



**BALTIMORE  
METROPOLITAN  
COUNCIL**

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# **FRANCIS SCOTT KEY BRIDGE IMPACT ANALYSIS**

**BMC PRESENTATION**

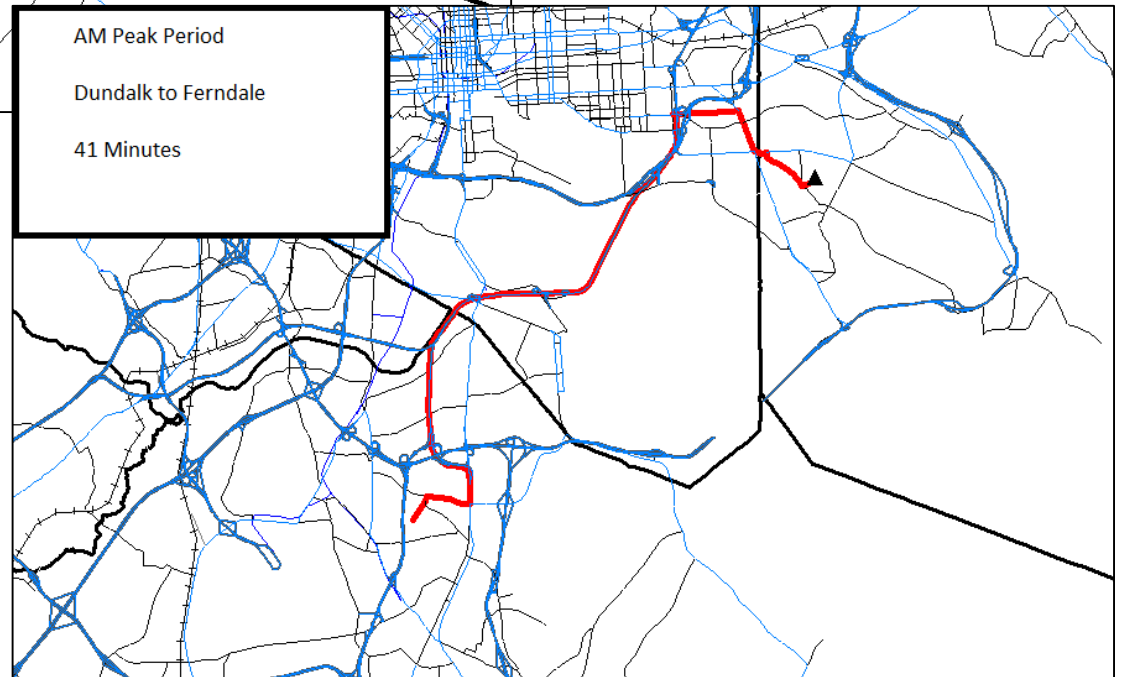
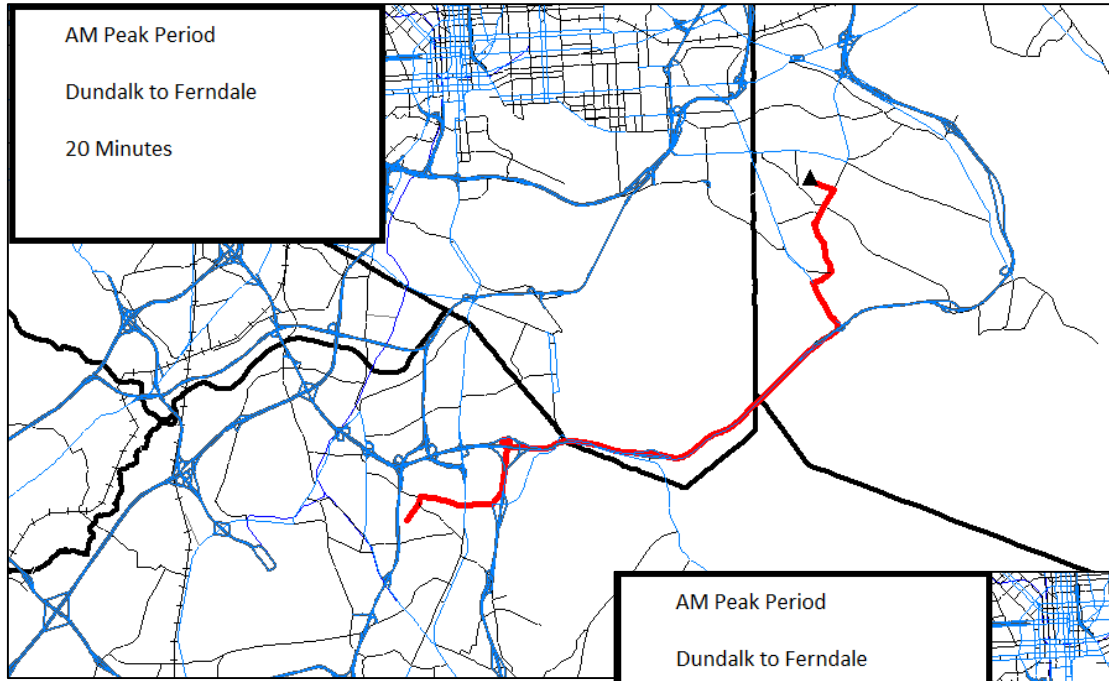
*June 2024*



# TRAFFIC AND TRANSPORTATION

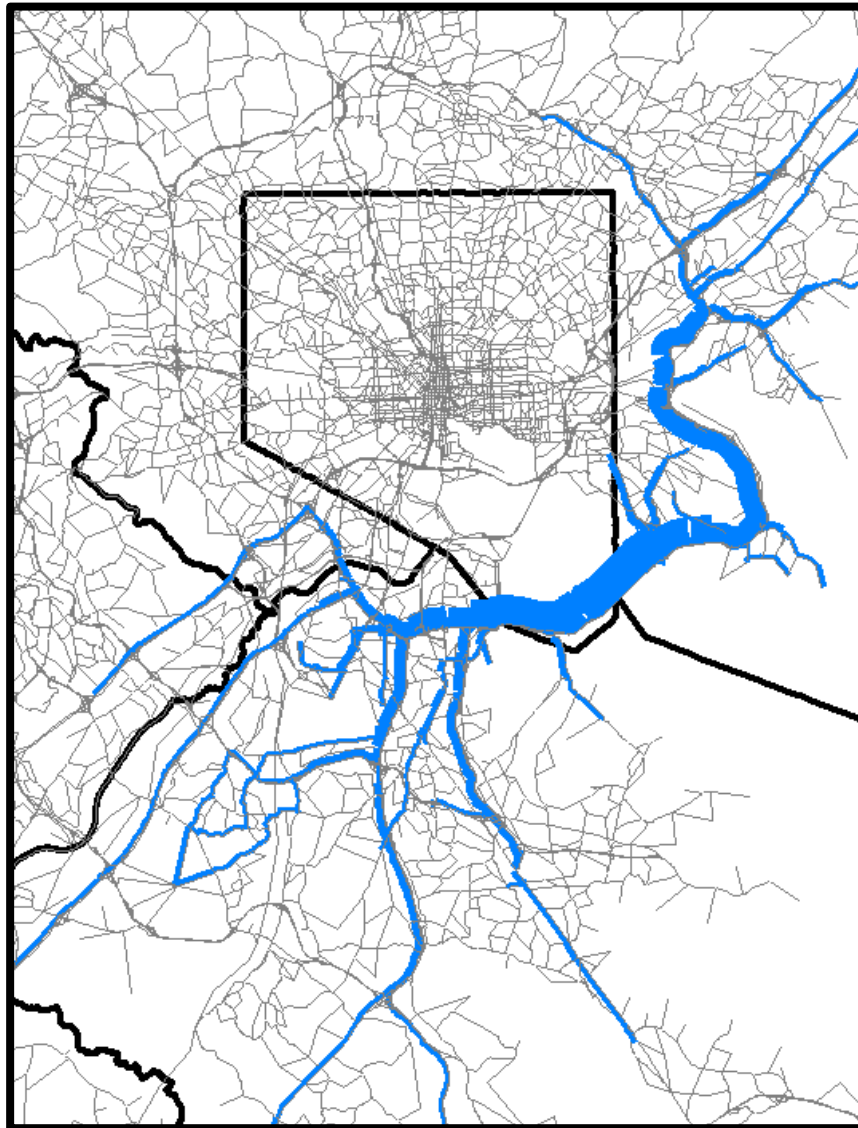
- **FSK Averaged 34,000 crossings per day (4,000 commercial)**
  - 39,000 weekday
  - 20,400 weekend
- **Harbor Tunnel an Fort McHenry Tunnel average 198,000 crossings combined**
  - Harbor Tunnel: 81,000 weekday, 71,300 weekend
  - FMT: 128,300 weekday, 99,600 weekend
- **HAZ-MATS must find a new route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

