



**BALTIMORE
METROPOLITAN
COUNCIL**

FRANCIS SCOTT KEY BRIDGE IMPACT ANALYSIS

BMC PRESENTATION

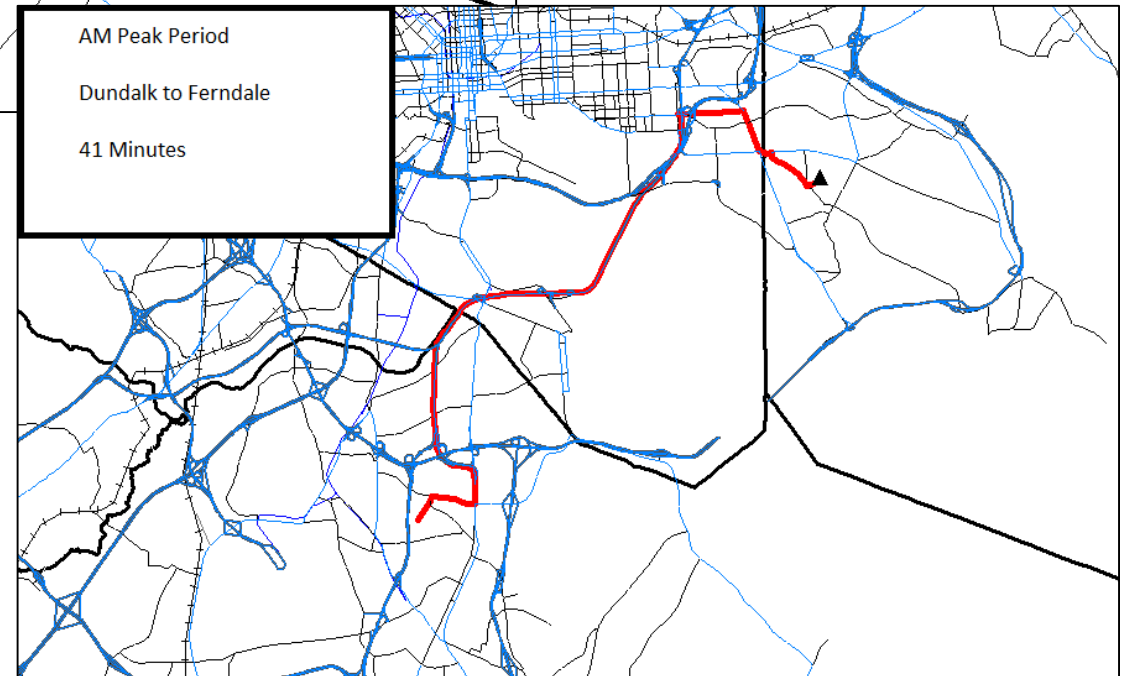
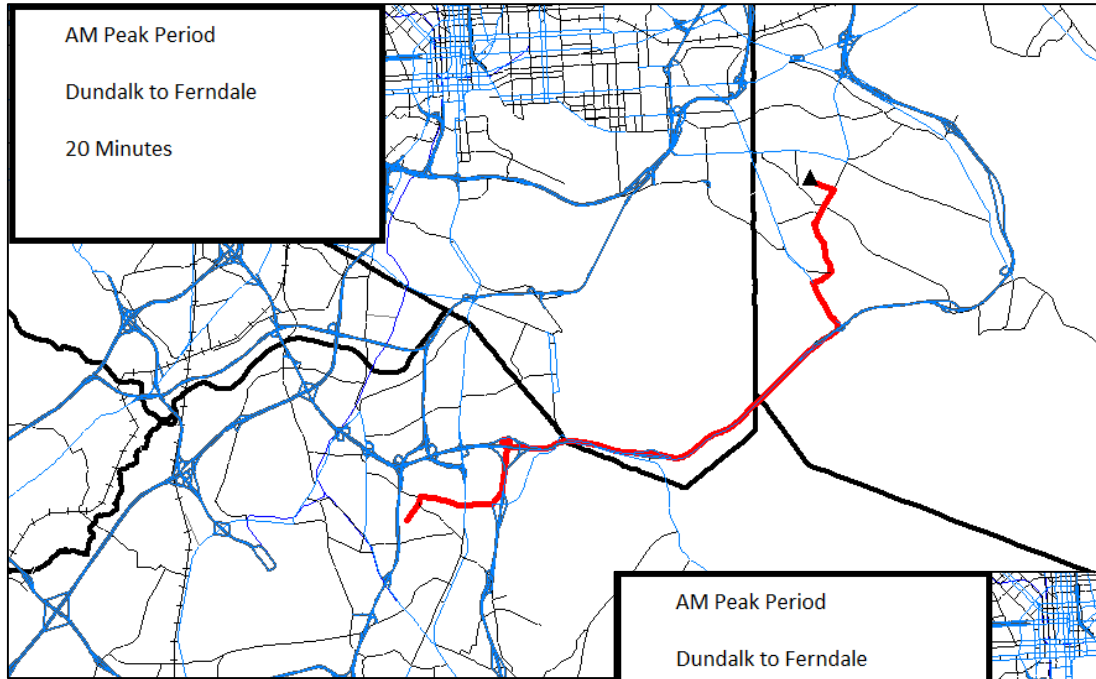
June 2024



TRAFFIC AND TRANSPORTATION

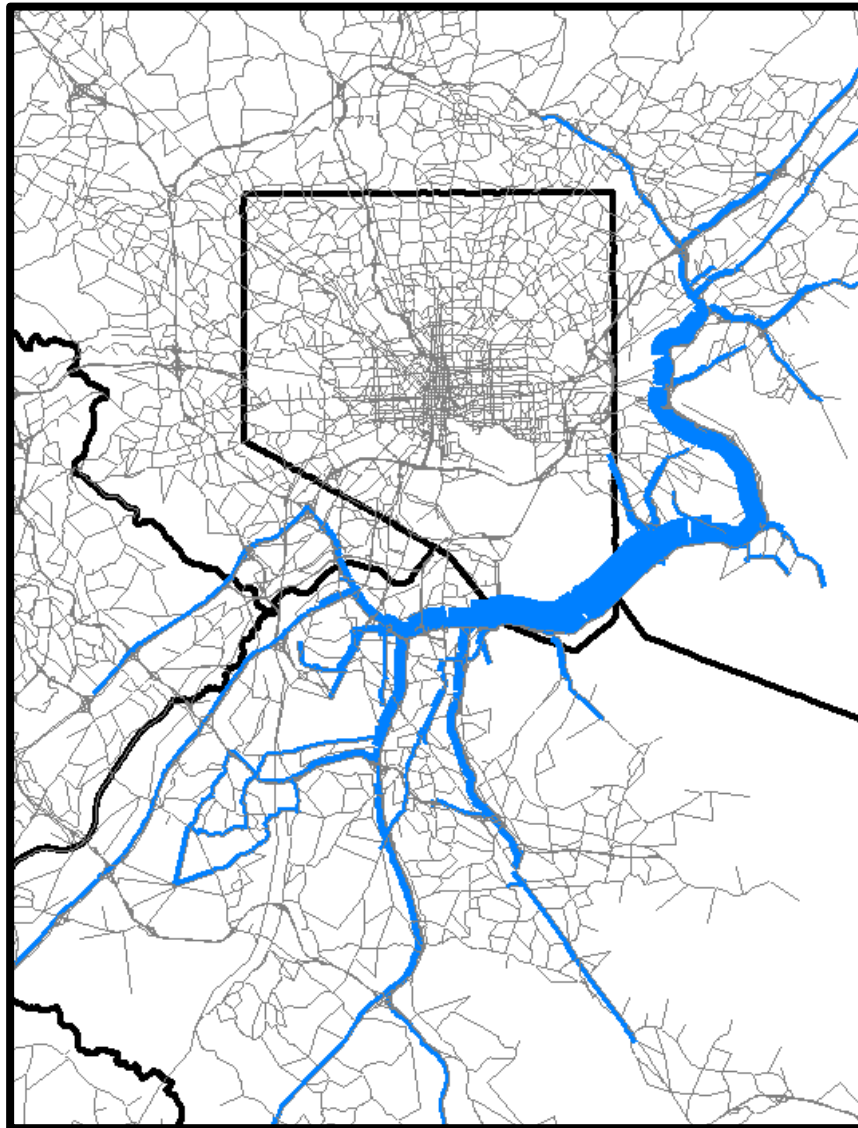
- **FSK Averaged 34,000 crossings per day (4,000 commercial)**
 - 39,000 weekday
 - 20,400 weekend
- **Harbor Tunnel an Fort McHenry Tunnel average 198,000 crossings combined**
 - Harbor Tunnel: 81,000 weekday, 71,300 weekend
 - FMT: 128,300 weekday, 99,600 weekend
- **HAZ-MATS must find a new route (+/- 1,200 trucks daily)**
- **What will be the impact on the region?**
- **What are the long term solutions?**

