Baltimore Regional Transportation Board

CMP Committee

November 6, 2024

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Agenda

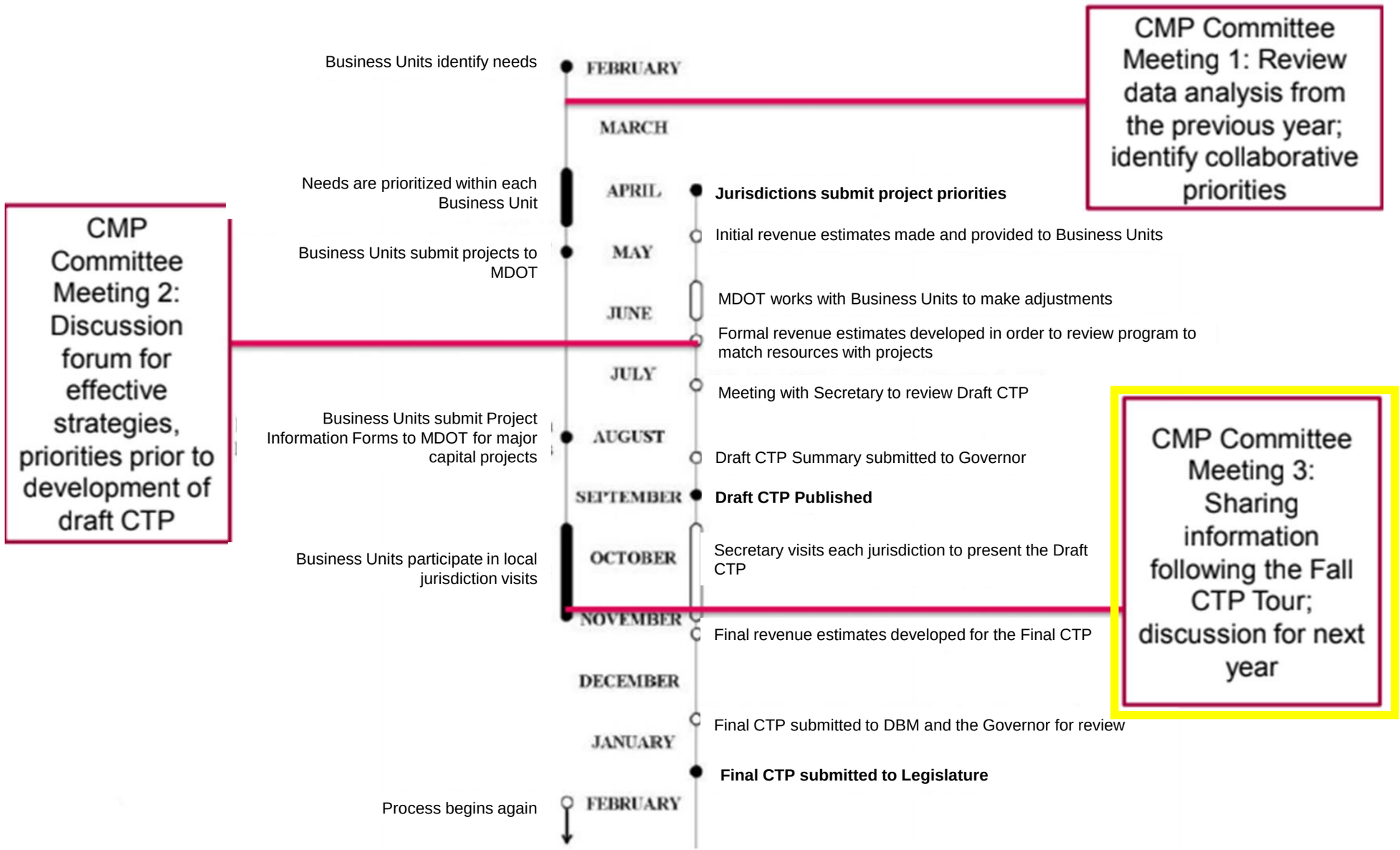
1. **WELCOME AND INTRODUCTIONS** (5 min.)
2. **APPROVAL OF MINUTES FROM JUNE 4, 2024 MEETING** (3 min.)
3. **MEETING OBJECTIVE** (2 min.)
4. **MDOT SHA BEFORE AND AFTER STUDIES** (20 min.)
   MDOT SHA staff will provide an overview of the before and after studies for capital projects contained in the Maryland Mobility Report.
5. **IDENTIFYING CMP STRATEGIES INCLUDED IN TIP PROJECTS** (15 min.)
   Attendees will discuss interest in identifying and tracking CMP strategies included in TIP projects.
6. **UPDATE ON TRAFFIC IMPACTS OF KEY BRIDGE COLLAPSE** (10 min.)
   Mr. Ed Stylc, BMC, will present an update on the impacts of the Francis Scott Key Bridge collapse on traffic patterns.
7. **DEBRIEF PROJECT PRIORITIZATION FOR 2024 PRIORITY LETTERS** (5 min.)
   The group will discuss the development of priority letters for 2024 and ideas for future letters.
8. **OTHER BUSINESS** (5 min.)

