



**BALTIMORE
METROPOLITAN
COUNCIL**

FRANCIS SCOTT KEY BRIDGE IMPACT ANALYSIS

TPB Freight Subcommittee

May 2025



WHO WE ARE

The Baltimore Metropolitan Council (BMC) is a nonprofit organization that works collaboratively with the chief elected officials in the region to create initiatives to improve the quality of life and economic vitality.



Serve as a forum for local officials and their representatives to identify and address problems in the region.

Provide a central source of information and coordination for fashioning responses to needs in the region.

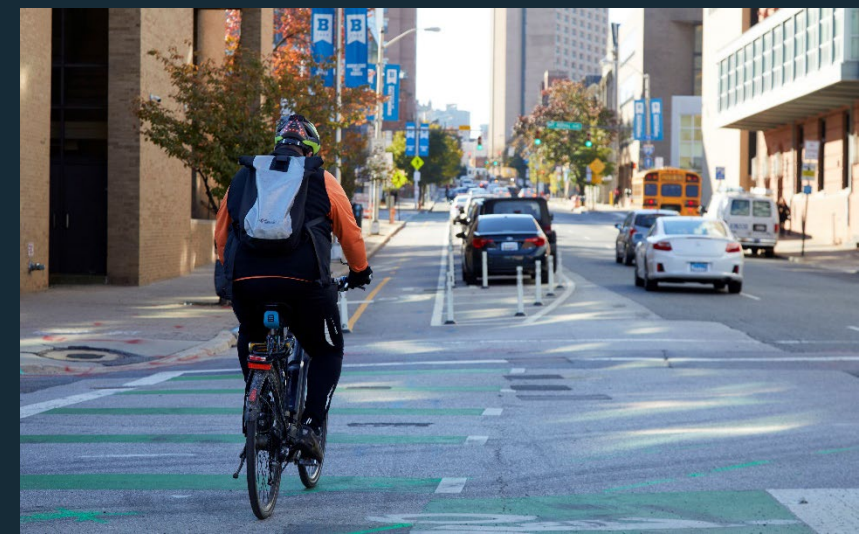
Assist local jurisdictions in developing regional policies, prioritizing regional infrastructure needs, and developing regional strategies.

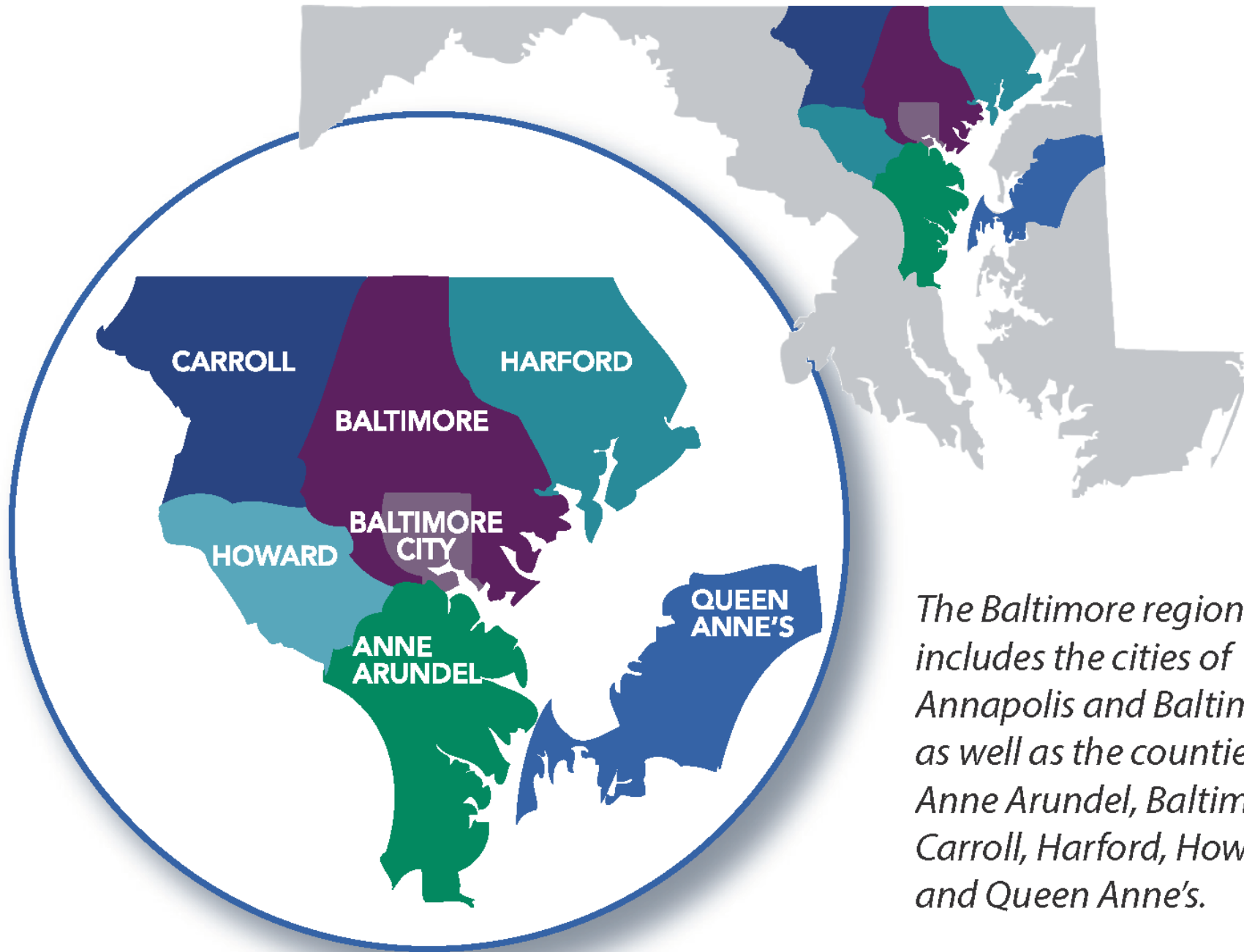


MD Code, Economic Development §13-302



baltometro.org





The Baltimore region includes the cities of Annapolis and Baltimore, as well as the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's.



BMC BOARD CHAIR
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Baltimore County



ED ROTHSTEIN
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Carroll County Government



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Mayor
City of Baltimore



DANA STEIN
Delegate, District 11B
Maryland General Assembly



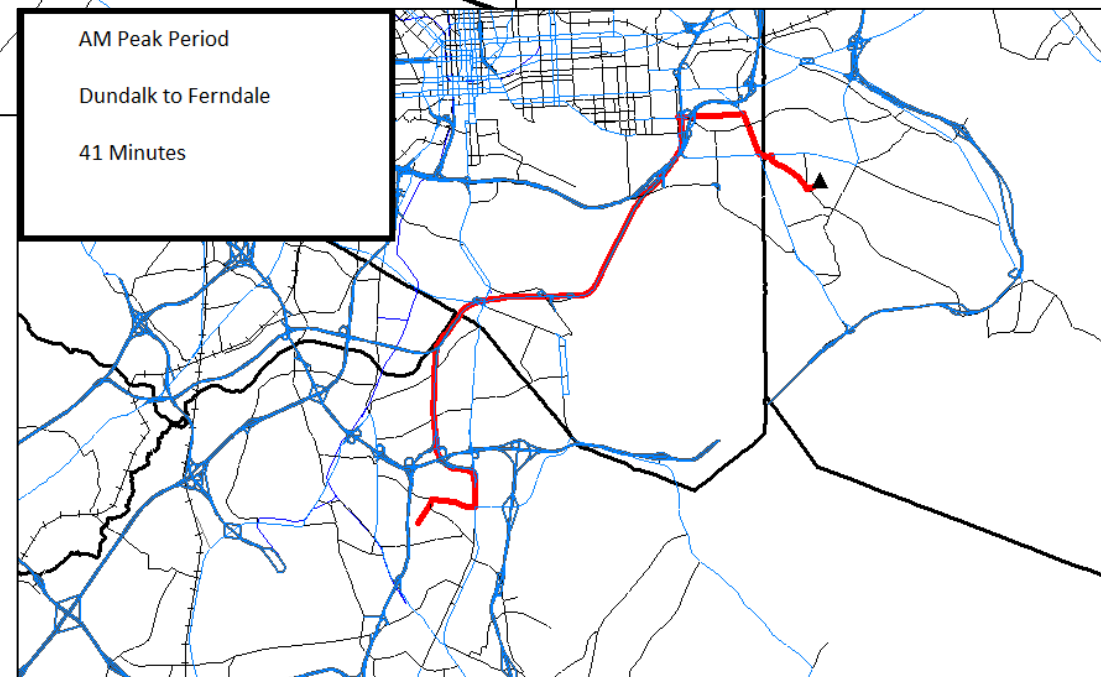
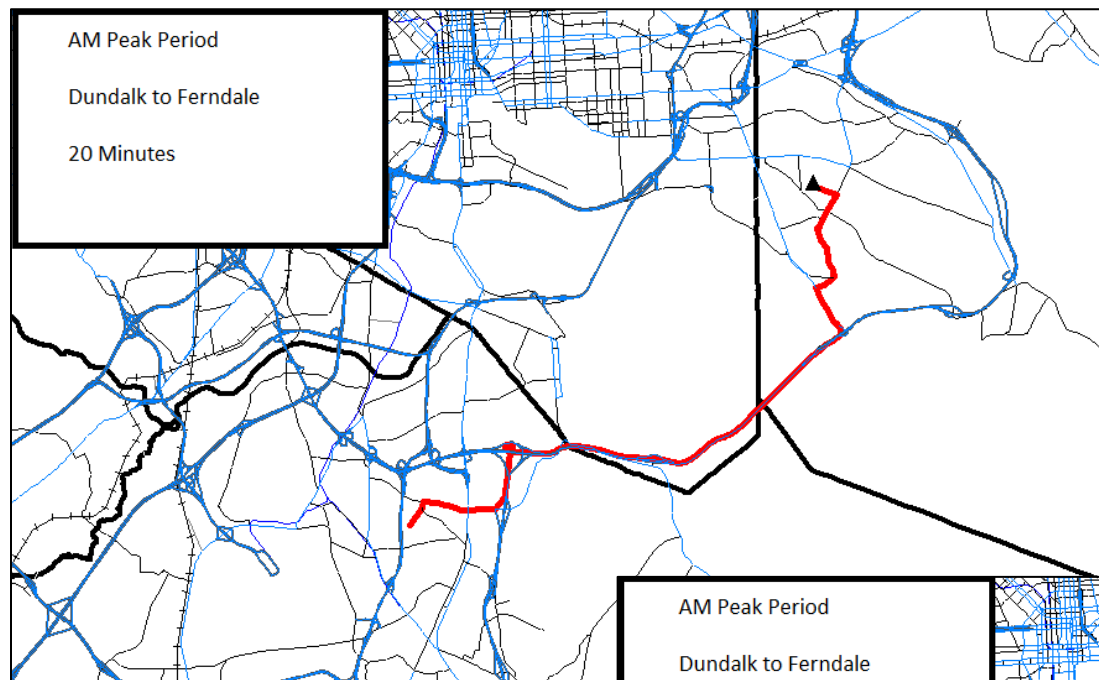
MARK ANTHONY THOMAS
Chief Executive Officer
Greater Baltimore Committee

