

## CONGESTION MANAGEMENT PROCESS (CMP) COMMITTEE

June 6, 2023  
10:20 A.M. – 11:15 A.M.

### MINUTES

#### 1. WELCOME AND INTRODUCTIONS

Ms. Eileen Singleton opened the meeting; attendees introduced themselves.

#### 2. APPROVAL OF MINUTES FROM THE FEBRUARY 7, 2023 MEETING

There were no comments on the minutes.

#### 3. MEETING OBJECTIVE

The objectives of the meeting are:

- Provide updates on regional CMP resources
- Discuss link to congestion management in draft Resilience 2050
- Debrief on development of 2023 priority letters

***[PowerPoint: CMP Committee Handout]***

#### 4. OVERVIEW OF REGIONAL CMP RESOURCES

BMC staff provided updates on CMP resources. Mr. Ed Stylec said that the [Online CMP Tool](#) data is updated through 2021 and 2022 data is expected to be loaded later this month.

Mr. Stylec also reported that the [quarterly congestion analysis reports](#) are available on the BMC webpage through 2022. The format of the reports has been updated to include better graphics and recommendations from the CMP Committee. He added that he will be working to develop a short summary document that can be used to brief decision makers and others with high level congestion information.

Mr. Victor Henry provided an overview of the Pedestrian Infrastructure Assessment Tool (PIAT), recently developed through work with Toole Design. The PIAT is an ArcGIS-based tool that will assist planners in:

- Prioritizing sidewalk projects

- Identifying sidewalk mileage and gaps
- Visualizing sidewalk data
- Facilitating pedestrian planning in general

A comprehensive regional sidewalk and crosswalk dataset was created by Ecopia using artificial intelligence.

The tool is now available for use. For more information, contact Mr. Henry ([vhenry@baltometro.org](mailto:vhenry@baltometro.org)). There was a question about whether the tool can be expanded with additional data; Mr. Henry said that the software includes quite a few types of data now; level of comfort data is not included as a data item.

Ms. Singleton showed a screenshot of the RITIS Workzone Dashboard and asked if there was interest in learning more about this tool and getting access to it. Attendees expressed interest; therefore Ms. Singleton will follow up to get more information by the next meeting.

**[PowerPoint: CMP Committee Handout]**

## 5. OVERVIEW OF CONGESTION MANAGEMENT IN DRAFT *RESILIENCE 2050*

Mr. Zach Kaufman provided an overview of *Resilience 2050*, the update to the regional long range transportation plan. The document is currently out for public comment. Details about Resilience 2050 are available on the [BMC webpage](#).

Ms. Singleton then highlighted portions of *Resilience 2050* that support CMP. Chapter 5 includes the federal transportation performance targets related to traffic congestion, including annual per capita hours of peak-hour excessive delay, percentage of non-single-occupant vehicle travel, and level of travel time reliability. These are two- and four-year targets.

This chapter also shows the CMP strategies anticipated to be used by projects in the Preferred Alternative:

Strategy	% of all projects	% roadway projects	% transit projects
Demand Management Strategies	33%	7%	72%
Transportation System Management and Operations	50%	41%	64%
Public Transportation Strategies	46%	13%	97%
Bicycle/Pedestrian and Micromobility Strategies	68%	77%	56%
Road Capacity Strategies	80%	77%	56%

Appendix D provides the full details of congestion management in the region, including how the region follows the congestion management process and what strategies were included in the Preferred Alternative.

There was a comment that *Resilience 2050* does not acknowledge the potential for induced demand resulting from the projects. And it was noted that the congestion management strategies seem to be secondary to adding capacity. Going forward, there was a suggestion that the CMP Committee could address the impact of induced demand in future plans. Mr. Kaufman responded that induced demand is not explicitly included in the plan and this could be enhanced in future plans. He also noted that in descriptions of capacity projects that have congestion management strategies, the capacity portion of the project is typically first because it is the most costly part of the project and that has generally been the approach to presenting the projects in the long range transportation plans, and it is not meant to diminish the importance of the congestion management strategies.

**[PowerPoint: CMP Committee Handout]**

## **6. 2023 PRIORITY LETTER DEVELOPMENT**

Ms. Singleton presented a summary of how the priority letters included references to the region and which ones included the regional text.

The attendees noted that having regional text has been helpful, and there is interest in continuing to use it. The regional text shows that the jurisdictions are working together and knowledgeable and supportive of projects in other jurisdictions that benefit the region.

Suggestions for the regional text for next year:

- Include a map of the MDOT SHA TSMO corridors
- Include a map of the MDOT MTA regional transit corridors

Ideas for committee actions:

- Have a meeting (before the next committee meeting on 11/7/23) to discuss priority letter development and project coordination. MDOT SHA staff expressed interest in attending project development meetings, particularly Travel Forecasting.
- Consider conducting a regional origin/destination study to identify regional travel patterns; this might also provide ideas for how transit could support a congested road corridor. Look at RITIS O/D analysis tools.

**[PowerPoint: CMP Committee Handout]**

## **7. OTHER BUSINESS**

The CMP Committee chair position is open.

**Next Meetings** – November 7

## **ATTENDEES**

### ***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  
Luciano Diaz – Baltimore City Department of Transportation  
Kwaku Duah – Annapolis Department of Transportation  
Joel Gallihue – Harford County Department of Planning  
Sarah Gary – MDOT State Highway Administration (MDOT SHA)  
Mary Lane – Carroll County Department of Planning  
Travis Martin – Maryland Department of Transportation  
Patrick McMahon – Maryland Transit Administration (MDOT MTA)  
Alex Rawls – Harford County Department of Planning and Zoning  
Brian Ulrich – Anne Arundel County Office of Transportation (OOT)  
Bixui Xu - Maryland Department of Planning

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

Regina Aris – Baltimore Metropolitan Council (BMC)  
Monica Haines Benkhedda – BMC  
Don Halligan – BMC  
Victor Henry – BMC  
Zach Kaufman – BMC  
Shawn Kimberly – BMC  
Keith Kucharek – BMC  
Todd Lang – BMC  
Anna Marshall – BMC  
Michael Scepaniak – Strong Towns Baltimore  
Eileen Singleton – BMC  
Ed Stylc – BMC  
Dwight Tigner – BMC