2025 Meetings – February 4, June 3, November 4

3. Meeting Objective

- Presentations
- Discuss usefulness of identifying CMP strategies in TIP projects
- Debrief on 2024 priority letter development

Reminder: CMP Committee Schedule



5. Identifying CMP Strategies Included in TIP Projects

CMP Strategies from CMP Strategy Guide

https://www.baltometro.org/sites/default/files/bmc_documents/general/transportation/cmp/cmp_strategy-guide.pdf

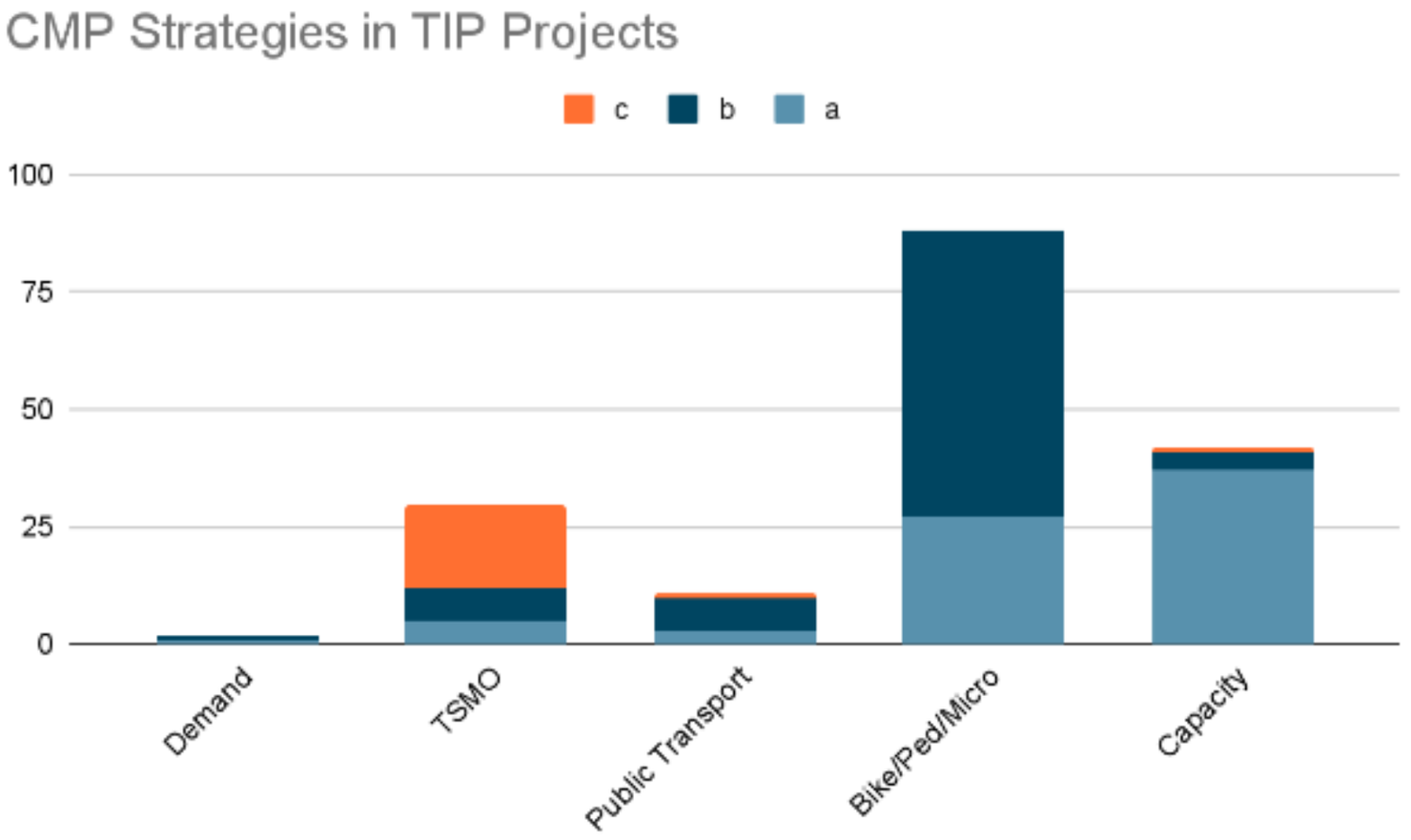
1. Demand Management and Regional Strategies:
   a. Commuter related programs (e.g., employer outreach, commuter benefits policies, parking cash out policies, etc.)
   b. Promoting regional coordination (e.g., intra-jurisdictional projects/strategies)
2. Transportation System Management and Operations (TMSO) Strategies:
   a. Intersection control (e.g., traffic signal coordination, ramp metering, transit signal priority, etc.)
   b. Real-time monitoring (e.g., active traffic management, real time parking information, traveler information systems, road weather information systems
   c. Operational improvements (e.g., movable barriers, reversible commuter lanes, geometric improvement, shoulder lane use, etc.)
3. Public Transportation Strategies:
   a. Operational improvements (e.g., transit signal priority, optimizing transit service, etc.)
   b. New infrastructure (e.g., bus rapid transit, network expansion, etc.)
   c. User-oriented improvements (e.g., trip-planner application, real-time data, universal farecards, etc.)
4. Bicycle/Pedestrian and Micromobility Strategies:
   a. Infrastructure addition (e.g., new bike lanes, streetscape elements, etc.)
   b. Infrastructure improvements (e.g., traffic calming, etc.)
   c. Sharing programs (e.g., bikeshare programs, micromobility, etc.)
5. Road Capacity Strategies:
   a. Roadway changes (e.g., new lanes, spot improvements, etc.)
   b. Intersection changes (e.g., grade separated intersections, intersection improvements, etc.)
   c. Freight improvements (e.g., address freight bottlenecks, rail/port access, truck parking, etc.)
6. Pricing Strategies
   a. Value/congestion pricing
   b. Demand-responsive parking pricing
   c. VMT fees
7. Land Use Strategies
   a. Land use controls, growth management
   b. Transit-oriented development, high density development incentives
   c. Parking management