# COMMUTER IMPACT

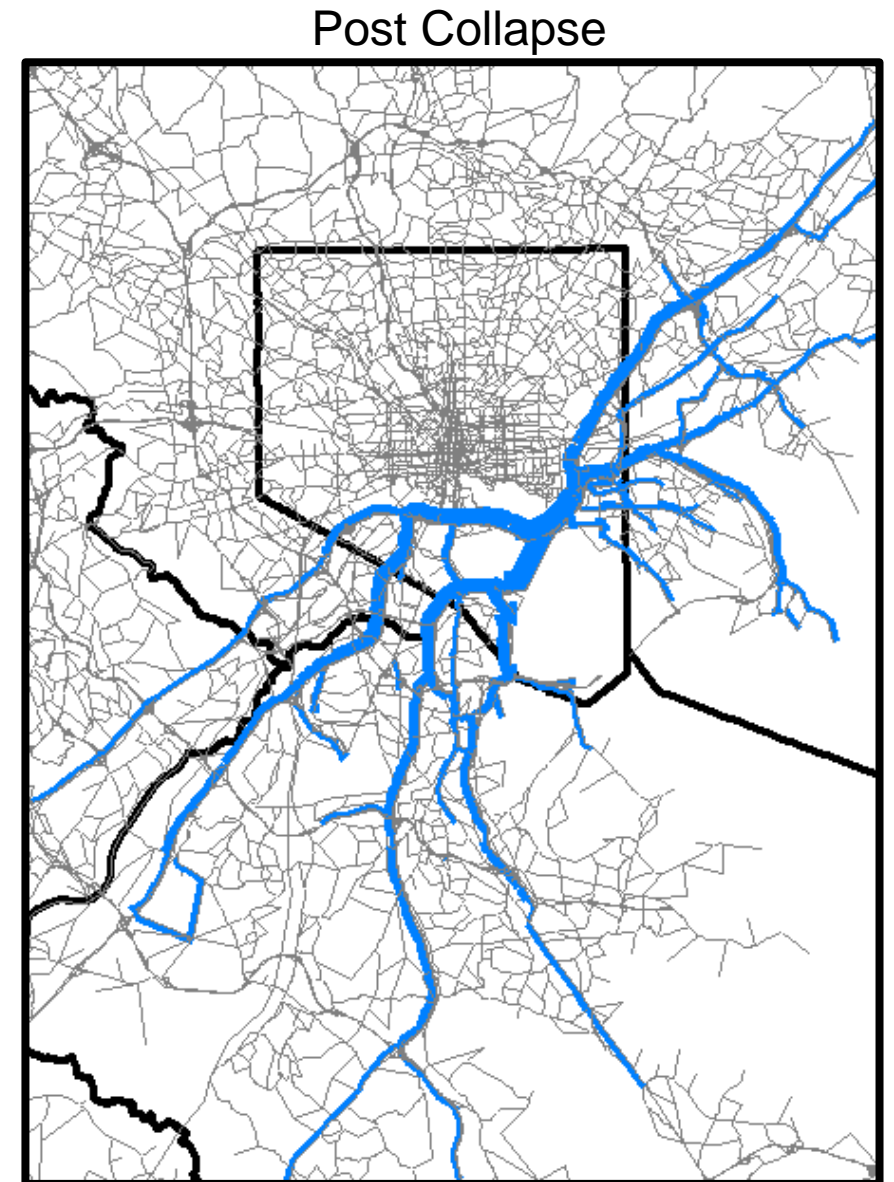


20 Minute Commute  
from Dundalk to  
Ferndale now 41  
minutes

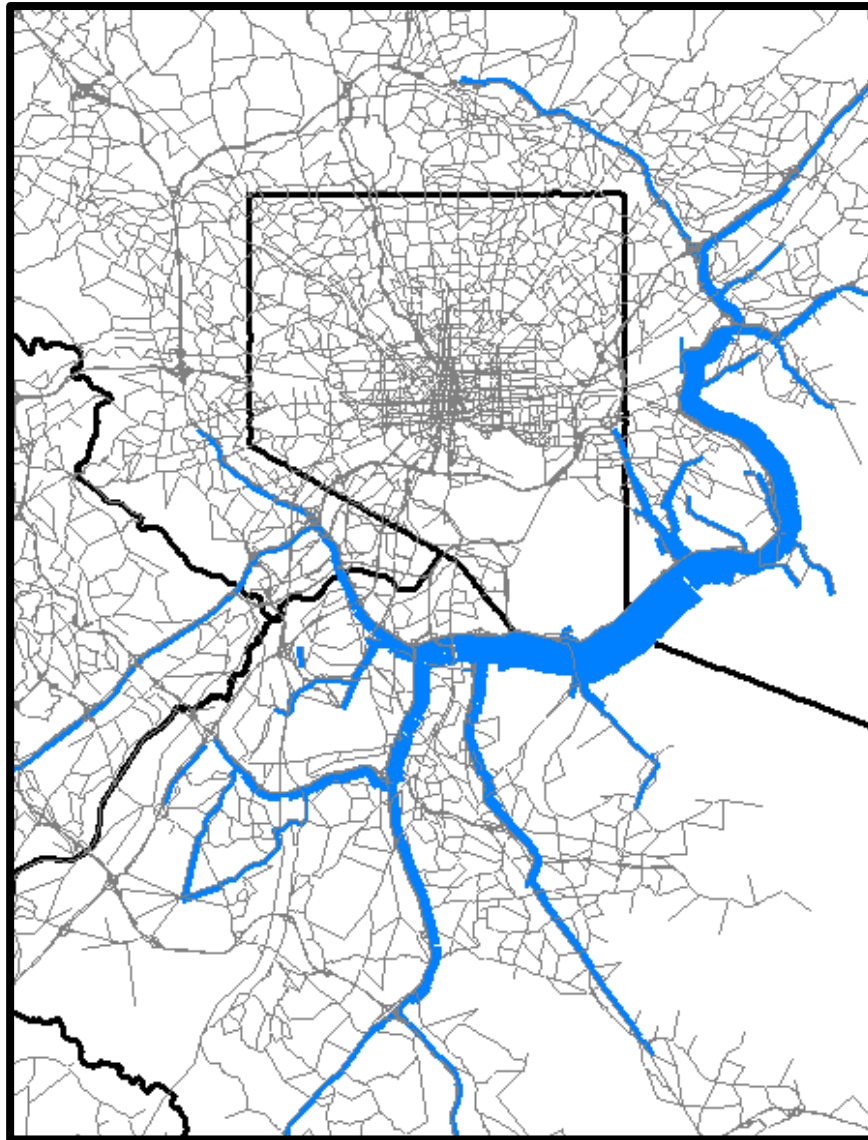
# Morning Peak Rerouting of Traffic Flows – Inner Loop of Beltway