BMC Board of Directors

TRAFFIC AND TRANSPORTATION

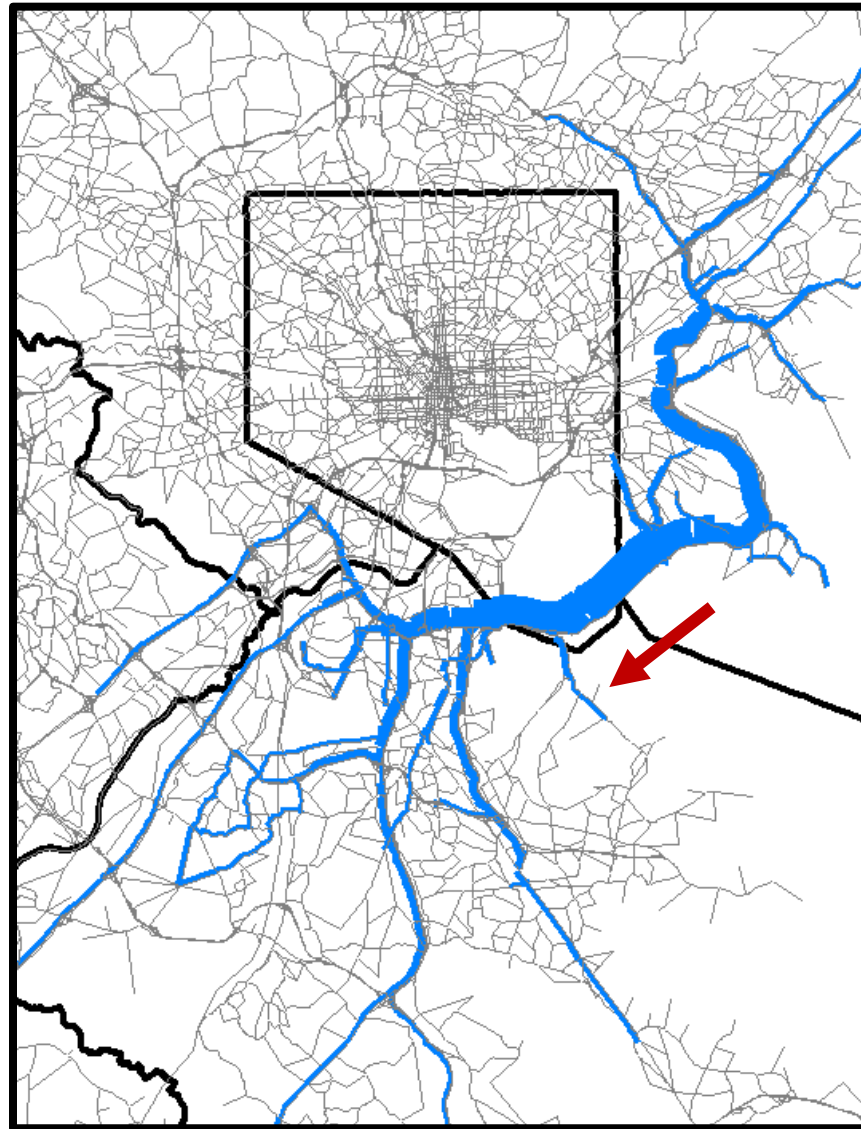
- **FSK Averaged 34,000 crossings per day (4,000 commercial)**
 - 39,000 weekday
 - 20,400 weekend
- **Harbor Tunnel and Fort McHenry Tunnel average 198,000 crossings combined**
 - Harbor Tunnel: 81,000 weekday, 71,300 weekend
 - FMT: 128,300 weekday, 99,600 weekend
- **HAZ-MATS must find a new route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

COMMUTER IMPACT

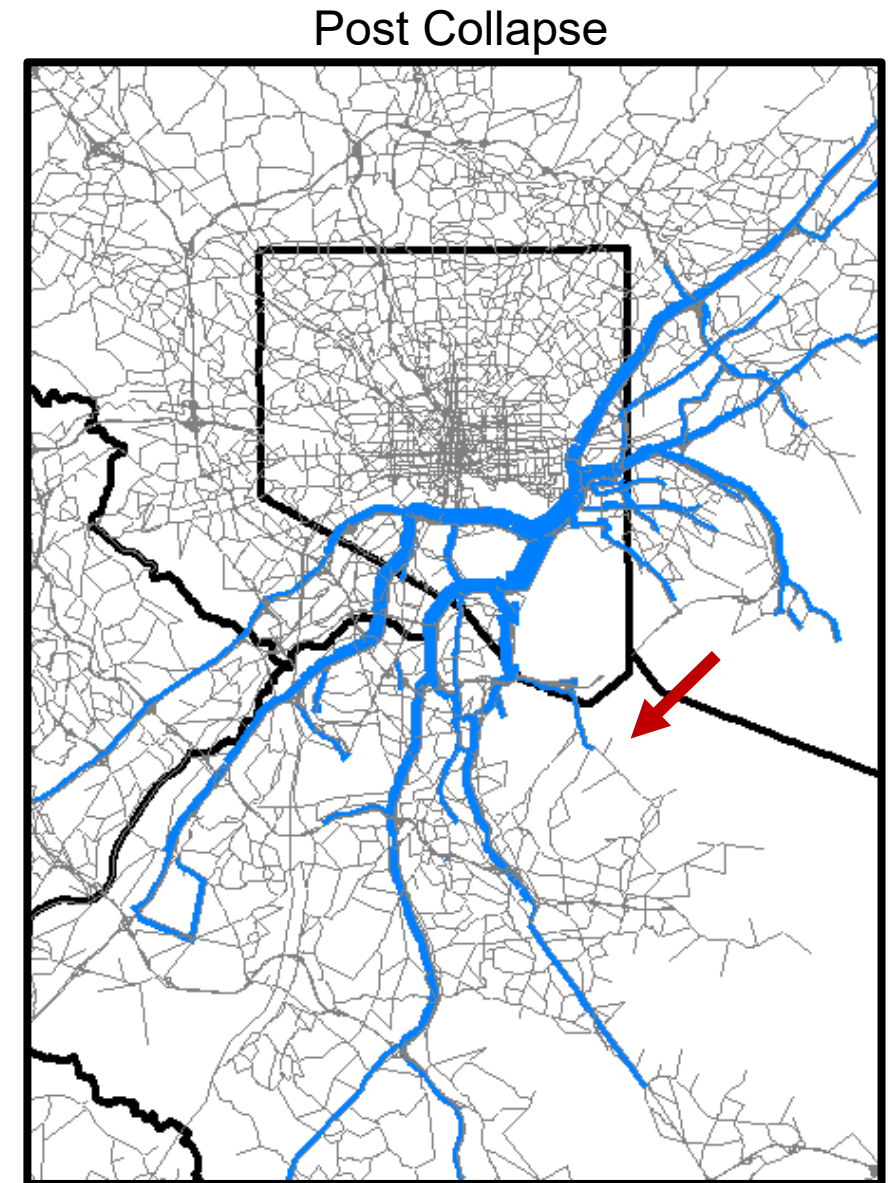


20 Minute Commute
from Dundalk to
Ferndale now 41
minutes

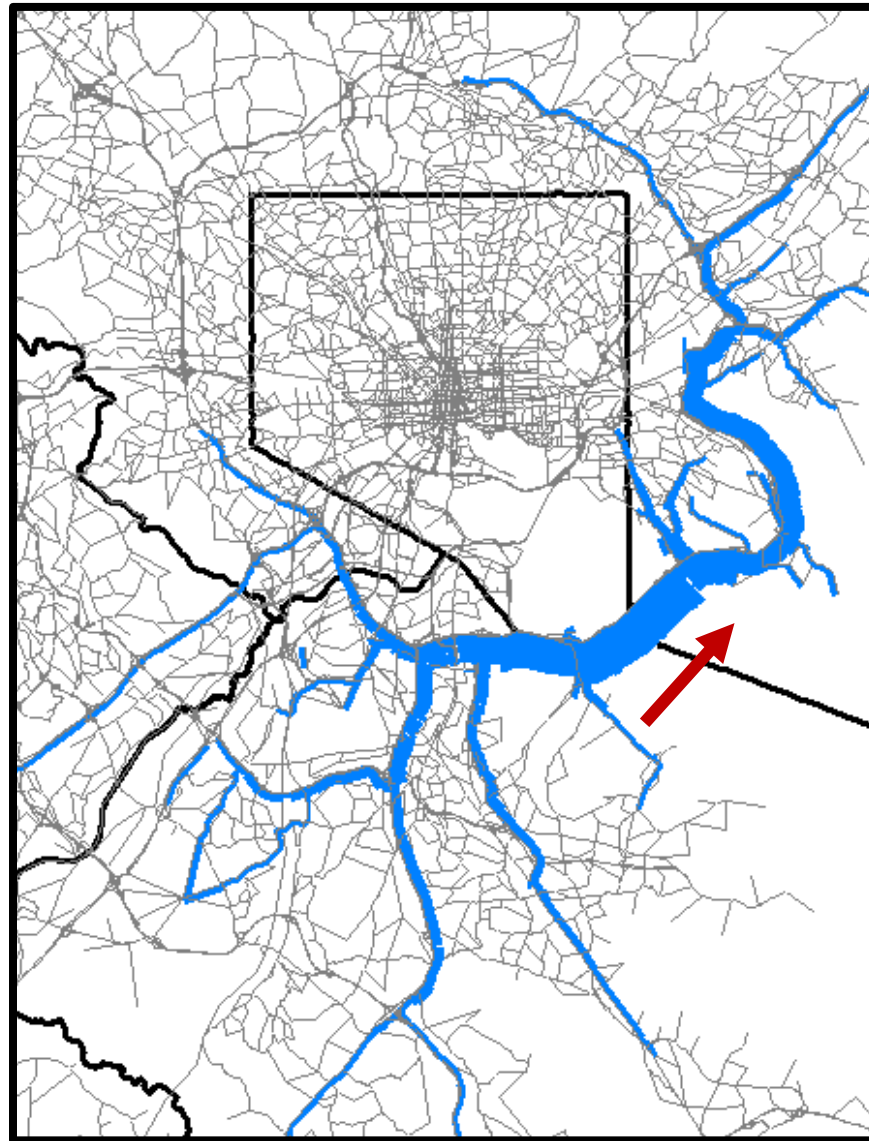
Morning Peak Rerouting of Traffic Flows – Inner Loop of Beltway



