

TECHNICAL COMMITTEE

May 5, 2020
9:30 to 10:35 A.M.

MINUTES

The meeting was called to order at 9:30 A.M. by Mr. Terry Freeland in a virtual gotomeeting format.

1. APPROVAL OF APRIL 7, 2020 MINUTES

Mr. Cookson asked for approval of the minutes from the February meeting of the Technical Committee. Mr. Steve Cohoon moved to approve the minutes with Mr. Kwaku Duah seconding the motion. Due to the online nature of the meeting, a Roll Call vote was taken and the minutes were unanimously approved.

2. PRESENTATION: MDOT MTA TRANSIT SIGNAL PRIORITY

Mr. Cole Greene, Manager of Data Analytics Office of Performance Management at MDOT MTA, gave a presentation on using so-called “Big Data” and “Internet of Transit” to improve transit performance through implementing transit signal priority along selected corridors. Transit signal priority (TSP) involves buses and other transit vehicles communicating with traffic signals to get preference in moving through signalized intersections. This can happen in two ways: (1) by extending the length of time a green light is in effect and (2) by shortening the length of time a red light is in effect on the intersecting roadway.

In a pilot project, MDOT MTA implemented TSP signal priority on two corridors in the CityLink network: the Red route from Monument Street to Walker Avenue and the Green route from 22nd Street to Walker Avenue. This led to improvements in travel time.

MDOT MTA is looking to extend TSP to other corridors. The current selection criteria for candidate corridors are:

- within Baltimore City limits
- having frequent CityLink service
- not passing through the City’s Central Business District
- having at least 10 intersections with traffic signals that are candidates for the TSP approach.

MDOT MTA is using two sources of data for its TSP efforts: (1) Swiftly, which provides one GPS data point every 10 seconds, and (2) so-called “Clever Devices,” which capture ridership

numbers by stop and which monitor door openings by stop. Mr. Greene showed the formula MDOT MTA uses to rank corridors in terms of reducing delay by combining data from Swiftly and Clever Devices. Mr. Greene concluded by mentioning some other traffic engineering factors that need to be considered in deciding how and where to implement TSP. These include:

- crossing bus service
- nearside bus stops
- vehicle/pedestrian detection on side streets
- adequate “slack” time
- coordination with Baltimore City DOT projects

Topics brought up by members in the Q&A included questions about why the TSP efforts are avoiding the City’s Central Business District and whether or not MDOT MTA will consider extending TSP into the surrounding jurisdictions. Mr. Greene replied that Baltimore City DOT requested that the TSP approach not go through the Central Business District to avoid affecting the coordinated, pre-timed signals in this area. Mr. Zach Chissell added that, during this pilot phase, MDOT MTA wanted to use CityLink bus routes for analysis. In the future, TSP may be extended to other areas.

[PowerPoint: Data and Transit Performance]

3. PRESENTATION: ON-BOARD TRANSIT SURVEY

Mr. Brian Ryder, BMC, presented a comparison of the 2007 and 2018 MDOT MTA on-board transit survey. Findings include rider demographics, trip purpose, and fare payment. The 2018 survey will be analyzed in an upcoming report, *2018 On-Board Transit Survey, BMC Analysis*.

The Q&A discussion focused on observations about differences in ridership between the two surveys in some income and age groups. For example, there was a 52 percent increase in ridership from 2007 to 2018 in the \$27,001-\$45,000 income range. Also, the 11-15 age group experienced a nearly 77 percent decrease in ridership while the 50-64 age group and the 65+ age group showed increases of 83 and 137 percent, respectively. The report will discuss these differences in greater detail.

[PowerPoint: MDOT MTA On-Board Transit Survey]

4. FY 2020 UPWP ACTIVITIES

- **Discussion of Goals & Strategies** - Mr. Terry Freeland reported that staff plans to bring the regional goals and strategies to the BRTB for approval in July 2020. This will give staff additional time to continue discussions internally and to consult further with the PAC on issues of concern to that committee.
- **Update on the New Mobility Study** - Mr. Don Halligan thanked the Technical Committee members for their involvement and support of the ongoing Study and told them that a short

survey is now available to help rank a series of proposed case studies that could be undertaken as the final part of the effort. He asked that the members take the survey and share it with the appropriate colleagues. The link will be sent to members directly following the meeting.

