The Metropolitan Planning Organization for the Baltimore Region

TECHNICAL COMMITTEE

September 3, 2019
Baltimore Metropolitan Council
9:38 to 11:11 A.M.

MINUTES

The meeting was called to order at 9:38 A.M. by Mr. David Cookson.

1. APPROVAL OF JULY 2019 MINUTES

Mr. Cookson asked for approval of the minutes from the joint meeting of the Technical Committee. Mr. Dan Janousek moved to approve the minutes with Mr. Steve Cohoon seconding the motion. The minutes were unanimously approved.

2. RECOMMENDED ACTION ON RESOLUTION #20-6

Mr. Todd Lang introduced Resolution #20-6. This action is needed in order to amend the FY 2020 UPWP to carry over funding for tasks that were not completed in FY 2019. For consultant or subarea tasks that were not completed, the remaining funds need to be moved to the FY 2020 UPWP in order for reimbursement to occur.

Invoices are required to reflect activities in the current work program. Therefore, any incomplete activities must be identified at the close of any given fiscal year and be amended into the new work program.

3. PRESENTATION: MDOT SHA SMART SIGNALS PROGRAM

Mr. Cedric Ward presented information on MDOT SHA's Smart Signals Program, including examples of locations and corridors in the region where smart signals have been installed. He noted that not every intersection or corridor is a good candidate for this technology. For example, urban intersections or corridors that feature a lot of pedestrian traffic typically are not good locations. The best corridors are those that are approaching full capacity, not those that are at full capacity. Mr. Ward noted that one size does not fit all in these situations. Some locations employ a more traditional signal technology, some use primarily smart signals, and some feature a hybridized mix of technologies. These decisions depend on conditions at each intersection or along each corridor.

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Voting: City of Annapolis, Anne Arundel County, Baltimore City, Baltimore County, Carroll County, Harford County, Howard County, Queen Anne's County, MD Department of Transportation and Harford Transit. Non-Voting: MD Department of the Environment, MD Department of Planning, and MD Transit Administration.

Committee members had questions on several topics. These included the ability of pedestrians to navigate safely through signalized intersections, how transit services can be integrated into smart signal locations, and the extent to which drivers waiting on side streets are tempted to "run" red lights because of longer than expected wait times. Members also wondered whether or not "before and after" data are available for locations where MDOT SHA has deployed smart signal technology.

Mr. Ward stated that MDOT SHA is looking into technologies such as thermal detection to better accommodate pedestrian traffic. Some coordination with transit providers has taken place, and more needs to take place in the future.

The topic of side street wait times is an important one. MDOT SHA is working with the current signal timing algorithms to achieve the proper balance between maintaining a smooth flow on the main line versus making sure the wait times on side streets are not to the point where drivers are tempted to break the law.

Mr. Ward also discussed working with local jurisdictions' staffs on signal timing issues as well as MDOT SHA's efforts to gather crash data at locations to help with smart signal implementation and to conduct "before and after" studies to determine the effectiveness of smart signal implementation.

Mr. Lang concluded by noting that this presentation on the Smart Signal Program will be on the agenda at the upcoming traffic signal forum this fall.

[PowerPoint: Smart Signals, MDOT SHA Office of Traffic and Safety]

4. PRESENTATION: INITIATIVE TO SIMULATE INDIVIDUAL TRAVEL EVENTS (InSITE)

Mr. Charles Baber updated the members on BMC's transition from an aggregate Trip Based model (TB) towards a disaggregate Activity Based model (InSITE). Through a series of Technical Committee meetings, staff will inform members on InSITE disaggregate modeling differences, validation, and forecasting leading to a BRTB resolution adopting InSITE as the region's modeling tool. Once adopted, InSITE will be used in developing plans and programs and associated technical analyses, estimating mobile source emissions, and analyzing effects of plans and programs on Environmental Justice populations. In addition, state and local planning partners will apply InSITE in supporting corridor and project traffic studies.