COMMUTER IMPACT

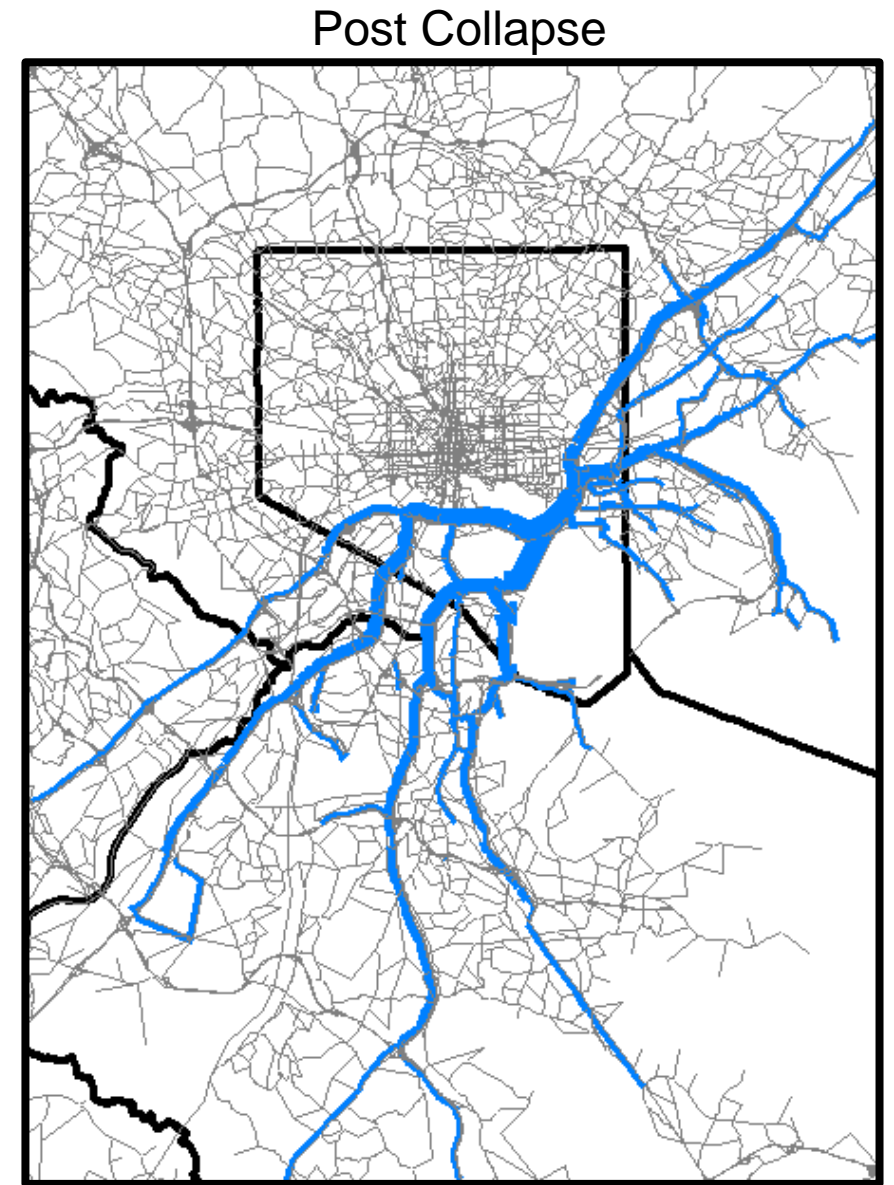


20 Minute Commute
from Dundalk to
Ferndale now 41
minutes

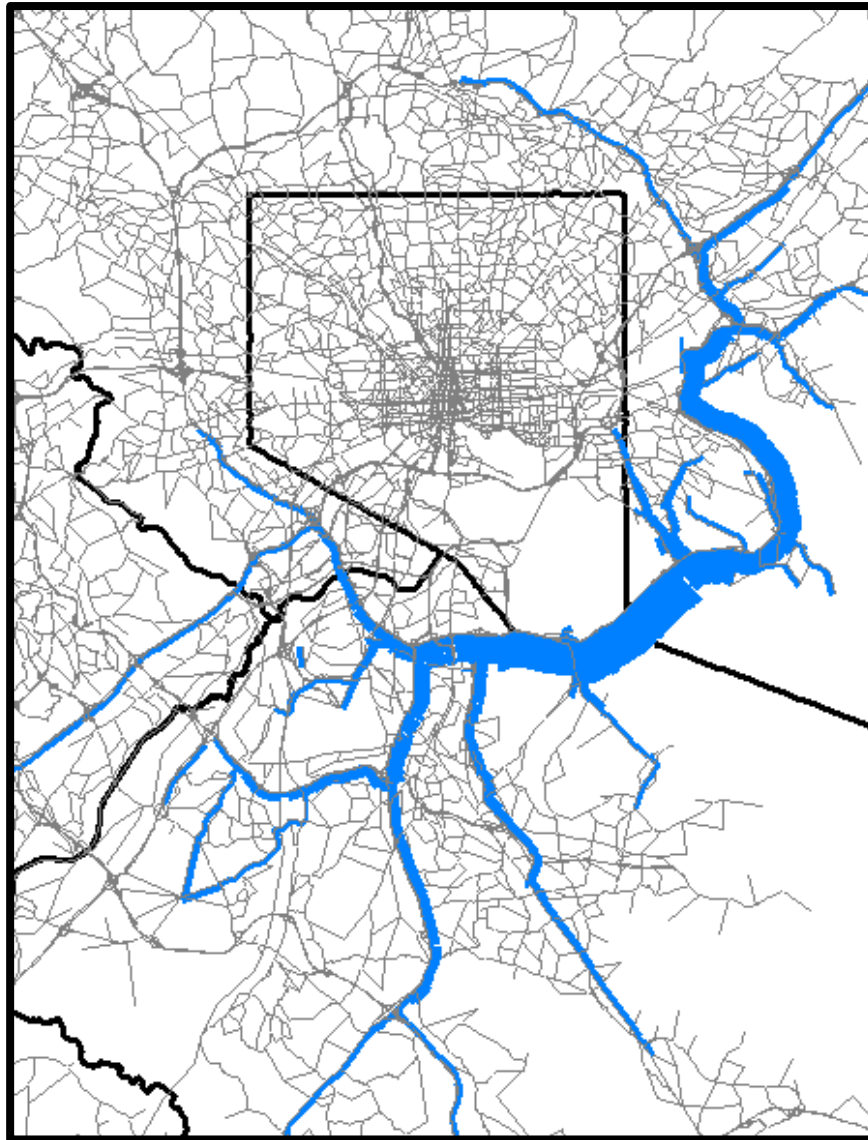
Morning Peak Rerouting of Traffic Flows – Inner Loop of Beltway



Prior to Collapse

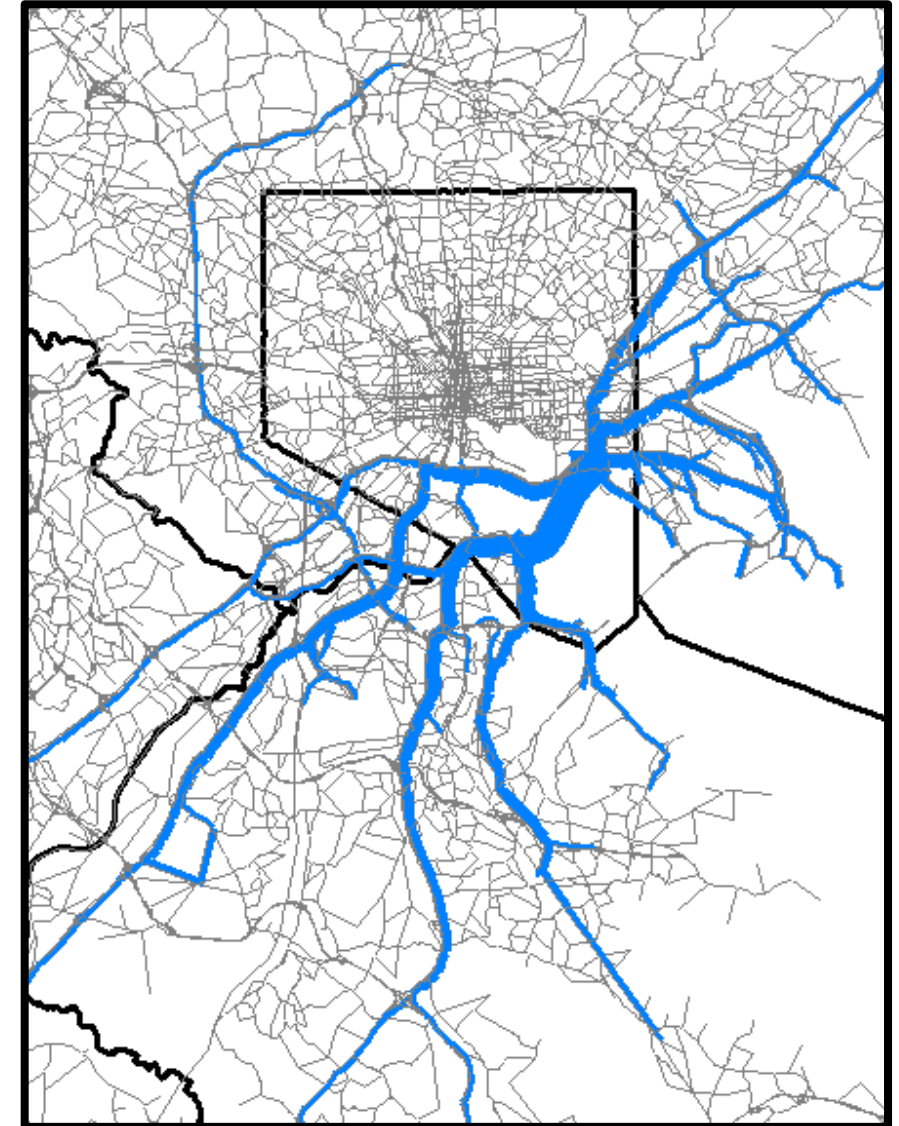


Afternoon Peak Rerouting of Traffic Flows – Outer Loop of Beltway



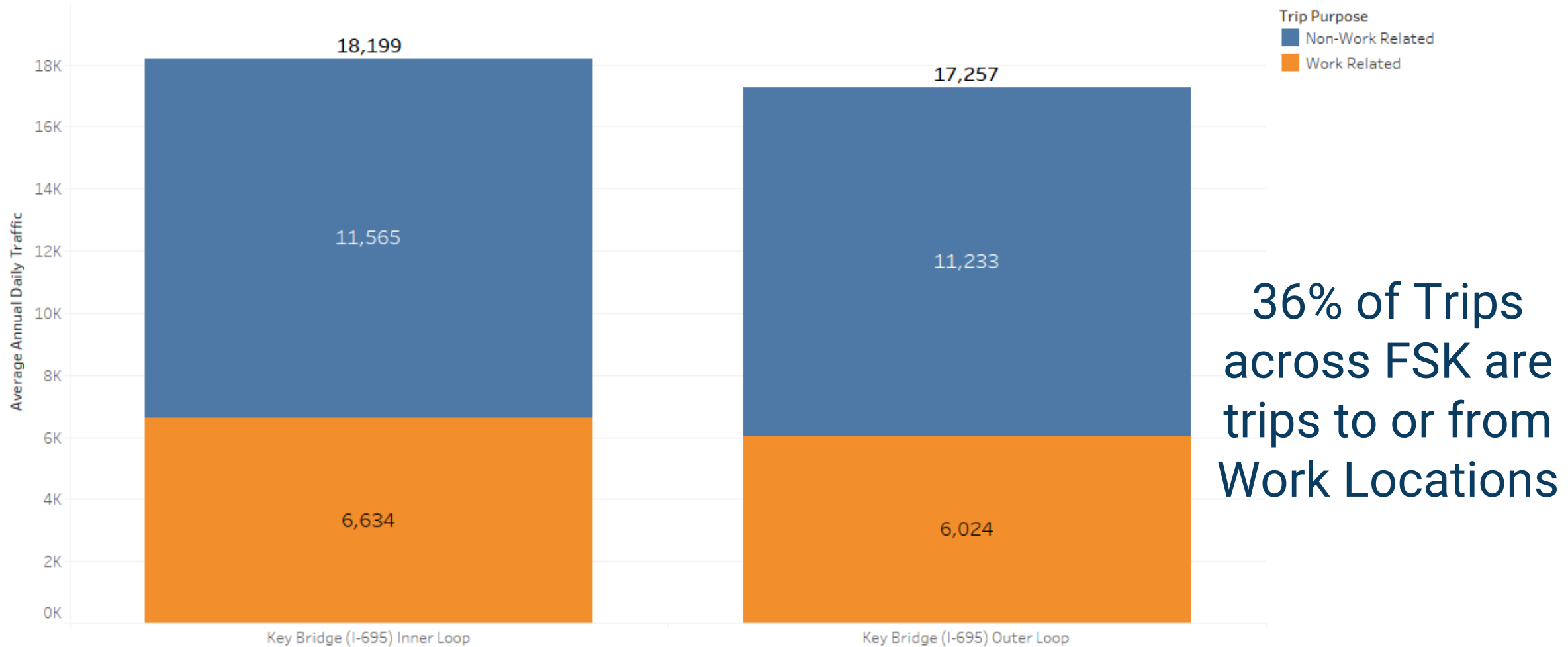
Prior to Collapse

Post Collapse

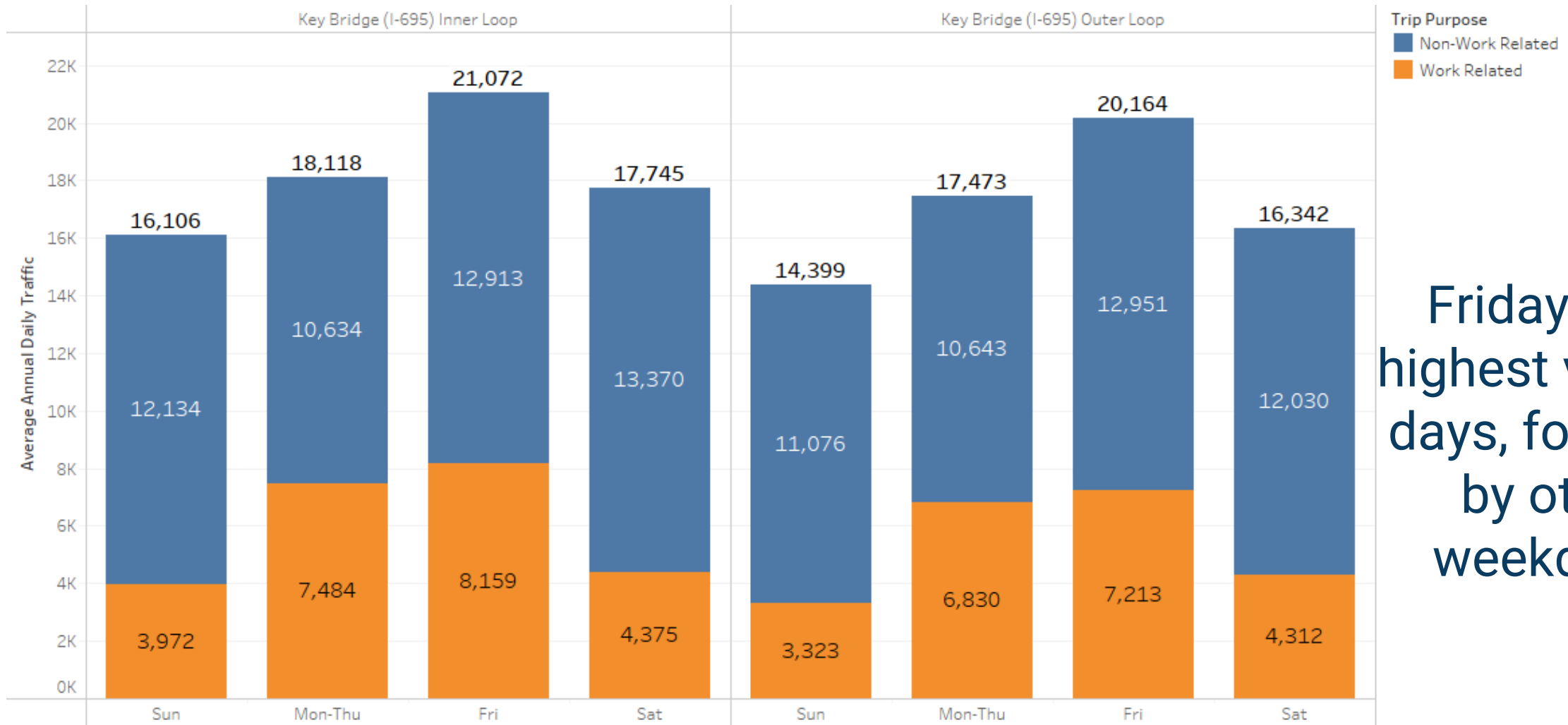


Source: BMC InSITE Travel Demand Model.

