on the BMC webpage.

Mr. Stylc also mentioned that BMC will soon be doing the annual update to the online CMP analysis tool, and the new data should be posted in March/April.

There was a question about identifying the top bottlenecks for non-controlled access roads, and Mr. Stylc responded that he can provide that for the region and by jurisdiction. The top 10 bottlenecks for the region are typically limited access roads because those have the highest traffic volumes. The quarterly congestion reports could be helpful references when preparing the local priority letters.

There was a question about how current volume and delay compare to conditions pre-COVID. Mr. Stylc will present some data on this at the next meeting.

[PowerPoint: CMP Committee Handout]

5. OVERVIEW OF UPDATES TO REGIONAL CMP RESOURCES

Mr. Charles Baber provided an overview of two new dashboards: [Crash Dashboard](#) and [Red Light Signals Crash Dashboard](#). He noted that there are other [dashboards](#) that are also available on the BMC webpage. The dashboards are grouped into topics:

- Environmental ([Air Quality](#))
- Census/Demographic ([Race & Ethnicity](#) and [Occupied Housing Units](#))
- Plans and Programs ([TIP Projects](#))
- System Performance ([Crash Dashboard](#), [Red Light Signal Crashes](#), [Traffic Bottlenecks](#), [Locally Operated Transit](#))
- Simulation ([InSITE Travel Demand](#), [Freight](#), [Commercial Vehicles](#))

He noted that "number of crashes" is included at a CMP performance measure.

Notes on the Crash Dashboard:

- The data is used as received (some is not georeferenced correctly).
- The crash dashboard shows crashes by Emphasis Areas as identified in the Maryland Strategic Highway Safety Plan. Crashes may appear in more than one emphasis area.
- Howard County requested an option to identify school-bus involved.
- There are various filters that can be applied.
- The data is updated periodically. The current data includes crashes from 1/1/2018 through 1/11/2024.
- Crashes can be viewed in a spreadsheet or on a map.
- Provide any comments/suggestions/questions to Mr. Baber (cbaber@baltometro.org).

Notes on the red light camera dashboard:

- Shows crashes within 200 feet of a signalized intersection where there is a red light camera.
- This dashboard currently shows data for Howard County (17 intersections).
- This dashboard shows collisions for the following types that are most related to red light running crashes: head-on left turn, straight movement angle, angle meets right turn, and angle meets left turn.
- If a jurisdiction is interested in having a red light dashboard for its jurisdictions, contact Mr. Baber.

[PowerPoint: CMP Committee Handout]

6. REVIEW OF CMP PERFORMANCE MEASURES

Ms. Singleton provided an overview of CMP performance measures that were developed as part of the CMP consultant project that was completed in early 2020. She asked the group if there is interest in tracking any measures that are not currently being tracked; are there measures that would be useful to have. Some measures may be more easily tracked now due to improvements in data availability.

She noted that the text in red in the performance measures table have been added as suggested updates.

Objective 1 Measures
There was a question expanding the measures under *Objective 1: Enhance access to jobs and other opportunities* to other destinations. The measures currently only focus on access to jobs. Is there interest in tracking access to shopping, colleges/universities, grocery stores, hospitals (these are destinations used in the environmental justice analysis prepared as part of the long range transportation plan)?

Objective 2 Measures
MDOT Maryland Transit Administration has a new Customer Experience Dashboard that has performance measures. And there is a private sector site that tracks transit performance for transit in the Baltimore and Washington regions called ARIES.

Mr. Baber suggested adding measures that track workforce characteristics (including number of workers, departure from home, and mode to work), which may have changed since COVID started.

Objective 3 Measures
Transit on-time performance may be easily available from the MTA and/or ARIES sites.

Objective 5 Measures
The transit dashboards may have details to support the transit-related measures.

The bicycle network layer will be added to the online CMP tool in the next update.

Objective 6 Measures
The crash dashboard provides data for crashes including pedestrian/bicycle crashes.

[PowerPoint: CMP Committee Handout]

7. PROJECT PRIORITIZATION AND PRIORITY LETTER DEVELOPMENT

Ms. Singleton presented a summary of how the priority letters included references to the region and which ones included the regional text. Most of the jurisdictions have included all or part of the regional text in their 2022 and 2023 priority letters.

Queen Anne's County will continue to use the regional text, and it has been helpful to include.

Questions for discussion by the group:

What can BMC staff do to assist members?
1. Track and report performance – trends, location, hours of delay, impact, other
2. Support members tracking performance and providing forum to discuss
3. Engage/partner with members on analysis
4. Support CMP action
5. Other

What do we want to accomplish as a region?
1. Support moving a project into a priority letter
2. Support moving a project from a priority letter to TIP/other funding
3. Other

In response to a question about how the project prioritization process may be changing, Mr. Todd Lang replied that there are no bills currently in the General Assembly to change the CTP process or Chapter 30 scoring system. The state TRAIN Commission has made recommendations to move to a more data driven CTP process; the specifics are not yet known. Meanwhile, it is important for jurisdictions to provide supporting information for projects.

In response to a question about new greenhouse gas (GHG) performance measures in the performance tracking, Maryland submitted its GHG targets and the region has 180 days to determine regional targets.

It is suggested that there can be a presentation at the next meeting (November) on the GHG targets and the group can discuss then whether to include them in the CMP measures. The GHG measures are tracked elsewhere.

[PowerPoint: CMP Committee Handout]

8. OTHER BUSINESS

The Patapsco Regional Greenway Stoney Run Phase 1 comment period is open and runs until February 16, 2024.

The public comment period on the FY 2025 Transportation Planning Budget opens on February 7, 2024, and runs until March 11, 2024.

The MPO quadrennial recertification will take place May 1 and 2, 2024, and there will be a public meeting for this process on the evening of May 1.

2024 Meetings – June 4, November 5

ATTENDEES

Members
Carl Chamberlin – Maryland Transportation Authority (MDTA)
Jasmine Champion – Federal Highway Administration, Maryland Division
Steve Cohoon – Queen Anne's County Department of Public Works
David Cookson – Howard County Office of Transportation
Angelica Daniel – Baltimore County Department of Public Works and Transportation
Kwaku Duah – Annapolis Department of Transportation
Will Ethridge – Baltimore City Department of Transportation
Matt Ewell – JMT
Sarah Gary – Maryland Department of Transportation (MDOT) State Highway Administration (SHA)
Tavon Hawkins – MDOT SHA
Dan Janousek – MDOT
Sam Kahl – Harford County Department of Public Works
Patrick McMahon – Maryland Transit Administration (MDOT MTA)
Alex Rawls – Harford County Department of Planning and Zoning
Kimberly Tran – MDOT SHA
Brian Ulrich – Anne Arundel County Office of Transportation

Staff and Guests
Regina Aris – Baltimore Metropolitan Council (BMC)
Charles Baber – BMC
Blake Fisher – BMC
Louisa Glazunova – BMC
Phyllis Grover – City of Aberdeen
Victor Henry – BMC
Zach Kaufman – BMC
Shawn Kimberly – BMC

Keith Kucharek – BMC
Todd Lang – BMC
Anna Marshall – BMC
Md. Moklesur Rahman – BMC
Eileen Singleton – BMC
Ed Stylc – BMC
Melissa Williams – MDTA