5. NOMINATING COMMITTEE

Mr. Freeland asked if any members would like to serve on a nominating committee to consider Technical Committee officers for the coming fiscal year. Hearing no one volunteer, he asked Mr. Graham Young of Baltimore City, Ms. Mary Lane of Carroll County, as well as Mr. Dan Janousek if they would agree to meet for the purpose of nominating new officers. All agreed, and Mr. Freeland said he would follow up with them later with further information.

6. OTHER BUSINESS

- **Third Quarter Billing** – Mr. Halligan noted that the due date for 3rd quarter billing has passed with some submissions. He urged the remaining jurisdictions to make every effort to pull together their documentation to keep the process moving.
- **TIP Schedule** – Mr. Freeland announced that staff will delay bringing the FY 2021-2024 Transportation Improvement Program to the BRTB for approval by one month at MDOT's request. Approval of the TIP, originally scheduled for July 2020, is now scheduled to take place in August 2020.
- **Certification** – Mr. Freeland summarized the federal certification review that took place on April 22, 2020. This certification review takes place every four years following approval of the LRTP and is intended to give federal partners an opportunity to ascertain that the MPO (i.e., the BRTB) is conducting its regional transportation planning process in accordance with federal requirements. Another important aim of this review is to give the public an opportunity to weigh in on the regional transportation planning process.

The April 22 review involved staff from the Federal Highway Administration, Federal Transit Administration, U.S. Environmental Protection Agency, MDOT, and BMC. The review, which took place via remote meeting to accommodate public health concerns, addressed several topics considered to be critical to the regional transportation planning process:

- Agreements and Coordination
- Financial Planning and Financial Constraint in the LRTP and TIP
- Civil Rights, Title VI, Americans with Disabilities Act, and the Public Involvement Process
- Congestion Management Process
- Unified Planning Work Program
- Air Quality Planning and State Implementation Plan (SIP) Planning Conformity Issues

- Emerging Technologies
- Transportation Improvement Program
- Performance-Based Planning and Programming; Transportation Performances Management

BMC staff also presented information on notable practices the staff and partner agencies have been engaged in recently. Following the review session with the federal agencies, BMC hosted a virtual public meeting. About 12 people participated in this public meeting. Members of the public also could add comments via an on-line survey, through email, or through traditional mail. The federal agencies expect to complete a draft report by the end of May 2020.

- **MDOT** – Mr. Dan Janousek noted that MDOT expects to release a survey this summer on the Chapter 725 process, which involves local jurisdictions providing justification for the projects that they include in their priority letters to MDOT. This is intended to support the UPWP focus area requesting information on what constitutes an effective Priority Letter.
- **MDP** – Mr. Ken Choi announced that the Maryland Department of Planning is starting the 2020 update to its statewide Land Use (formerly “Land Use Land Cover”) GIS product. The Land Use Map will show generalized locations of developed land, including varying densities of residential land as well as commercial, industrial, institutional, other developed, and undeveloped resource land. Mr. Choi said he would send a link to a webinar on May 12 covering this topic for those members who might be interested.

With no other business Mr. Cookson asked for a motion to close the meeting. Ms. Arzu McIntosh motioned and Ms. Lane seconded. The meeting closed at 10:35. The next meeting will take place on June 2, 2020.

ATTENDANCE

Members

Alex Brun – Maryland Department of the Environment
Ken Choi – Maryland Department of Planning
Zach Chissell – Maryland Transit Administration (MDOT MTA)
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
Kwaku Duah – Annapolis Department of Transportation
Dan Janousek – Maryland Department of Transportation (MDOT)
Mary Lane – Carroll County Department of Planning
Martha Arzu McIntosh – Anne Arundel County Office of Transportation
Lisa Sirota – State Highway Administration (MDOT SHA)
Graham Young – Baltimore City Department of Transportation

Staff and Guests

Bala Akundi - Baltimore Metropolitan Council (BMC)

Regina Aris – BMC
Charles Baber - BMC
Cindy Burch - BMC
Tyson Byrne - MDOT
Rebecca Deibel - BMC
Terry Freeland – BMC
Cole Greene – MDOT MTA
Monica Haines Benkhedda - BMC
Don Halligan – BMC
Angela Jones - HNTB
Mara Kaminowitz – BMC
Shawn Kimberly – BMC
Todd Lang – BMC
Sheila Mahoney – BMC
Veronica McBeth – Kittelson & Associates
Brian McMahan - HNTB
Eric Norton – PAC Chair
Brian Ryder - BMC
Eileen Singleton – BMC
Sara Tomlinson – BMC