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Maryland Transportation System Needs Added Investment to Ease Congestion, Improve Mobility

New report identifies state's most congested highways and arterial roadways and identifies transportation projects needed to improve access

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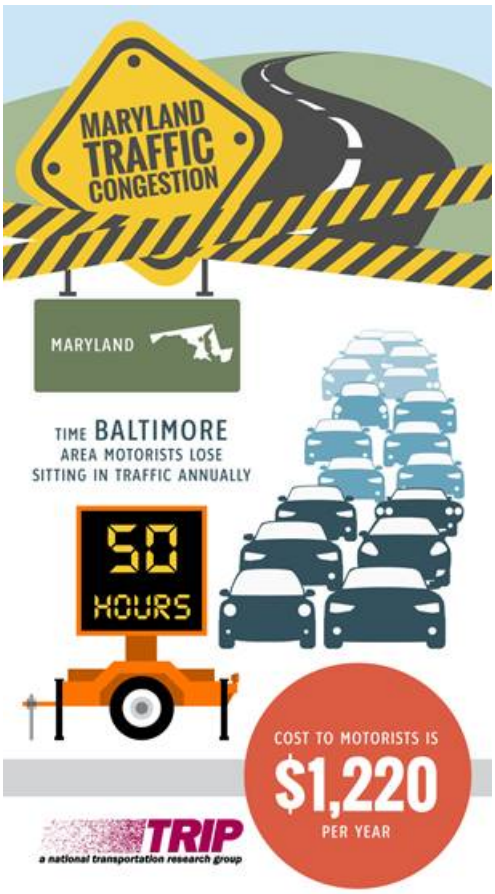
Source: TRIP



Maryland's quality of life and economic development is being hampered by high levels of traffic congestion and reduced accessibility. However, it is benefitting from a statewide program to improve accessibility, and Governor Hogan has proposed a comprehensive set of transportation improvements designed to improve mobility, according to a new report released today by TRIP, a Washington, DC based national transportation research nonprofit.

According to the TRIP report, "*Keeping Maryland Mobile: Accomplishments and Challenges in Improving Accessibility in Maryland to Support Quality of Life and a Strong Economy*," the state's roads carry the highest traffic volume in the nation and commute lengths are the second longest in the U.S. Traffic congestion costs the state's residents and businesses billions of dollars each year and severely constrains the number of jobs accessible to residents.

The Maryland Department of Transportation State Highway Administration (MDOT SHA) is implementing a plan to relieve congestion and enhance reliability. Governor Hogan has recommended a $17.8 billion multimodal congestion relief plan designed to accommodate growth and improve economic development.

One-Third of America's Urban Roadways in Poor Condition

Lost Time, Dollars and Jobs

Maryland's major urban highways and roads carried the highest average daily traffic per lane mile in the nation in 2017. The average daily commute for the state's residents was 32.7 minutes, the second longest average commute in the nation, behind only New York at 33 minutes.

The average driver in the Washington, DC area loses 87 hours to congestion each year at an annual cost of $2,007 per driver in lost time and wasted fuel. In the Baltimore area, the average driver loses 50 hours to congestion annually at a cost of $1,220 annually in lost time and wasted fuel. Congestion on the state's highways, freeways and major arterial roads costs the pubic $3.4 billion annually in the value of lost time and wasted fuel.

Traffic congestion also impacts the number of jobs available to residents. Of the approximately 1.9 million jobs accessible within a one-hour drive to residents of the Baltimore metro area in 2017, only 30 percent were accessible within a 30-minute drive. And of the approximately 2.6 million jobs accessible within a one-hour drive to residents of the Washington, DC metro area, only 24% were accessible within a 30-minute drive. In 2017, the number of jobs accessible within a 40-minute drive in the Baltimore and Washington, DC metro areas during peak commuting hours was reduced by 38% and 47%, respectively, as a result of traffic congestion

The TRIP report also identified the most congested portions of Maryland highways and arterial (non-freeway) roadways during weekday AM and PM peak travel hours. The chart below details the 10 most congested highways and arterial roadways during peak AM and PM travel hours. A full list of the most congested segments is included in the report.

"The TRIP report outlines exactly why the Traffic Relief Plan is critical to address the congestion Marylanders deal with every day," said MDOT Secretary Pete K. Rahn.