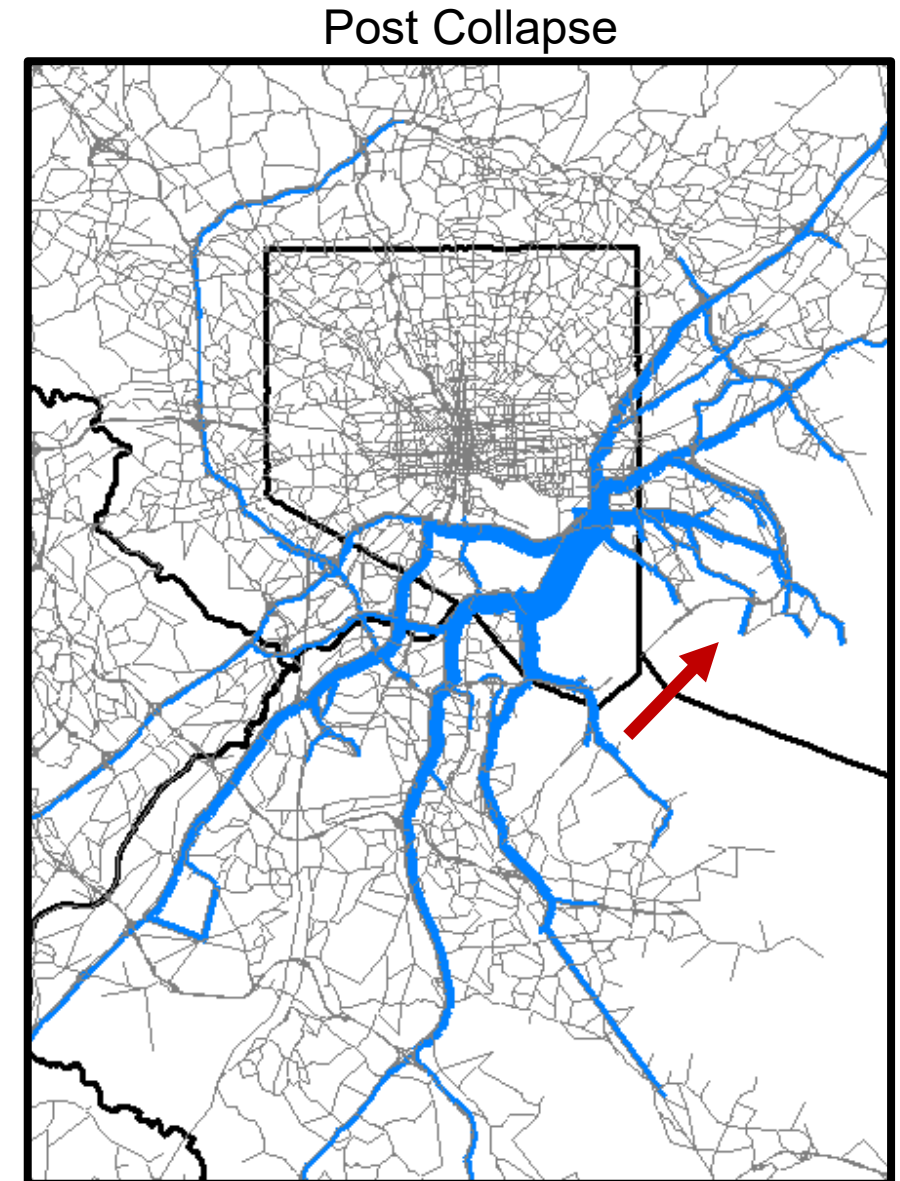
Prior to Collapse



Afternoon Peak Rerouting of Traffic Flows – Outer Loop of Beltway

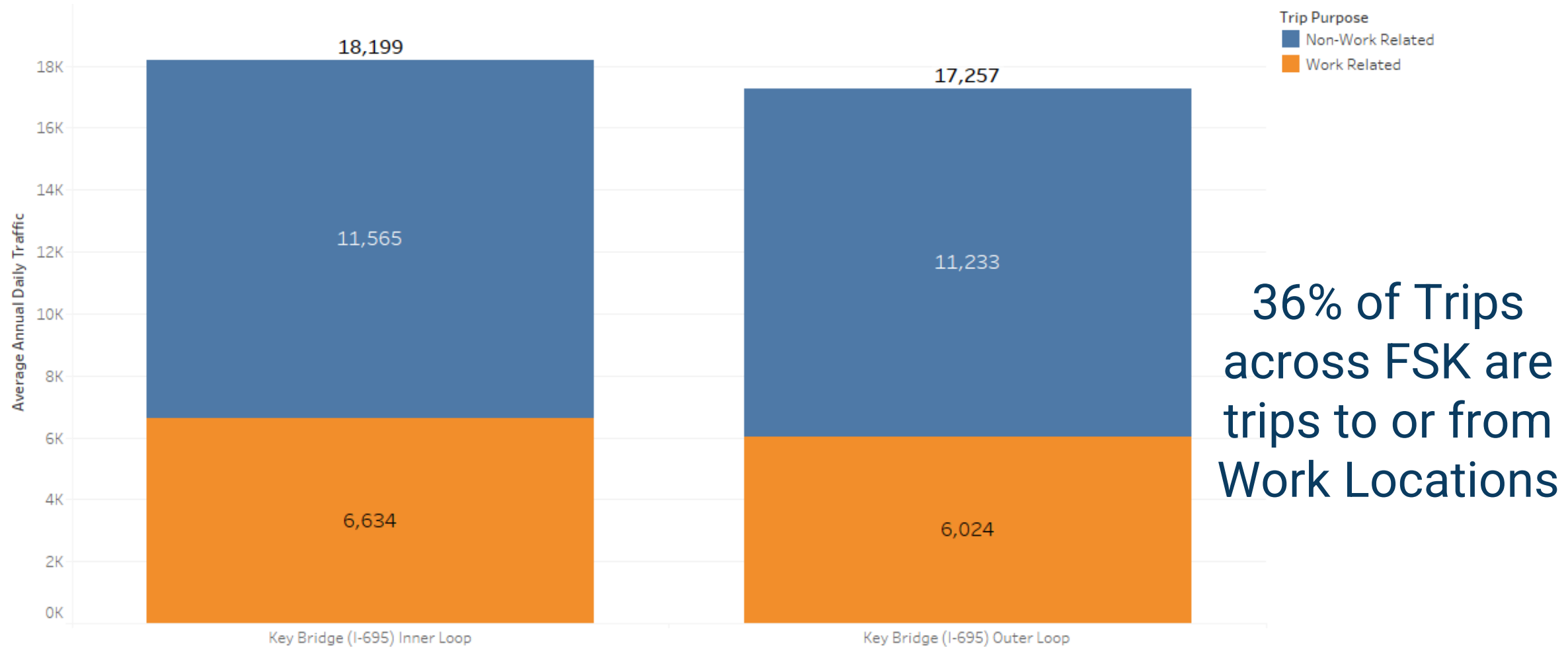


Prior to Collapse

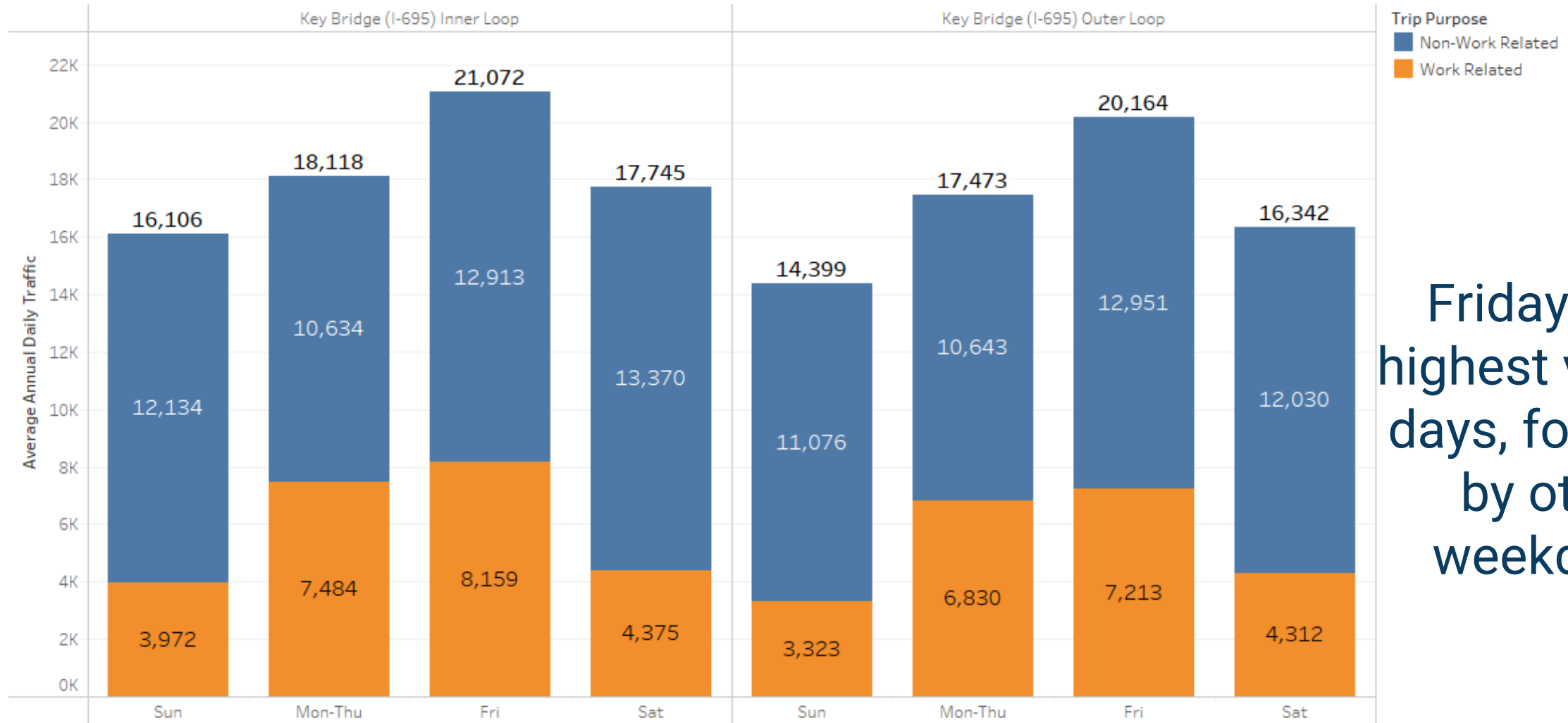


Source: BMC InSITE Travel Demand Model.

