The Metropolitan Planning Organization for the Baltimore Region

TECHNICAL COMMITTEE
August 1, 2023
9:32 to 10:56 A.M.

MINUTES

Ms. Regina Aris took a minute to announce the retirement of Joel Gallihue, that Tina James is joining the TC for MDP and that Jason Quan of RTA of Central Maryland was elected to represent the public transit agencies as the voting member of the BRTB.

1. APPROVAL OF JULY 2023 MINUTES

Ms. Angie Daniel asked for approval of the minutes from the July meeting of the Technical Committee. Mr. Steve Cohoon moved to approve the minutes with Mr. David Cookson seconding the motion. The minutes were unanimously approved.

2. RECOMMENDED ACTION ON RESOLUTION #24-3

Ms. Charlene Mingus presented an overview of projects submitted to the Transportation Alternatives (TA) program for the Baltimore region and recommendations for funding of applications for fiscal year 2024. TA program applications, which include Safe Routes to School projects, were due mid-May of this year and MDOT SHA and BMC staff reviewed the applications and conducted site visits as needed in coordination with the applicants. The total TA program funds available in fiscal year 2024 for the Baltimore region is $4,438,487. Four applications were received totaling $12,054,000 in requests. The total TA program funds available in fiscal year 2024 for the Aberdeen, Bel Air South, and Bel Air North area is $430,525. No applications were received for the Aberdeen, Bel Air South, and Bel Air North area.

Anne Arundel County submitted an application to construct a shared-use path which will be an extension of the existing BWI Trail Spur and extend 1.2 miles through Linthicum from Maple Road to the Nursery Road Light Rail Station. The total cost of the project is estimated to be $8,800,000 with a 20% match. As stated in the application, the purpose of the project is to provide safe access for pedestrians and bicyclists to the BWI Trail Spur which connects to the B&A Trail. The project would also connect to the planned Baybrook Connector. The project will provide access to MDOT MTA Nursery Road and Linthicum Light Rail stations.

Anne Arundel County also submitted an application for construction of a shared-use path and bicycle lanes on Shoreham Beach Road from MD 214 to Triton Beach Road which will include intersection improvements. The project is approximately 1,500 feet long with a total estimated

cost of $474,000 with a 21% match. As stated in the application, the purpose of the project is to support the connection of surrounding communities to Beverly Triton Beach, support the connection to commercial development and May Elementary, and to connect to a planned shared-use path on MD 214.

Howard County submitted an application for construction of a 1.4 mile long shared-use path along Dobbin Road from MD 175 to Oakland Mills Road, as well as sidewalk improvements and new pedestrian crossings. The estimated cost of the project is $5,500,000 with a 20% match. The purpose of the project as stated in the application is to provide separated bicycle and pedestrian infrastructure to provide access to jobs, education, shopping, restaurants, residences, and transit and to connect existing improvements on Oakland Mills Road and Dobbin Road north of MD 175.

Anne Arundel County submitted a feasibility study application for a Safe Routes to School project to perform accessibility studies at ten elementary schools and up to ten middle schools in the County. The estimated cost of the project is $306,000 with a 22% match. The purpose of the project as identified in the application is to identify ways to increase the number of students walking to schools by identifying the physical barriers that prevent them from doing so and providing recommendations to overcome these barriers.

The following projects are recommended for full funding: Dobbin Road Shared-Use Pathway and Safe Routes to School Accessibility Studies, Phase 2.

Mr. Brian Ulrich requested feedback on the projects that were not recommended for funding. Ms. Mingus stated that BMC will follow up with this information.

Mr. Patrick McMahon recommended approval of the resolution, and Mr. Kwaku Duah seconded the motion. The committee voted unanimously to recommend approval of the resolution.

[PowerPoint: Transportation Alternatives Update for 2023]

3. UPWP UPDATES

- **Maryland Travel Survey: Travel by Motorcycle**: Mr. Robert Berger discussed results from the 2018-2019 Maryland Travel Survey (MTS), in particular a study of Travel by Motorcycle. The analysis used Baltimore region, rather than jurisdictional, data.

Age group: The largest shares of motorcycle riders are those are those 18-44 years old (71.4%) then those 45-64 years old (26.8%), and finally a smaller share of riders are 65 years old or older (1.8%). He noted that there were no motorcycle riders among any other age groups.

Household Income: The largest share of motorcycle riders are those with the highest incomes, $150,000 or more (64.5%), the next largest shares are those with incomes of $100,000 to $149,000 (13.8%) and then $75,000 to $99,999 (10.2%). Smaller shares of motorcycle riders are represented by those with incomes $35,000 to $49,999 (7.4%) and $50,000 to $74,999 (4.2%).