Work versus Non-Work Trips 2022 Daily Trips

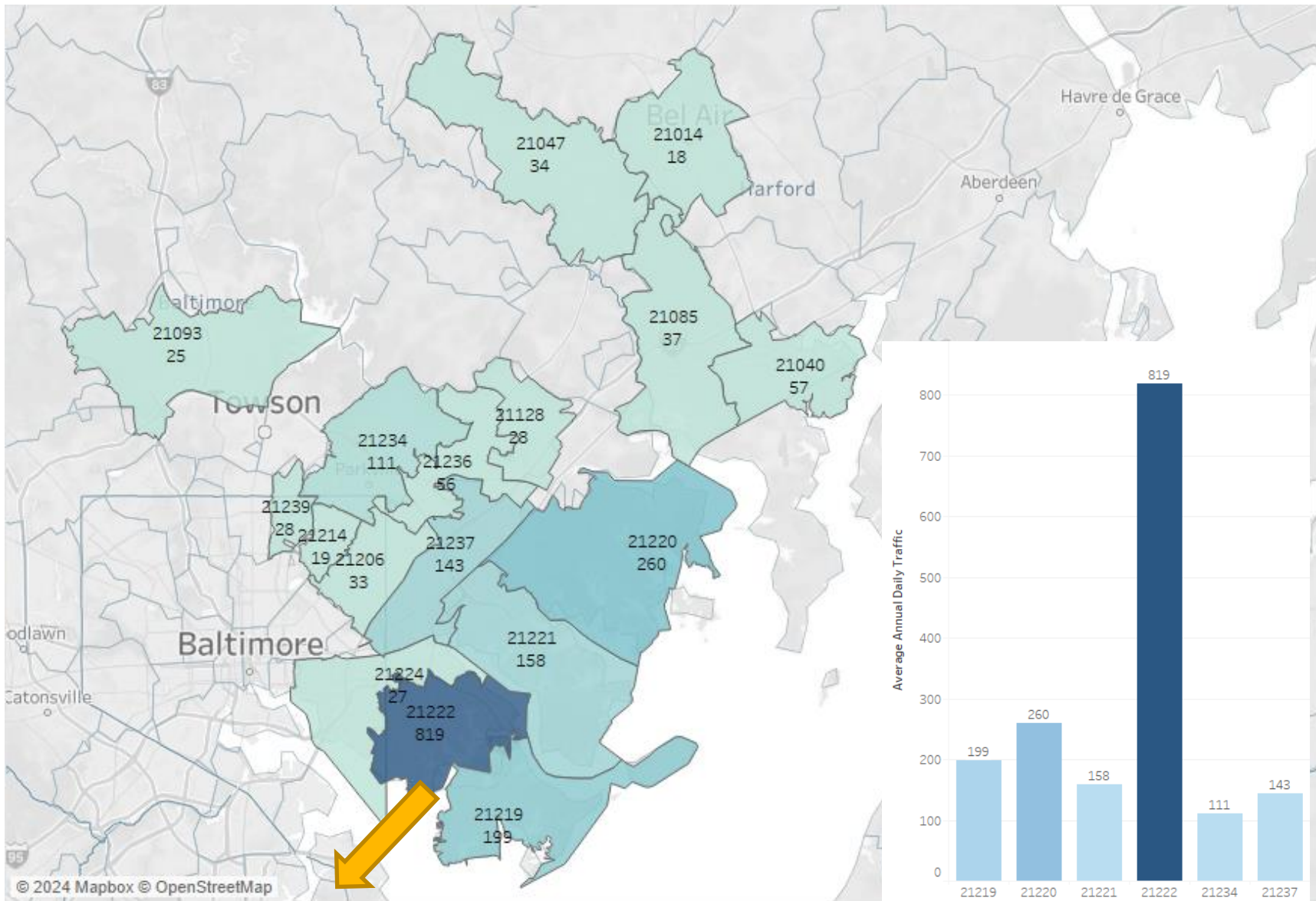


Day of Week Breakdown 2022 Daily Trips

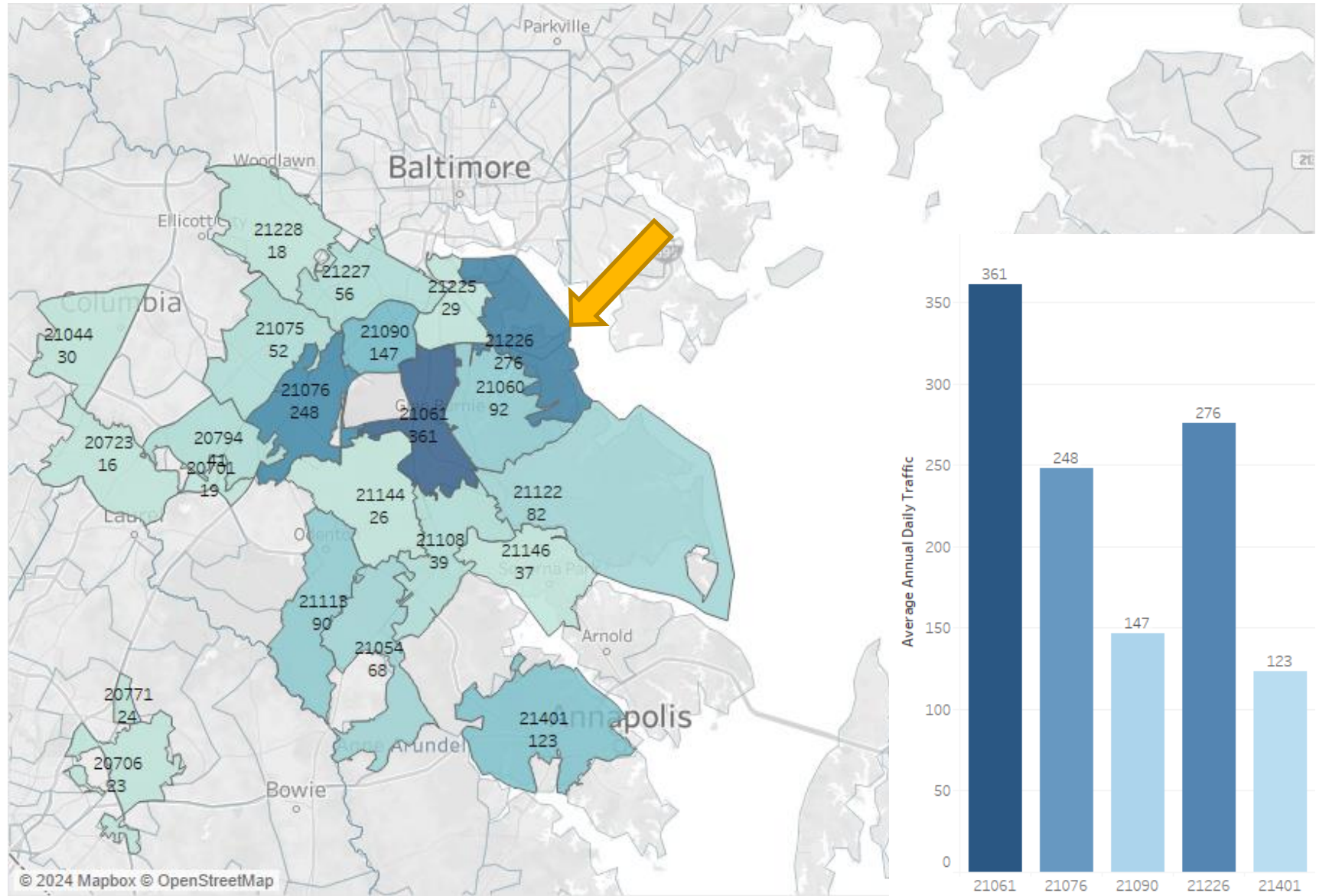


Fridays are highest volume days, followed by other weekdays.

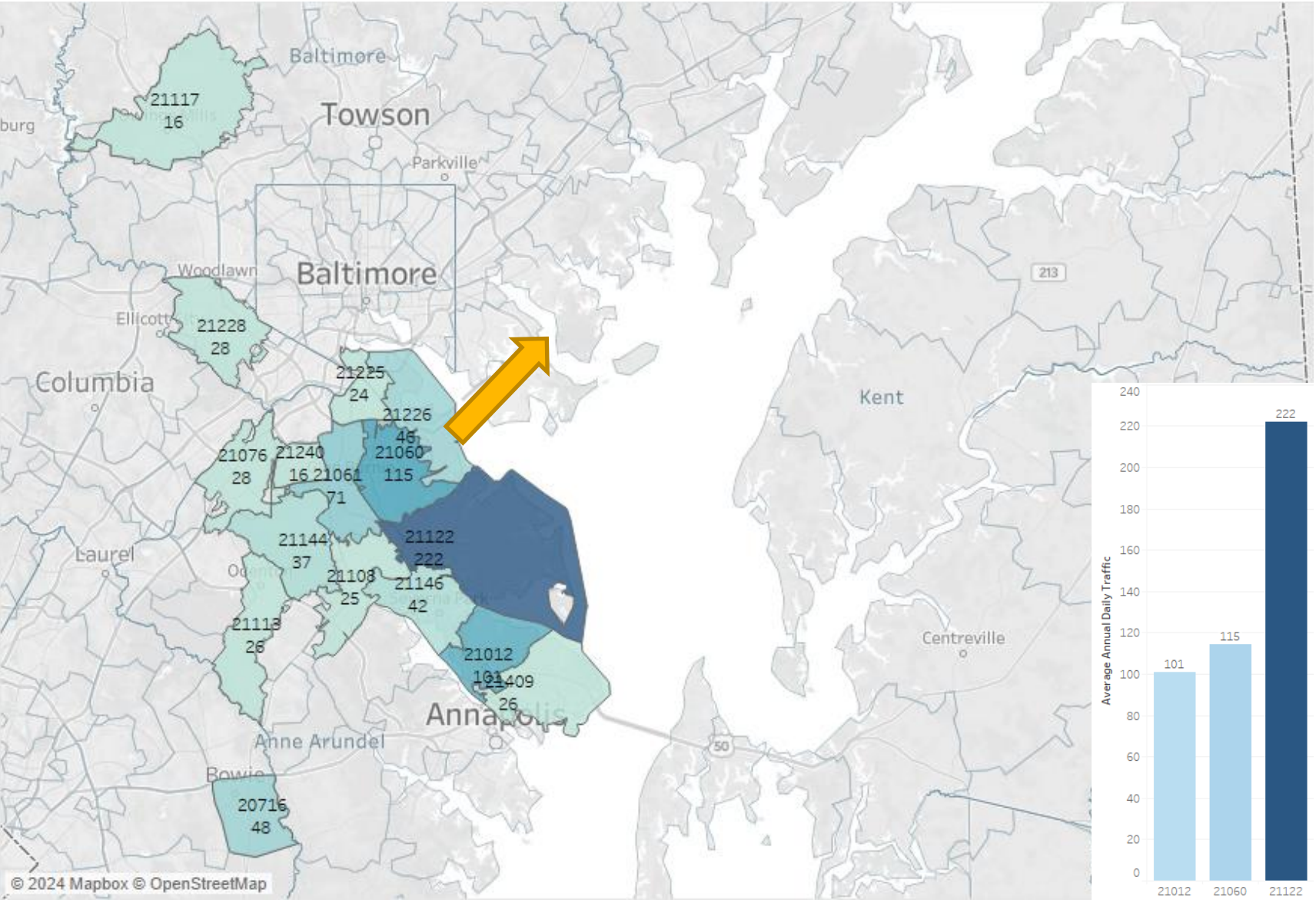
2022 Key Bridge Inner Loop Mon–Thu Home to Work Origins