Work versus Non-Work Trips 2022 Daily Trips

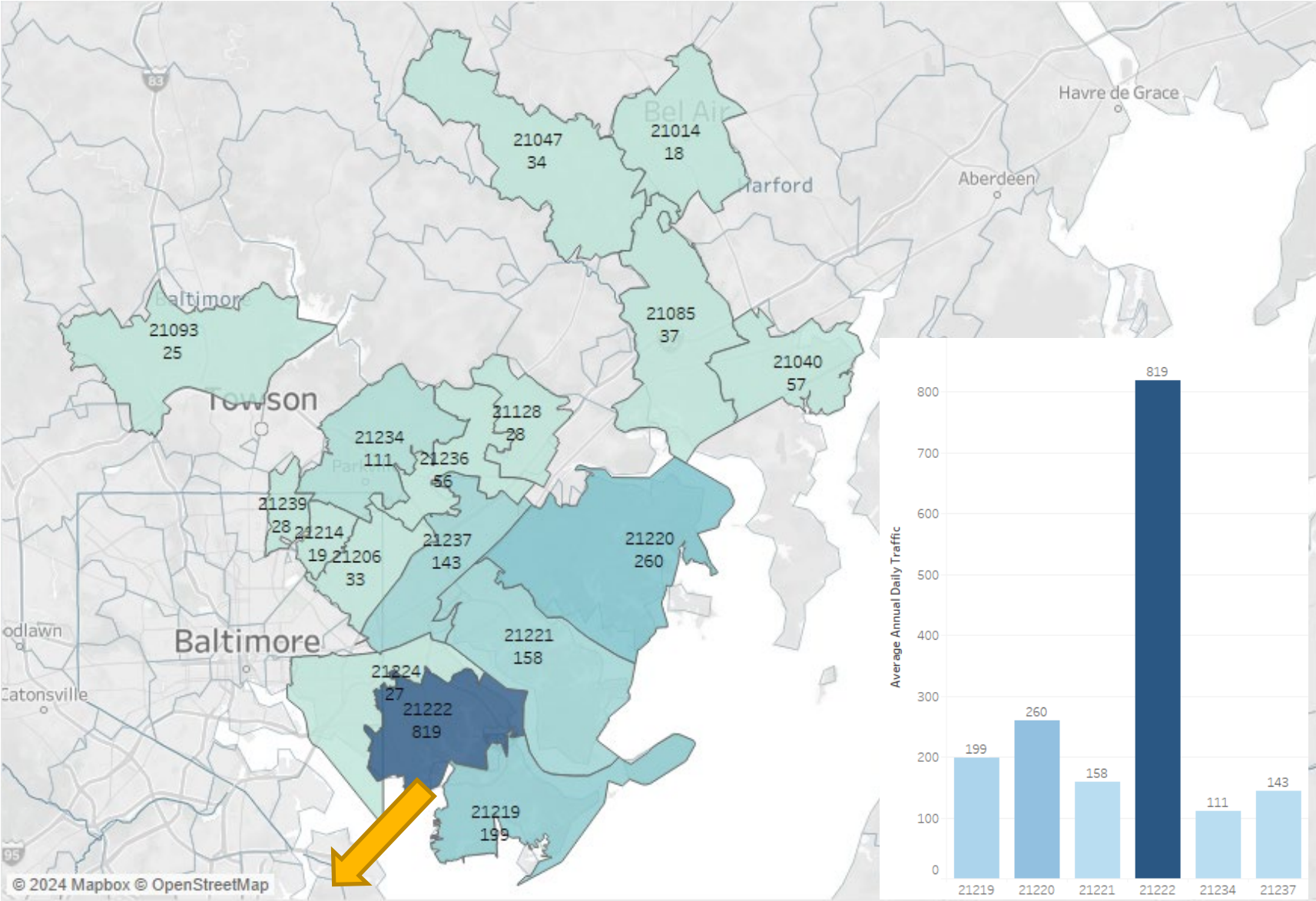


Day of Week Breakdown 2022 Daily Trips

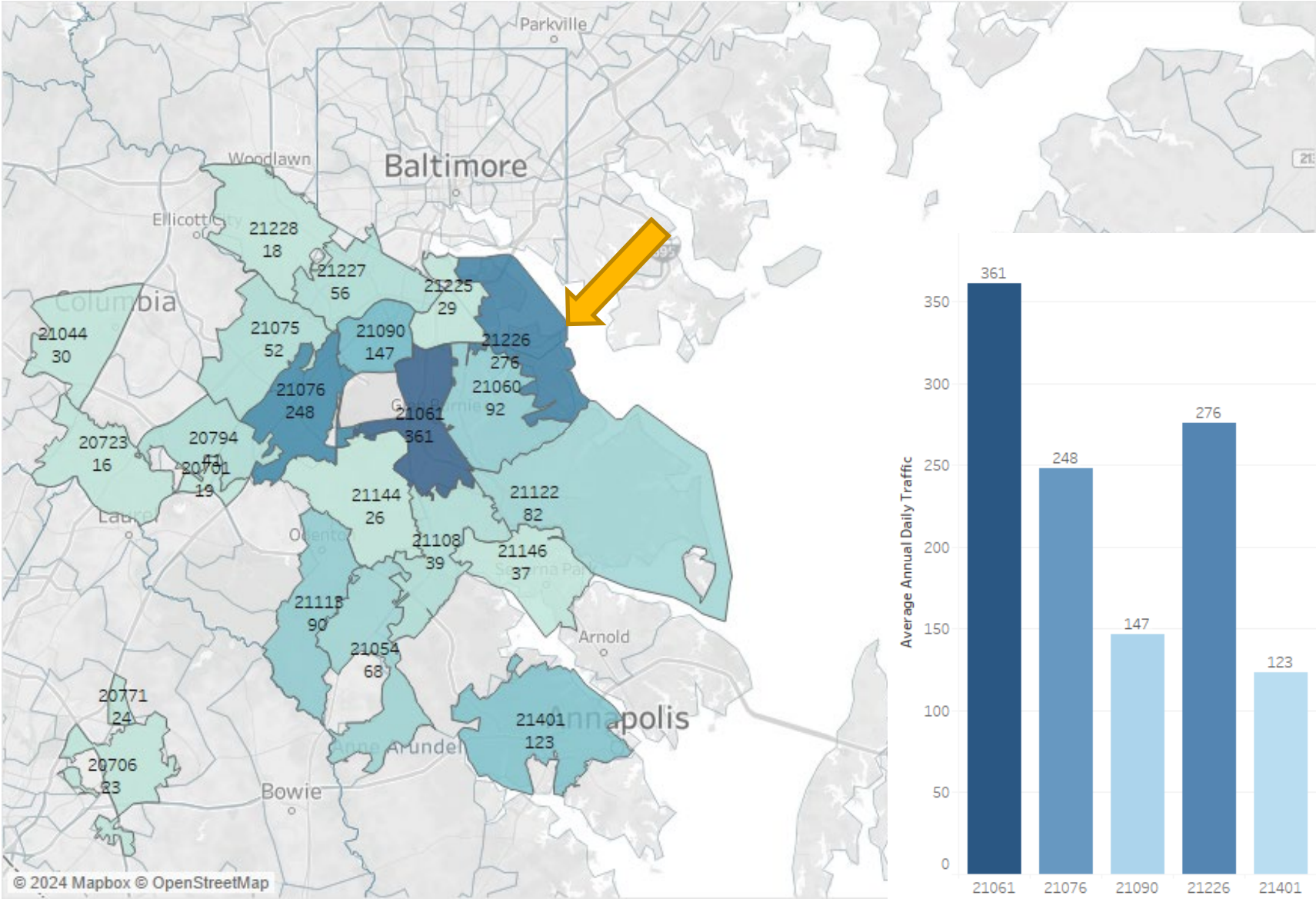


Fridays are highest volume days, followed by other weekdays.

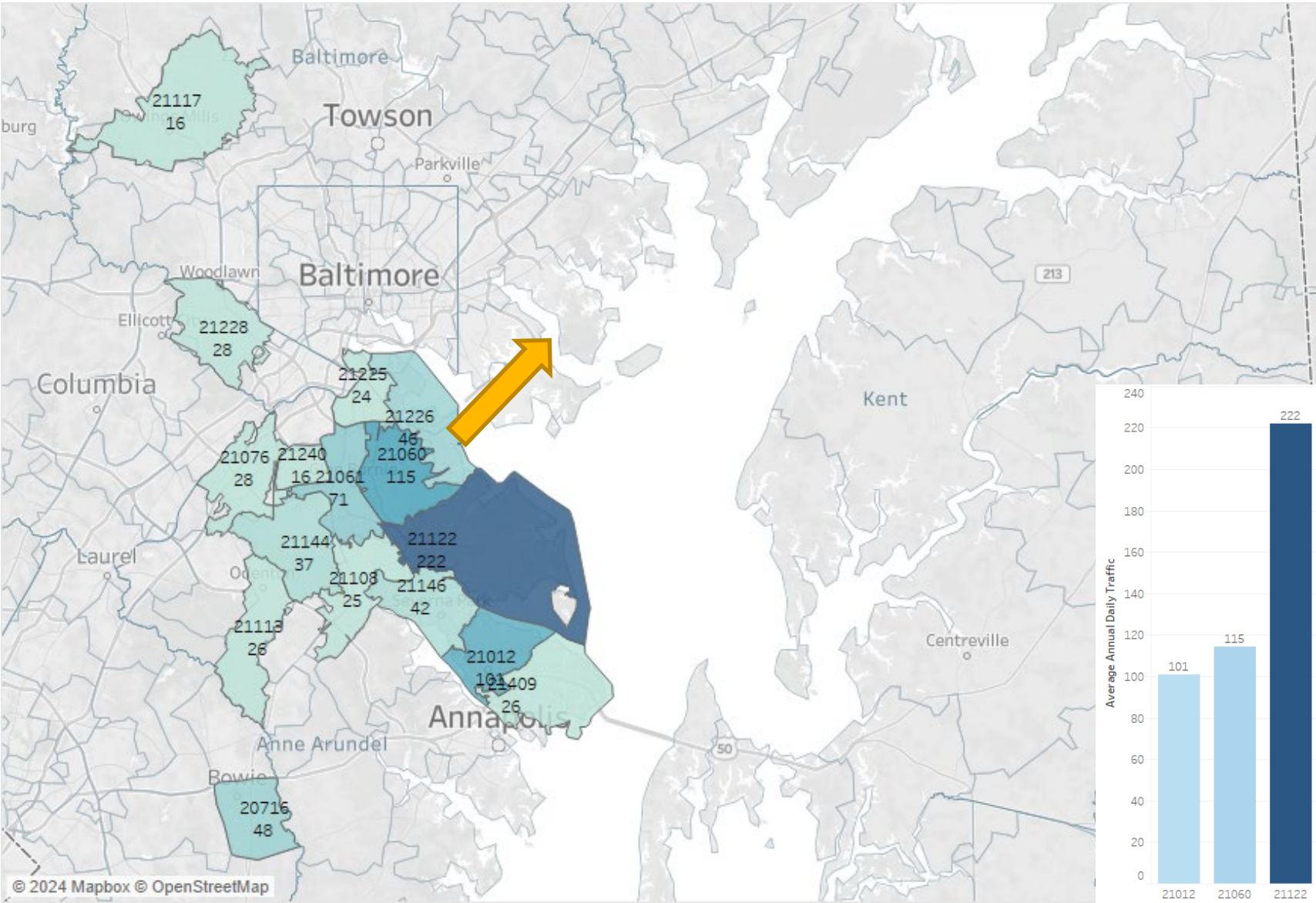
2022 Key Bridge Inner Loop Mon–Thu Home to Work Origins



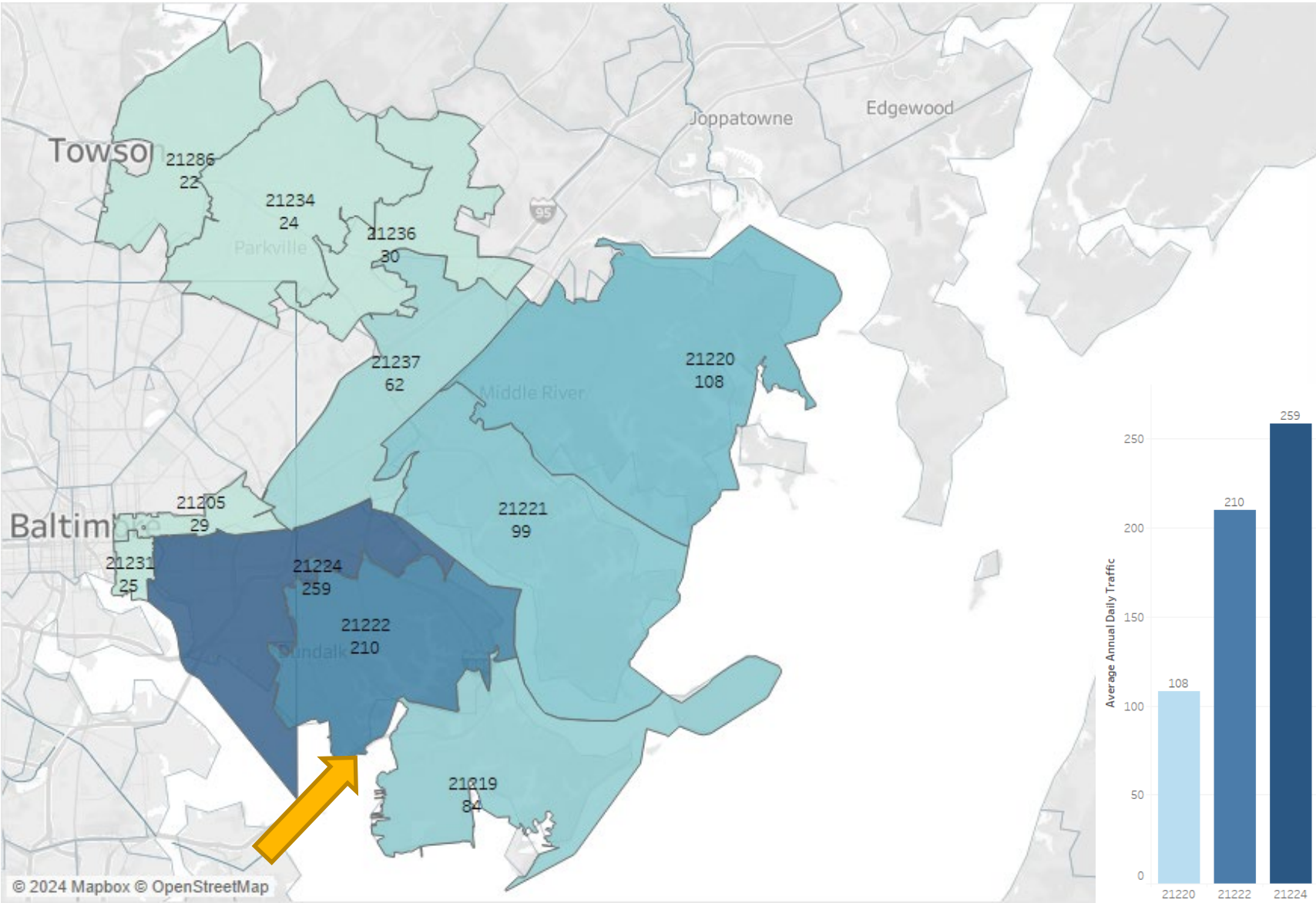
2022 Key Bridge Inner Loop Mon–Thu Home to Work Destinations



