

## TECHNICAL COMMITTEE

April 5, 2016  
9:35 to 11:32 A.M.

## MINUTES

The meeting was called to order at 9:35 A.M. by Ms. Valorie LaCour.

### 1. APPROVAL OF APRIL 5, 2016 MINUTES

Ms. Valorie LaCour asked for approval of the minutes from the April meeting of the Technical Committee. Mr. Alex Rawls moved to approve the minutes with Mr. Tyson Byrne seconding the motion. The minutes were unanimously approved.

### 2. RECOMMENDED ACTION OF RESOLUTION #16-14

Mr. Zach Kaufman introduced Resolution #16-14 to the Technical Committee. SHA is requesting to advance the implementation date from 2030 to 2020 for the segment of the MD 32 corridor from MD 108 to Linden Church Road in *Maximize2040* and the *Amended 2016-2019 TIP*. The project is currently publicized for public review from March 4, 2016 through April 8, 2016 with a public meeting at the Dayton Oaks Elementary School on March 22 and a presentation to the public advisory committee on April 6. No comments have been received thus far. The Interagency Consultation Group has determined that the project is non-exempt and thus it was included in the regional emissions analysis of *Maximize2040* with a year of operation of 2030. Since the year of operation for this segment has advanced to 2020, the model has been retested with this earlier year and the ICG has determined that the project will not worsen the region's air quality or delay the attainment of National Air Quality Standards.

Ms. Tara Penders presented on the project. It will upgrade MD 32 to a four lane divided highway from MD 108 to Linden Church Road, including 10 foot outside shoulders. It is a design build project with a total cost of \$33.2 million, with Howard County contributing \$16.5 million and State funds covering the remainder. The project will advertise in July 2016 with a projected completion date of fall 2019. This project is segment 1 of the MD 32 corridor project. Segment 2 extends from Linden Church Road to I-70. The CTP also includes a preliminary planning study along MD 32 in Carroll County from I-70 to MD 26.

Ms. LaCour asked for a motion. Mr. Jefferson Miller made a motion to move Resolution #16-14 to the BRTB as presented and Mr. Byrne seconded the motion with unanimous support from the members.

***[PowerPoint: April TIP Amendments, Handout: TIP Summary Quick Reference]***

### **3. RECOMMENDED ACTION OF RESOLUTION #16-15**

Ms. Regina Aris updated members on the status of the Addendum to the FY 2016-2017 UPWP in Resolution #16-15. In FY 2016 the BRTB decided to move to a 2-year UPWP with the option to update the budget and any new tasks in the second year. With approval of funding at the federal level the budget for FY 2017 has been adjusted to reflect new numbers. Additionally, there are four new subarea projects as well as seven new focus areas. The focus areas include: attitude and behavior survey, traffic management in relation to the CMP task, LOTS support, alternative transportation options, household survey, and regional events. Two comments were received, one regarding the Boston Street Multimodal Corridor Study and one related to the inclusion of park-and-ride components in one subarea and two focus areas. Responses were developed in coordination with various members. The TC reviewed a chart containing the comments and proposed responses – members supported the response provided.

Ms. LaCour asked for a motion. Mr. Byrne made a motion to move Resolution #16-15 to the BRTB as presented and Ms. Martha Arzu McIntosh seconded the motion with unanimous support from the members.

***[PowerPoint: Response to Comments on the Addendum to the FY 2017 UPWP]***

### **4. RECOMMENDED ACTION OF RESOLUTION #16-16**

Ms. Aris directed members Resolution # 16-16 that reflect the Rules of Procedure agreed upon at the March meeting with the edits shown in red. Subsequently, MDOT suggested several additional changes after the mailing that are shown in blue track changes. Ms. Aris walked through the MDOT edits to provide all members a chance to understand and ask questions. It appeared all members were satisfied with the proposed updates.

Ms. LaCour asked for a motion. Mr. Byrne made a motion to move Resolution #16-16 to the BRTB as presented and Mr. Alex Rawls seconded the motion with unanimous support from the members.