Example of Identifying CMP Strategies

Anne Arundel County

TIP ID	Project Name	CMP Strategies
11-2502-55	Odenton MARC TOD	2b
11-2501-05	EV Charging Stations and Other Green Technology	-
11-1801-42	Hanover Road Corridor Improvement	5a
11-1103-13	Furnace Avenue Bridge over Deep Run	-
11-1402-13	Magothy Bridge Road Bridge over Magothy River	4a
11-1403-13	O'Connor Road Bridge over Deep Run	-
11-1601-19	McKendree Road Culvert over Lyons Creek	-
11-1602-13	Polling House Road Bridge over Rock Branch	-
11-2105-13	Hanover Road Bridge over Deep Run	4a
11-2106-13	Conway Road Bridge over Little Patuxent River	-
11-2107-13	Jacobs Road Bridge over Severn Run	-
11-2401-13	Culvert Invert Paving	-
11-2402-13	Town Center Boulevard Bridge over Tributary of Severn Run	-
11-2403-13	Patuxent Road Bridge over Little Patuxent River	-
11-2404-13	Governor's Bridge Road Bridge over Patuxent River	1b, 5a
11-2101-66	Parole Transportation Center	3a

5. Identifying CMP Strategies Included in FY2024 TIP Projects



Count of Projects by Strategy	
Demand Management and Regional Strategies **1**	**2**
1a	1
1b	1
Transportation System Management and Operations (TMSO) Strategies **2**	**30**
2a	5
2b	7
2c	18
Public Transportation Strategies 3	**11**
3a	3
3b	7
3c	1
Bicycle/Pedestrian and Micromobility Strategies **4**	**88**
4a	27
4b	61
4c	0
Road Capacity Strategies **5**	**42**
5a	37
5b	4
5c	1
Pricing Strategies 6	
Land Use Strategies 7	

Note: Some projects include more than one CMP strategy.

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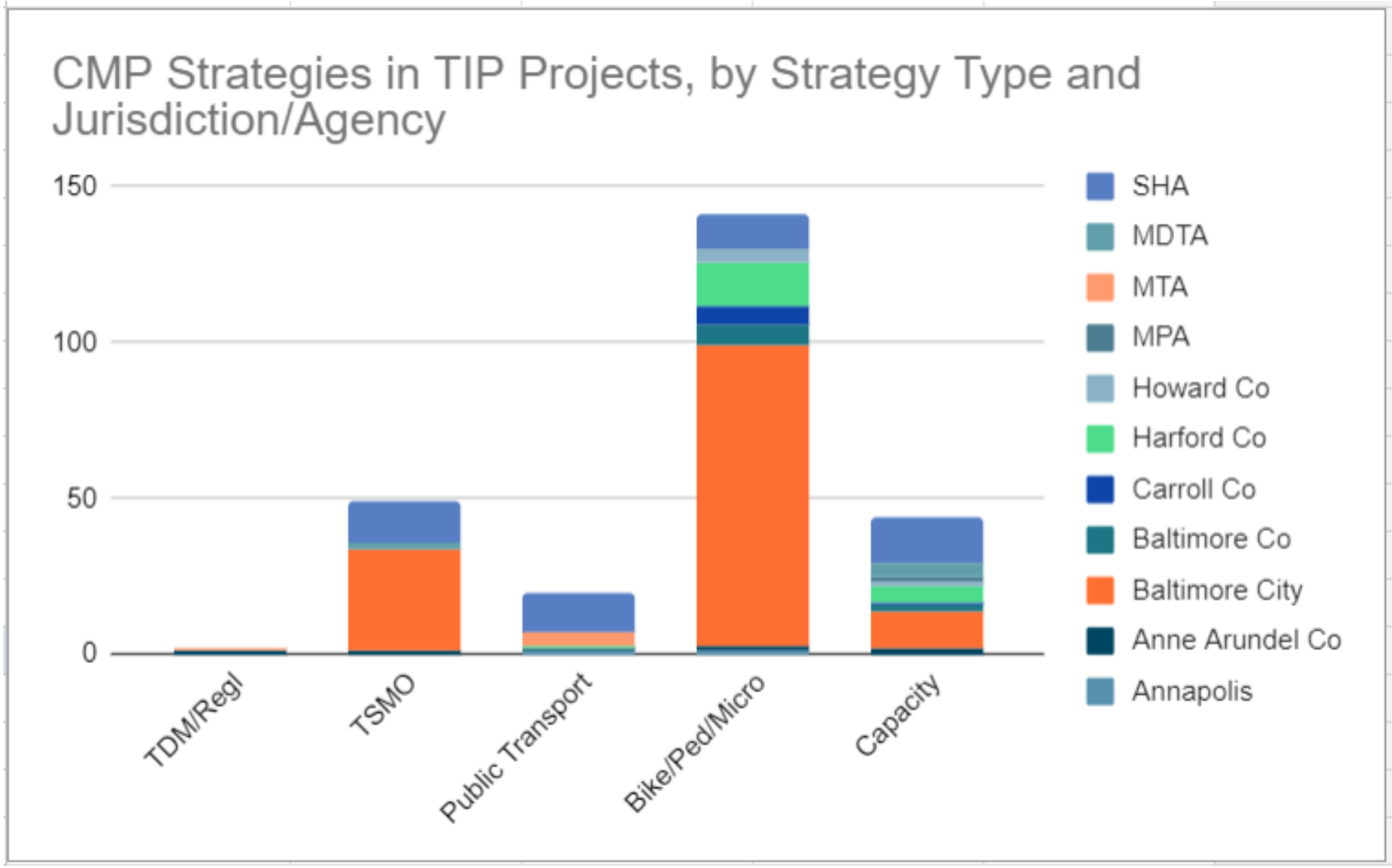