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



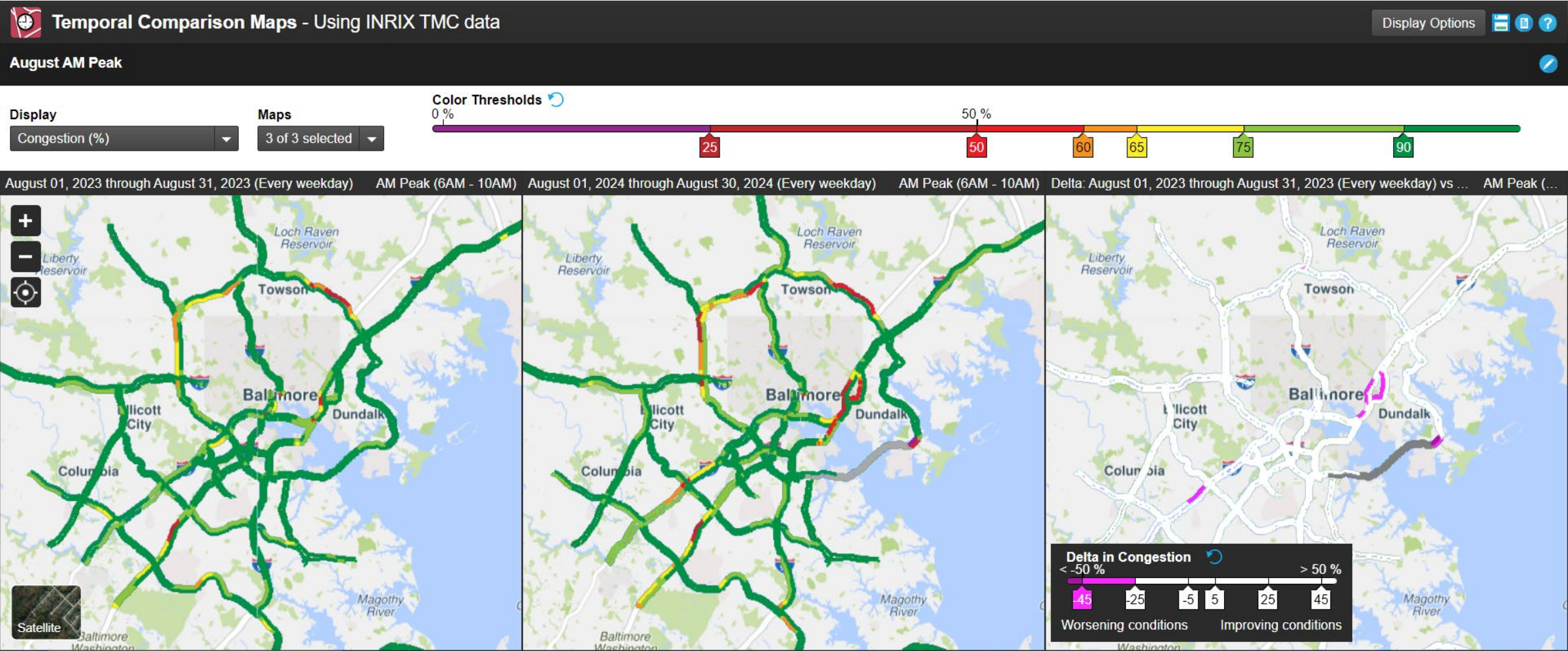
2022 Key Bridge Outer Loop Mon–Thu Home to Work Destinations



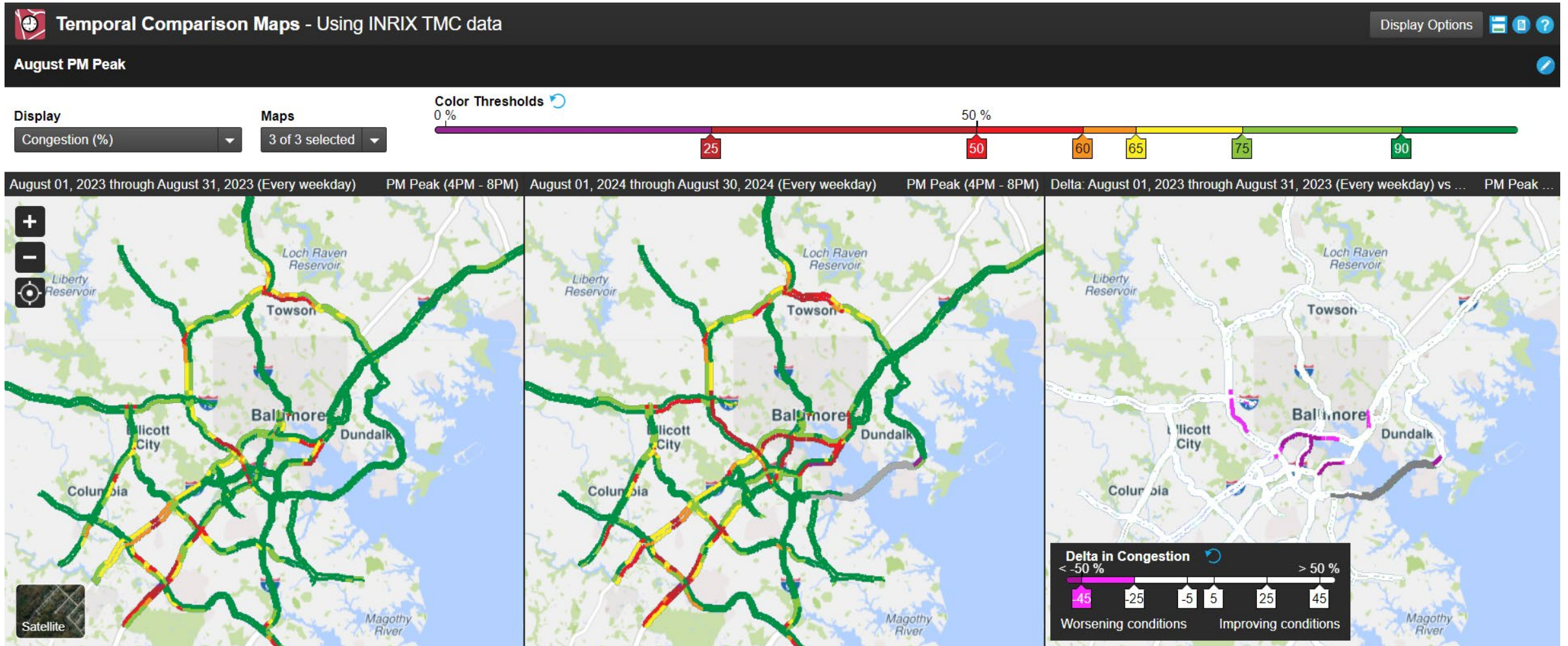
2050 Modeling With and Without FSK (Daily Trips)

2050 InSITE Travel Demand Model With and Without FSK						
	Year	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.						

Increased Congestion Segments AM Peak (Aug 2024)



Increased Congestion Segments PM Peak (Aug 2024)



August 2023/2024 Average Travel Time Comparisons Weekdays

FSK Bridge Travel Times Before and After Collapse

Route	Segments	AM PM Peak	Length in Miles	Avg TT Aug-23	Avg TT Aug-24	% Change Aug 2023 to 2024	% Change July 2024 to Aug 2024
KB1	I-895 NB from MD-295 to Harbor Tunnel Toll Plaza	PM (4-7 PM)	4.35	4.63	13.44	190%	1%
KB2	I-895 Spur NB from MD-2/Ritchie Hwy to I-895 Merge	PM (4-7 PM)	2.74	2.98	3.79	27%	13%
KB3	I-95 NB from I-895/Exit 46 to Fort McHenry Tunnel	PM (4-7 PM)	10.00	13.16	23.67	80%	5%
KB4	I-895 SB from I-95/Exit 62 to Harbor Tunnel Toll Plaza	AM (6-9 AM)	6.87	10.13	15.05	49%	9%
KB5	I-95 SB from I-895 split to Fort McHenry Tunnel	AM (6-9 AM)	8.43	10.45	14.21	36%	4%
KB6	MD-295 NB from Patapsco Ave to Bayard St	PM (4-7 PM)	1.75	3.17	6.43	103%	10%
KB7	I-695 IL from Park Heights Ave to Greenspring Ave	PM (4-7 PM)	2.19	2.45	3.10	27%	5%
KB8	MD-150/Eastern Blvd WB from MD-151/North Pont Blvd to Kane St	AM (6-9 AM)	1.10	2.96	3.16	7%	3%
KB9	MD-2/Ritchie Hwy NB from MD-710 to MD-171	PM (4-7 PM)	1.69	3.96	4.87	23%	7%
KB10	I-695 OL from Reisterstown Rd to I-795	AM (6-9 AM)	2.16	2.77	3.78	36%	13%
KB11	Hanover Street NB (I-895 to Cromwell)	PM (4-7 PM)	1.47	3.04	3.42	13%	3%
KB12	US-40/Pulaski Hwy WB from City Line to N Haven St	AM (6-9 AM)	1.97	4.00	4.31	8%	4%
KB13	I-895 SB from I-95/Exit 62 to Harbor Tunnel Toll Plaza	PM (4-7 PM)	6.87	9.36	12.83	37%	4%
KB14	I-395 SB to I-95 NB (East Pratt to I-95)	PM (4-7 PM)	1.62	3.21	3.80	18%	4%
KB15	MLK Blvd SB from W Baltimore St to I-395	PM (4-7 PM)	0.83	1.98	2.33	18%	2%
KB16	I-395 SB to I-95 SB (East Pratt to I-95)	PM (4-7 PM)	1.50	2.85	2.92	2%	4%