Prior to Collapse

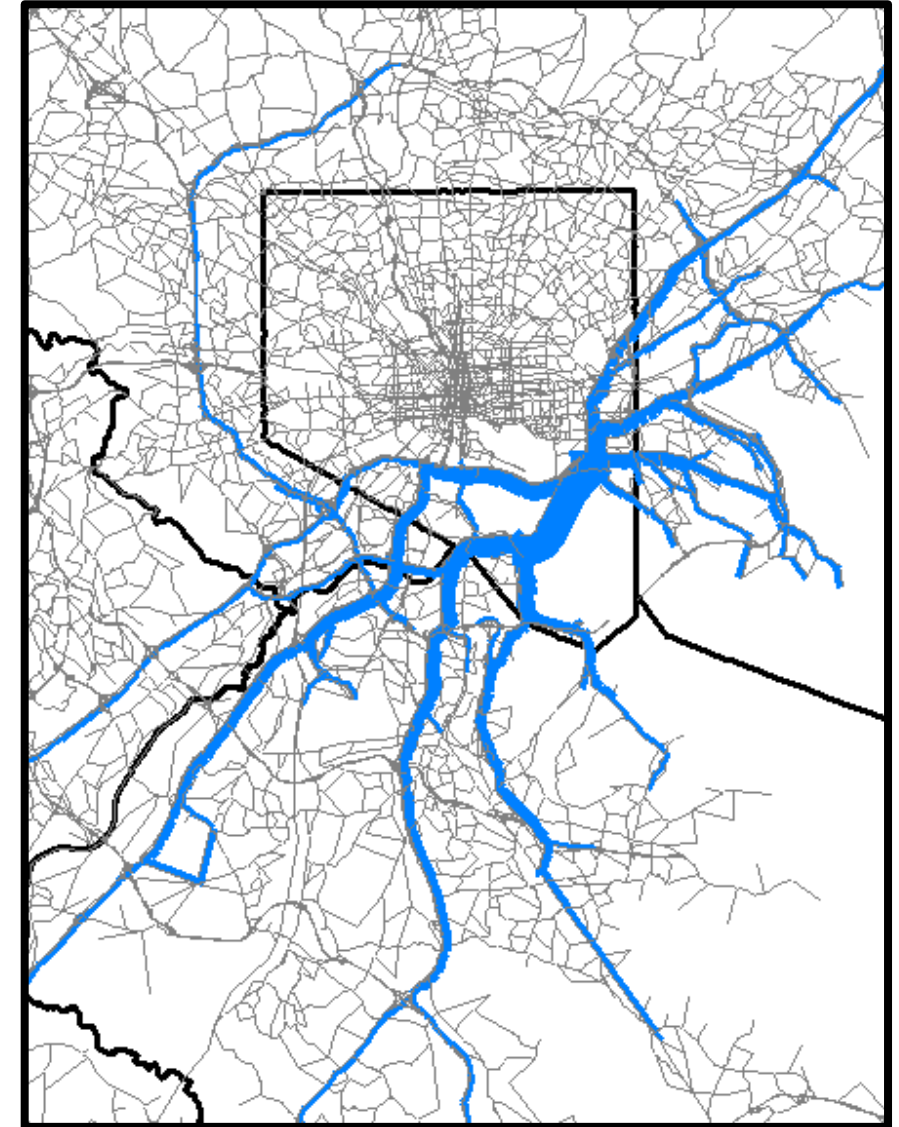


# Afternoon Peak Rerouting of Traffic Flows – Outer Loop of Beltway

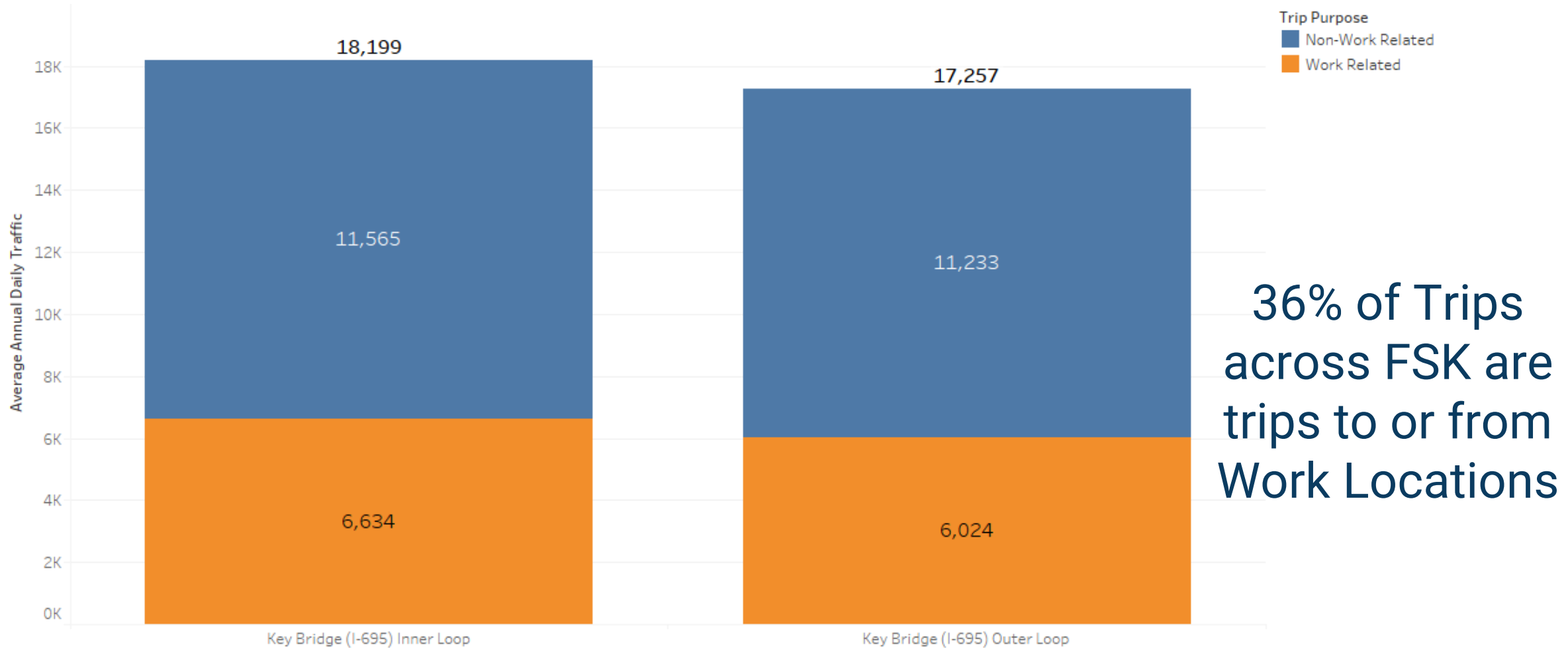


Prior to Collapse

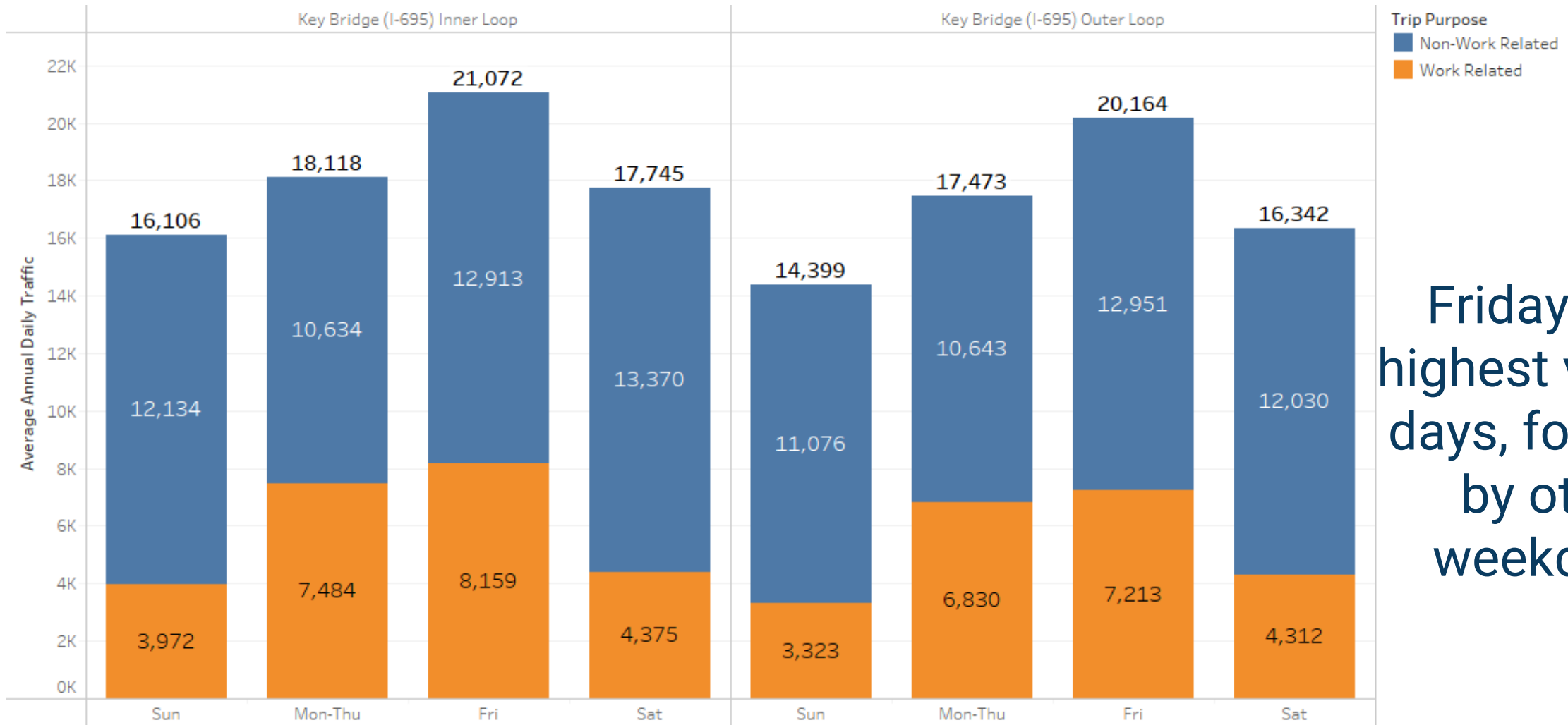
Post Collapse



# Work versus Non-Work Trips 2022 Daily Trips

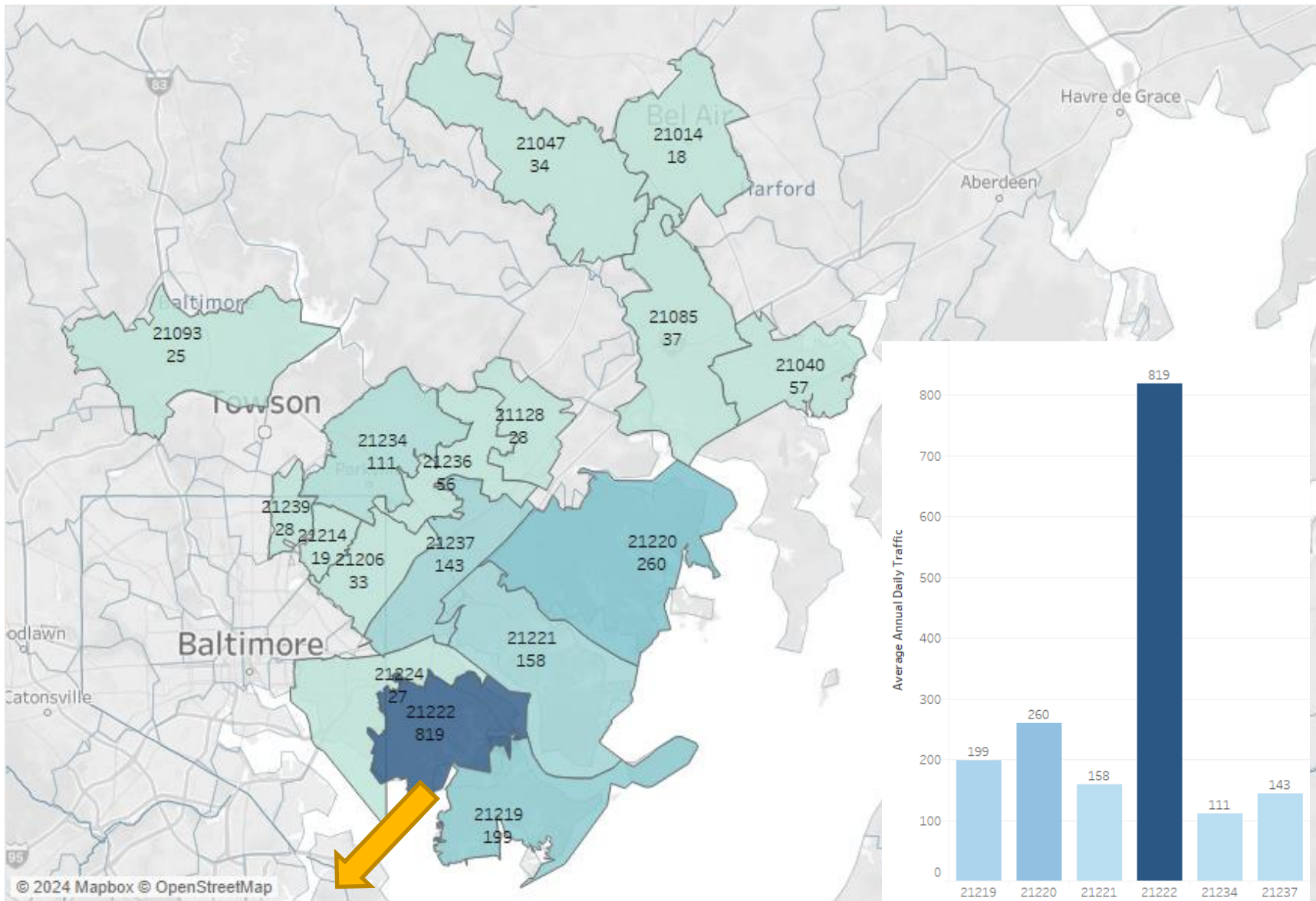


# Day of Week Breakdown 2022 Daily Trips



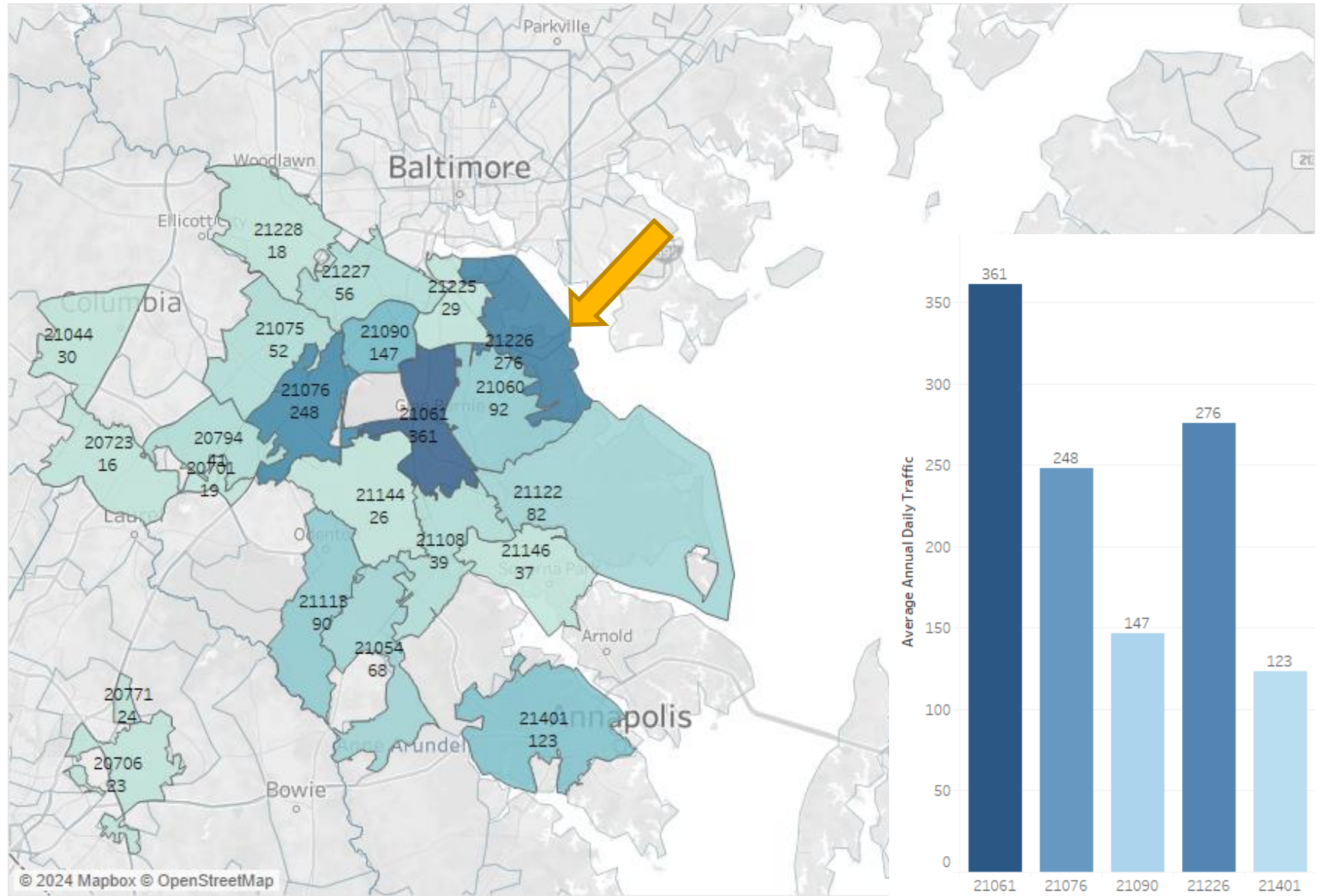
Fridays are highest volume days, followed by other weekdays.