Note: Some projects include more than one CMP strategy.

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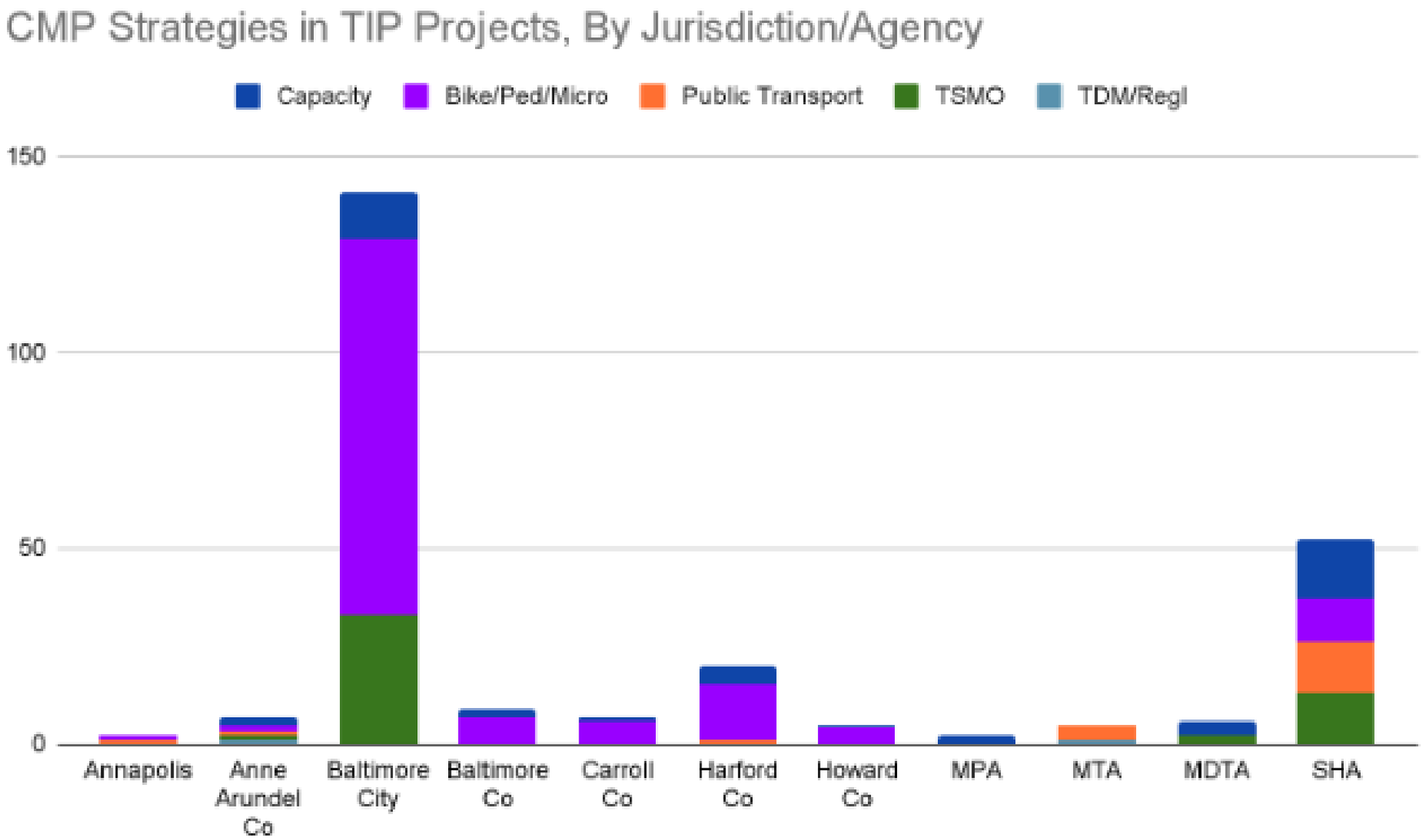


Note: Some projects include more than one CMP strategy.