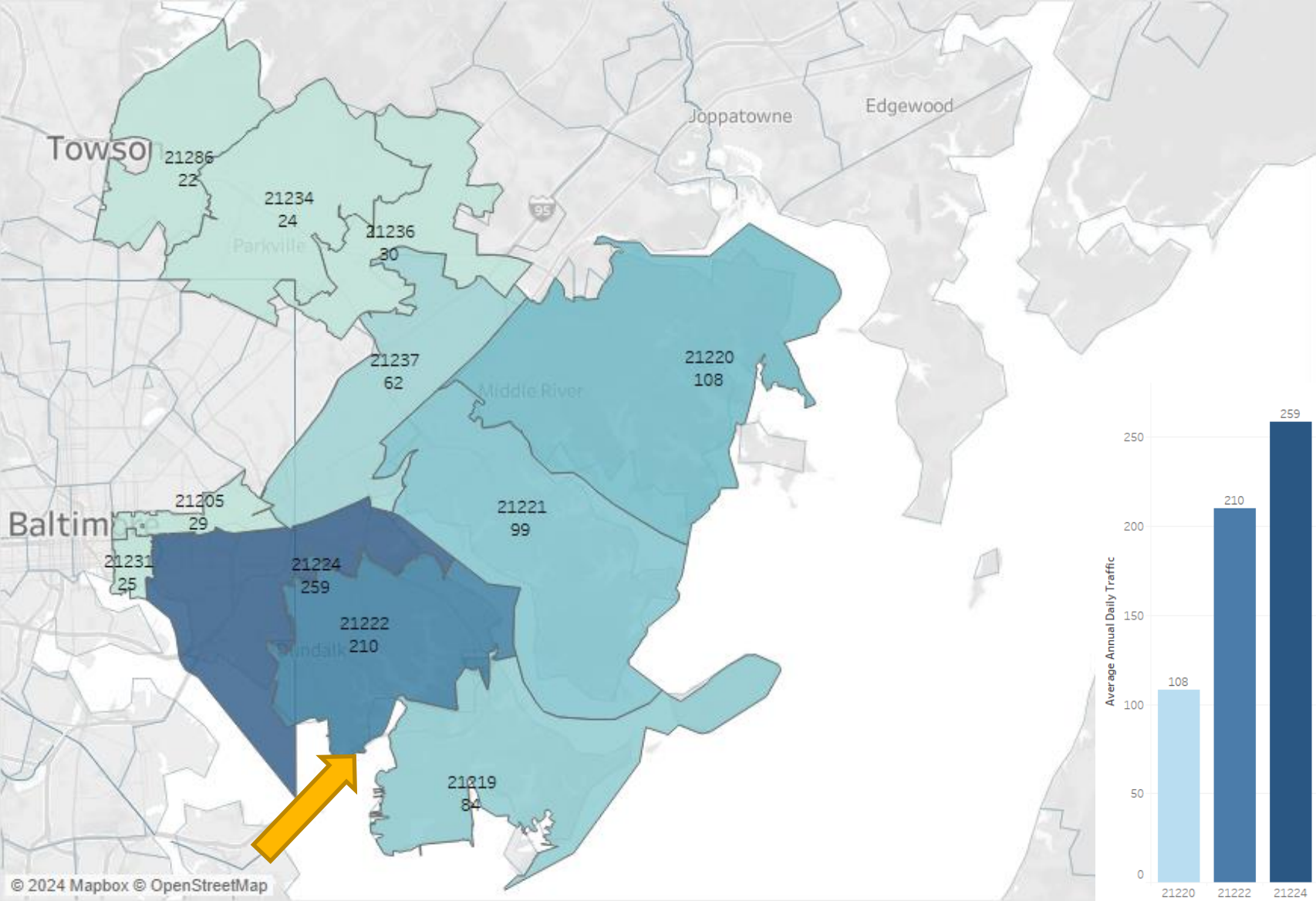
2022 Key Bridge Inner Loop Mon–Thu Home to Work Destinations



2022 Key Bridge Outer Loop Mon–Thu Home to Work Origins



2022 Key Bridge Outer Loop Mon–Thu Home to Work Destinations



2050 Modeling With and Without FSK (Daily Trips)

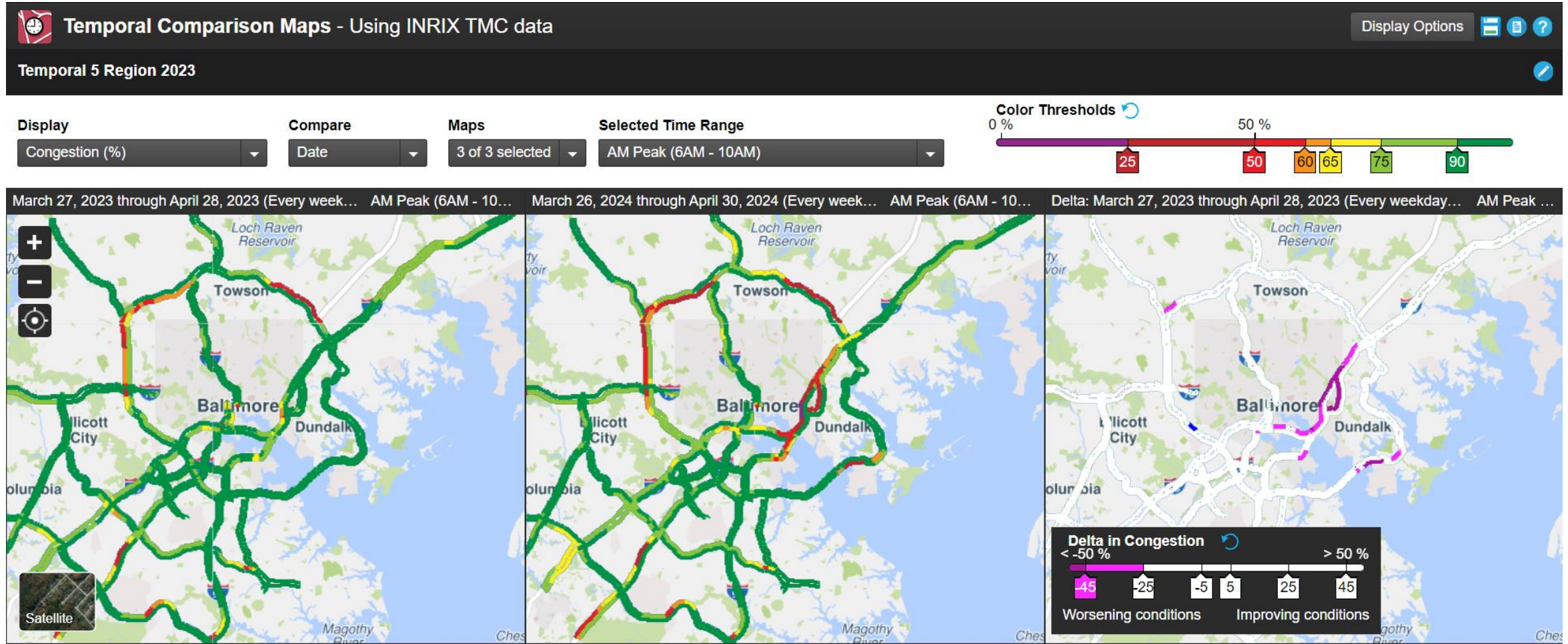
2050 InSITE Travel Demand Model With and Without FSK						
Year	Year	I-695 Key Bridge	I-895 Harbor Tunnel	I-95 Fort McHenry Tunnel		Total Harbor Crossings
Without Bridge	2050	0	117,715	180,147		297,862
With Bridge	2050	51,034	99,909	153,941		304,884
	2023	33,693	79,113	121,481		234,287
	2022	33,195	77,033	118,287		228,515
	2021	33,215	68,861	119,887		
	2020	32,244	39,533	112,510		
	2019*	40,365	47,480	140,185		
	2018*	30,982	75,488	125,930		232,400
	2017	32,343	77,814	124,391		
	2016	31,242	77,235	122,820		
	2015	30,707	77,248	115,615		
	2014	29,598	71,315	114,386		

Note: 2019 the Harbor Tunnel was reduced to one lane in each direction for construction.

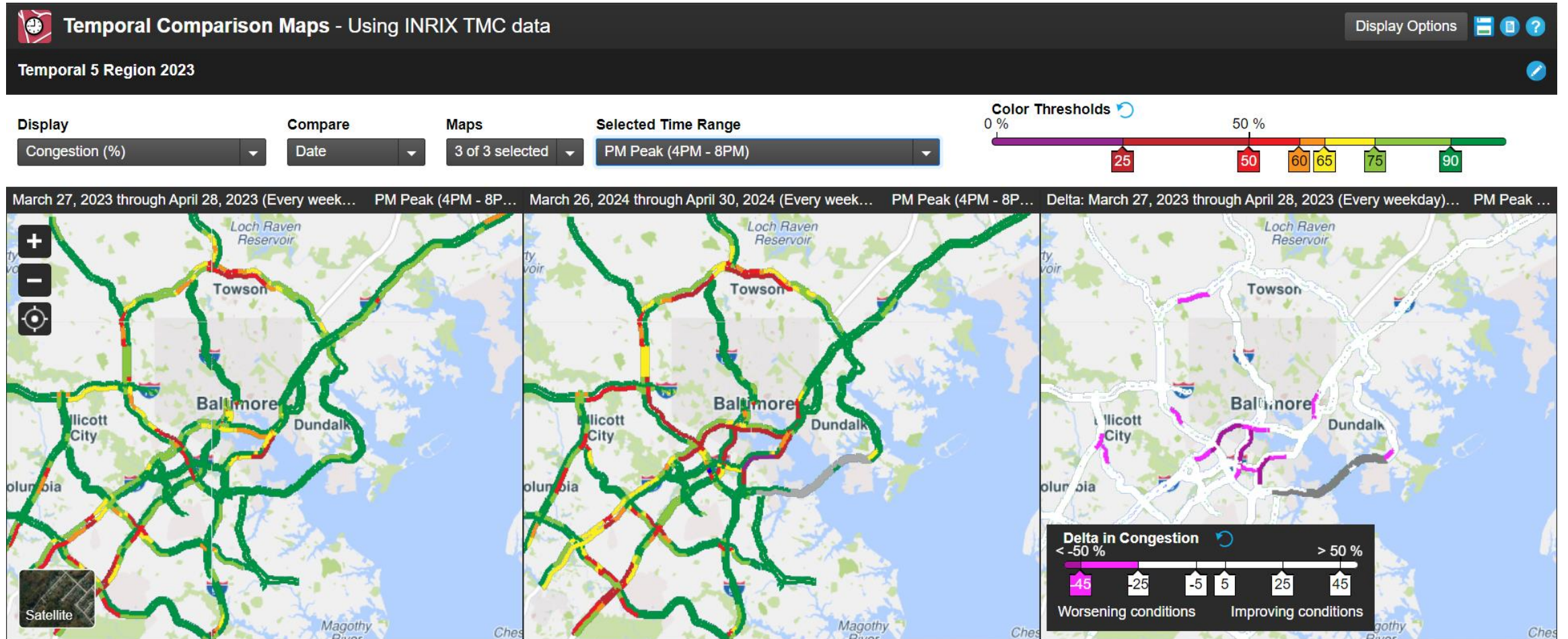
Source: BMC InSITE Travel Demand Model.



Increased Congestion Segments AM Peak



Increased Congestion Segments PM Peak



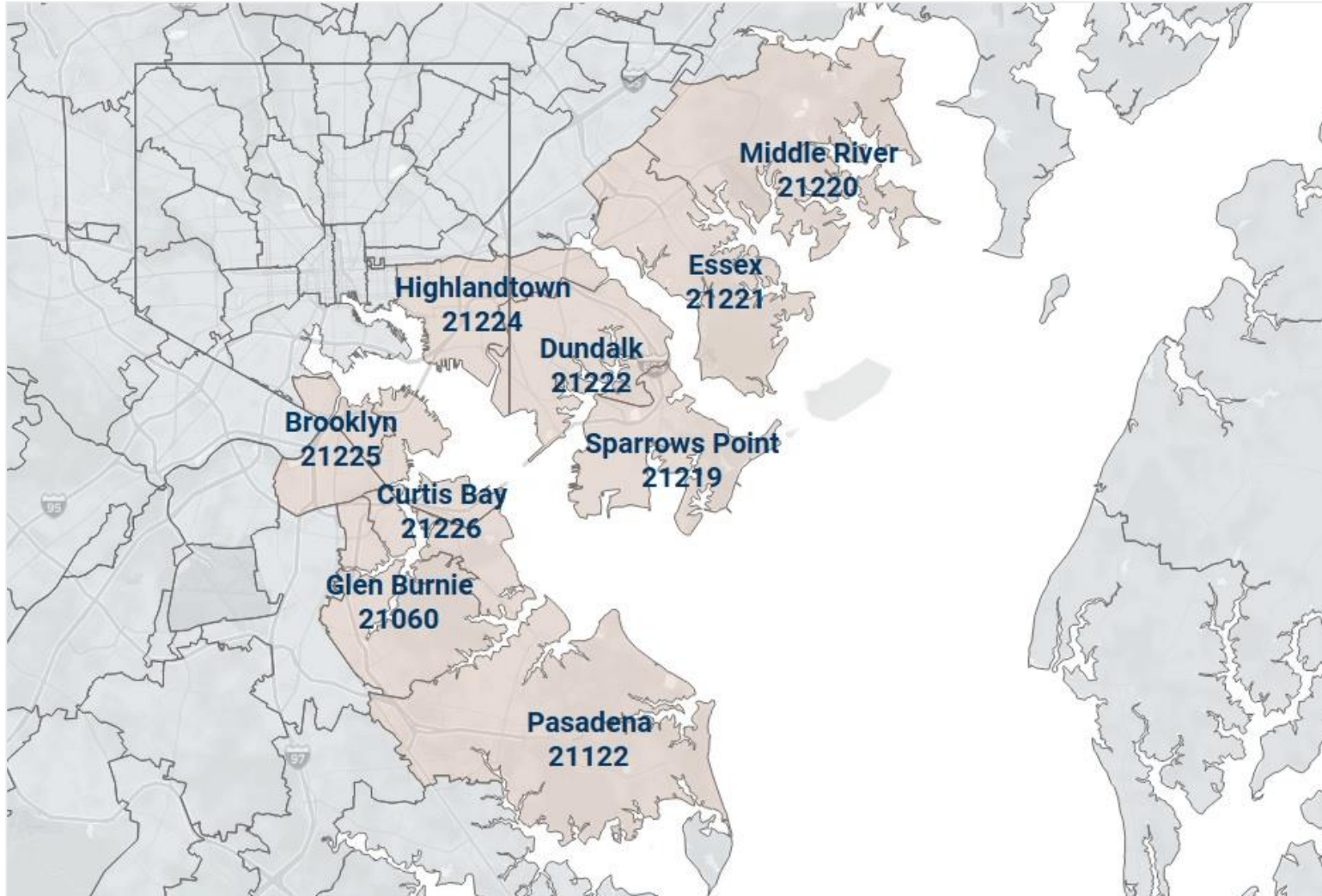
Other Roadway Segments Experiencing Congestion