This initial InSITE presentation focused on comparing aggregate versus disaggregate modeling practices for demographic and travel behavior. The TB method uses market segmentation (households by income and workers as well as households by income and persons) in simulating household travel behavior and choices differences. The InSITE model synthesizes a record for each household and household person roster in the model region. The InSITE travel behavior model is applied using synthetic person and household characteristics.

The TB model generates trip tables simulating the movement of work and non-work travel from origin to destination zone. The InSITE model generates a person tour roster containing the sequence of daily travel events required to participate in activities beyond the household. The

InSITE model explicitly captures intra-household, school escorting, and fully joint non-mandatory travel.

[PowerPoint: InSITE - Initiative to Simulate Individual Travel Events]

5. OTHER BUSINESS

- Mr. Lang stated that MDOT has now posted the CTP for the upcoming cycle. A link will be sent to the members. While federal funding is flat, state funding is down 10 percent.

- There will be a BMC Board of Directors meeting on Friday, October 11. Depending on actions before the BRTB, it is possible that there will be a BRTB meeting that morning as well.

- The PAC has spent its last two meetings in strategic planning to determine what is working and what is not. Some items in both categories will lead to some changes, but not all have been determined yet. One possible change is moving the meeting to take place before the TC so members can decide if they want to participate at the TC meeting on developing action items.

- Each member of the BRTB and TC will be sponsored by the BMC to attend the AMPO Conference in Baltimore during late October. Please indicate your desire to attend by emailing Mr. Lang within the next two weeks. No registrations will be made after the cost increases.

- Mr. Lang shared progress at the BRTB meeting on UPWP ideas for FY 2021 that were made at the BRTB meeting. Mr. Cookson initiated the conversation and then Mr. Lang walked BRTB members through each topic. It was suggested that several topics could be combined with ongoing activities or possibly taken over by MDOT. Staff will be prepared for the October TC with recommendations on how that will occur.

- The BRTB/TC retreat is tentatively set for the first week of January, possibly at the University of Maryland CATT Lab.

Mr. Cookson asked for a motion to close the meeting. Ms. Martha Arzu McIntosh made a motion and Mr. Cohoon seconded the motion. The meeting closed at 11:10 a.m.

CLOSED SESSION

Mr. Cookson asked for a motion to open a closed session of the Technical Committee in order to discuss a proposed RFP. Mr. Cohoon made a motion to open the closed session and Ms. McIntosh seconded the motion at 11:11 a.m.

Ms. Monica Haines Benkhedda provided an overview of the Request for Proposals for the Evaluation of BRTB Public Involvement Activities. The project was included as a task in the FY 2019 UPWP. A draft RFP has been prepared. The Technical Committee provided unanimous consent to approve the project moving forward. It is intended that the RFP will be released later in the week with a potential contract signed in late October.

[PowerPoint: Request for Proposals: Evaluation of BRTB Public Involvement Process]

Mr. Cookson asked for a motion to close the closed session of the TC. Mr. Kwaku Duah made a motion to close the session after discussion of one RFP for public involvement. Mr. Janousek seconded the motion to close the session. The session ended at 11:26 a.m.

ATTENDANCE

Members
Zach Chissell – Maryland Transit Administration (MDOT MTA)
Ken Choi – Maryland Department of Planning
Steve Cohoon – Queen Anne's County Department of Public Works
David Cookson – Howard County Office of Transportation
Kwaku Duah – Annapolis Department of Transportation
Joel Gallihue – Harford County Department of Planning
Dan Janousek – Maryland Department of Transportation (MDOT)
Martha Arzu McIntosh – Anne Arundel County Office of Transportation
Tara Penders – State Highway Administration (MDOT SHA)
Graham Young – Baltimore City Department of Transportation

Not present:
Baltimore County
Carroll County
Maryland Department of the Environment

Staff and Guests
Regina Aris – Baltimore Metropolitan Council (BMC)
Charles Barber - BMC
Terry Freeland - BMC
Don Halligan – BMC
Victor Henry - BMC
Todd Lang – BMC
Jialin Tian - MDOT SHA Office of Traffic and Safety
Cedric Ward – MDOT SHA Office of Traffic and Safety