6. Key Bridge Congested Corridor Report Updates

Methodology

- Extent: Observed hot spot areas with Congestion Percentage below 75%

(Congestion % = Percentage of Free Flow Speed)

September 2023/2024 Average Travel Time Comparisons Weekdays

FSK Bridge Travel Times Before and After Collapse

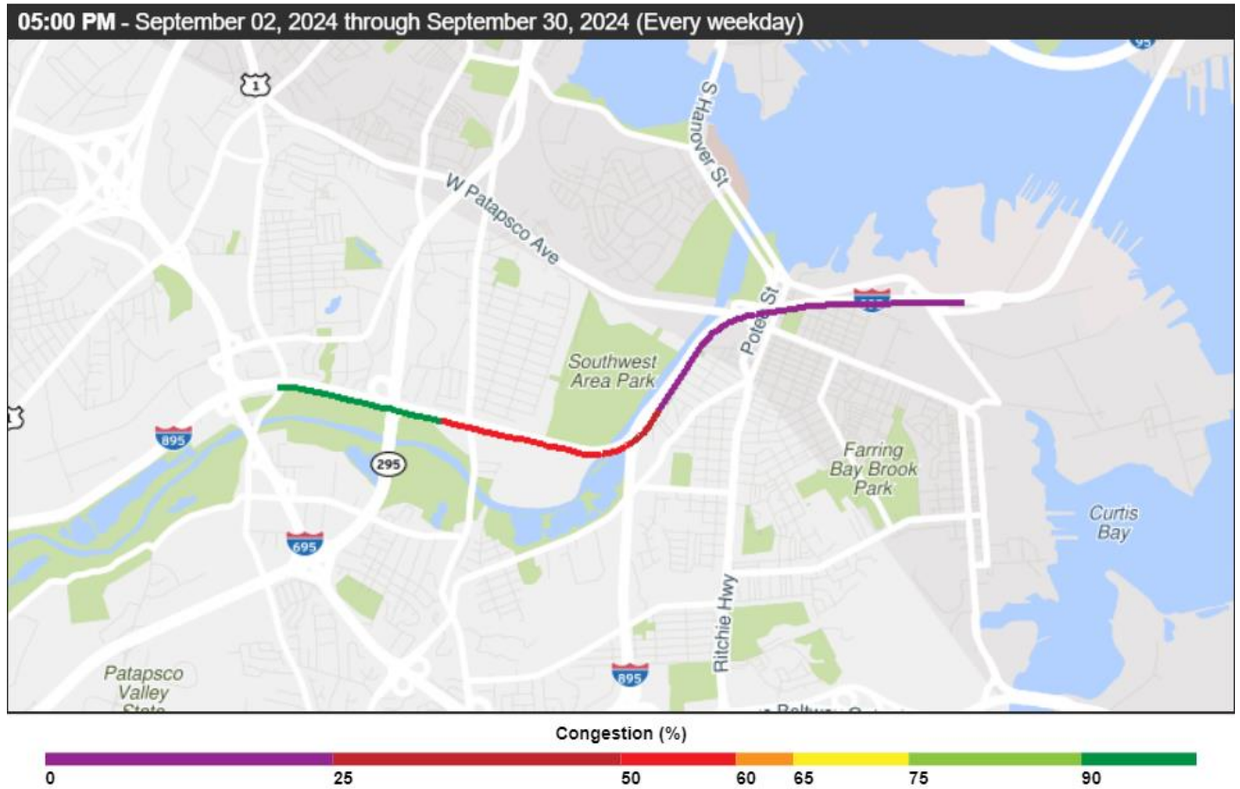
Route	Segments	AM PM Peak	Length in Miles	Avg TT Sep-23	Avg TT Sep-24	% Change Sep 2023 to 2024	% Change Aug 2024 to Sep 2024
KB1	I-895 NB from MD-295 to Harbor Tunnel Toll Plaza	PM (4-7 PM)	4.35	4.18	13.26	217%	1%
KB2	I-895 Spur NB from MD-2/Ritchie Hwy to I-895 Merge	PM (4-7 PM)	2.74	2.93	4.77	63%	26%
KB3	I-95 NB from I-895/Exit 46 to Fort McHenry Tunnel	PM (4-7 PM)	10.00	10.19	22.39	120%	5%
KB4	I-895 SB from I-95/Exit 62 to Harbor Tunnel Toll Plaza	AM (6-9 AM)	6.87	8.18	18.14	122%	21%
KB5	I-95 SB from I-895 split to Fort McHenry Tunnel	AM (6-9 AM)	8.43	8.36	18.51	117%	30%
KB6	MD-295 NB from Patapsco Ave to Bayard St	PM (4-7 PM)	1.75	2.59	5.94	129%	8%
KB7	I-695 IL from Park Heights Ave to Greenspring Ave	PM (4-7 PM)	2.19	2.59	3.48	34%	12%
KB8	MD-150/Eastern Blvd WB from MD-151/North Pont Blvd to Kane St	AM (6-9 AM)	1.10	2.54	3.67	44%	16%
KB9	MD-2/Ritchie Hwy NB from MD-710 to MD-171	PM (4-7 PM)	1.69	3.32	4.86	46%	0%
KB10	I-695 OL from Reisterstown Rd to I-795	AM (6-9 AM)	2.16	2.47	6.32	156%	67%
KB11	Hanover Street NB (I-895 to Cromwell)	PM (4-7 PM)	1.47	2.88	3.44	19%	1%
KB12	US-40/Pulaski Hwy WB from City Line to N Haven St	AM (6-9 AM)	1.97	3.80	4.39	16%	2%
KB13	I-895 SB from I-95/Exit 62 to Harbor Tunnel Toll Plaza	PM (4-7 PM)	6.87	8.18	11.30	38%	12%
KB14	I-395 SB to I-95 NB (East Pratt to I-95)	PM (4-7 PM)	1.62	2.45	4.01	64%	6%
KB15	MLK Blvd SB from W Baltimore St to I-395	PM (4-7 PM)	0.83	1.58	2.70	71%	20%
KB16	I-395 SB to I-95 SB (East Pratt to I-95)	PM (4-7 PM)	1.50	2.13	3.03	42%	4%