Route	Segments	Peak	Miles	May-23	May-24	May 2023 to 2024
		AM PM	Length in	Avg TT	Avg TT	% Change
KB1	I-895 NB from MD-295 to Harbor Tunnel Toll Plaza	PM (4-7 PM)	4.35	5.04	15.99	217%
KB3	I-95 NB from I-895/Exit 46 to Fort McHenry Tunnel	PM (4-7 PM)	10.00	13.82	29.90	116%
KB6	MD-295 NB from Patapsco Ave to Bayard St	PM (4-7 PM)	1.75	3.50	6.75	93%
KB4	I-895 SB from I-95/Exit 62 to Harbor Tunnel Toll Plaza	AM (6-9 AM)	6.87	9.99	18.36	84%
KB5	I-95 SB from I-895 split to Fort McHenry Tunnel	AM (6-9 AM)	8.43	10.16	18.20	79%
KB2	I-895 Spur NB from MD-2/Ritchie Hwy to I-895 Merge	PM (4-7 PM)	2.74	2.95	5.20	76%
KB7	I-695 IL from Park Heights Ave to Greenspring Ave	PM (4-7 PM)	2.19	2.98	4.61	55%
KB13	I-895 SB from I-95/Exit 62 to Harbor Tunnel Toll Plaza	PM (4-7 PM)	6.87	9.02	13.06	45%
KB11	Hanover Street NB (I-895 to Cromwell)	PM (4-7 PM)	1.47	3.17	4.46	41%
KB9	MD-2/Ritchie Hwy NB from MD-710 to MD-171	PM (4-7 PM)	1.69	4.14	5.61	36%
KB10	I-695 OL from Reisterstown Rd to I-795	AM (6-9 AM)	2.16	3.51	4.60	31%
KB14	I-395 SB to I-95 NB (East Pratt to I-95)	PM (4-7 PM)	1.62	3.60	4.62	28%
KB15	MLK Blvd SB from W Baltimore St to I-395	PM (4-7 PM)	0.83	1.99	2.53	27%
KB8	MD-150/Eastern Blvd WB from MD-151/North Pont Blvd to Kane St	AM (6-9 AM)	1.10	2.93	3.67	25%
KB12	US-40/Pulaski Hwy WB from City Line to N Haven St	AM (6-9 AM)	1.97	3.91	4.60	18%
KB16	I-395 SB to I-95 SB (East Pratt to I-95)	PM (4-7 PM)	1.50	3.25	3.69	14%

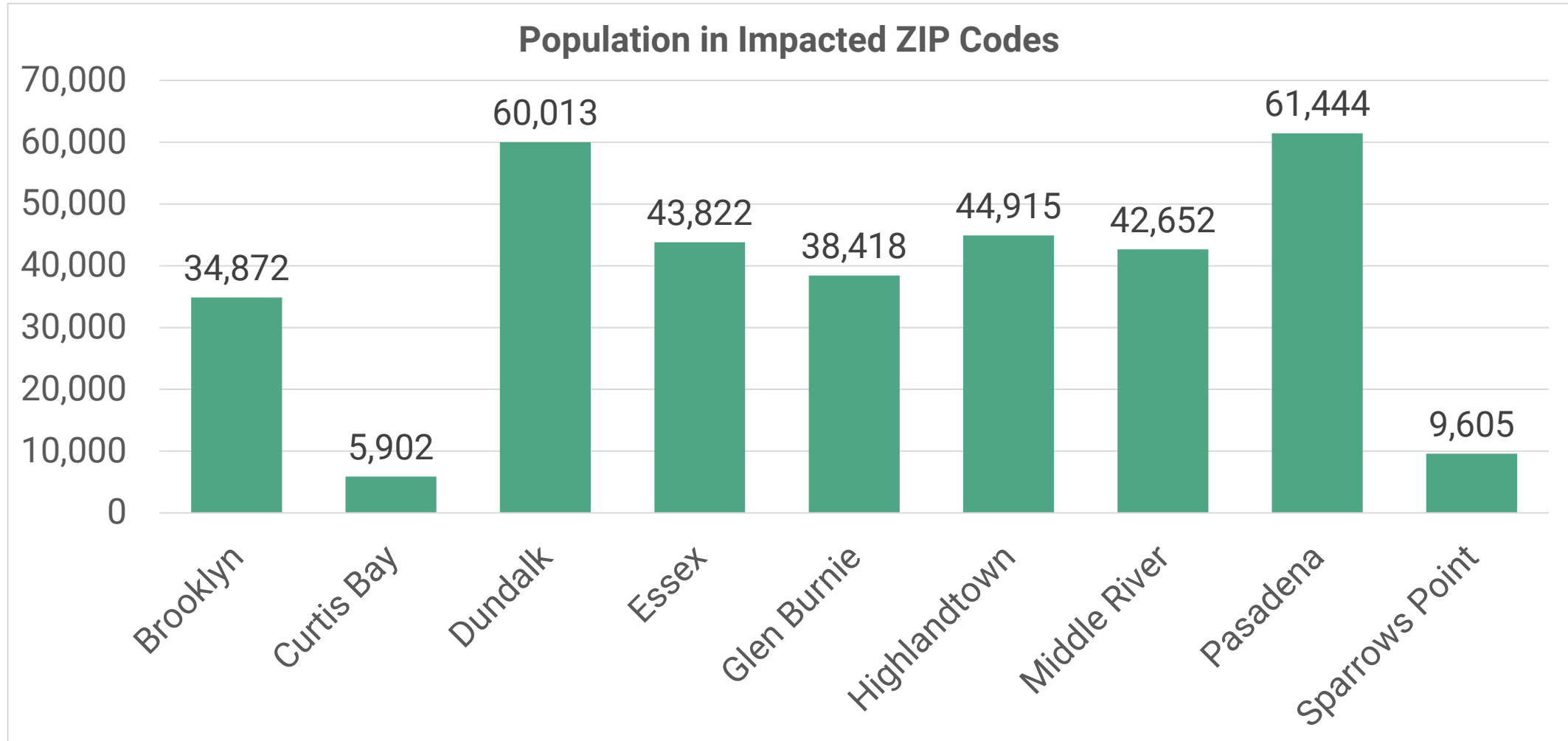
TRAFFIC MONITORING AND UPGRADES

- **Weekly Traffic Coordination Meetings**
 - MDOT/SHA/MdTA/MTA/Port/Unified Command/FHWA/BCDOT/BCDPWT/AADPW/BMC
- **Weekly Traffic Monitoring of Major Diversion Routes**
 - FMT, BHT, I-695 West Leg, I-70, I-83
 - All Vehicles and Trucks – Comparison Current vs. 2022-2023 Historic
- **Week Long Traffic Counts on Other Major Diversion Routes**
- **Potential Enhancement to FSK Detour Routes**
 - Signal Upgrades/Adaptive Traffic Response/CCTV/DMS
- **Review of Truck Routes**
- **Major Event/Construction Coordination**

Impacted Zip Codes

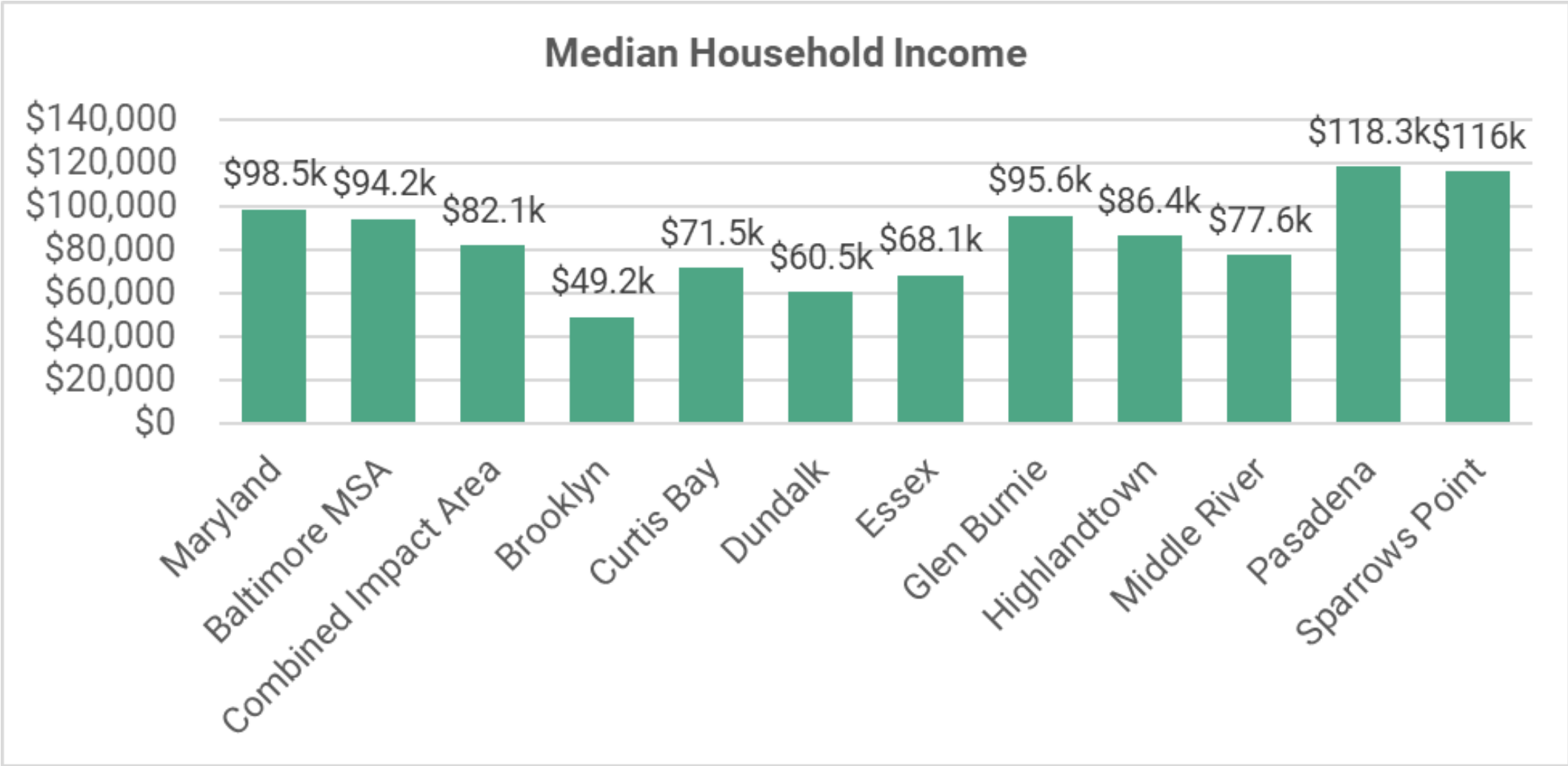


POPULATION



Source: U.S. Census Bureau, American Community Survey 5-year Estimates - 2018-2022.