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

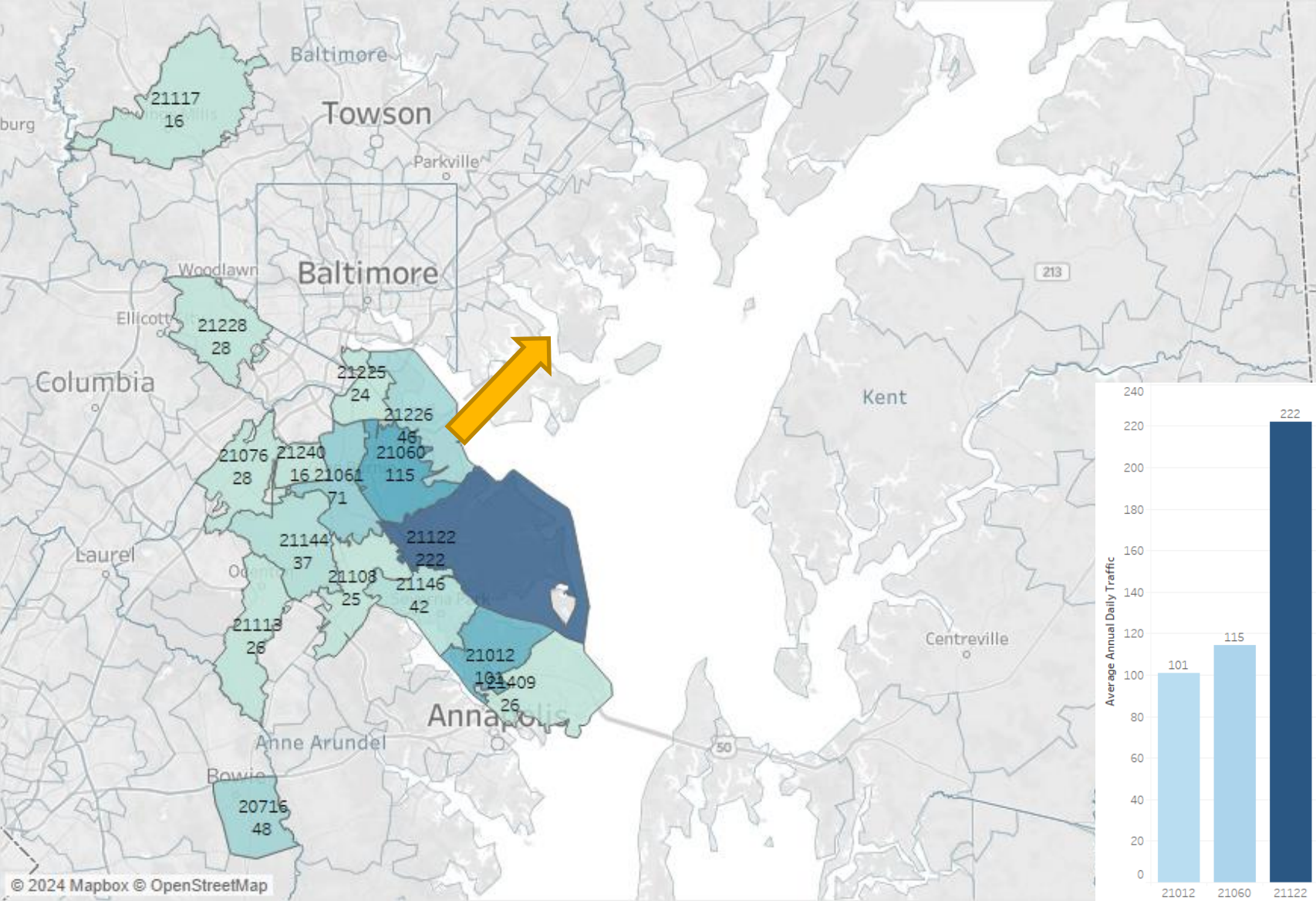




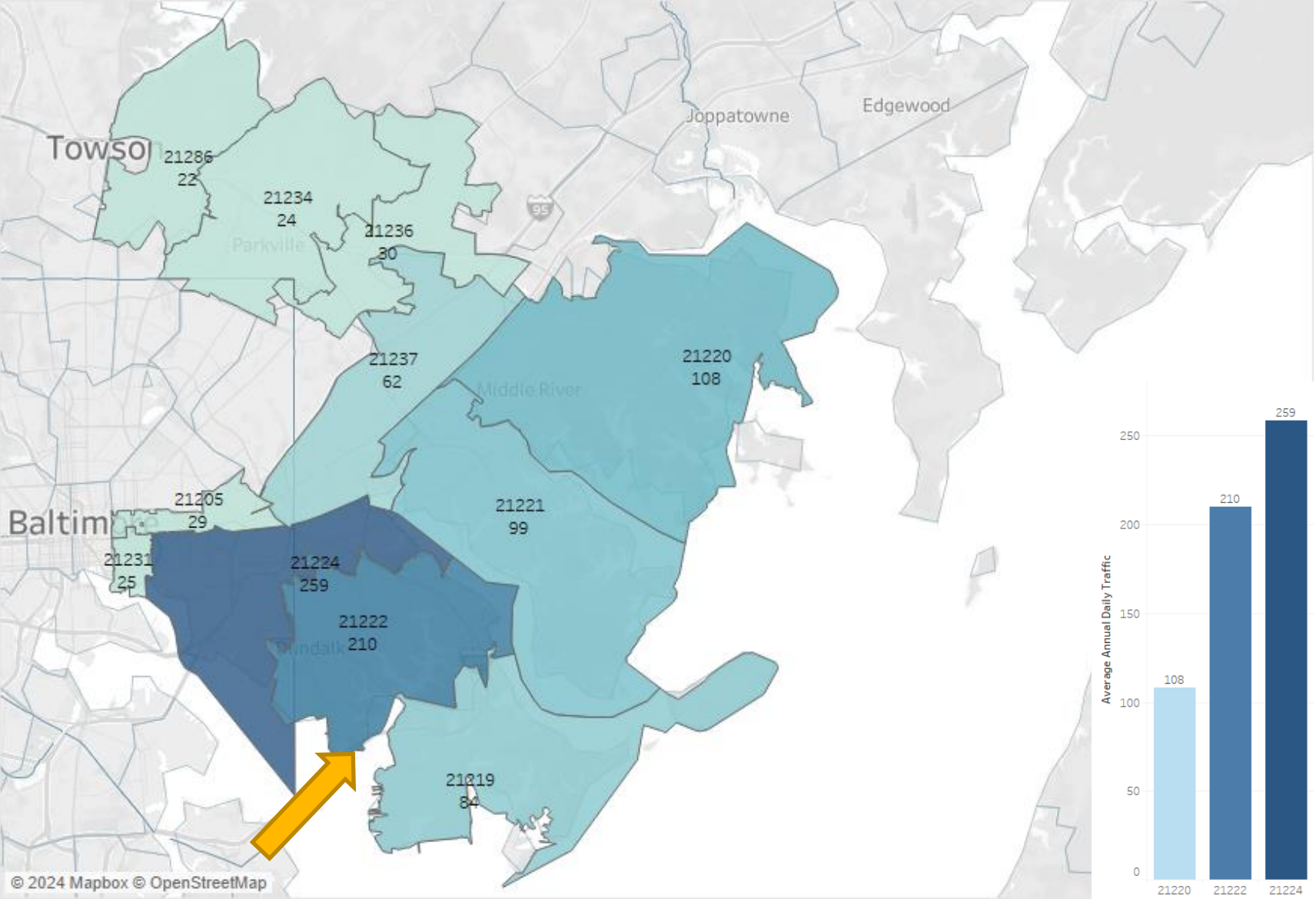
# 2022 Key Bridge Inner Loop Mon–Thu Home to Work Destinations



# 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)

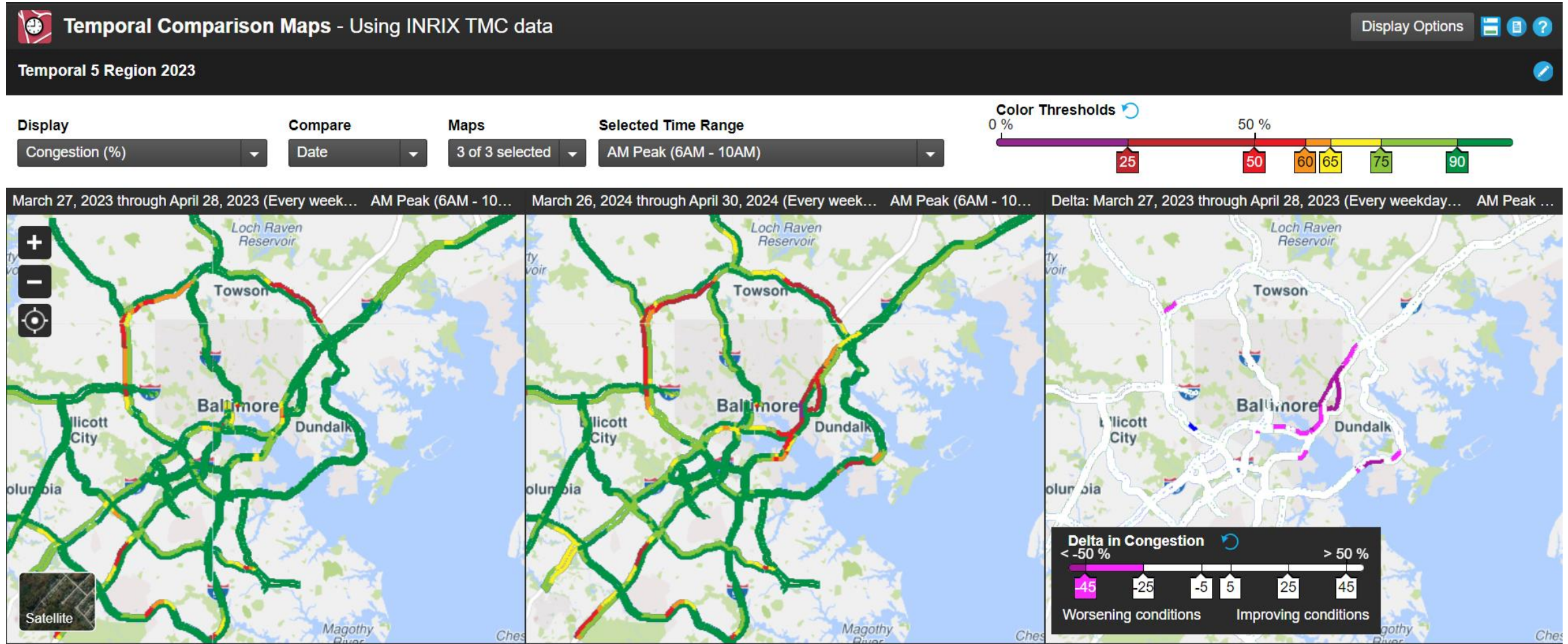
2050 InSITE Travel Demand Model With and Without FSK						
	Year	I-695 Key Bridge	I-895 Harbor Tunnel	I-95 Fort McHenry Tunnel		Total Harbor Crossings
Without Bridge	2050	0	117,715	180,147		297,862
With Bridge	2050	51,034	99,909	153,941		304,884
	2023	33,693	79,113	121,481		234,287
	2022	33,195	77,033	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.

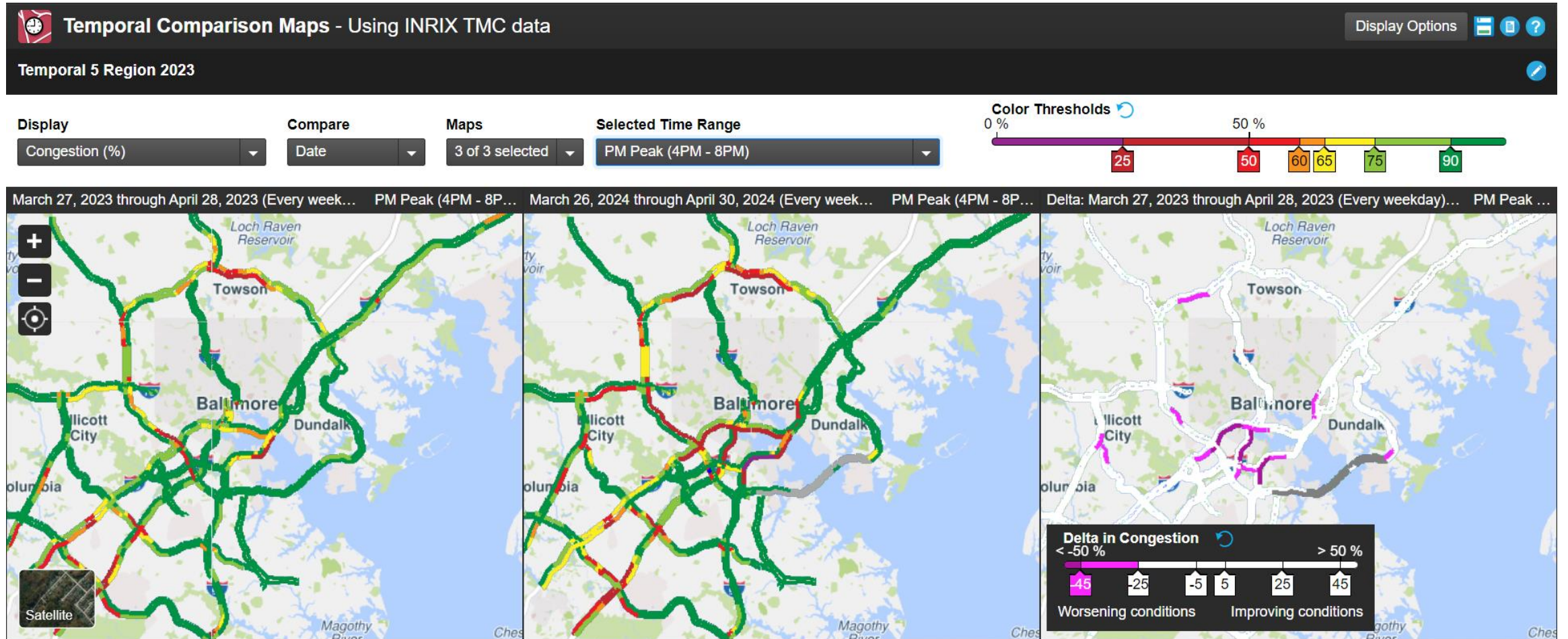
Source: BMC InSITE Travel Demand Model.