AVG TT minutes



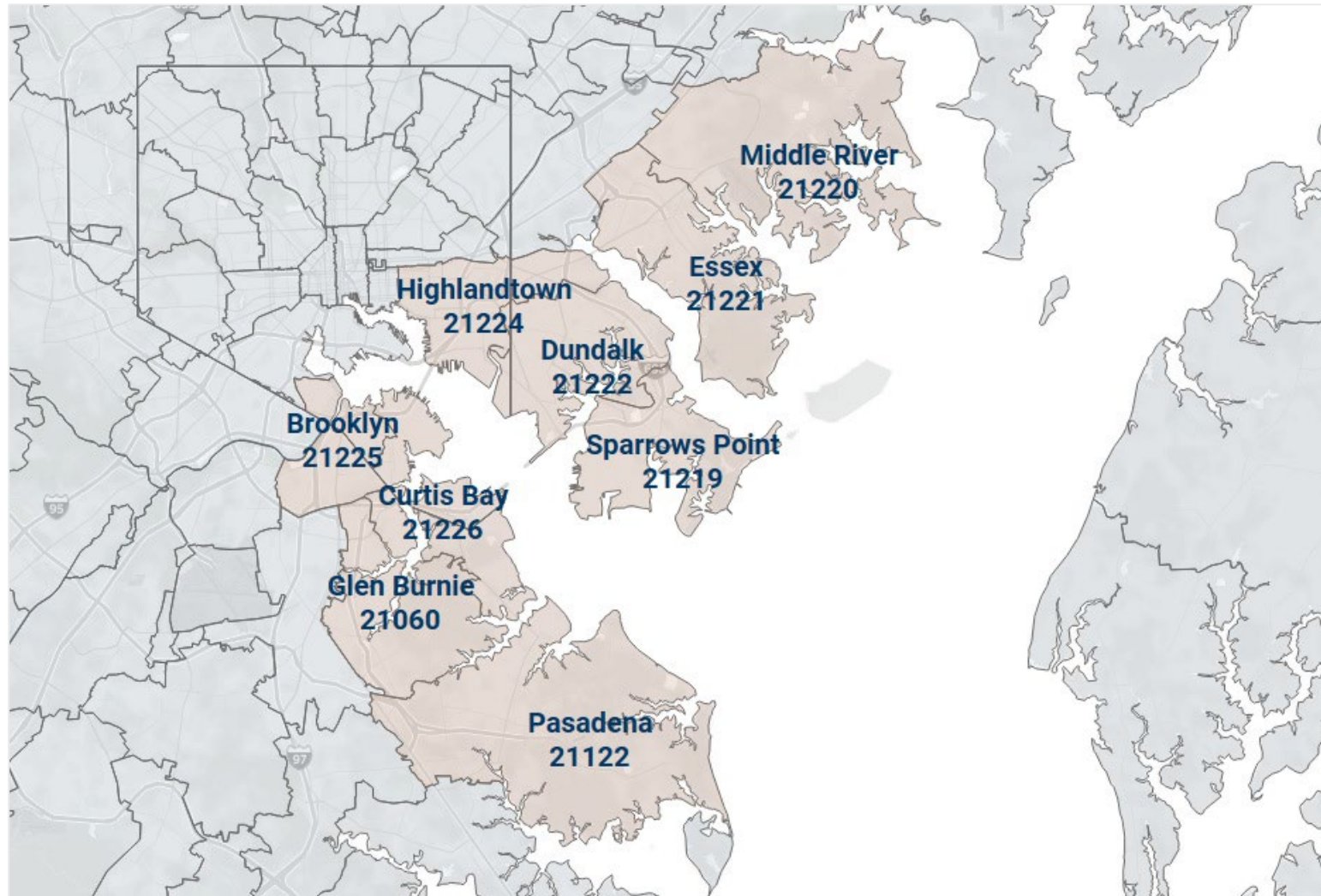
Percent increase in Travel Time

Percent decrease in Travel time

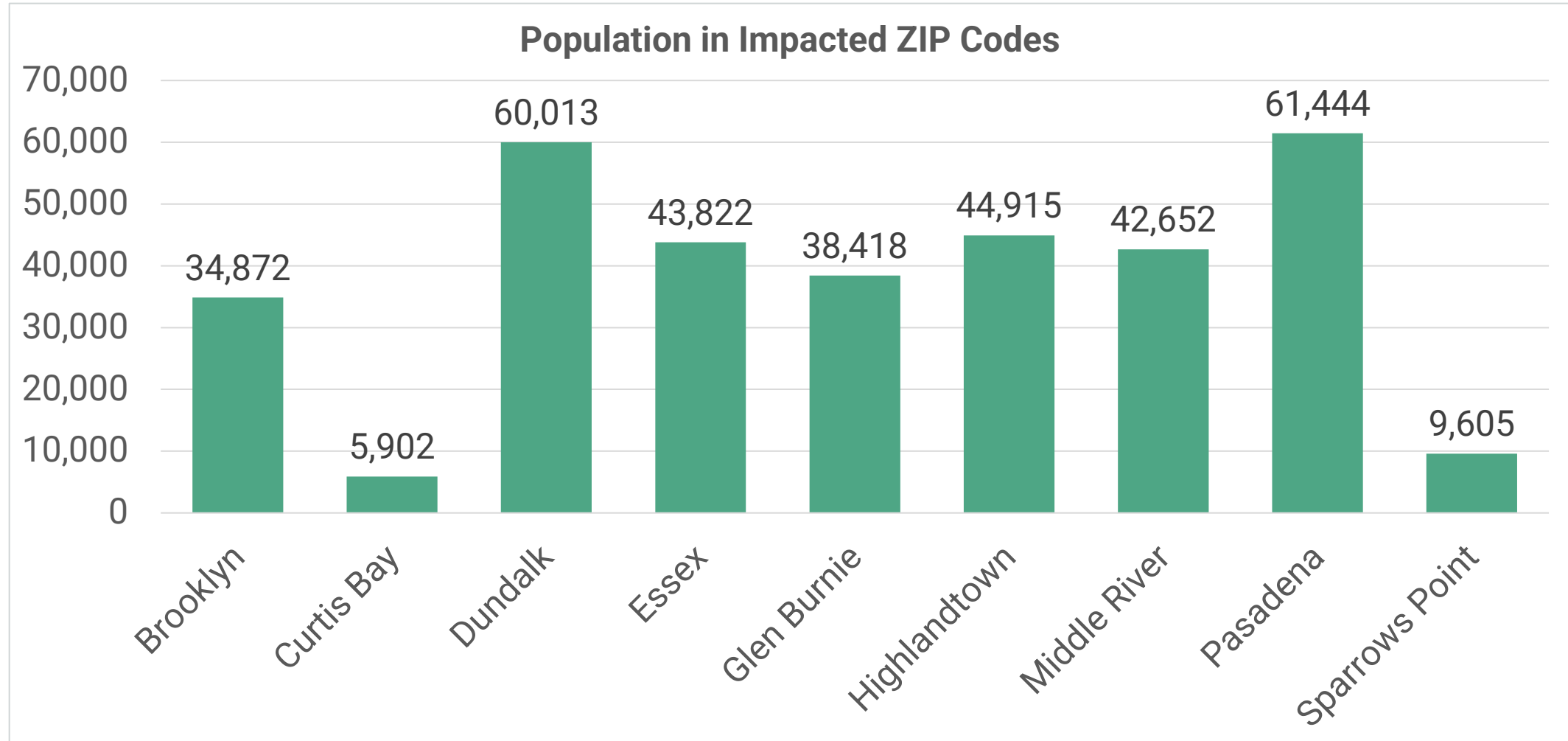
TRAFFIC MONITORING AND UPGRADES

- **Weekly Traffic Coordination Meetings**
 - MDOT/SHA/MdTA/MTA/Port/Unified Command/FHWA/BCDOT/BCDPWT/AADPW/BMC
- **Weekly Traffic/Crash Monitoring of Major Diversion Routes**
 - FMT (12-13% Increase), BHT (5-6% Increase), I-695 West Leg, I-70, I-83
 - All Vehicles and Trucks – Comparison Current vs. 2022-2023 Historic
 - Crashes up 18-20% I-95/I-895 (June-Sept, 2024 to 2023), Increase in Injury vs. No Injury Crashes
- **Traffic Counts on Major Diversion Routes**
- **Potential Enhancement to FSK Detour Routes**
 - Signal Upgrades/Adaptive Traffic Response/CCTV/DMS
- **Review of Truck Routes (GPS Routing Software)**
- **Updates to Signing**
- **Major Event/Construction Coordination**