Race & Ethnicity: The largest share of motorcycle riders are Whites (95.5%) and the second largest share of motorcycle riders are African Americans, Blacks (4.5%). No motorcycle riders were found in the following groups: Hispanic, Asian, Multiracial, American Indian/Alaskan Native, and Native Hawaiian or Pacific Islander.

Trip Purpose: The largest share of motorcycle trips are for Work (30.4%), the second largest share of motorcycle trips are for school (28.1%), the third largest share of motorcycle trips are for Personal Business/ Other (26.7%), the fourth largest share of motorcycle trips are for Shopping and Meals (9.4%), and the fifth largest share of motorcycle trips are for Social/Recreation (5.4%).

[PowerPoint: Travel by Motorcycle]

- **Demonstration of Draft Crash Data Dashboard**

Mr. Charles Baber demonstrated the staff-developed Crash Data Dashboard. The initiative was a TC/BRTB UPWP recommendation based on a presentation from a previous AMPO conference and was funded under the Planning Area Dashboard consultant activity. The Maryland State Police Crash Record database recently became publicly available after the Planning Area Dashboard consultant activity closeout.

Staff downloaded Maryland State Police Crash Data databases from 2018 to 2023 (report, driver, passenger, non-motorist, vehicle, and circumstance) and initiated a data structure/field review. A Tableau dashboard consisting of three views (Crash Record Behavior Summary, Crash Record Behavior Analysis, and Crash Record Map) was created and published. The Crash Record Behavior Summary and Crash Record Behavior Analysis were designed using existing safety analysis reports based on behavioral types (Aggressive Driving, Motorcycle-Involved, Distracted Driving, Speeding, Impaired Driving, Young Driver-Involved, Older Driver-Involved, Pedestrian, and Bicycle). The Behavior Summary dashboard summarizes crash records by jurisdiction, reporting agency, year, month, and day of the week. The Behavior Analysis allows users to explore crash records for one of the behavior types.

The third view, Crash Record Map, allows users to apply jurisdiction, time period, crash record severity, roadway, and behavior filters to display the provided crash record latitude/longitude map location. Users can use map record selection tools to select records within a radius, corridor or free form. Dashboard summary charts are recalculated based on selected filters and map record selection tools. Users can "mouse over" crash record geocoded map location to display Tableau tooltip with additional crash database information.

The Crash Data Dashboards summarize and present the information as downloaded. The BMC has made no data alterations or adjustments. Crash Record administrators are aware of data quality and continue to implement procedures to improve crash record recording.

A link to the Crash Data Dashboard published location was shared with committee members. Members were encouraged to access and review the dashboards and report on usability and accuracy. A question was received on the ability to filter bicycle crash records. On the Crash Record Map view, users can select Crash Records Selector | Crash Records – non-motorist involved and Behavior | Bicycle.

[Online Demonstration - Tableau Crash Dashboard]

- **CAV Integration for Local Governments - Overview of Final Products**

Dr. Abby Morgan, project manager from Kittelson & Associates, presented an overview of the recently completed Connected and Automated Vehicle (CAV) Integration for Local Governments project.

Dr. Morgan showed examples of CAVs currently operating in our region, and noted that CAVs are expected to impact transportation planning, design and policy development. The purpose of the project was to provide an overview of CAV impacts and best planning practices as well as present actionable recommendations to help agencies prepare for CAVs in the region. Proactive planning will help agencies maximize benefits of CAVs, minimize the challenges and achieve agency goals.

Dr. Morgan identified the local roles in CAV planning: 1) Set and enforce traffic laws, 2) Update land use plans, codes, and land development regulations, 3) Update building codes, 4) Update local street design standards, 5) Operate and maintain infrastructure, and 6) Proactively prepare for CAV impacts and use public policy to steer adoption to support local goals.

There were four documents developed as part of this project:
- CAV White Paper: Literature review of relevant CAV work and best practices at the national, state, regional, and local levels. It serves as the foundation for developing the next product, the CAV recommendations for the region.
- CAV Recommendations for the Baltimore Region: Specific regional and local guidance on short-, medium-, and long-term impacts and actions to prepare for the safe, efficient, and equitable adoption of CAVs.
- User Guide for CAV Recommendations: User guide to help agency staff implement the guidance.
- Executive Summary: Information from the previous phases culminated into an Executive Summary for use by local agencies, leaders, and decision makers.