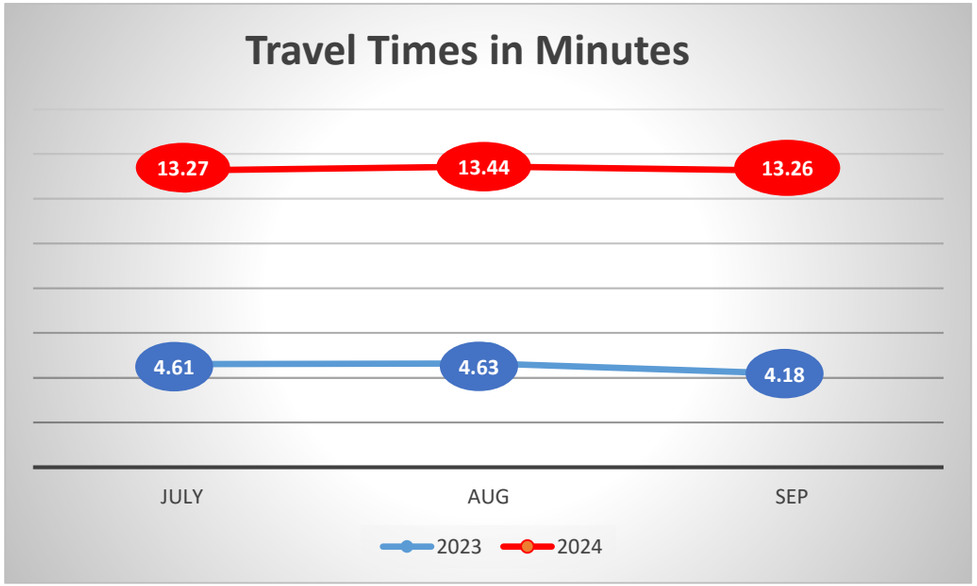
AVG TT **minutes**

Percent increase in Travel Time

Percent decrease in Travel time

KB1 - I-895 NB from MD-295 to Harbor Tunnel Toll Plaza



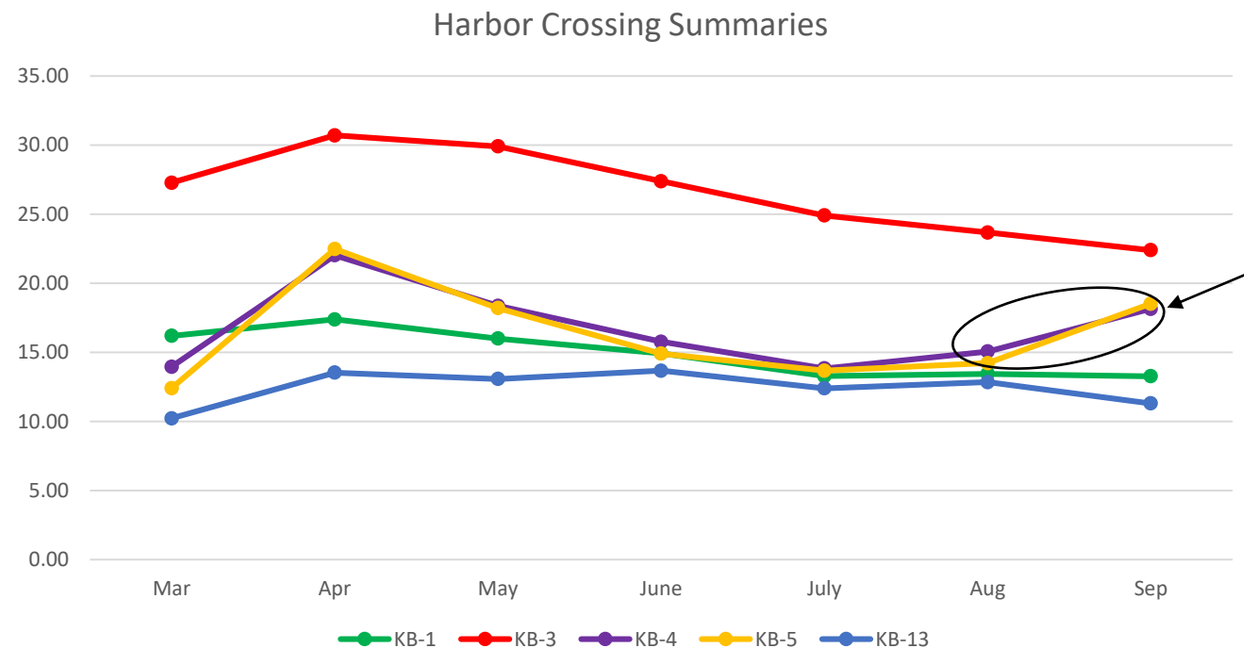


% Change Sep 2023 to 2024	% Change From Previous Month
217%	1%

Congestion Percentage = % of Free Flow Speed

Harbor Crossing Travel Time Trends

Location Name	AM PM Peak	Location #	Mar	Apr	May	June	July	Aug	Sep	
I-895 NB from MD-295 to Harbor Tunnel Toll Plaza	PM (4-7 PM)	KB-1	16.19	17.38	15.99	14.92	13.27	13.44	13.26	
I-95 NB from I-895/Exit 46 to Fort McHenry Tunnel	PM (4-7 PM)	KB-3	27.27	30.70	29.90	27.38	24.90	23.67	22.39	
I-895 SB from I-95/Exit 62 to Harbor Tunnel Toll Plaza	AM (6-9 AM)	KB-4	13.95	22.02	18.36	15.76	13.83	15.05	**18.14**	**21% increase**
I-95 SB from I-895 split to Fort McHenry Tunnel	AM (6-9 AM)	KB-5	12.40	22.48	18.20	14.90	13.67	14.21	**18.51**	**30% increase**
I-895 SB from I-95/Exit 62 to Harbor Tunnel Toll Plaza	PM (4-7 PM)	KB-13	10.22	13.52	13.06	13.66	12.39	12.83	11.30	



After 3 months of a gradual decrease in travel times over the summer, the approaches to the tunnels north of the city southbound have shown an increase in the AM Peak Period in September.

Now online

https://www.baltometro.org/transportation/data-maps/key-bridge-congested-corridor-reports

BALTIMORE METROPOLITAN COUNCIL

TRANSPORTATION COMMUNITY ENVIRONMENT

In 2023, the Francis Scott Key Bridge carried 12.5 million vehicles, averaging over 34,000 vehicles per day, which accounted for 15% of the total traffic at the harbor crossings. Following the bridge's collapse on March 6, 2024, BMC received numerous inquiries about the impact on regional traffic.

In response, BMC staff analyzed the effects of this loss using vehicle probe data from RITIS (Regional Integrated Traffic Information System), provided by the University of Maryland Center for Advanced Transportation Technology (CATT) Lab. The analysis focused on routes where congestion had increased by at least 25% since the collapse.

The following reports monitor the monthly changes in congestion and show the trends at each of 16 locations with a Congestion Percentage below 75%. Congestion Percentage is defined as the percentage of free flow speed.

Latest Reports:

August 2024
July 2024
June 2024
May 2024

Home

Data & Maps (Transportation)