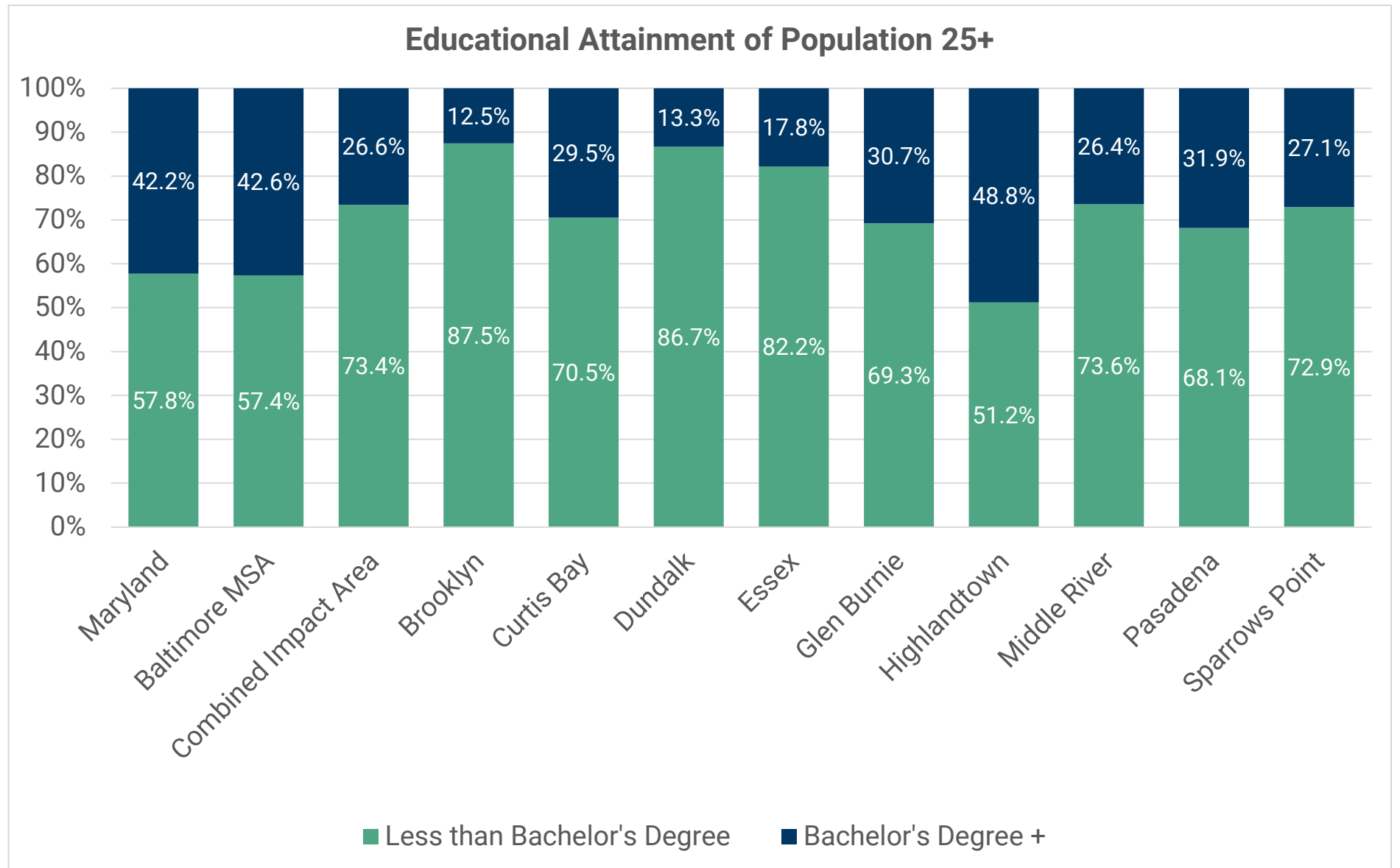
INCOME LEVELS



Source: U.S. Census Bureau, American Community Survey 5-year Estimates - 2018-2022.

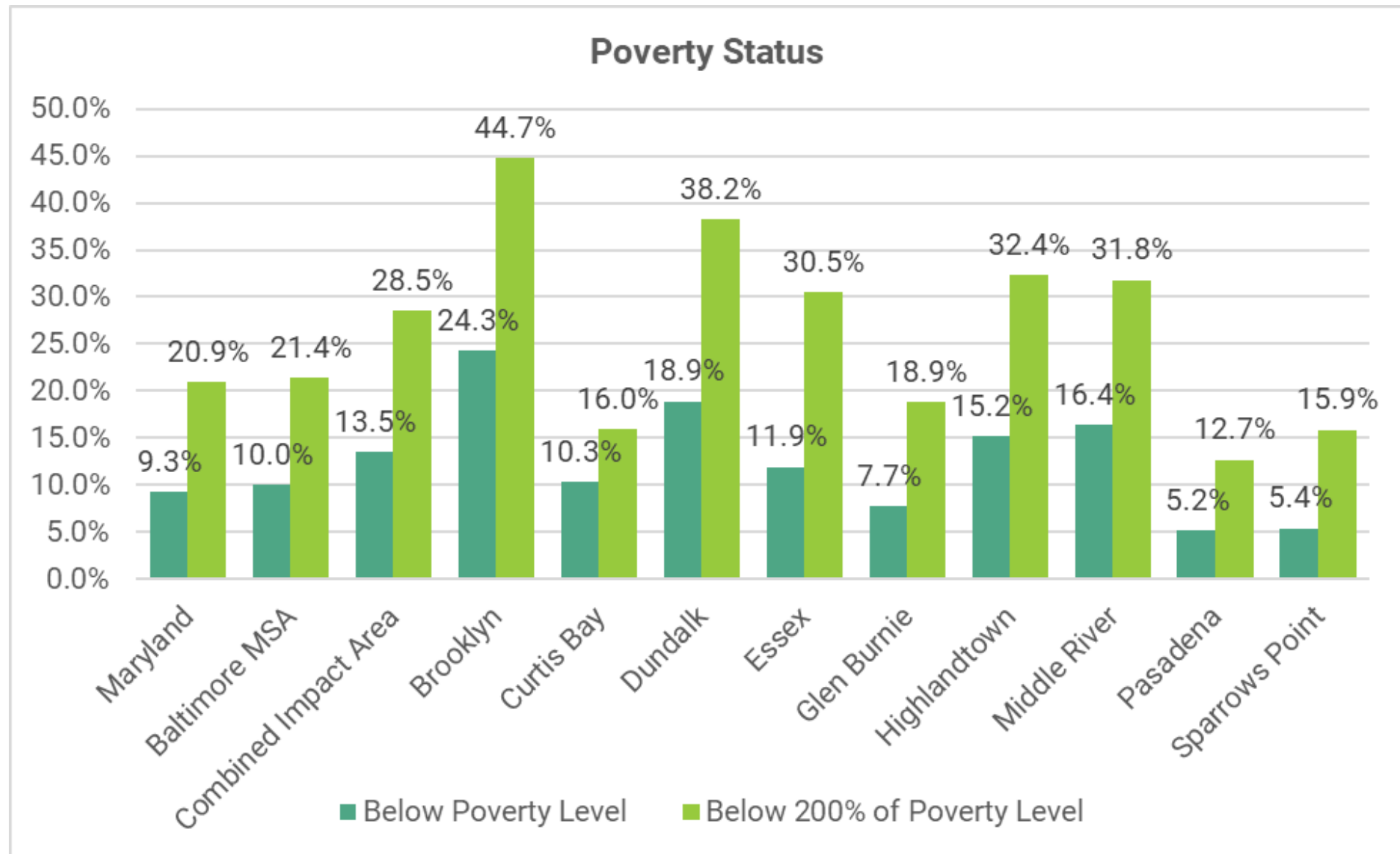


Educational Attainment



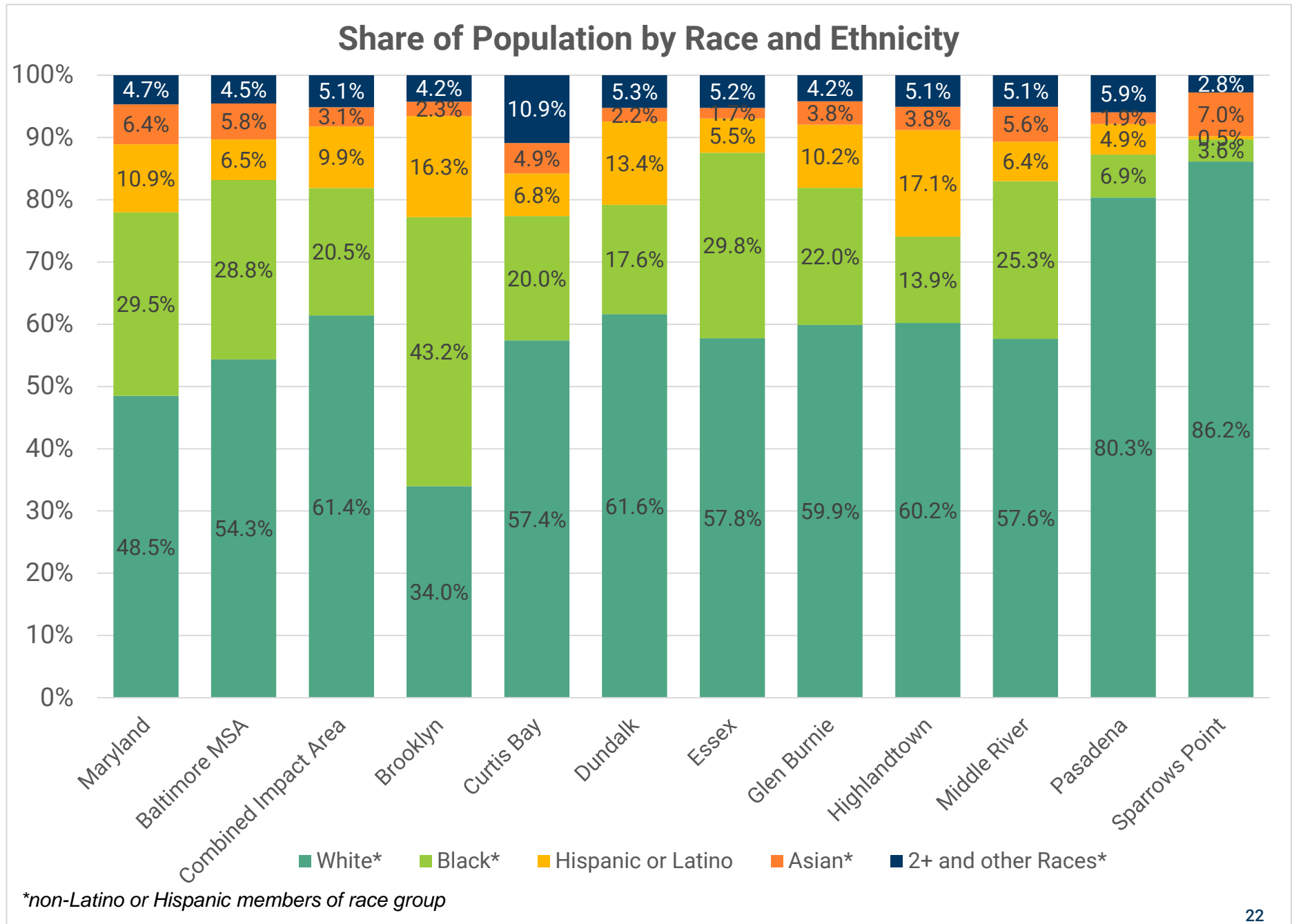
Source: U.S. Census Bureau, American Community Survey 5-year Estimates - 2018-2022.

POVERTY STATUS



Source: U.S. Census Bureau, American Community Survey 5-year Estimates - 2018-2022.

