



# New report estimates time, money lost while motorists stuck in Maryland traffic

By Stephon Dingle | May 2, 2023 | CBS Baltimore

**BALTIMORE** -- A new report from a National Transportation Research non-profit shows just how much money and gas drivers are losing from sitting in traffic.

That congestion is pretty pricey on a yearly basis. The report shows that between Baltimore and Washington, D.C., Maryland loses \$5.8 billion dollars a year.

"So, when you look at the \$5.8 billion cost in the state you get some sense of the impact of making those improvements in terms of reliability," said Rocky Moretti, from TRIP.

And that's just scratching the surface of the cost to drivers sitting in traffic congestion.

A new "Keep Maryland Mobile" report shows some of Maryland's most congested areas.

They include I-695 outer loop at Cromwell Bridge Road, the I-695 inner loop from Stevenson Road to I-83, as well as the inner loop from I-95 to Route 40.

I-895 at the Harbor Tunnel is also a problem we know all too well. The report also highlights intersections like Reisterstown Road between McDonough Road and Owings Mills Boulevard.

"Well, I think no one appreciates traffic because I think it becomes an unproductive time, except because now that we have communications, we can do certain things but it's usually unproductive," driver Ralph said.

You can think of a few choice words while sitting in traffic when you think about prices at the pump.

This report also shows that each year from sitting in traffic congestion, Maryland drivers waste anywhere from 22 to 39 gallons of gas and lose between 59 to 99 hours during the stop and go.

| Most Congested HIGHWAY Sections |   |       |   |       |
|---------------------------------|---|-------|---|-------|
| Rank                            | AM  | Miles | PM  | Miles |
| 1                               | I-495 Outer Loop - PG Co. Line to MD 97         | 4.1   | I-495 Inner Loop - I-270 East Spur to MD 97 | 3.4   |
| 2                               | I-695 Outer Loop - MD 43 to Cromwell Bridge Rd. | 3.1   | I-695 Inner Loop - MD 139 to Providence Rd  | 3.7   |
| 3                               | I-695 Outer Loop - MD 122 to MD 144             | 3.1   | MD 295 NB - MD 410 to MD 193                | 3.1   |
| 4                               | I-270 Local SB - I-370 to MD 189                | 3.3   | I-895 NB - Frankfurst Ave. to Holabird Ave. | 3.2   |
| 5                               | I-270 SB - Shady Grove Rd. to MD 189            | 3.0   | I-695 Inner Loop - I-95 to US 40            | 3.5   |

  

| AM Most Congested ARTERIAL Road Sections |   |       |   |       |
|--|---|-------|---|-------|
| Rank                                     | AM  | Miles | PM  | Miles |
| 1  | MD 28 WB - W. Gude Rd. to Muddy Branch Rd.    | 2.1   | US 301 SB - MD 381 to McKendree Rd/Cedarville Rd. | 2.6   |
| 2  | MD 410 WB - MD 650 to MD 390                  | 2.9   | MD 193 EB - I-495 to MD 650                       | 2.0   |
| 3  | MD 185 SB - I-495 to MD 191                   | 2.1   | MD 26 WB - Washington Ave. to Brenbrook Dr.       | 2.0   |
| 4  | US 301 SB - Short Cut Rd. to Charles Co. Line | 2.2   | MD 177 WB - MD 100 to Catherine Ave.              | 2.0   |
| 5  | MD 177 EB - Catherine Ave. to Schmidts Ln.    | 2.3   | MD 26 EB - Brenbrook Dr. to I-695                 | 2.2   |

| Rank | Top Highway Bottlenecks                        | Average Length (Mi.) |
|------|--|----------------------|
| 1    | MD 295 Northbound at Powder Mill Rd.           | 3                    |
| 2    | US 50 Westbound at William Preston Lane Bridge | 4                    |
| 3    | I-895 Northbound at Harbor Tunnel Thruway      | 2                    |
| 4    | I-270 Northbound at MD 109/Exit 22             | 6                    |
| 5    | I-270 Northbound at MD 85/Exit 31              | 8                    |

But how come?

"Ahh the construction is crazy, a lot of it has to do with," driver Joe Dispoto said. "My wife said I can't believe they're doing all this construction. I said, 'well I think it's to make money.'"

Well, that is partially right.

It's a race to improve Maryland roadways to ease all of this congestion.

Thanks to President Joe Biden's Infrastructure Investment and Jobs Act signed in 2021, over the next few years, Maryland will utilize \$4.6 billion to ease congestion and improve roads which is vital to our economy.

Some suggestions include more HOV lanes and better signals for traffic flow.

But what about other solutions?

"Until we get some more public transportation that people will rely on and is reliable, I think it's going to stay this way and get worst," Dispoto said.

The "Keep Maryland Mobile" report says Maryland is making progress to ease the burden on drivers as travel returns to pre-pandemic levels.

It also shows our state has the heaviest traveled urban roadways in the united States with the second longest average commute time in the country.

| Rank | AM Most Congested Arterial Intersections     | PM Most Congested Arterial Intersections |
|------|--|--|
| 1    | MD 4 at MD 337/Presidential Pkwy             | MD 500 at MD 410/Adelphi Rd              |
| 2    | MD 26 at Lord Baltimore Dr/I-695 OL Off Ramp | US 301 at Cedarville Rd/McKendree Rd     |
| 3    | US 29 at Rivers Edge Rd                      | MD 4 at FDR Blvd                         |
| 4    | MD 5 @ Surratts Rd                           | MD 500 at Eastern Ave                    |
| 5    | MD 210 at Livingston Rd/Kerby Hill Rd        | MD 410 at MD 212                         |