# Increased Congestion Segments AM Peak



# Increased Congestion Segments PM Peak



# Other Roadway Segments Experiencing Congestion

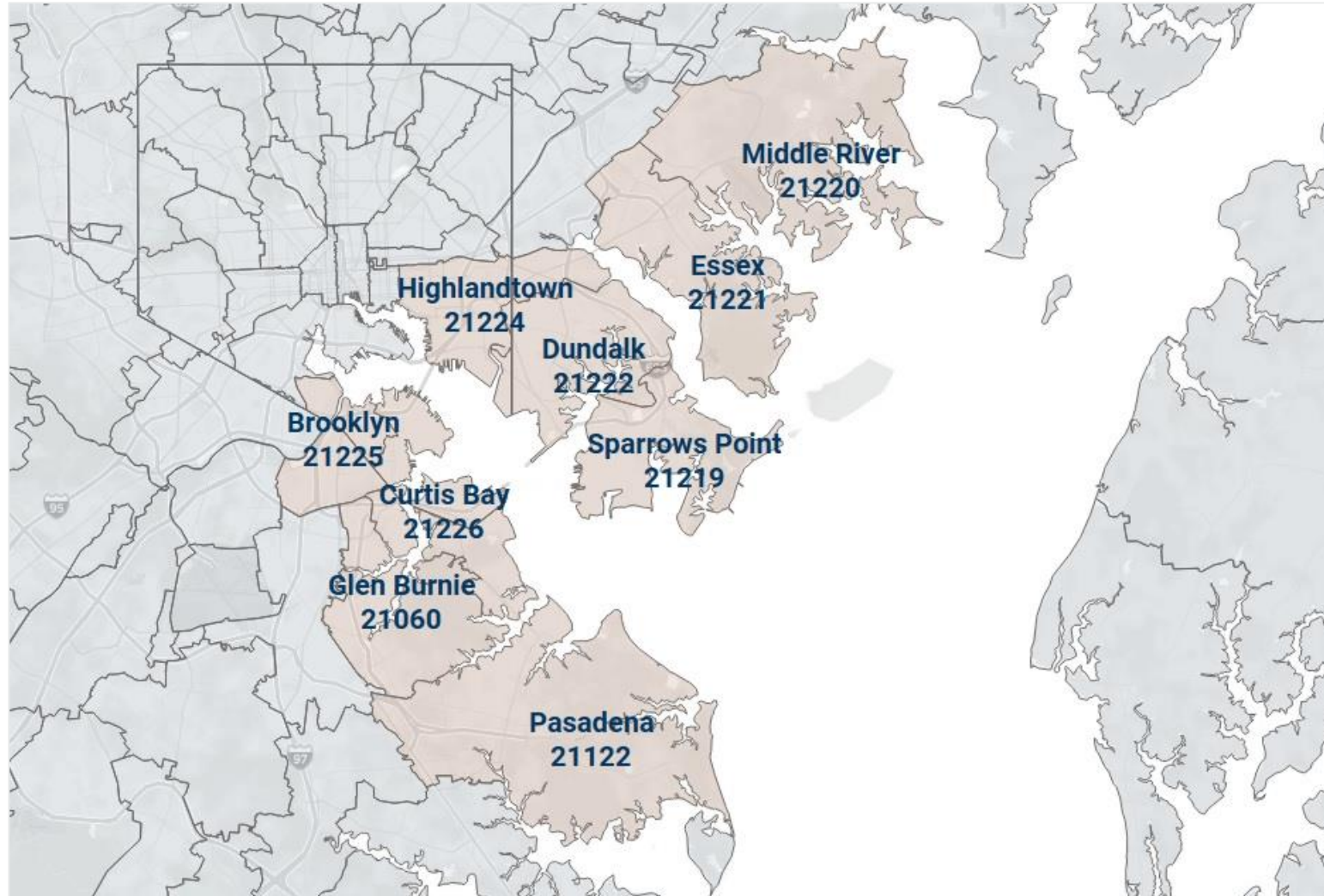
Segments	Peak	3/27-4/30/2023 Minutes	3/26-4/30/2024 Minutes	% Inc
MD-295 NB from Patapsco Ave to Bayard St	PM (4-7 PM)	3.23	6.44	99%
Hanover Street NB (I-895 to Cromwell)	PM (4-7 PM)	3.1	4.3	39%
US-40/Pulaski Hwy WB from City Line to N Haven St	AM (6-9 AM)	3.69	5.03	36%
MLK Blvd SB from W Baltimore St to I-395	PM (4-7 PM)	1.99	2.49	25%
I-395 SB to I-95 NB (East Pratt to I-95)	PM (4-7 PM)	3.42	4.42	29%
I-395 SB to I-95 SB (East Pratt to I-95)	PM (4-7 PM)	3.12	3.56	14%

# TRAFFIC MONITORING AND UPGRADES

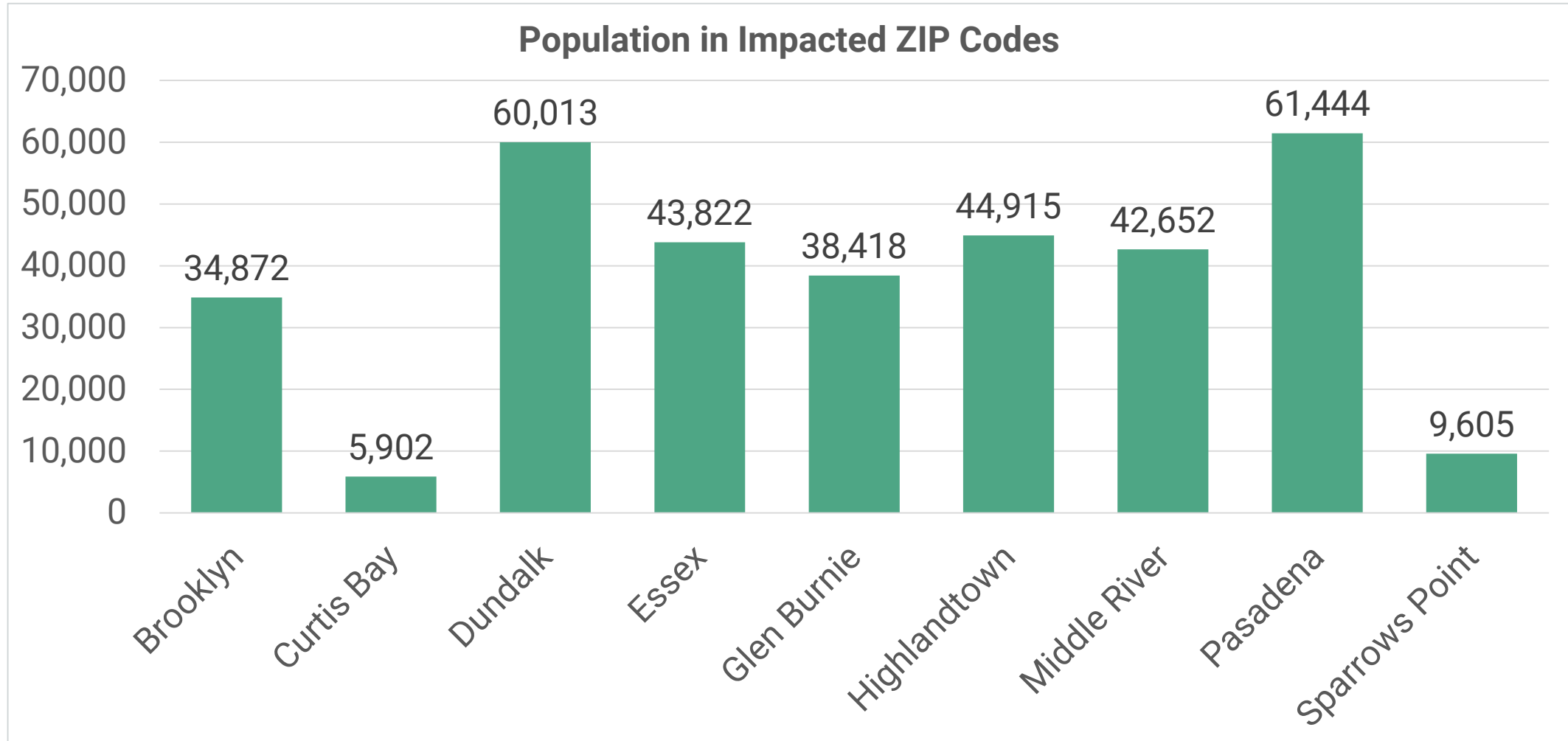
- **Weekly Traffic Coordination Meetings**
  - MDOT/SHA/MdTA/MTA/Port/Unified Command/FHWA/BCDOT/BCDPWT/AADPW/BMC
- **Weekly Traffic Monitoring of Major Diversion Routes**
  - FMT, BHT, I-695 West Leg, I-70, I-83
  - All Vehicles and Trucks – Comparison Current vs. 2022-2023 Historic
- **Week Long Traffic 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