Rank	AM Most Congested Highway Sections	Miles	PM Most Congested Highway Sections	Miles
1	I-495 Outer Loop - US 1 to US 29	5	I-695 Inner Loop - MD 139 to MD 542	4.6
2	I-695 Outer Loop - I-795 to Edmondson Ave	7.5	I-270 West Spur Southbound - I-270 Split to I-495	2.1
3	I-695 Outer Loop - US 1 to MD 41	4.1	I-495 Inner Loop - Virginia State Line to I-270 West Spur	4
4	I-270 Local Southbound - Shady Grove Rd to Montrose Rd.	4.6	I-495 Outer Loop - MD 187 to Virginia State Line	5.3
5	I-95/I-495 Inner Loop - MD 5 to I-295	5.7	I-495 Inner Loop - MD 355 to MD 97	4.1
6	US 50 Westbound - MD 704 to MD 295	6.6	I-495 Inner Loop - MD 650 to MD 201	5.1
7	I-695 Inner Loop - MD 140 to I-83	5.4	I-270 Spur Northbound - I-495 to I-270	2.3
8	I-270 Southbound - Montrose Rd to I-270 Spur	3.1	MD 100 Westbound - MD 713 to US 1	2.8
9	MD 295 Southbound - MD 32 to MD 197	4.3	I-95/I-495 Inner Loop - MD 202 to MD 214	3.7
10	I-95 Southbound - MD 212 to I-495	2.1	I-695 Outer Loop - US 1 to MD 170	3.4
Rank	**AM Most Congested Arterial (Non-Freeway) Road Sections**	**Miles**	**PM Most Congested Arterial (Non-Freeway) Roads Sections**	**Miles**
1	US 29 Southbound - MD 650 to I-495	2.3	MD 210 Southbound - Kerby Hill Rd/Livingston Rd to Palmer Rd	2.0
2	MD 212 Westbound - Beltsville Dr to Riggs Rd	1.7	MD 650 Southbound - US 29 to Adelphi Rd	2.3
3	MD 185 Southbound - Jones Bridge Rd to Washington DC Line	1.7	MD 185 Northbound - MD 410 to 1-495	2.1
4	MD 210 Northbound - Swan Creek Rd	1.6	MD 28 Eastbound - E Gude Dr to Bel Pre Rd	2.6
5	MD 28 Westbound - MD 97 to E Gude	1.6	MD 410 Eastbound - Adelphi Rd to MD 295	2.4
6	MD 190 Eastbound - MD 188 to MD 614	1.6	MD 2 Northbound - US 50 to MD 648/Whites Rd	5.8
7	MD 3 Southbound - I-97 to Waugh Chapel Rd	1.6	MD 187 Northbound - MD 188 to I-495	2.5
8	MD 410 Westbound - MD 650 to US 29	1.6	MD 355 Northbound - Gude Dr to Shady Grove Rd	2.6
9	MD 97 Southbound - MD 193 to I-495	1.5	MD 3 Southbound - MD 175 to Waugh Chapel Rd	2.0
10	MD 650 Southbound - Venice Dr to I-495	1.5	MD 170 Southbound - MD 176 to MD 174	2.9

Impacts on Freight Movement

Freight shipments in Maryland, which are primarily carried by trucks, are expected to increase significantly through 2040 due to population and economic growth, and changes in business, retail and consumer models, which rely on a faster and more responsive supply chain. The efficiency of freight movement in Maryland is threatened by traffic congestion, which reduces the reliability of goods movement to and from destinations in the state and through the state.

The chart below ranks the five highway segments in Maryland that provide the worst travel reliability for commercial trucks as a result of traffic congestion. A full list is included in the report.

Rank	Least Reliable Routes for Large Commercial Trucks	Miles
1	I-895 Southbound - Moravia Road to Harbor Tunnel Toll Plaza	5
2	I-495 Inner Loop - I-270 - West Spur to MD 185	5.5
3	I-95/I-495 Inner Loop - MD 5 to I-295	5.7
4	I-70 Westbound - South Street to US 15/US 340	3
5	I-695 Outer Loop - MD 140 to MD 26	3.6

MDOT SHA congestion relief programs – which include an incident management program, additional park and ride spaces, HOV lanes, new sidewalks and bike lanes, and improvements to at-grade rail crossings and major intersections – were estimated in 2016 to save approximately $1.6 billion in reduced delays, fuel consumption and emissions. In addition to the efforts already underway, Governor Hogan has recommended a $17.8 billion multimodal congestion relief plan that includes the following:

- widening approximately 70 miles of Interstates via funding provided through a public-private partnership,
- completion of the Purple Line from the Bethesda Metro Station to the New Carrollton Metro Station,
- and a statewide expansion of the smart traffic signal program.

“It is critical that Maryland have a robust transportation plan capable of improving mobility and accessibility, which is vital to the state’s economic health and quality of life,” said Will Wilkins, TRIP’s executive director. “While recent state efforts to ease congestion and improve the reliability of Maryland’s transportation system have been helpful, more work still needs to be done. Congress can help by fixing the federal Highway Trust Fund and passing major infrastructure legislation.”

Report: Michigan Transportation Improvements Underway But More Funding Needed