



Port -2-Point (P2P) Working Group

Freight Movement Task Force

May 26, 2016



Baltimore Metropolitan Council



Port-2-Point (P2P) Working Group – Purpose and Need

- International volumes projected to rise due to the increased attractiveness of the Port of Baltimore (POB).
- Most of the current and future development of the Tradeport Atlantic (TPA) property is in response to and the prediction of this future growth.
- Possible outcomes associated with the increase in freight traffic around the Port are:
 - Greater volumes of freight on existing routes.
 - Additional delays on existing routes adding to the cost of doing business.
 - Cause current traffic to seek alternative routes through existing neighborhoods causing additional route restrictions in response.
 - Ultimately, this will lead to a limited flow of tonnage thereby decreasing the throughput these terminals can accommodate and efficiencies they can obtain.
 - Decreased air quality due to delays/congestion



P2P Mission

- Open a discussion on the subject involving all key stakeholders
 - Elected official briefing (5/12/16)
 - Turner Station (5/26/16)
- Lead and coordinate efforts to study access improvements between the Port of Baltimore (POB) and Sparrows Point.



P2P Members

- MDOT
 - Maryland Port Administration (MPA)
 - State Highway Administration (SHA)
 - Office of Freight and Multi-modalism
 - Maryland Transportation Authority (MdTA)
 - Office of Planning and Capital Programing
- Baltimore County
 - Department of Public Works, Office of Economic Development
- Baltimore City Department of Transportation
- Maryland Motor Truck Association (MMTA)
- Tradepoint Atlantic
- Baltimore Regional Transportation Board (BRTB) / Baltimore Metropolitan Council (BMC)





P2P Study Goal - Traffic

- To determine if there is adequate capacity for efficient truck movement along existing highway infrastructure surrounding the Port and Tradeport Atlantic (TPA) to accommodate the growth in container and induced (non-container, passenger, annual growth, etc.) traffic with minimal impact to communities.

Types of Truck Traffic

Figure 3. Truck Classification Types

SINGLE UNIT TRUCKS



FedEx/UPS/U-Haul Truck

NON-PORT COMBO TRUCKS



Domestic Cargo Combo Trucks

PORT TRUCKS (SOUTHEAST/DUNDALK/ESSEX/SEAGIRT)



Port Container Trucks

PORT TRUCKS (FAIRFIELD/MASONVILLE)



Fuel/Asphalt/Molasses Delivery Trucks



Car Carrier Truck



Dump/Concrete Truck



Single Unit Delivery Truck



Study Locations

Conduct level-of-service analysis at key intersections and segments. The following are some of the intersections that will be studied closely:

- Broening Highway at Holabird Avenue
- Broening Highway at Keith Avenue
- Broening Highway at SMT entrance
- Broening Highway at FSK Bridge loop
- MD 158 at MD 157
- MD 157 (Peninsula Expressway) at I-695
- Peninsula Expressway/Sollers Point Road at Merritt Boulevard
- Merritt Boulevard at Holabird/Wise Avenue
- Holabird Avenue at Delvale Avenue
- Holabird Avenue at Sollers Point Road
- Holabird Avenue at Dundalk Avenue

(could include intersection configuration, signal timing, crash data, turning radius, sight distance, etc.)

Study Locations

The following highway sections will be studied:

- Broening Highway: Holabird Avenue to FSK Bridge including loop ramp
- Peninsula Expressway (MD 157): MD 158 to Merritt Boulevard
- Holabird Avenue: Merritt Boulevard to Broening Highway
- Merritt Boulevard: Peninsula Expressway to Holabird Avenue
- Sollers Point Road: Merritt Boulevard to Holabird Avenue
- I-695: Broening Highway to MD 157

(could include number of lanes, lane width, parking, turning radius, truck restrictions (time of day), crash history, Annual Average Daily Traffic (AADT), Annual Average Daily Truck Traffic (AADTT)).



Timeline

- Traffic counts to be collected in late March to early April
 - BMC, SHA, MdTA, Baltimore County
- Modeling and analysis – summer 2016
- Results/recommendations – fall/winter 2016

