CONGESTION MANAGEMENT PROCESS (CMP) COMMITTEE

June 4, 2024
10:15 A.M. – 11:00 A.M.

MINUTES

1. WELCOME AND INTRODUCTIONS

Ms. Eileen Singleton opened the meeting and welcomed attendees.

2. APPROVAL OF MINUTES FROM THE FEBRUARY 6, 2024 MEETING

The minutes were approved with no comments.

3. MEETING OBJECTIVE

The objectives of the meeting are:
- Presentations
    - Harbor Crossing analysis using Teralytics data
    - Before/After traffic analyses
- Provide updates on regional CMP resources
- Discuss priority letter development

[PowerPoint: CMP Committee Handout]

4. HARBOR CROSSINGS SELECT LINK & ORIGIN-DESTINATION ANALYSIS 2022

Mr. Brian Ryder provided an overview of an analysis of Harbor crossings using Teralytics, location-based data that can be used to do volume and origin/destination analyses. Teralytics data comes from a sample of anonymized cell phones and fleet vehicles. Teralytics data is a sample of total traffic; volume data is used to scale up the data to represent all traffic.

The analysis used Teralytics data from 2022 to understand Harbor crossing traffic patterns before the Key Bridge collapse.

The analysis considered Harbor crossing traffic in select zip codes that have been used in other Key Bridge traffic analyses. The analysis found that the majority of southbound morning traffic from the selected origin/destination zip codes and northbound afternoon traffic used the Key Bridge over the Harbor or Ft. McHenry tunnels. Other findings using Teralytics dataset:

- It was possible to identify and analyze traffic on specific routes and having specific origins/destinations.

- The data from Teralytics could be imported into ArcGIS to create maps showing findings.

- This analysis provided a preliminary understanding of Key Bridge travelers' origins and destinations in 2022.

- Data comes out as an annual dataset. BMC has purchased data for 2019 and 2022. Data from 2023 is expected to be available this summer. This has not been purchased yet by BMC. The data cost was about $50,000 for each year purchased.

There was a question about the comparison of data from Teralytics versus Streetlight. Teralytics is static, and data is released for a full year. Streetlight is more expensive and is dynamic and updated over time. If the committee has interest in learning about various data sources, that can be discussed at a future meeting.

If committee members have suggestions for other analyses using Teralytics data, contact Brian Ryder (bryder@baltometro.org).

[PowerPoint: CMP Committee Handout]

5. BEFORE/AFTER ANALYSES

Mr. Ed Stylc provided the results of two before/after data analyses he conducted using the RITIS Probe Data Analytics suite:

- Impacts of the Francis Scott Key Bridge collapse on current traffic patterns; and

- How current volume/delay compare to pre-COVID conditions.

Key Bridge Collapse Analysis

The Key Bridge collapsed on March 26, 2024. For the Key Bridge before/after analysis, Mr. Stylc compared weekday speed data from the previous year (March 27, 2023 to April 30, 2023) with weekday speed data from March 26, 2024 to April 30, 2024. He identified roadway segments where speeds were below 75% of freeflow speed.
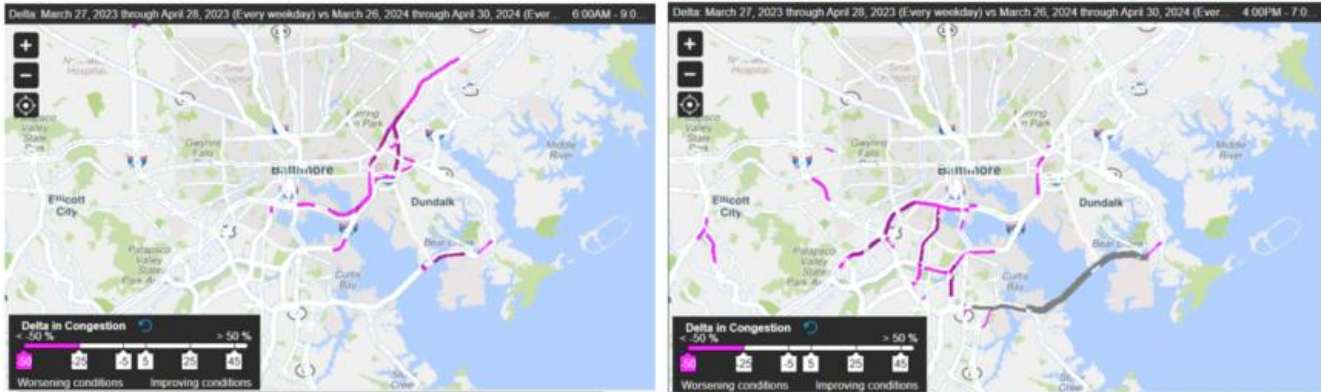
This figure from slide 21 shows the segments where speeds after the collapse have decreased by 25% or more during the morning and evening peak periods:

Increased Congestion Segments

Segments flagged with speeds worsening by 25% or more since FSK collapse

Mr. Stylc highlighted several segments where the travel time (TT) in minutes has increased significantly, as shown in slide 22:

Segments	Peak	Length	TT Before	TT After	% Increase
I-895 NB from MD-295 to Harbor Tunnel Toll Plaza	PM (4-7 PM)	4.35	5.89	17.2	192%
I-895 NB from MD-2/Ritchie Hwy to I-895 Merge	PM (4-7 PM)	2.74	3.04	6.86	126%
I-95 NB from I-895/Exit 46 to Fort McHenry Tunnel	PM (4-7 PM)	10.00	13.77	30.18	119%
I-895 SB from I-95/Exit 62 to Harbor Tunnel Toll Plaza	AM (6-9 AM)	6.87	9.85	20.78	111%
I-95 SB from I-895 split to Fort McHenry Tunnel	AM (6-9 AM)	8.43	10.06	20.93	108%
MD-295 NB from Patapsco Ave to Bayard St	PM (4-7 PM)	1.75	3.23	6.44	99%

Mr. Stylc can provide updates on the congestion impacts at the next meeting.

COVID Analysis

At the last CMP Committee meeting, there was a question about whether traffic conditions have reached pre-pandemic levels. Mr. Stylc used vehicle miles traveled (VMT) for the analysis. Nationally, according to USDOT, VMT on U.S. roads was higher than pre-COVID 19 for the first time in 2023.

In Maryland, VMT is almost to the level of 2019, sitting at 3.7% less. Freight VMT is approximately 10.9% less than 2019; however it was higher in 2020 and 2021.

If committee members have suggestions about other analyses to perform, contact Mr. Stylc (estylc@baltometro.org).

[PowerPoint: CMP Committee Handout]

6. OVERVIEW OF UPDATES TO REGIONAL CMP RESOURCES

Mr. Victor Henry provided an overview of the updates to the Online CMP Tool, including data layers for 2023. A regional bicycle facilities layer was added to the tool.

If committee members have suggestions for other data to add to the tool, contact Ms. Singleton or Mr. Henry.

Mr. Stylc suggested adding a layer with congestion percentage to help highlight areas with the most congestion.

The tool can be found on the BMC webpage at Home > Transportation > Planning Areas > Congestion Management Process, and scroll down to Online CMP Analysis Tool.

[PowerPoint: CMP Committee Handout]

7. PROJECT PRIORITIZATION AND PRIORITY LETTER DEVELOPMENT

Mr. Dan Janousek said that MDOT has started receiving local priority letters, and they will be posted online as soon as responses are approved by the Secretary's office.

Queen Anne's County has included the regional text, and it has been helpful to include and show that the county is looking beyond its boundaries in developing its priorities.

Ms. Singleton added that the regional text helps elevate non-capacity adding projects such as transportation systems management and operations projects as well as transit, bicycle, and pedestrian projects.

[PowerPoint: CMP Committee Handout]

8. OTHER BUSINESS

The process for developing the CTP may change in future years; the process is being studied at the state level. There is no standard format or approach for priority letters currently. It would be helpful to have guidance on expected funding so jurisdictions could align priority letters and expectations about what could be funded.

Last year, MDOT Secretary presented at a joint BMC/ BRTB Board meeting during the CTP Tour, and this helped add a regional perspective to the CTP tour process.

Next 2024 Meetings – 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
Angelica Daniel – Baltimore County Department of Public Works and Transportation
Kwaku Duah – Annapolis Department of Transportation
Albert Engel – Maryland Department of Transportation (MDOT) Maryland Transit Administration
Sarah Gary – MDOT State Highway Administration (SHA)
Tavon Hawkins – MDOT SHA
Dan Janousek – MDOT
Connor Jett – Howard County Office of Transportation
Sam Kahl – Harford County Department of Public Works
Erin Kuhn – MDOT SHA District 4
Ryan Mayers – Regional Transportation Agency of Central MD
Brooks Phelps – Maryland Department of Planning
Clare Stewart – Carroll County Department of Planning and Land Management
Brett Thorne – Baltimore City Department of Transportation
Brian Ulrich – Anne Arundel County Office of Transportation

Staff and Guests
Charles Baber – Baltimore Metropolitan Council (BMC)
Blake Fisher – BMC
Monica Haines Benkhedda – BMC
Victor Henry – BMC
Zach Kaufman – BMC
Keith Kucharek – BMC
Todd Lang – BMC
Anna Marshall – BMC
Md. Moklesur Rahman – BMC
Brian Ryder – BMC
Eileen Singleton – BMC
Ed Stylc – BMC
Marium Sultan – BMC
Ian Thomas – Student