Key Bridge Congested Corridor Reports

BRTB Baltimore Regional Transportation Board

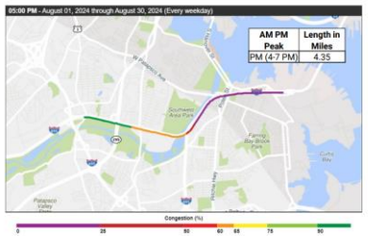
Key Bridge Collapse
Traffic Impacts in the Baltimore Region through August 31st 2024

August 2023/2024 Average Travel Time Comparisons Weekdays

FSK Bridge Travel Times Before and After Collapse

Route	Segments	AM PM Peak	Length in Miles	Avg TT Aug-23	Avg TT Aug-24	% Change Aug 2023 to 2024	% Change July 2024 to Aug 2024
KB1	I-895 NB from MD-295 to Harbor Tunnel Toll Plaza	PM (4-7 PM)	4.35	4.63	13.44	190%	1%
KB2	I-895 Spur NB from MD-2/Ritchie Hwy to I-895 Merge	PM (4-7 PM)	2.74	2.98	3.79	27%	13%
KB3	I-95 NB from I-895/Exit 46 to Fort McHenry Tunnel	PM (4-7 PM)	10.00	13.16	23.67	80%	5%
KB4	I-895 SB from I-95/Exit 62 to Harbor Tunnel Toll Plaza	AM (6-9 AM)	6.87	10.13	15.05	49%	9%
KB5	I-95 SB from I-895 split to Fort McHenry Tunnel	AM (6-9 AM)	8.43	10.45	14.21	36%	4%
						103%	10%
						27%	5%
						7%	3%
						23%	7%
						36%	13%
						13%	3%
						8%	4%
						37%	4%
						18%	4%
						18%	2%
						2%	4%

KB1 - I-895 NB from MD-295 to Harbor Tunnel Toll Plaza



% Change Aug 2023 to 2024	% Change From Previous Month
190%	1%

Congestion Percentage = % of Free Flow Speed

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For More Information

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7. Debrief Project Prioritization for 2024 Priority Letters

Full Regional Text	Partial Regional Text	Regional Text Not Included
2022 Anne Arundel Co Carroll Co Howard Co Queen Anne's Co	2022 Baltimore Co	2022 Baltimore City Harford Co
2023 Carroll Co Harford Co Howard Co Queen Anne's Co	2023	2023 Anne Arundel Co Baltimore City Baltimore Co
2024 Carroll Co Harford Co Howard Co Queen Anne's Co	2024 Baltimore Co	2024 Anne Arundel Co Baltimore City

Proposed Text to Include in Baltimore Region Local Priority Letters 2024

As a member of the Baltimore Regional Transportation Board, we are very invested in cost effective, systematic, and regionally integrated approaches to addressing multimodal congestion, mobility, and safety in the Baltimore region. This year, with even greater funding constraints statewide, this is even more important. Our regional priorities continue to support these principles, focusing on operational efficiency, multi-modal mobility, and cross-agency and cross-border coordination.