Over the next one to two years, local agencies should take the following key actions to prepare for CAVs.
- Coordinate all CAV planning efforts with the State and BMC.
- Identify safety partners and define safety goals.
- Consider different needs for automated freight and goods movement. CAV applications may be first adopted for freight and goods delivery, instead of passenger movement.
- Define your agency's vision for CAVs, identify partners and nominate a CAV champion(s) in your agency who will participate in partnerships and working groups.
- Include equity and accessibility partners in all projects and develop requirements for CAV service to underserved communities.
- Integrate desired outcomes of CAVs and other emerging transportation technologies (such as needs for loading/unloading zones or electric vehicle charging) into land use

and transportation plans, regional travel demand models, building and zoning codes, and design manuals.

- Plan for impacts of CAVs on local fiscal health, including impacts to transportation revenue; land use fees; and procurement, operations and maintenance costs.
- Continue to prioritize multimodal mobility and Complete/Slow Streets policies. Focus on safely accommodating all travelers, including people with disabilities, pedestrians, bicyclists, transit riders, and drivers.
- Invest, advocate and champion policies with the State on training, education and workforce development programs.
- Maintain infrastructure in a state of good repair and advocate for adequate funding to serve today's users and to facilitate the transition to CAVs.
- Follow industry standards for collecting, storing and securing CAV data.

Dr. Morgan concluded with key takeaways and next steps for the Technical Committee members and other local stakeholders.

- Download, read and share these new resources
- Share the Executive Summary with your leadership and policy makers
- Read the CAV Planning Guide
- Complete the accompanying User Guide to implement the recommendations from the CAV Planning Guide
- Get involved, including joining the Maryland CAV Working Group

Any questions can be directed to BMC staff member Ms. Eileen Singleton at (esingleton@baltometro.org).

[PowerPoint: **Connected and Automated Vehicle Integration***]*

4. OTHER BUSINESS

The next meeting will be held virtually on September 5, 2023.

Ms. Daniel asked for a motion to close the TC meeting. Mr. Cookson made a motion and Mr. Stu Sirota seconded. The meeting adjourned at 10:47 A.M.

Ms. Daniel opened a Closed Session of the Technical Committee at 10:48 in order to discuss one proposed Requests for Proposals. Ms. Daniel asked for a motion and a second to hold the Closed Session. Mr. Cookson made the motion and Mr. Sirota seconded.

PRG: Operations, Maintenance, and Branding Plan: Ms. Mingus provided an overview of the proposed Patapsco Regional Greenway (PRG): Operations, Maintenance, and Branding Plan Request for Proposals (RFP). The PRG Plan was approved by the Baltimore Regional Transportation Board (BRTB) in 2017 and outlines the envisioned main alignment of a 40-mile greenway stretching from Sykesville in Carroll County to the Baltimore Inner Harbor. The BRTB has funded preliminary design of several segments of the planned greenway over the past few years. This task will be developed in cooperation with responsible agencies and jurisdictions.

Ms. Mingus discussed seven tasks that will be included. The budget for this project is $250,000. Work is anticipated to take approximately one year from the consultant notice to proceed.

There were no questions from the Technical Committee. Committee members agreed with the project scope and gave approval to move forward.

Ms. Daniel asked for a motion to close the Closed Session of the RFP discussion. Mr. Sirota made a motion and Mr. Kwaku Duah seconded the motion. The Closed Session ended at 10:56 a.m.

ATTENDANCE

Members
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 & Transportation
Kwaku Duah – Annapolis Department of Transportation
Tina James – Maryland Department of Planning
Tavon Hawkins – MDOT State Highway Administration (MDOT SHA)
Clare Stewart – Carroll County Department of Planning
Patrick McMahon – MDOT Maryland Transit Administration (MDOT MTA)
Alex Rawls – Harford County Department of Planning
Catherine Salarano – Maryland Department of the Environment
Stu Sirota – Baltimore City Department of Transportation
Brian Ulrich – Anne Arundel County Office of Transportation (OOT)

Staff and Guests
Regina Aris - Baltimore Metropolitan Council (BMC)
Charles Baber - BMC
Melissa Badeker - guest
Robert Berger - BMC
Cindy Burch - BMC
Rebecca Deibel - BMC
Adam Greenstein – Anne Arundel County
Don Halligan – BMC
Victor Henry - BMC
Zach Kaufman - BMC
Keith Kucharek - BMC
Todd Lang – BMC
Anna Marshall - BMC
Travis Martin – MDOT MTA
Charlene Mingus – BMC
Abby Morgan – Kittelson & Associates
Daniel Paschall - East Coast Greenway Alliance

Brian Ryder - BMC
Shane Sarver – BMC
Eileen Singleton - BMC