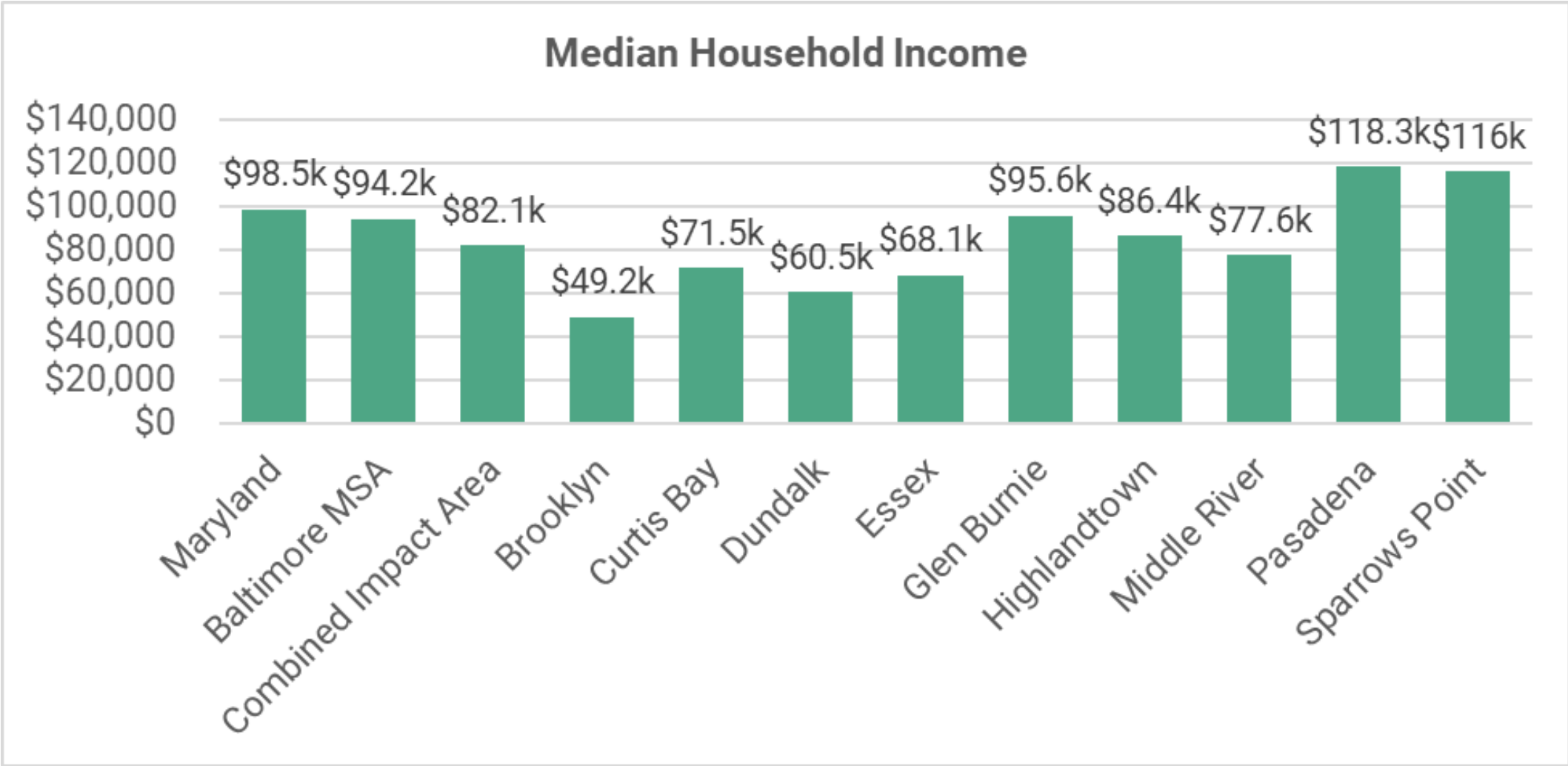


# POPULATION



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

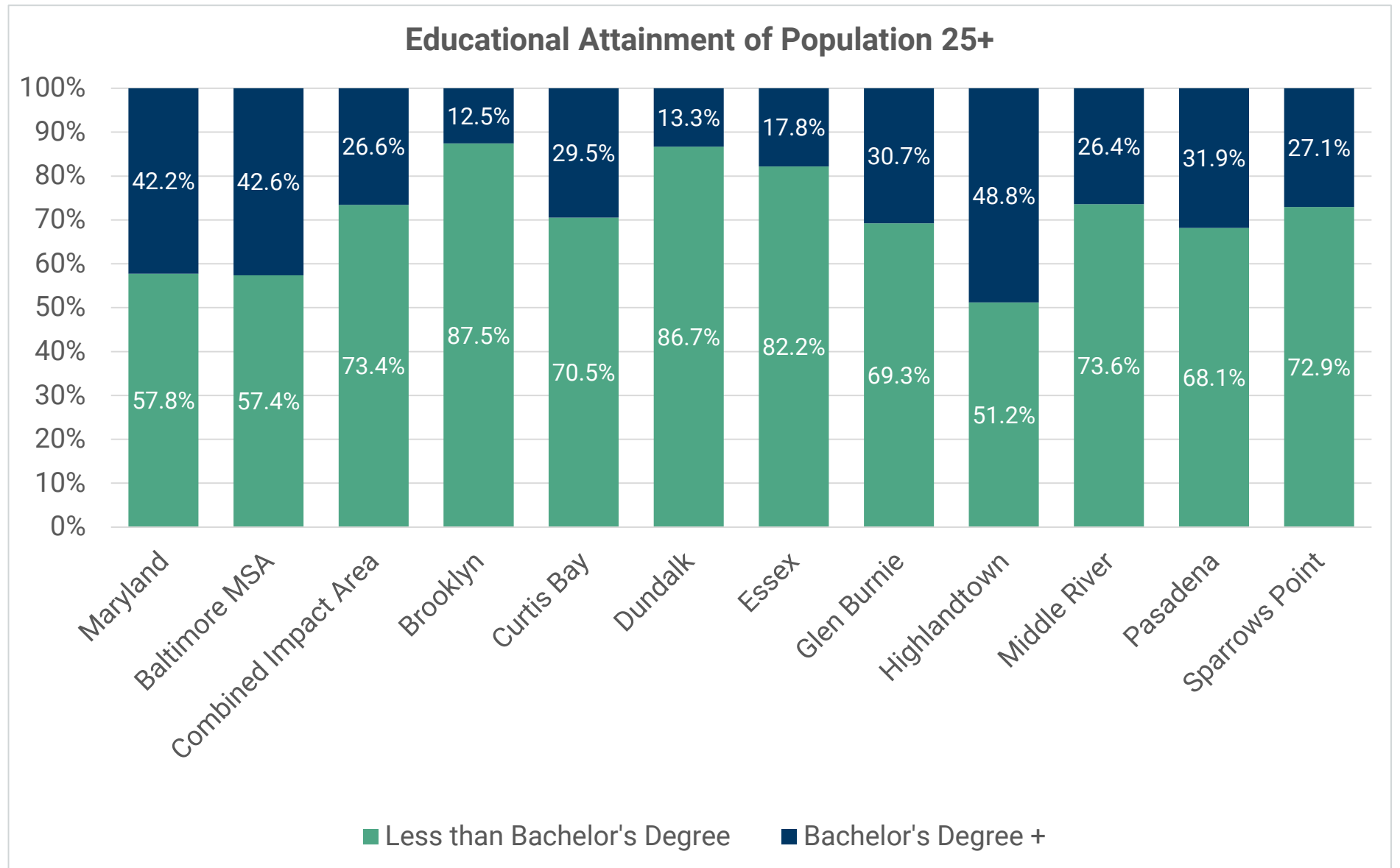
# INCOME LEVELS



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

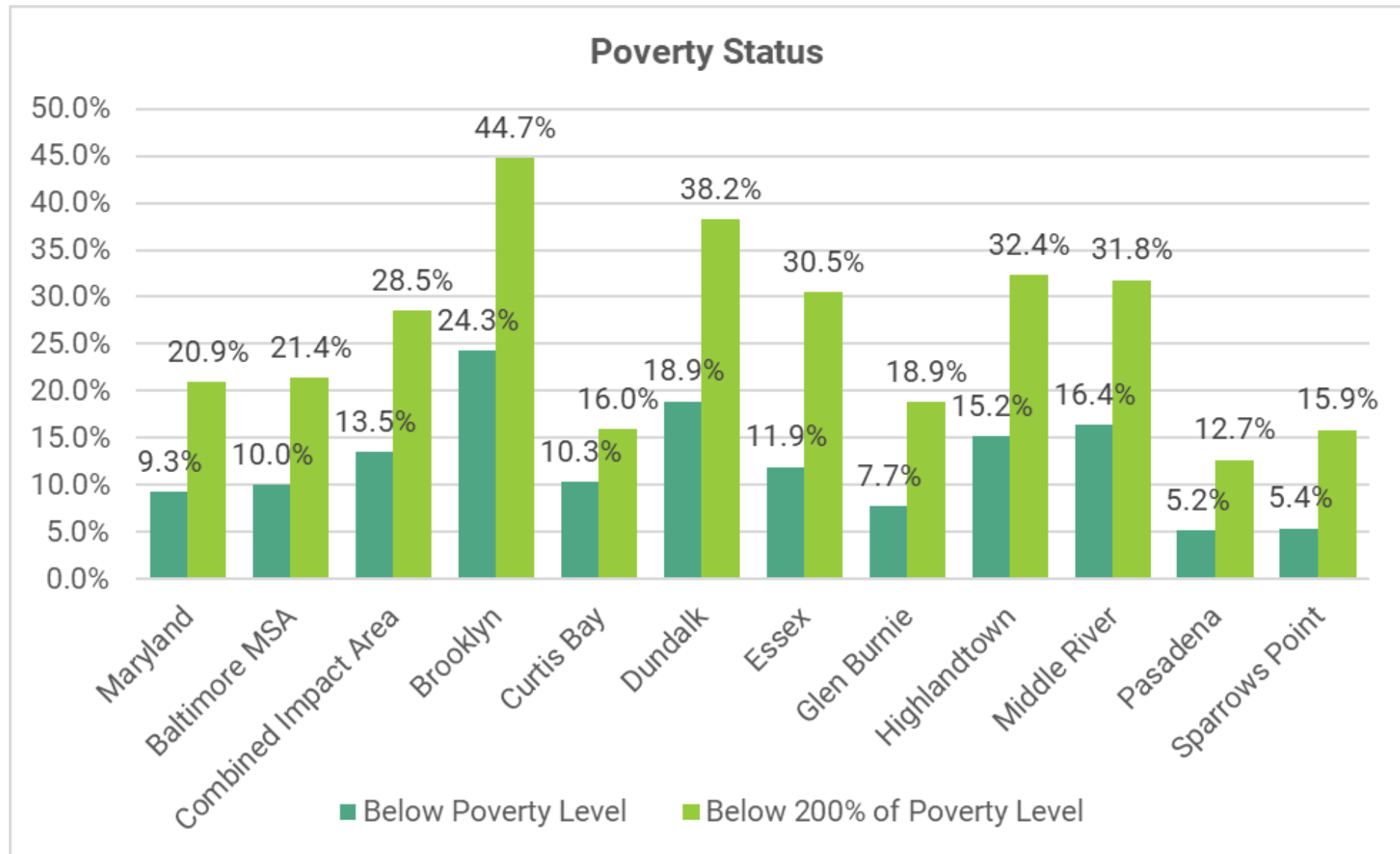


# Educational Attainment



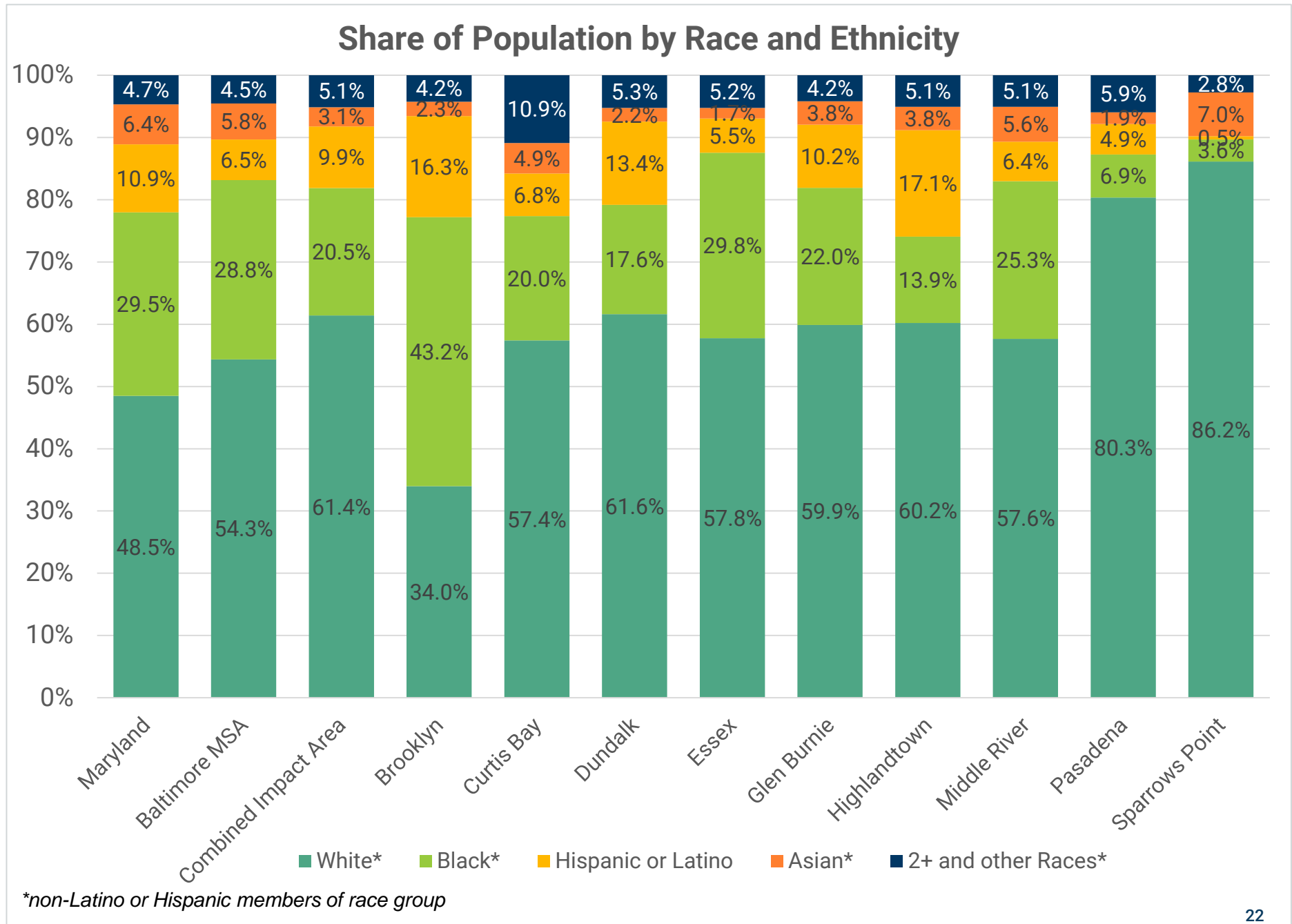
Source: U.S. Census Bureau, American Community Survey 5-year Estimates - 2018-2022.