Impacted Zip Codes

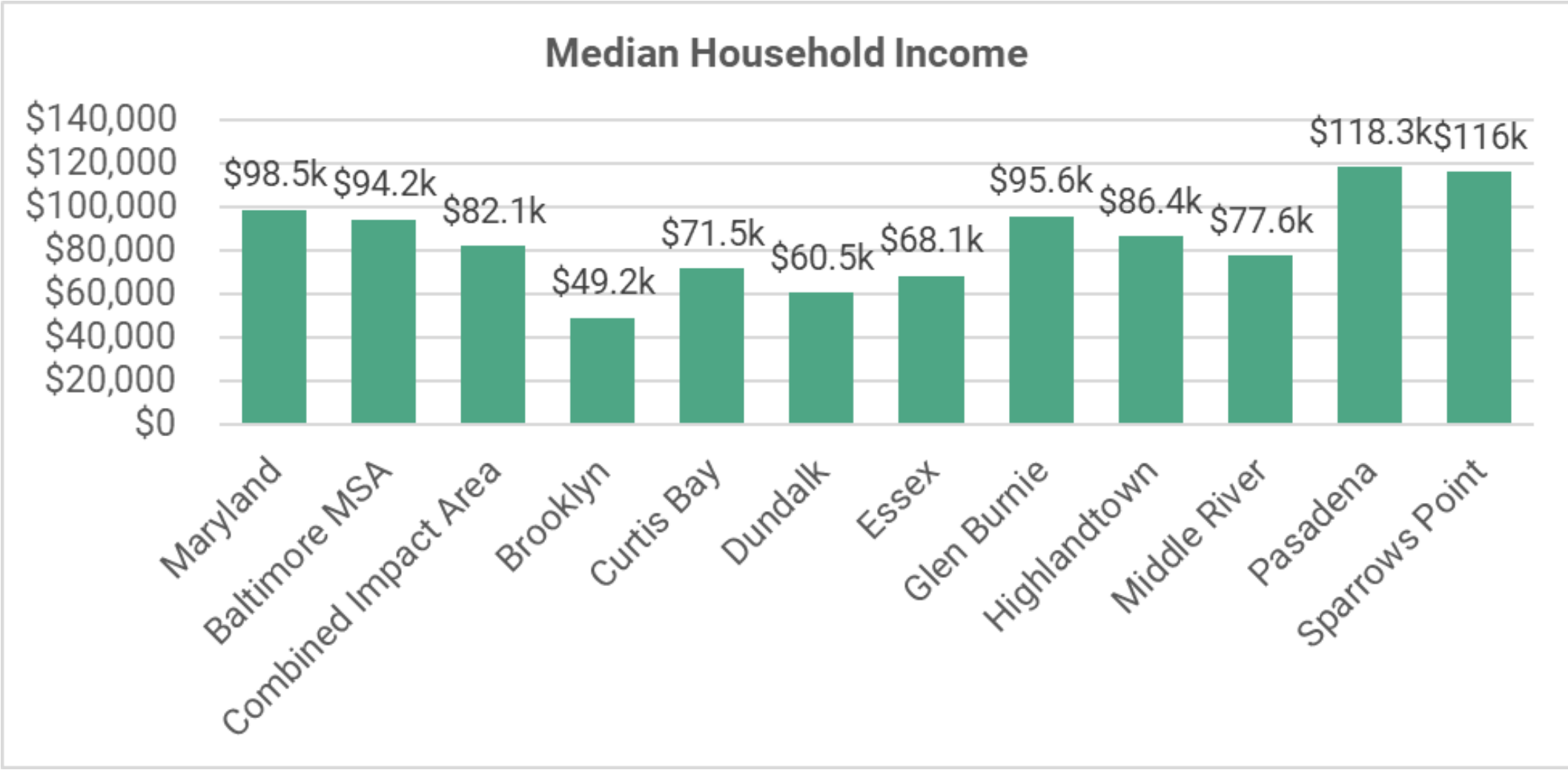


POPULATION



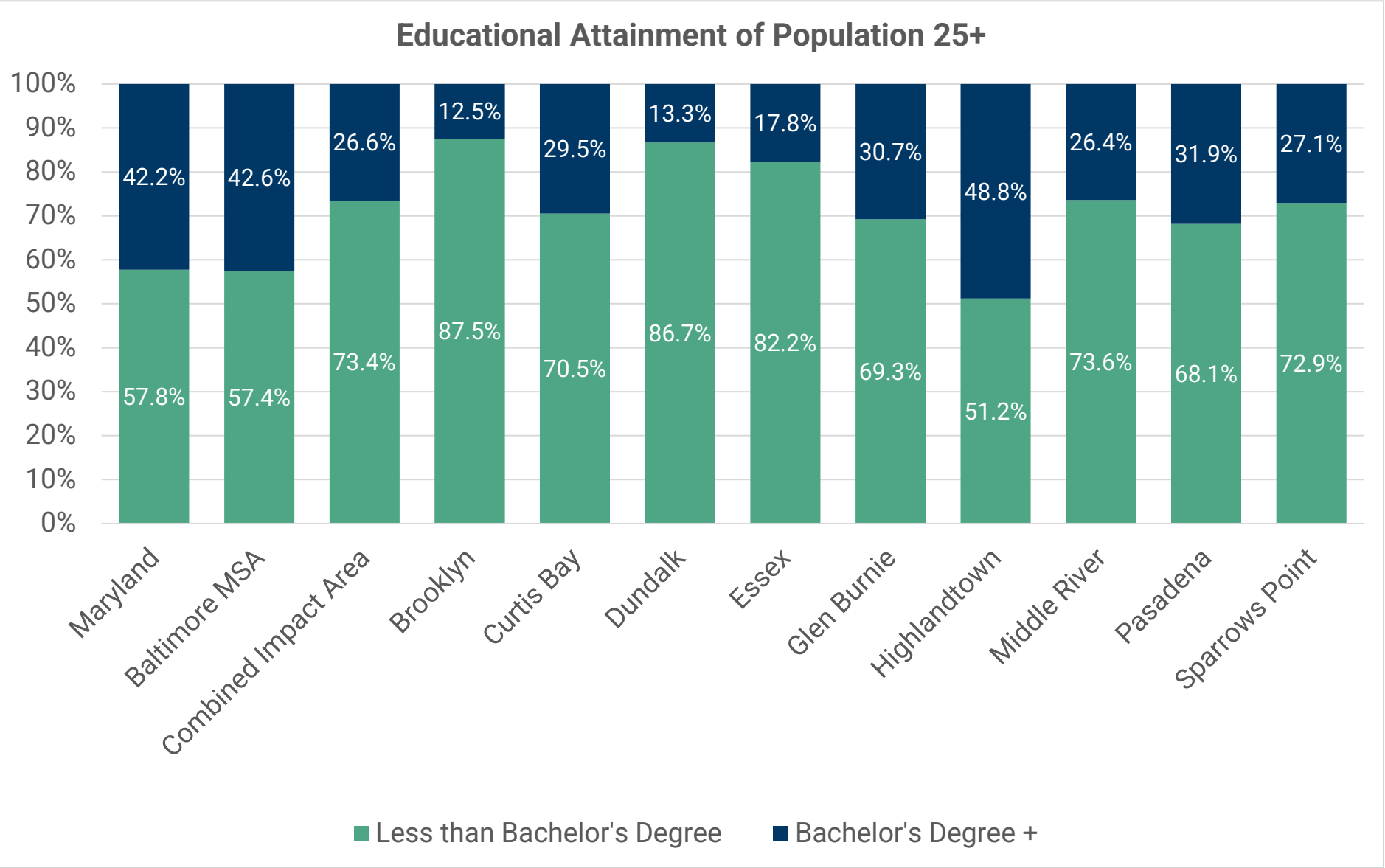
Source: U.S. Census Bureau, American Community Survey 5-year Estimates - 2018-2022.

INCOME LEVELS



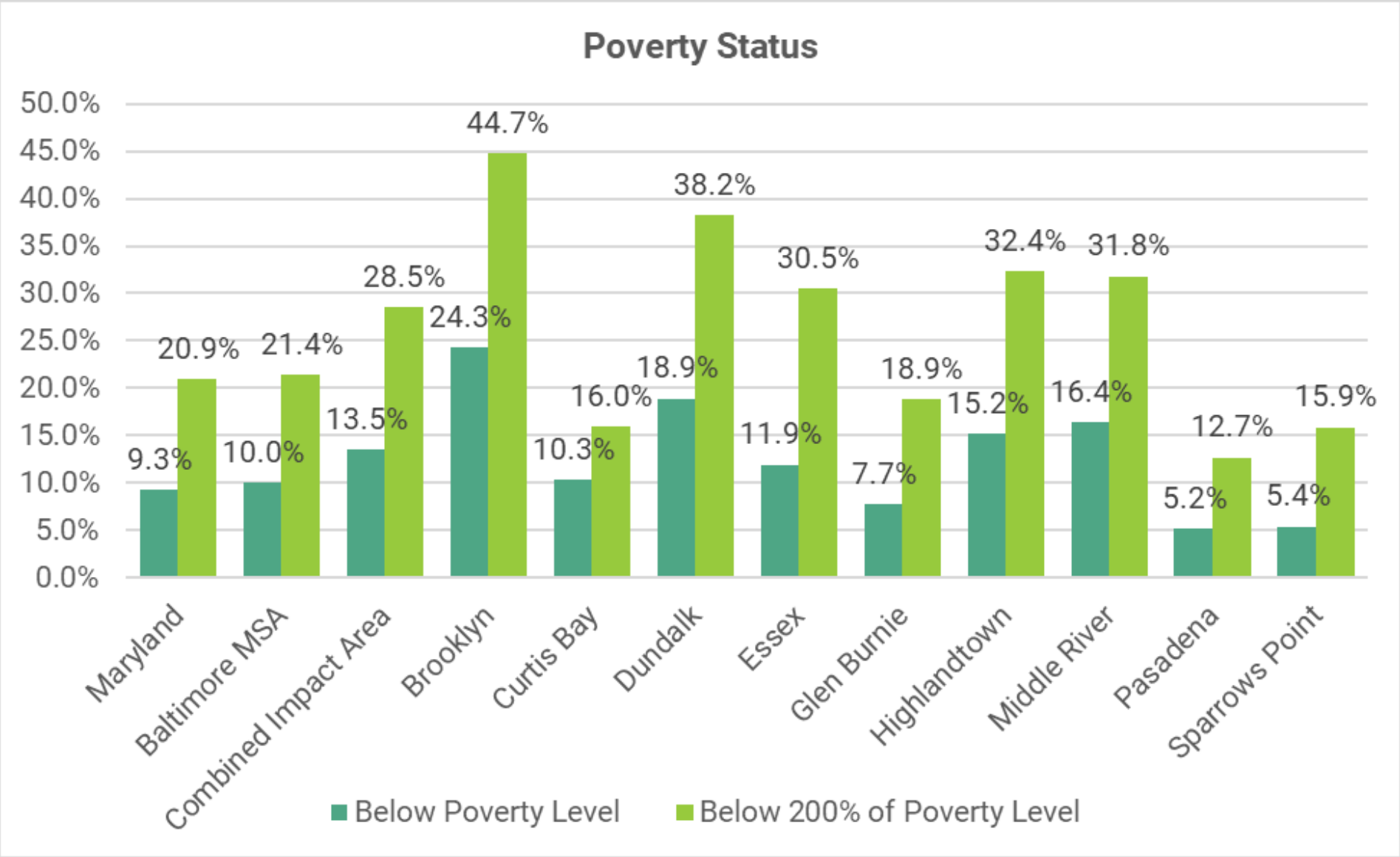
Source: U.S. Census Bureau, American Community Survey 5-year Estimates - 2018-2022.

Educational Attainment



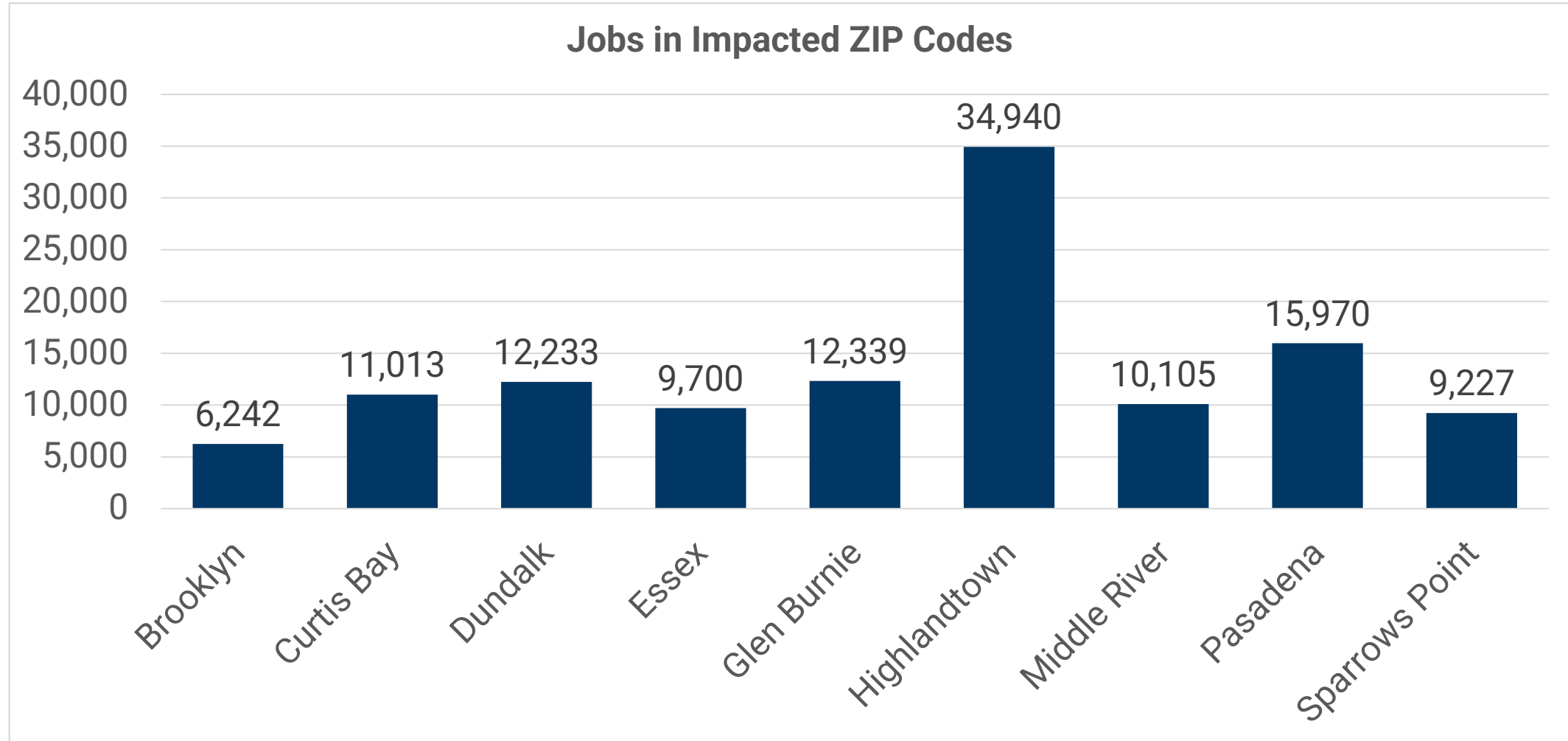
Source: U.S. Census Bureau, American Community Survey 5-year Estimates - 2018-2022.