RACE



Environmental Justice

- **USDOT Environmental Justice (EJ) Principles**

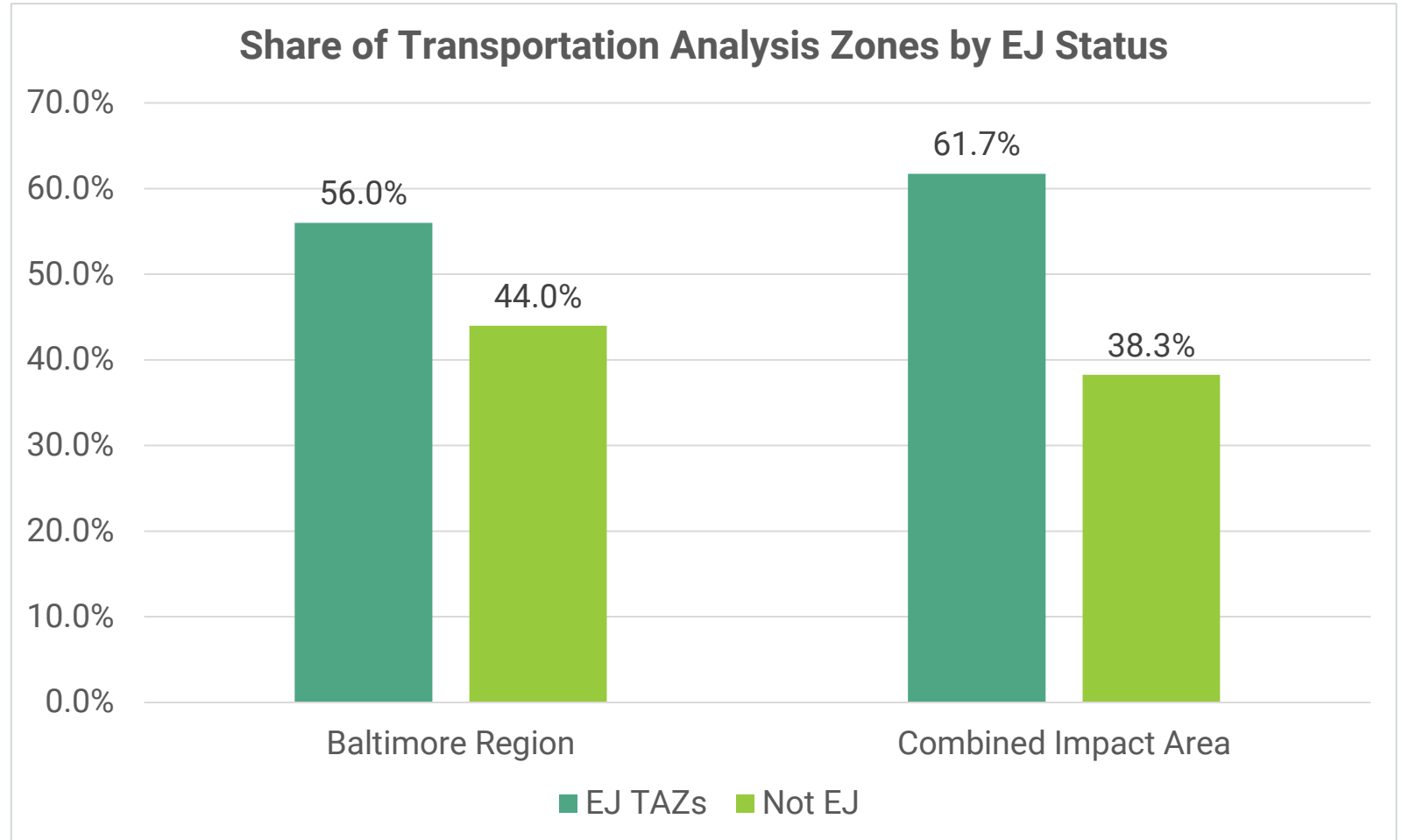
- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects on minority and low-income populations
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- Prevent the denial of, reduction in, or significant delay of these protections for minority and low-income populations

- **EJ Populations**

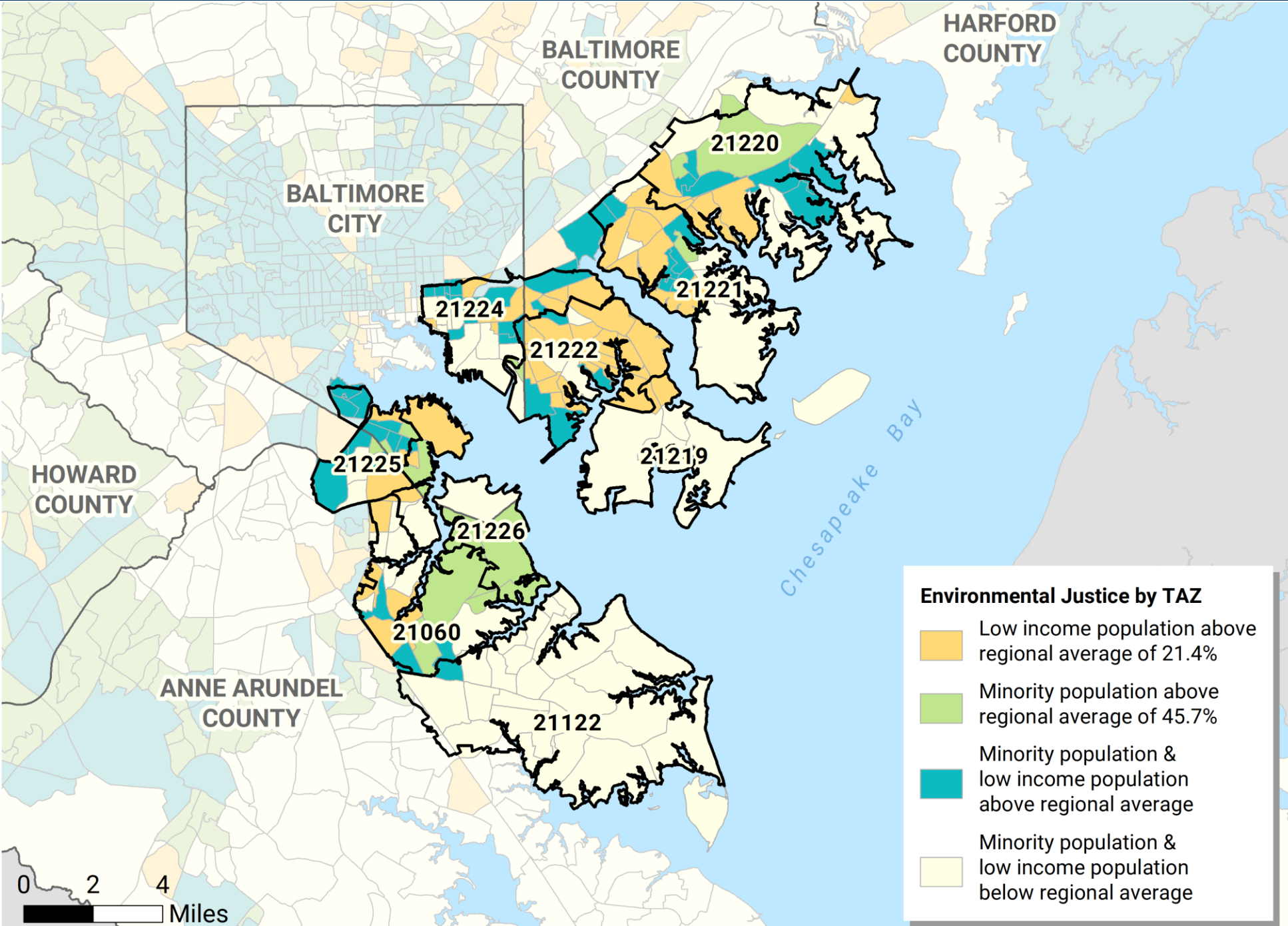
- Low-income: BRTB defines low-income as population below 200% of poverty line
- Minority:
 - Person of origin in any of the black racial groups of Africa;
 - Person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin;
 - Person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
 - Person having origins in any of the original peoples of North America (American Indian, Alaskan Native) and who maintains cultural identification through tribal affiliation or community recognition; or
 - Person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Environmental Justice in TAZs

- A Transportation Analysis Zone is defined as an EJ area if its share of low-income OR minority population is greater than the Baltimore region average:
 - Low-income share > 21.4%
 - Minority share > 45.7%
- The Combined Impact Area has a higher share of EJ TAZs (61.7%) than the Baltimore Region (56%)