# POVERTY STATUS



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

# RACE



# Environmental Justice

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

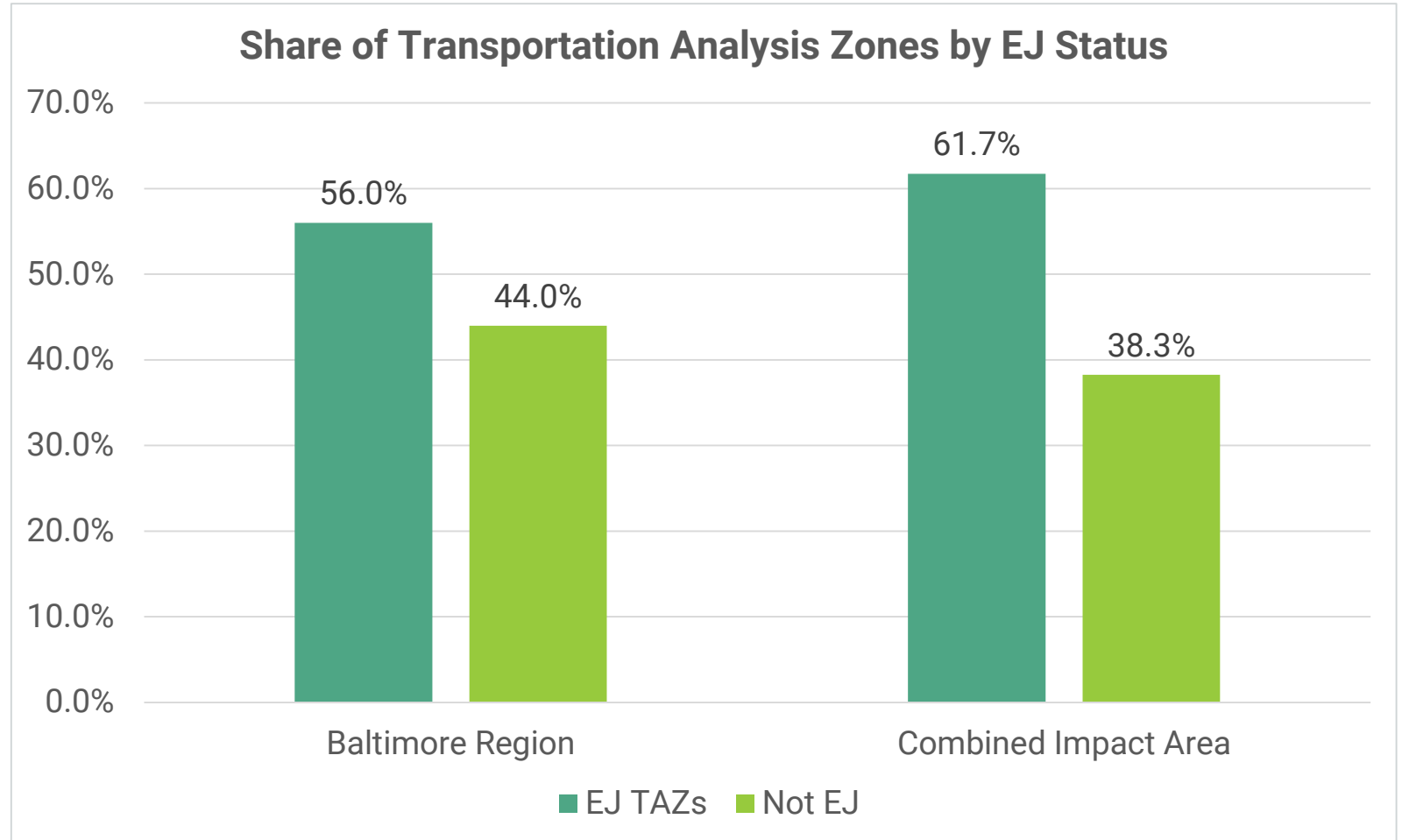
- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects on minority and low-income populations
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- Prevent the denial of, reduction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