***[PowerPoint: Response to Comments on the Addendum to the FY 2017 UPWP]***

### **5. DESIGN-BASED SOLUTIONS TO TRANSIT ISSUES**

Ms. Kate Iannelli and Ms. Annie Hill, graduate students from the Johns Hopkins/Maryland Institute College of Art discussed their recent work exploring design-based solutions to improve transit riders experience on MTA's service by upgrading information on MTA's signs and kiosks. They are in the JHU/MICA Design Leadership Program in JHU's Carey Business School and undertook this project after s trying to (unsuccessfully) navigate the transit system to get around town. Their approach was to use a "human centered design process" to create a system of signage and wayfinding that is viable

and meets MTA's business requirements, is technologically feasible and can be easily maintained, is desirable and usable by transit users. They conducted user interviews, did research on 'best practices', identified themes, critiqued current signage and info and developed a rough concept diagram of information and layout for MTA to consider during BaltimoreLINK changes. The participants met with MTA staff and advocacy groups to discuss their findings and results. The program is relatively new and can be viewed as a "resource" to the region with eager young designers who might be able to offer insight and service to the region's transportation agencies on specific design and process issues.

***[PowerPoint: Design Based Signage Solutions]***

## **6. BALTIMORELINK SIGNAGE AND WAYFINDING**

Mr. Michael Helta updated the Technical Committee on BaltimoreLINK signage and wayfinding providing information on project goals, research, work plan and draft schedule. The project goal is to have signage and wayfinding in place on June 2017 that is feasible to implement, makes the system easy to navigate, and is flexible across core modes. Update to the signage and wayfinding will be based on the principles of good design to be flexible, legible, accessible and good looking. MTA has identified several agencies with innovative practices. Examples from the identified agencies were shared. Based on this research and the need to replace 6,000 plus signs, progress to date for sign information elements are as follows: Route Name, Route Destination, Service Frequency, and Bus Stop ID. An implementation plan along with stakeholder outreach is underdevelopment.

***[Presentation: Signage Presentation for BRTB Technical Committee.pptx]***

## **7. REDESIGNATION REQUEST AND MAINTENANCE PLAN UNDER THE 75 PPB 8-HOUR OZONE STANDARD PPB STANDARD FOR OZONE.**

Mr. Brian Hug, MDE, began by sharing the good news that the Baltimore region is attaining the 75 ppb standard for ozone. Further, the region is fully attaining the standard for carbon monoxide (having completed 20 years of maintaining the standard). Now MDE is working with the Governor's Office on a re-designation request for EPA on ozone and is now in the process of establishing a 10-year Maintenance SIP (the first of 2 10-year maintenance plans). The maintenance plan will show how the region will continue to meet the standard. MDE has begun modeling to establish the mobile budgets for the EPA submission, BMC is now reviewing to see how those numbers relate to transportation output. Looking for consensus on the numbers to include in the Plan. There will be 3 years of mobile budgets in the Maintenance Plan, they include: 2014, 2025, and 2030. Try to align with travel demand horizon years. Plan to submit to EPA in early summer after working with ICG and the BRTB. There will be a 30-day review before going to EPA.

In response to a question about the choice of 2014, Mr. Hug explained that the first year needs to be one of the three showing clean data and MDE has an emissions inventory for 2014 so that was chosen. There was also a question about the contingencies identified in the Plan – Mr. Hug said he hasn't gotten that far at this time but it would not include transportation measures, instead MDE would use rules that are in place now. The new ozone standard is set at 70 ppb, in October 2016

MDE will submit a recommendation on the designation for the Baltimore region. Currently we are at 71 ppb so at this point the recommendation could be attainment – but it will depend on the weather this summer. EPA will respond in October 2017, and does allow for some give-and-take. If the region is designated attainment for the new standard a new SIP will not be needed, however if we are designated non-attainment then a SIP will be due in 2018.

## **8. UPWP UPDATE**

### **Port-2-Point Study – Introduction/Status Report**

The Freight Movement Task Force (FMTF) recommended the creation of the P-2-P working group in late 2015 to study the impacts of the proposed development at Sparrows Point and the increased freight traffic around the Port of Baltimore and region. The 3,100-acre industrial site in southeastern Baltimore County offers a gateway to markets around the United States and the world, featuring a unique combination of access to deep water berths, rail and highways. In January 2016, Sparrows Point Terminal, LLC, the owners of Sparrows Point, announced a rebrand to become Tradepoint Atlantic (TPA).

The P-2-P working group includes representatives from the Maryland Port Administration (MPA), State Highway Administration (SHA), Maryland Transportation Authority (MdTA), Maryland Department of Transportation (MDOT), Baltimore County, Baltimore City, Maryland Motor Truck Association (MMTA) and TPA. The group is co-chaired by Armand Patella (FMTF chair, PiCorp) and Dave Thomas (MPA). Louis Campion (MMTA) is the vice-chair.