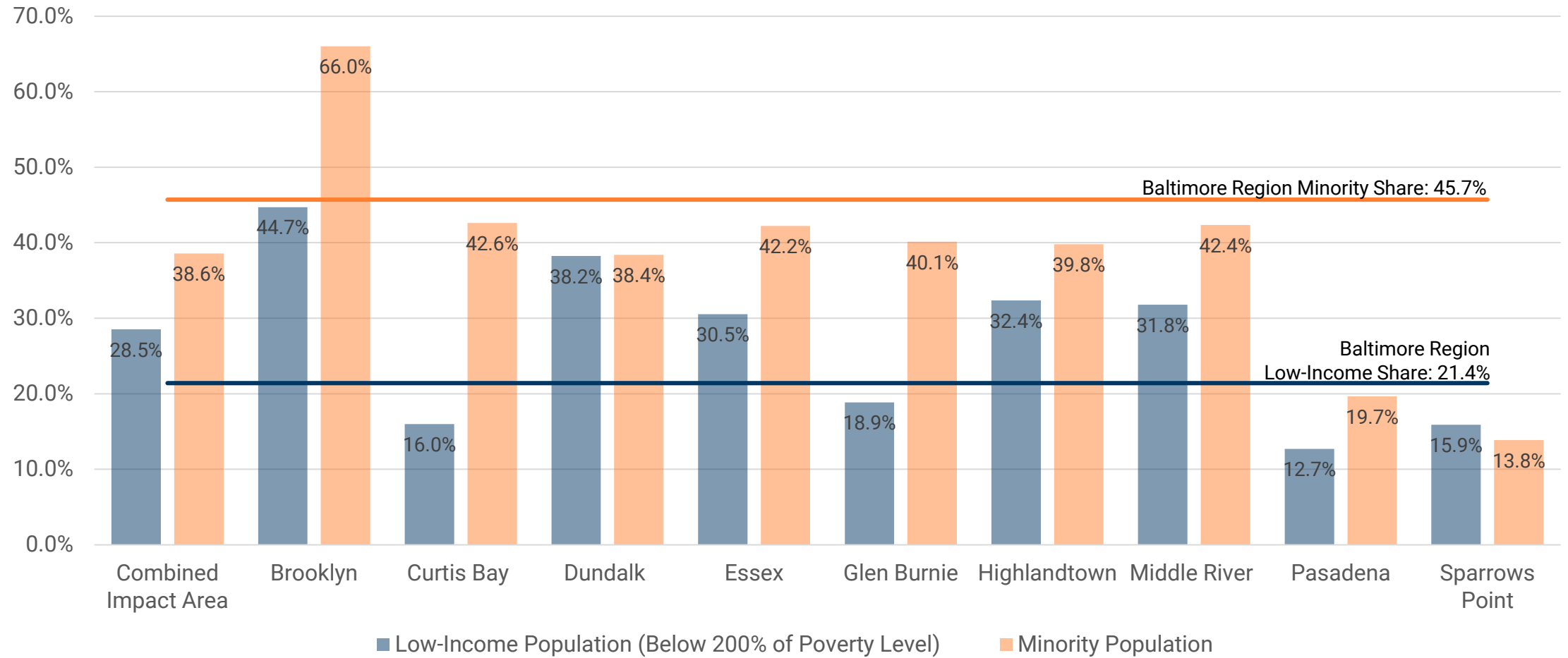


Environmental Justice TAZs

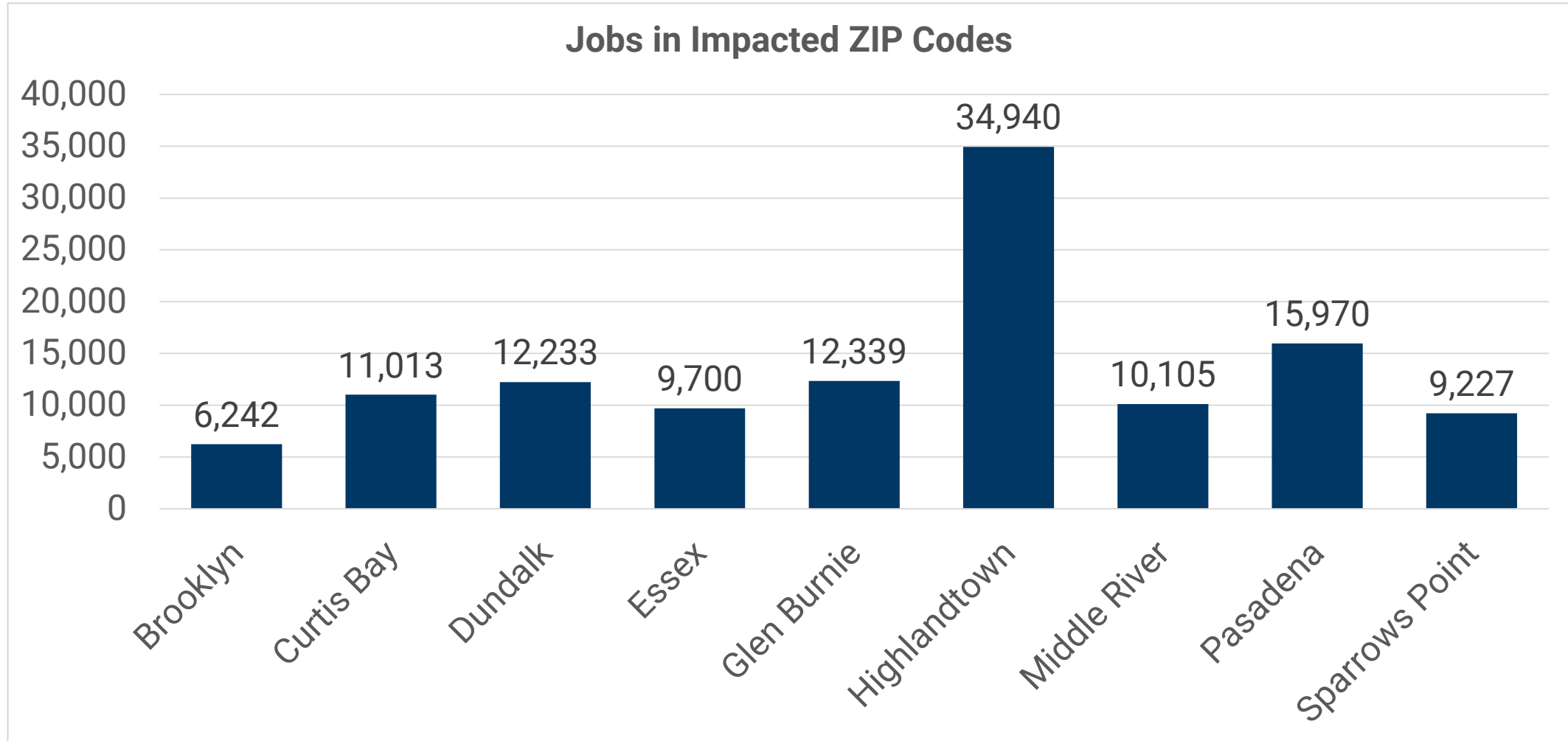


Environmental Justice in Impacted ZIP Codes

Share of Low-Income and Minority Populations in Impacted ZIP Codes



JOBS

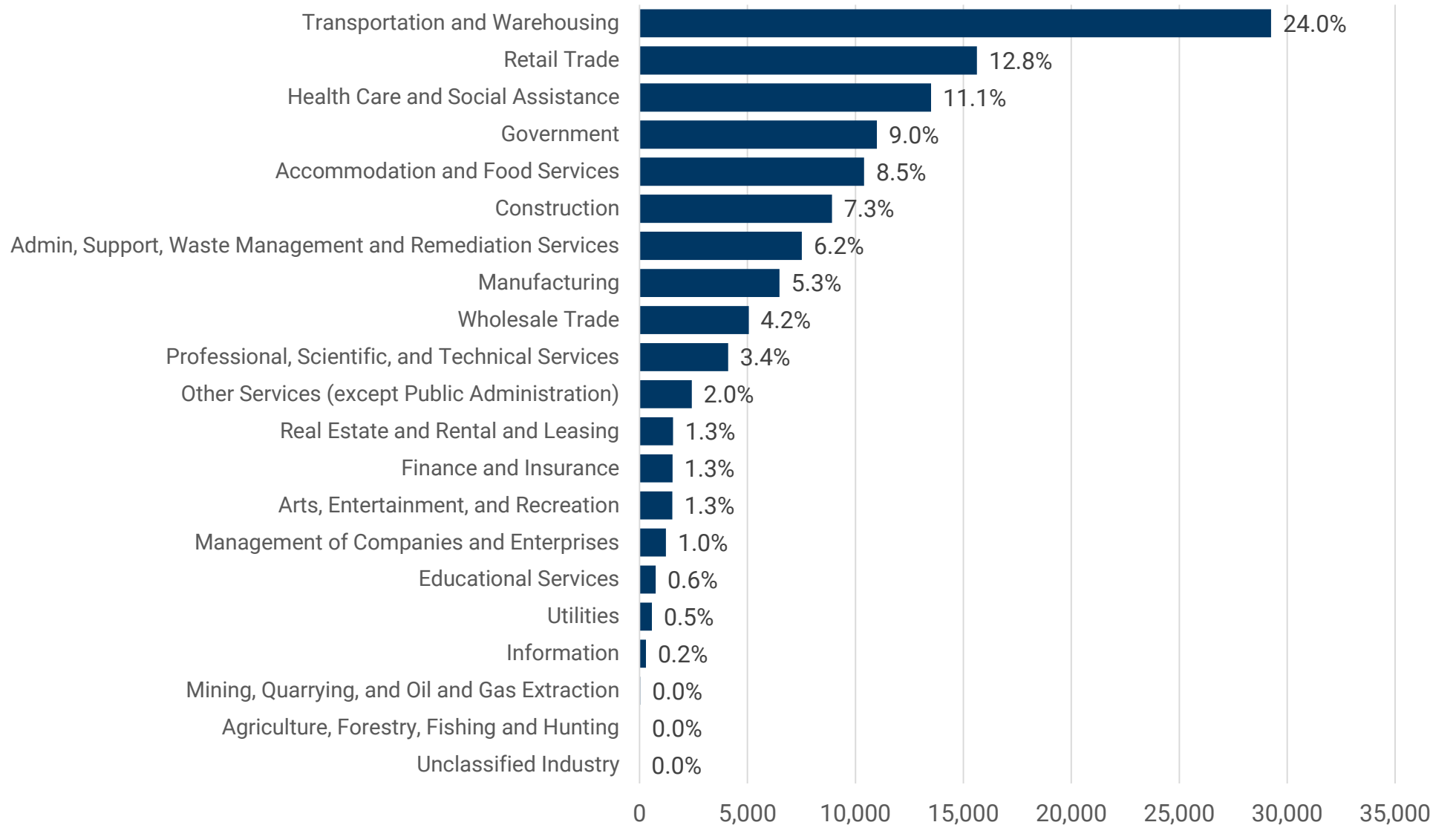


Source: Lightcast 2023 data (2024.1 release) – QCEW Employees.



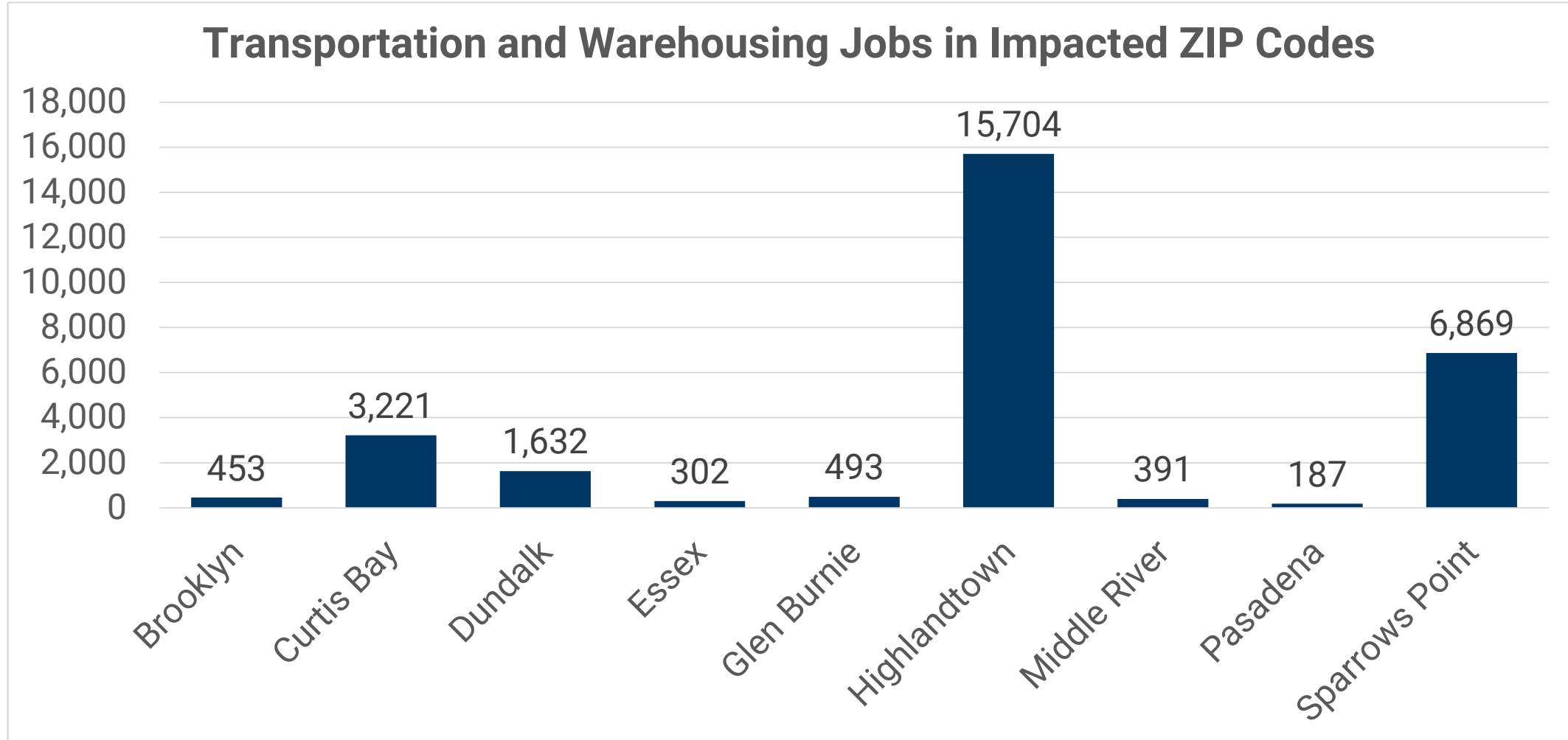
JOB BY INDUSTRY

Jobs in Combined Impact Area by Industry



Source: Lightcast 2023 data (2024.1 release) – QCEW Employees.

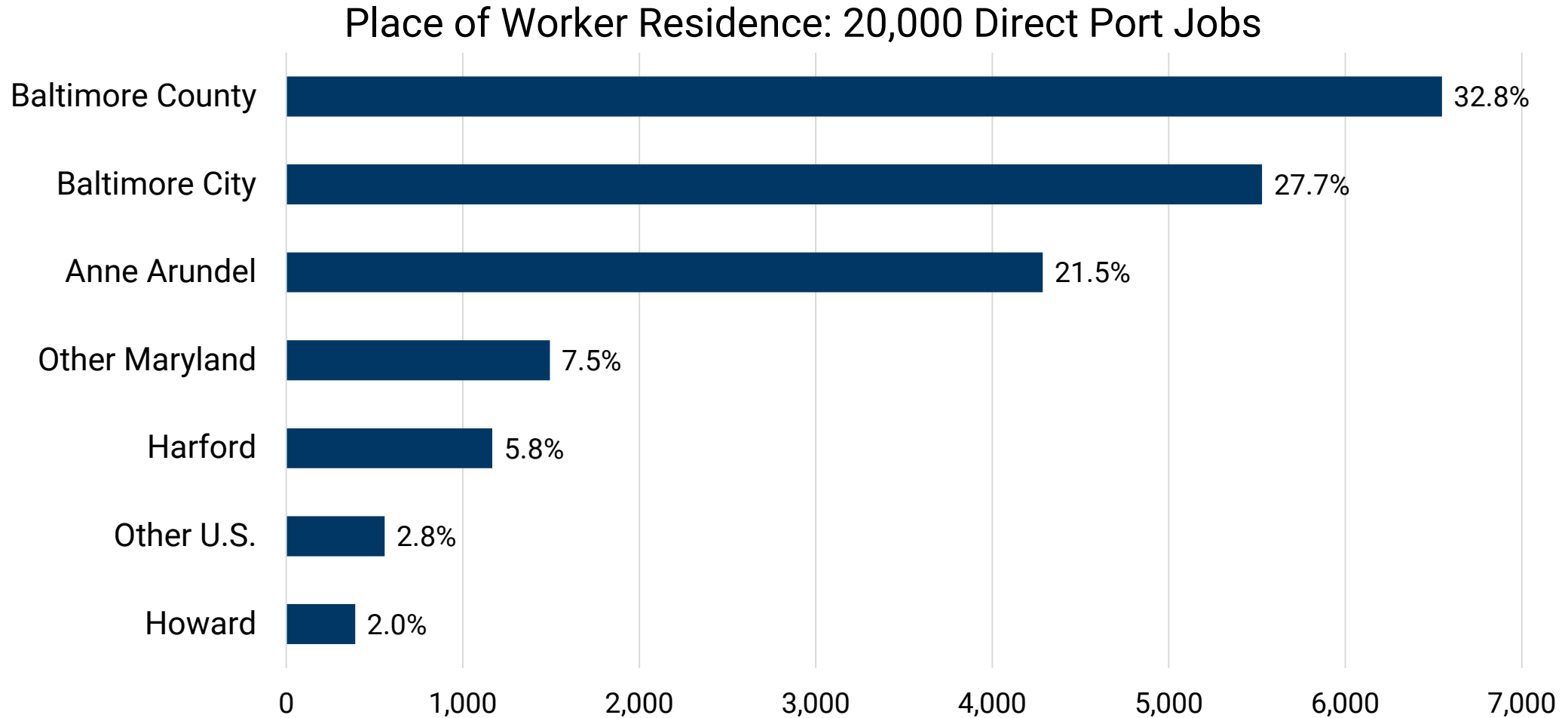
TRANSPORTATION AND WAREHOUSING JOBS



Source: Lightcast 2023 data (2024.1 release) – QCEW Employees.



Distribution of Direct Port Jobs by Place of Residence



Source: The 2023 Economic Impact of the Port of Baltimore in Maryland (Prepared by Martin Associates for the Maryland Port Administration).

Key BMC Staff

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