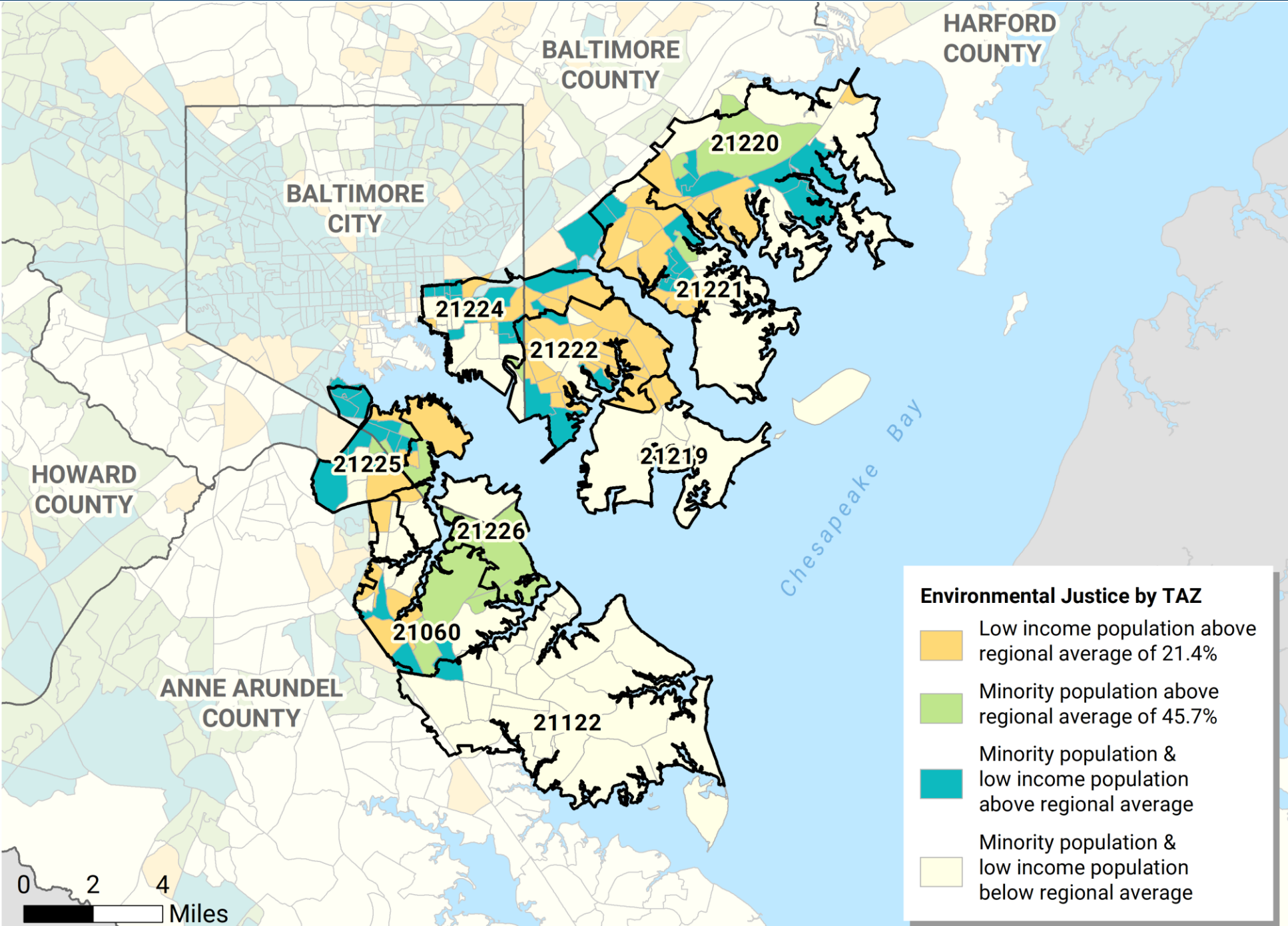
# Environmental Justice in TAZs

- 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

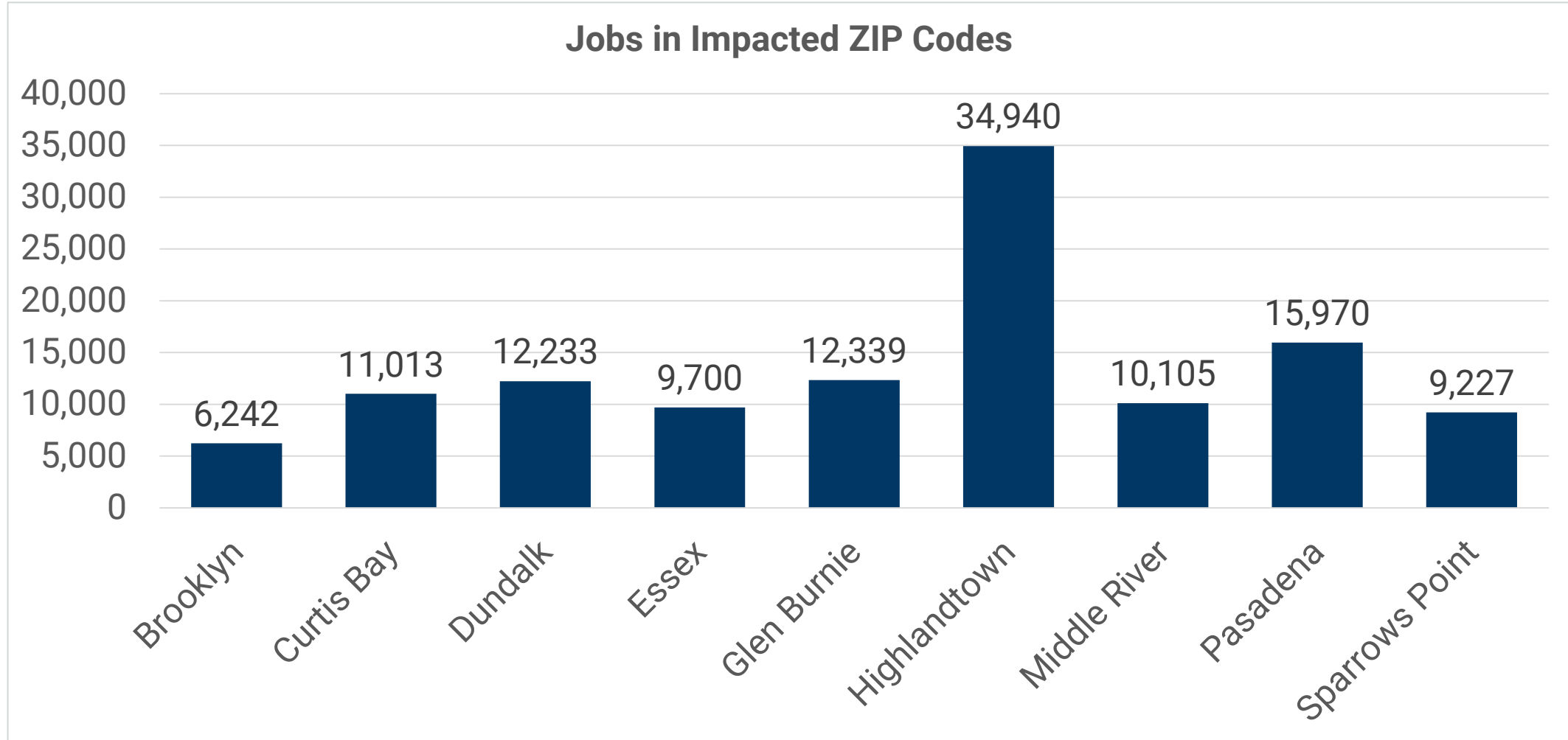


# Environmental Justice in Impacted ZIP Codes

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



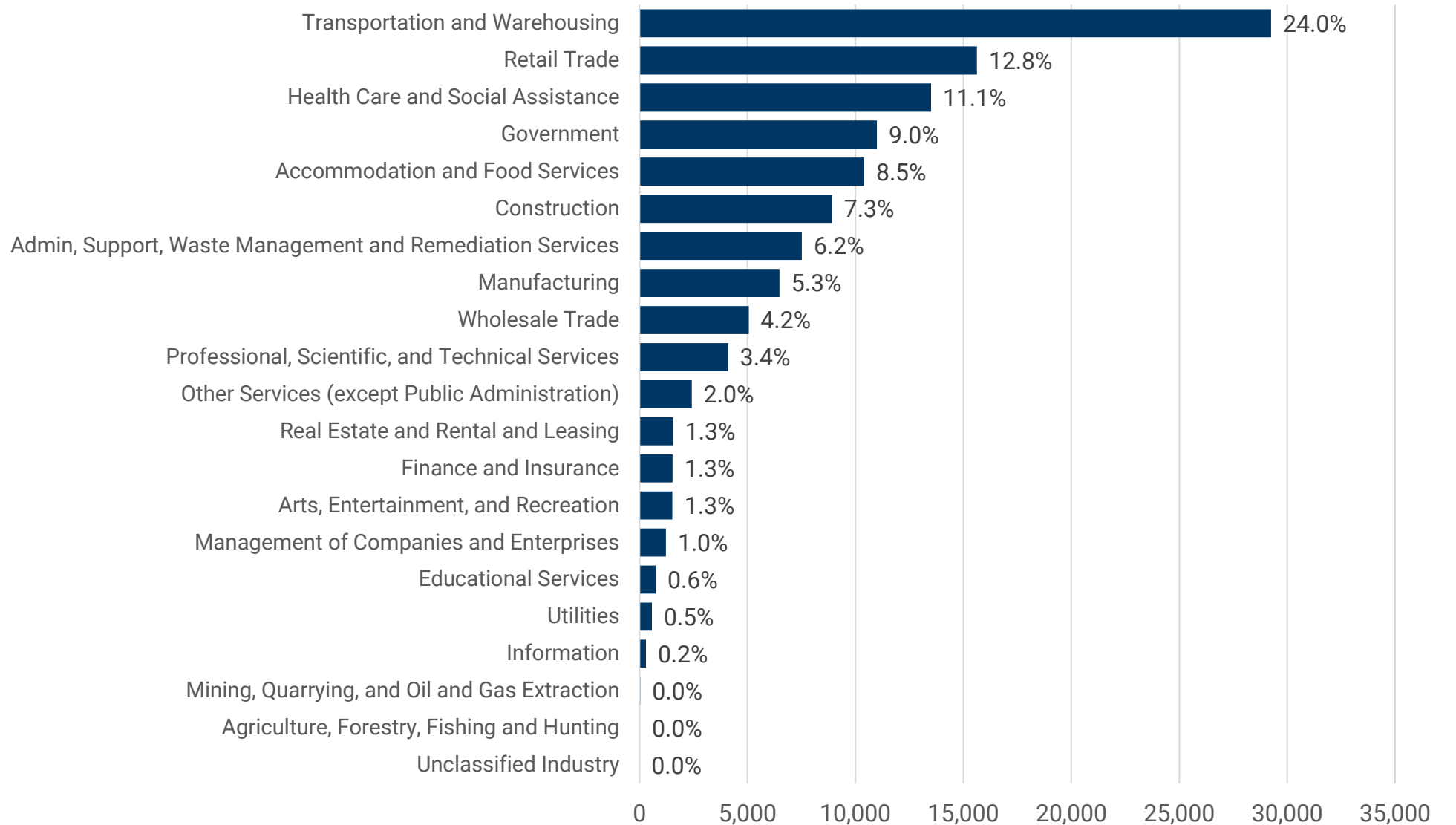
# JOBS



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

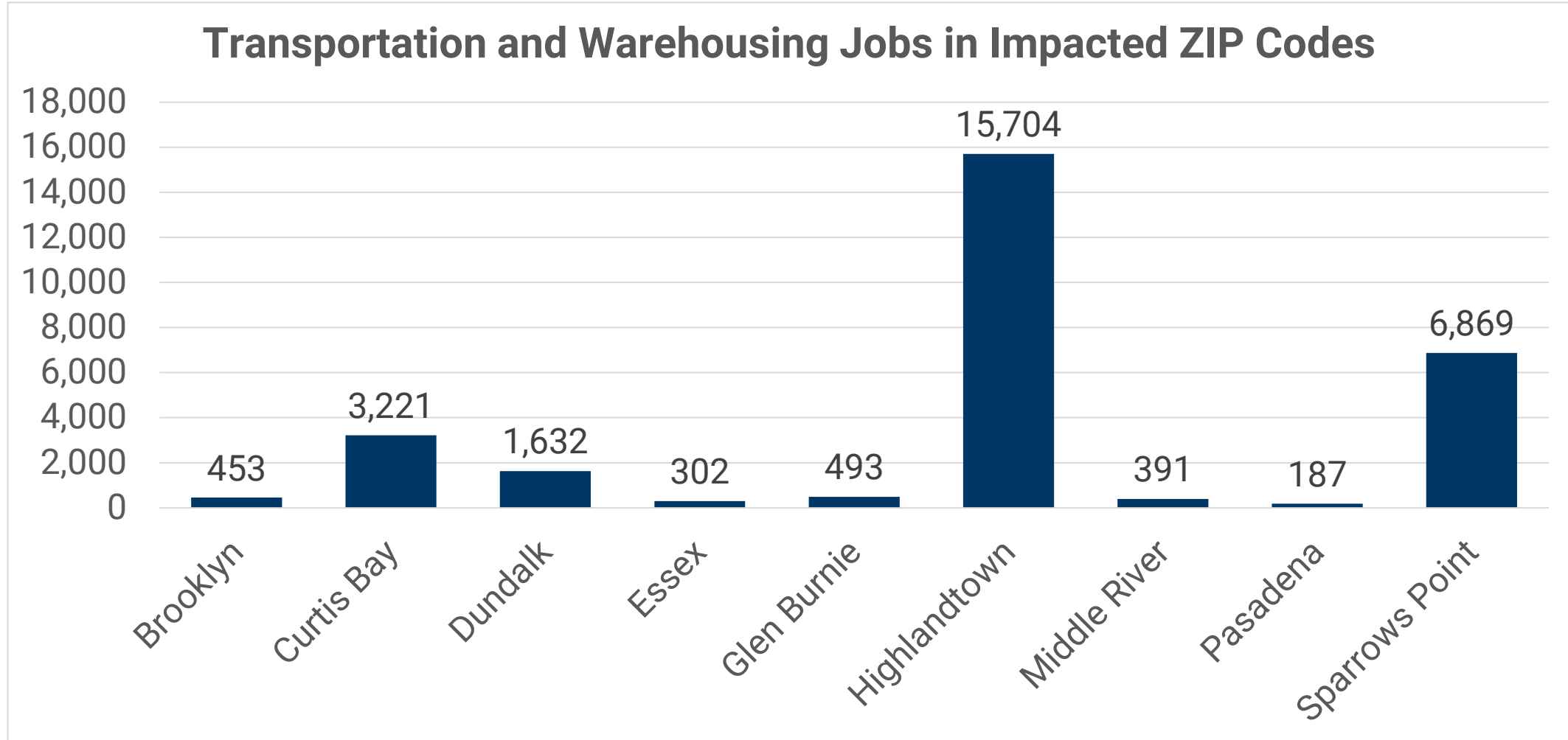
# JOBS BY INDUSTRY

## Jobs in Combined Impact Area by Industry



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

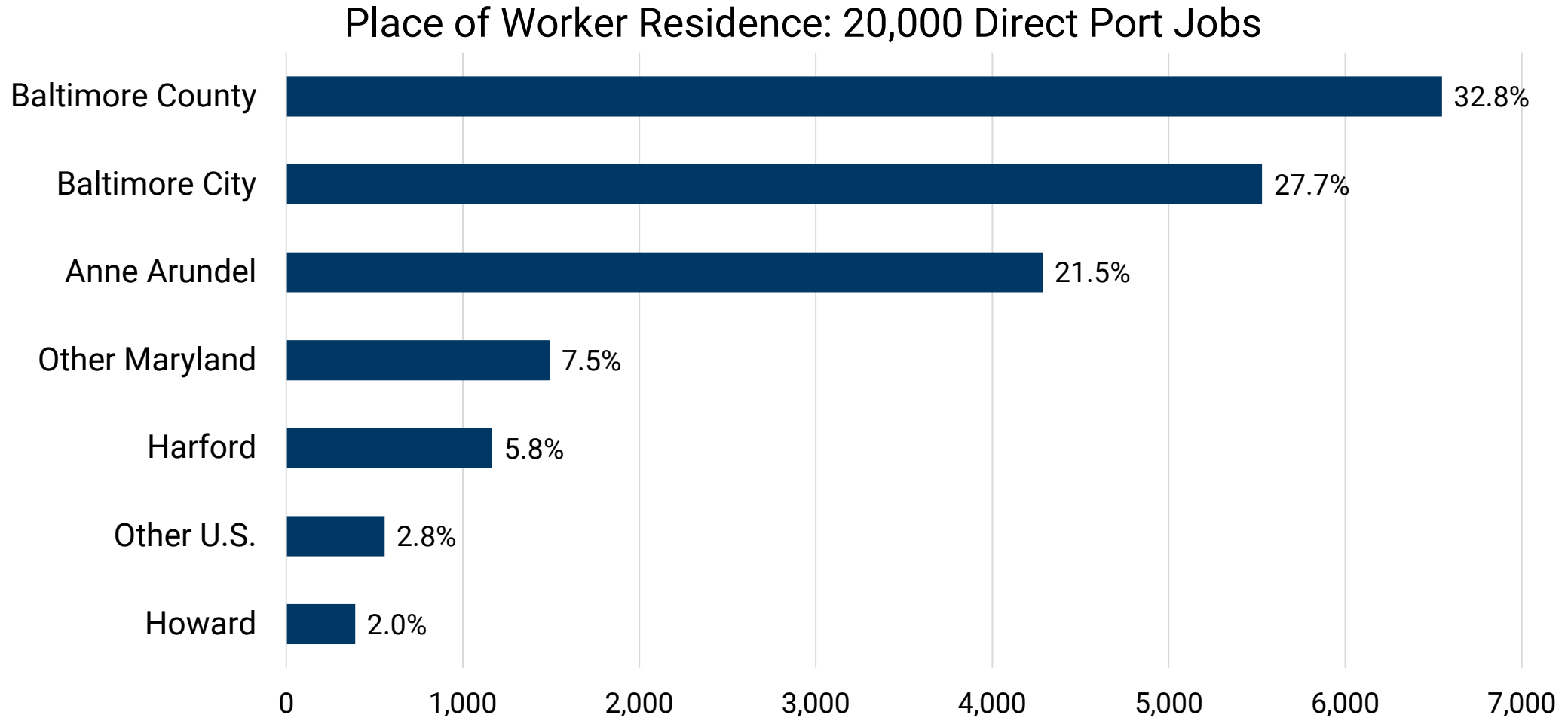
# TRANSPORTATION AND WAREHOUSING JOBS



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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