The mission of the P-2-P working group is to lead and coordinate efforts to study access improvements between the port and TPA. The first task is a traffic study to determine if there is adequate capacity for efficient truck movement along the existing highway infrastructure to accommodate growth in container and induced (related growth in passenger and commercial traffic) traffic with minimal impact to local communities.

As part of the traffic study, BMC will be collecting baseline data on truck and passenger movements along key sections of Broening Highway and Holabird Avenue and other locations in the study area. Travel time runs will also be conducted using 5-axle trucks.

Based on projected growth at TPA, the team will make assumptions on the estimated number of truck movements over a 10-year period and assign those trips using the travel demand model. Level of service analysis will be performed at about 10 key intersections in the study area along with capacity analysis of several highway sections.

Data collection is scheduled to begin in the next couple of weeks. Modeling and analysis are tentatively scheduled for summer and results/recommendations by late 2016.

### ***[PowerPoint: P-2-P Workgroup Status]***

#### **Americans with Disability Act (ADA) – Briefing**

As a recipient of federal funding, BMC and BRTB must comply with a variety of federal and state legislative regulations. Regarding matters of nondiscrimination on the basis of disability, BMC falls

under two federal laws, the Americans with Disabilities Act of 1990, and Section 504 of the Rehabilitation Act of 1973. The ADA prohibits discrimination on the basis of disability. Title II of the ADA applies specifically to all activities of state and local governments, including metropolitan planning organizations such as BMC/BRTB, and requires that government entities give people with disabilities equal opportunity to benefit from all of the programs, services and activities that may be offered.

The ADA has different requirements for state and local governments and for places of public accommodation (businesses and non-profit organizations that serve the public). Businesses and non-profit organizations that serve the public must remove architectural barriers when it is "readily achievable" to do so; in other words, when barrier removal is "easily accomplishable and able to be carried out without much difficulty or expense."

BMC staff conducted an ADA self-evaluation using the 2010 ADA standards for accessible design. Areas checked for compliance include approach and entrance to the building, parking, reception area, library, conference rooms, kitchen, and doors and entrances. It was determined that, for the most part, BMC /BRTB meet ADA requirements for a place of public accommodation. A few minor deficiencies, such as lower clothes rod and extension rods for blinds, are being addressed in the transition plan.

***[PowerPoint: BMC Americans with Disabilities Act Self-Evaluation]***

## **9. OTHER BUSINESS**

Ms. Aris distributed flyers and a survey relating to the upcoming Certification of the regional planning process. The opportunity for the public to address federal partners directly is Monday, April 25 from 5 to 7 pm. The following morning the team will observe the BRTB meeting and then remain throughout the day and again on Wednesday to conduct a systematic review of a wide range of required aspects for metropolitan planning.

***[Handouts: Flyer for April 25<sup>th</sup> Public Meeting, 2016 BRTB Certification Survey]***

Mr. Kaufman reminded members that letters of financial reasonableness for the 2017-2020 TIP are due by the next Technical Committee meeting on May 3. He will also individually contact TIP coordinators regarding project status updates for the TIP.

## **ATTENDANCE**

### ***Members***

Martha Arzu McIntosh – Anne Arundel County Department of Planning & Zoning  
Alex Brun– Maryland Department of the Environment  
Tyson Byrne - Maryland Department of Transportation  
Ken Choi – Maryland Department of Planning  
Steve Cahoon – Queen Anne’s County  
Kwaku Duah – City of Annapolis Department of Transportation  
Michael Helta – Maryland Transit Administration (MTA)  
Emery Hines – Baltimore County Department of Public Works  
Valorie LaCour - Baltimore City Department of Transportation  
Jefferson Miller – Howard County Department of Planning & Zoning  
Tara Penders – State Highway Administration (SHA)  
Alex Rawls – Harford County Department of Planning & Zoning

### ***Staff and Guests***

Bala Akundi - Baltimore Metropolitan Council (BMC)  
Joshua Anna – MTA  
Regina Aris - BMC  
Charles Baber - BMC  
Robert Berger – BMC  
Terry Freeland – BMC  
Don Halligan – BMC  
Brian Hug - MDE  
Victor Henry – BMC  
Annie Hill – JHU/MICA  
Kate Iannelli – JHU/MICA  
Zach Kaufman - BMC  
Shawn Kimberly - BMC  
Rebecca Smith – BMC  
Sara Tomlinson - BMC