POVERTY STATUS



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

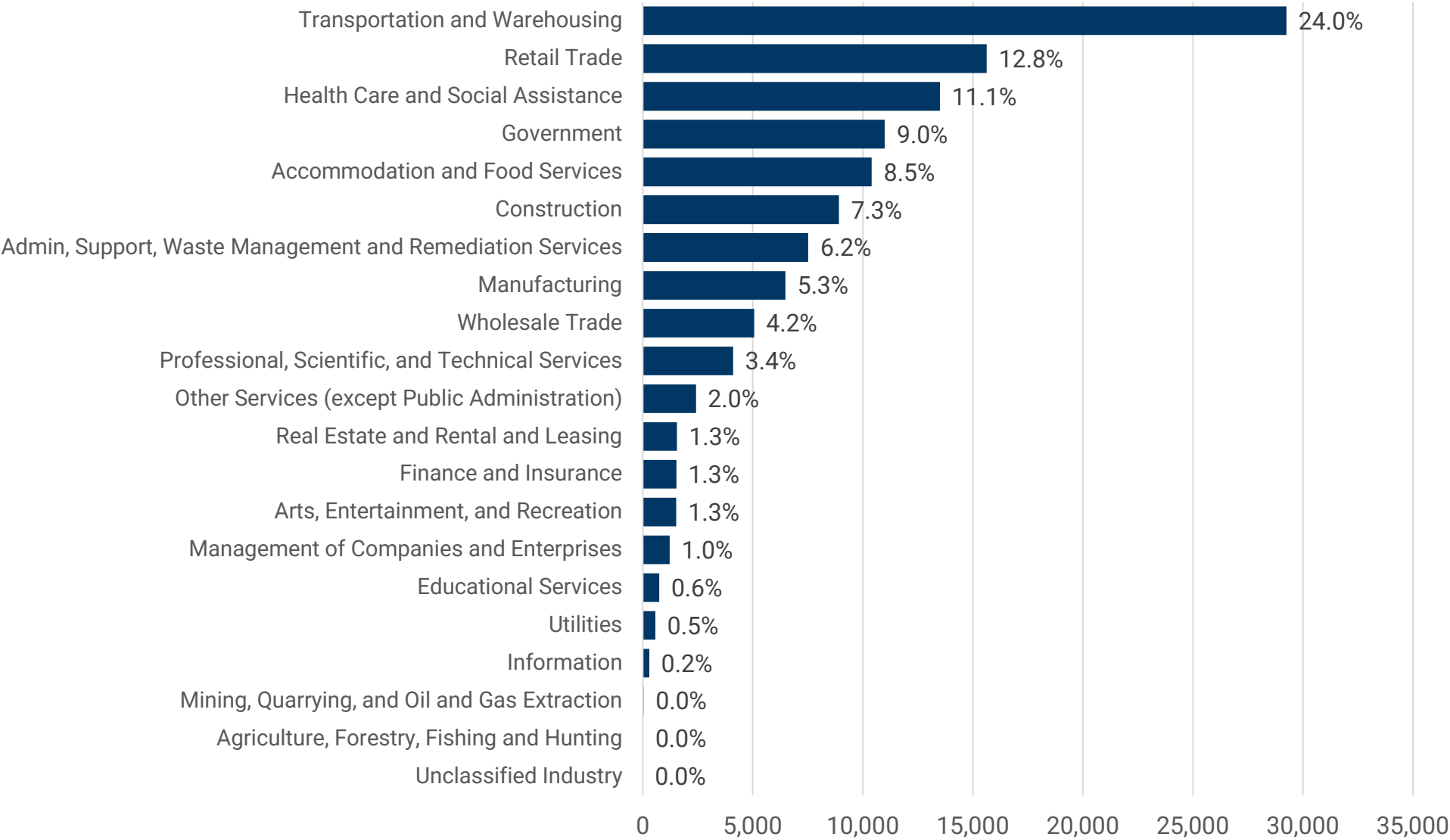
JOB



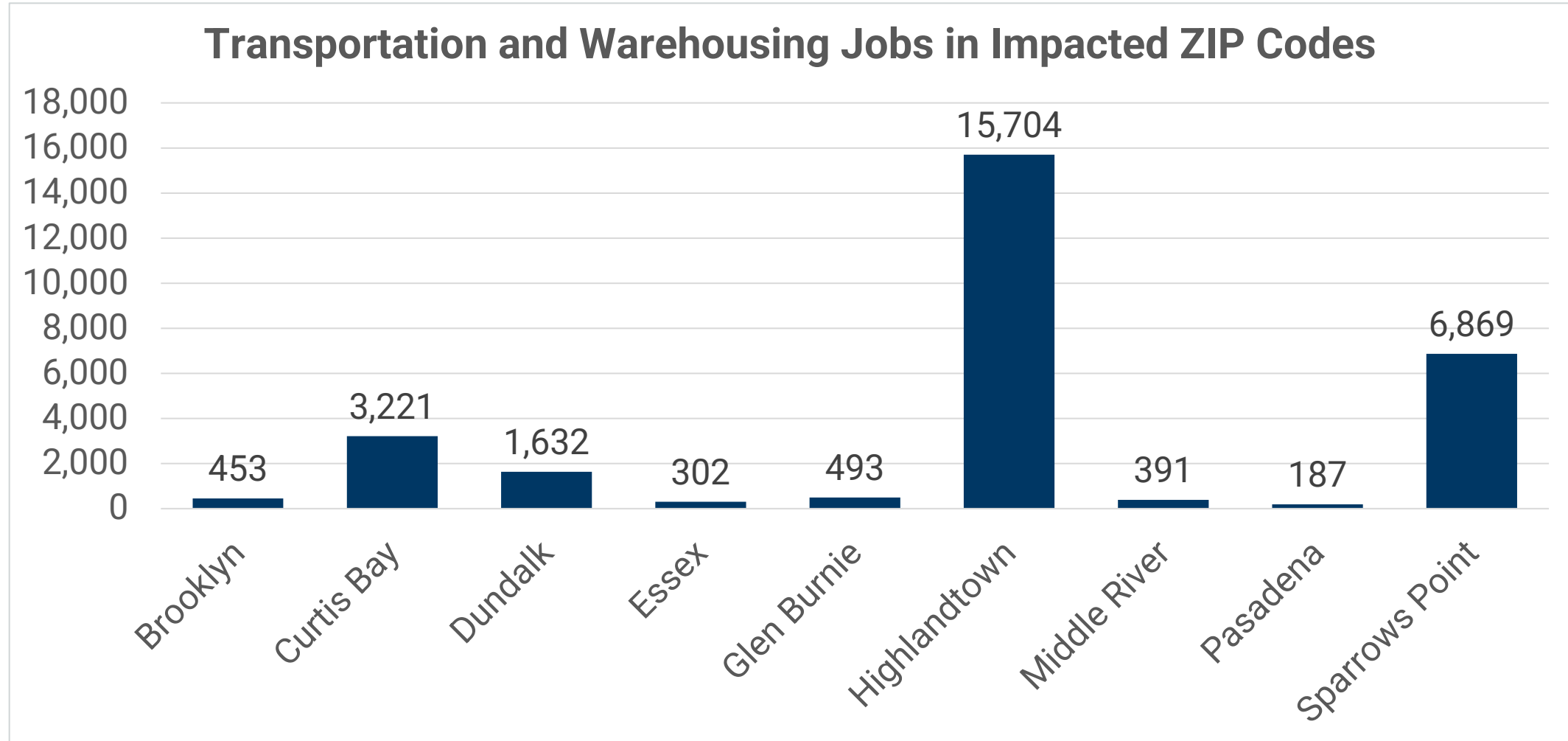
Source: Lightcast 2023 data (2024.1 release) – QCEW Employees.

JOBS BY INDUSTRY

Jobs in Combined Impact Area by Industry

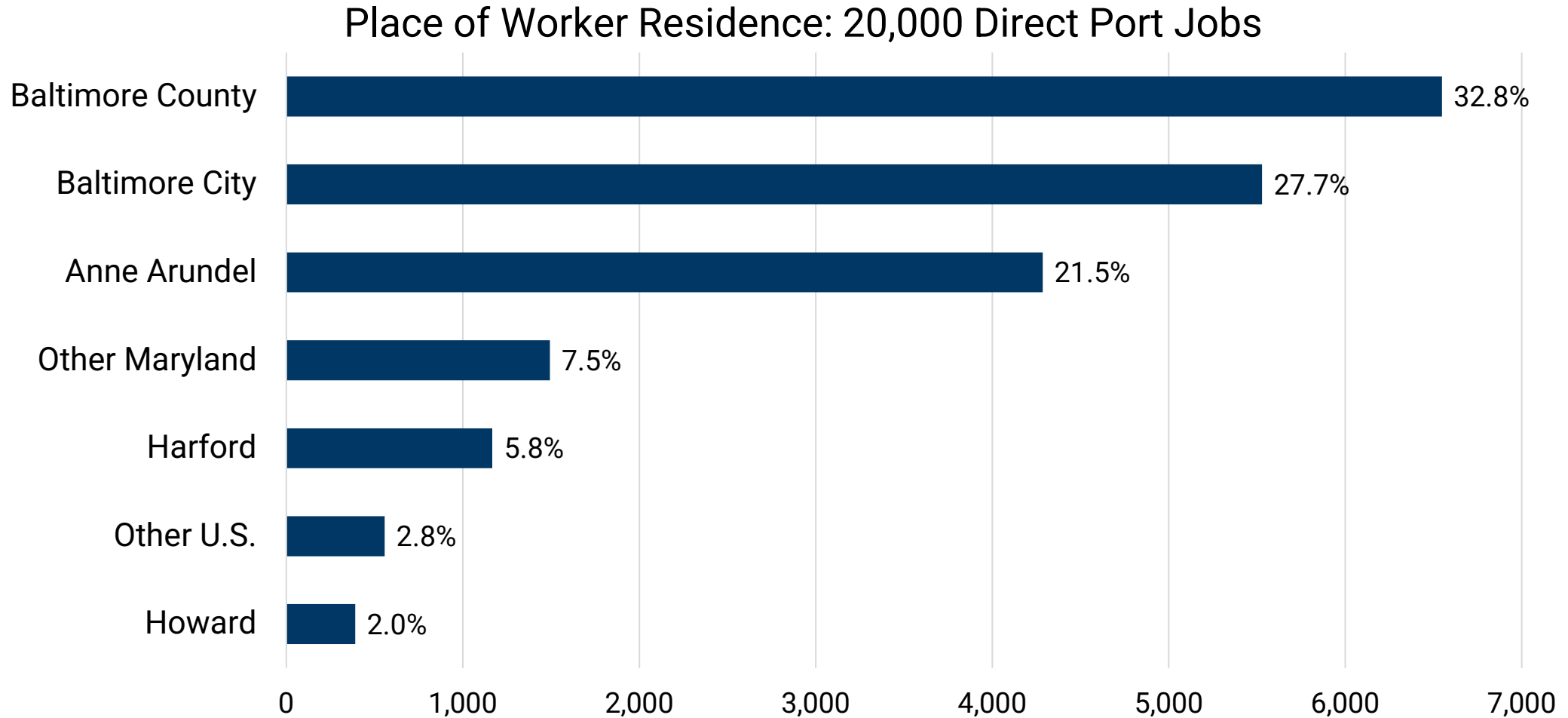


TRANSPORTATION AND WAREHOUSING JOBS



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 Bridge Rebuild

- <https://www.keybridgerebuild.com>
- On February 4, 2025, Maryland Governor Wes Moore unveiled the new design concept for the Francis Scott Key Bridge Rebuild. The governor stated that the new design honors the architectural tradition of the original bridge. The new bridge will be Maryland's first highway cable-stayed bridge, constructed according to the most advanced industry standards and best infrastructure design practices.

Key Bridge Rebuild

- **Bridge Features**
 - Two 12-foot lanes in each direction / 10-foot-wide outside shoulders and 4-foot-wide inside shoulders per direction of travel
 - Total Bridge length more than 2 miles
 - 230-foot minimum clearance from water to bridge deck above the federal channel
 - Two bridge towers more than 600 feet tall
 - Distance between main span pylons exceeding 1,600 feet
 - Total length of cable-stayed main span exceeding 3,300 feet
 - Expected life span of 100 years

BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB) FREIGHT MOVEMENT TASK FORCE

Overview

- The Freight Movement Task Force (FMTF) is an Advisory Committee to the BRTB
- The committee meets quarterly. The FMTF welcomes the public to observe meetings and provide comment.

Purpose and Mission

- To provide the freight/goods movement community a voice in the regional transportation planning process.
- To serve as a forum for Baltimore region freight stakeholders to share information and discuss motor truck, rail, air, and waterway concerns.

Membership

- The FMTF represents a mix of freight experts from across the modes, including: railroad operators; port operators; trucking firms; airport operators; freight shippers and receivers; economic development organizations; and academics. In addition, staff from the Maryland Department of Transportation and local government representatives also participate.

<https://baltometro.org/transportation/committees/freight-movement-task-force>

Key BMC Staff

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