Our regional priorities:

- *We strongly support funding and implementing the regional transit corridors in the **State's Regional Transit Plan** and request MDOT advance planning, design, and operational funding, in coordination with our local and regional transit systems, to meet the goals and priorities in the Regional Transit Plan. MDOT should ensure public transit can provide equitable and high quality service to all public transit riders, particularly our transit dependent community members, regardless of whether they are served by the State or local systems or need to travel between two systems for essential services. We are especially interested in the interjurisdictional east-west corridors (#16 and #17) and north-south corridors (#1 and #6).*
- *Transportation Systems Management and Operations (TSMO) strategies offer cost effective and considered approaches that leverage our investments in the existing transportation system. We strongly support funding and implementing TSMO strategies, particularly in MDOT SHA **TSMO System corridors 1, 2, 3, 4, 9, 10, 11, and 13,** and are particularly interested in how these strategies can address the region's freight bottlenecks. We encourage continued work on TSMO Systems 1 and 2 and support initiation of work in the other TSMO corridors. We also encourage smaller projects (such as signal system retiming and signal reconstruction) in the TSMO system corridors to support and enhance the larger TSMO components (such as hard shoulder running, queue warning systems, and ramp meters).*
- *We strongly support funding and implementing **bike and pedestrian projects**, particularly cross border projects, to enhance safety and provide expanded multi-modal options.*
- *To facilitate this interjurisdictional coordination, we would prioritize the following multi-jurisdiction corridors/projects that fall within our jurisdiction:*
  - *[EACH JURISDICTION ADDS ITS INTERJURISDICTIONAL PROJECT PRIORITIES HERE]*

8. Other Business

- Scenario Planning Project to support long range transportation plan update

- 2025 Meetings – February 4, June 3, November 4

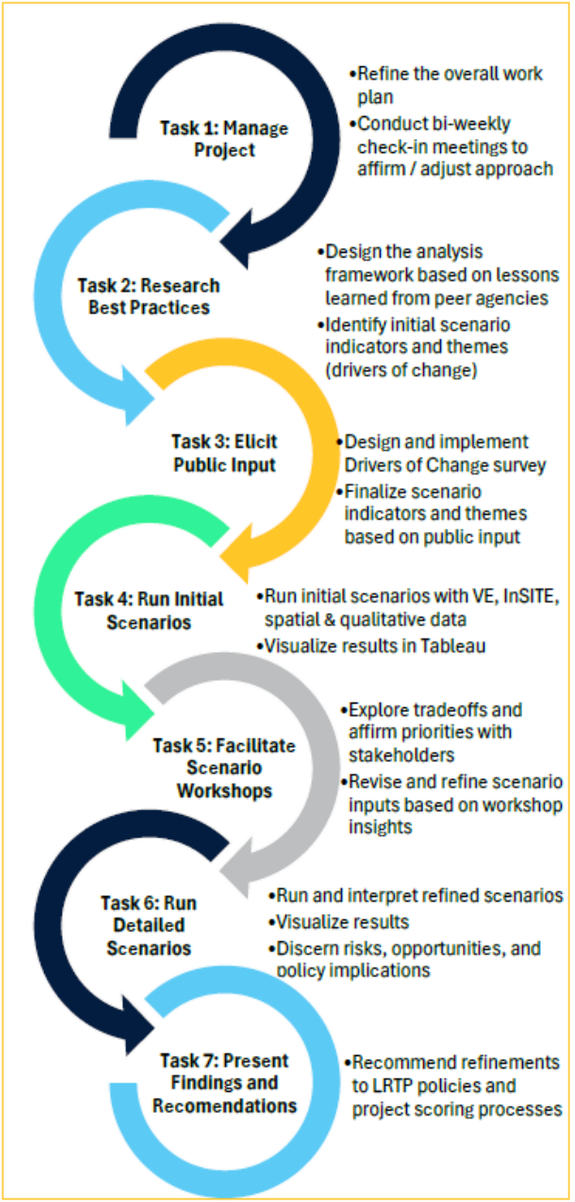
LRTP Scenario Planning Project and Upcoming Survey

LRTP Scenario Planning: Project Purpose

- Explore potential impacts of uncertain future conditions:
  - Transportation investments
  - Transportation fees, incentives and policy decisions
  - Community Design and Housing
  - Technology Adoption
  - Demographic Changes
  - Climate Resilience and the Environment
  - Economic Forces
- Identify strategies and policies that work well under multiple scenarios
- Analyze impacts on equity emphasis areas in the Baltimore region
- Inform 2027 LRTP
- Runs through May 2025

LRTP Scenario Planning: Project Purpose

- ICF selected as consultant by review team of BMC staff and Technical Committee members
- Your participation needed on upcoming survey
  - **Scenario categories** (Transportation Investments, Technology, Demographic, Environment, etc.)
  - **Specific variables to analyze** (e.g. transit and roadway mix; TDM and TSMO strategies; revenue scenarios; transportation fees and incentives)
  - **Performance Indicators used to measure impacts**
  - **Survey Available ~Nov 18 – Dec 15**
- Survey results and final scenarios and performance indicators presented to TC in January 2025



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