



Port -2-Point (P2P) Working Group

Technical Committee

April 5, 2016



Baltimore Metropolitan Council



Regional Freight Issues

- Freight traffic will nearly double in the Baltimore region by 2030
- Freight plays a significant role in the region's economy
 - Transportation reliability affects economic growth
 - Congestion increases business and consumer costs
 - Competitiveness for many Maryland industries depends on freight infrastructure and performance
- A healthy freight system provides
 - Environmental benefits
 - Enhanced safety
 - Decreased costs for everyone



Freight Movement Task Force (FMTF) - Purpose

- To provide the freight movement community with a voice in the regional transportation planning process by:
 - Improving communication and information/technology among public and private sector freight movement interests.
 - Identifying short-term impediments and recommending improvements for the efficient, effective, environmentally-sensitive, and safe movement of freight.
 - Providing input into the allocation of long-term transportation resources.
- Recommended the creation of the P2P working group in late 2015



P2P – 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



Stakeholders

- Maryland Motor Truck Association (MMTA)
- Tradeport Atlantic
- MDOT
 - Maryland Port Administration (MPA)
 - State Highway Administration (SHA)
 - Office of Freight and Multimodalism (MDOT)
 - Maryland Transportation Authority (MdTA)
 - Office of Planning and Capital Programming (MDOT)
- Baltimore County
 - Department of Public Works
 - Office of Economic Development
 - Executive Office
- Baltimore City Department of Transportation



P2P Mission

- Lead and coordinate efforts to study access improvements between the Port of Baltimore (POB) and Tradepoint Atlantic (TPA).
- Open a discussion on the subject, involving all key stakeholders in order to:
 - Determine the need for improvements by quantifying the short and long-term benefits.
 - Discuss the feasibility of the improvements on a practical and funding basis.
 - Develop a consensus on the best possible plan to move forward.



P2P – Study Topics

- Freight flows not just between these major hubs, but also for north, south and westbound origin and destination traffic.
- High capacity connection to an existing interstate system for a 21st century Port.
- Access road for the FSK turn-around.
- Toll for northbound I-695 access.
- Alternative route during peak periods and traffic events.
- Reduce the overall cost-per-move by the interaction of these dynamic efficiencies.



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.



Data Collection

- Collect baseline (2015-16) data on truck and passenger movements along existing routes connecting Seagirt Marine Terminal (SMT) to TPA.
- Travel time runs using trucks along the two primary routes connecting SMT and TPA.
- Develop assumptions on daily/hourly trips between SMT and TPA.
- Assign trips to network using travel demand model for 2015 and 2025. Background traffic will be based on round 8B socioeconomic forecasts.



Data Collection - continued

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

- a. Broening Highway at Holabird Avenue
- b. Broening Highway at Keith Avenue
- c. Broening Highway at SMT entrance
- d. Broening Highway at FSK Bridge loop
- e. MD 158 at MD 157
- f. MD 157 (Peninsula Expressway) at I-695
- g. Peninsula Expressway/Sollers Point Road at Merritt Boulevard
- h. Merritt Boulevard at Holabird/Wise Avenue
- i. Holabird Avenue at Delvale Avenue
- j. Holabird Avenue at Sollers Point Road
- k. Holabird Avenue at Dundalk Avenue

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



Figure 3. Truck Classification Types

SINGLE UNIT TRUCKS



FedEx/UPS/U-Haul Truck



Dump/Concrete Truck



Single Unit Delivery 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



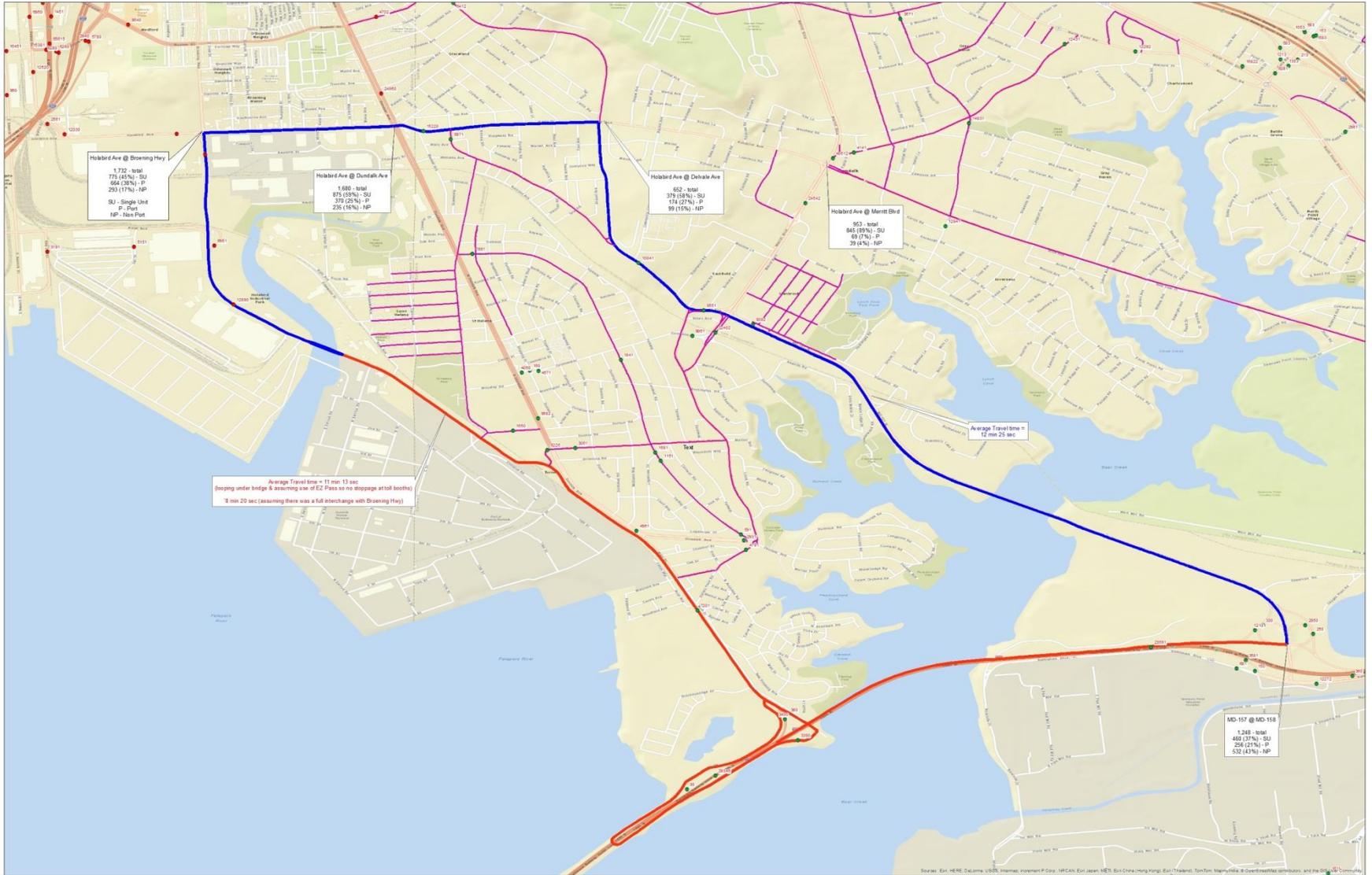
Car Carrier Truck



Data Analysis

1. Conduct level of service analysis at 11 key intersections and segments.
 - could include intersection configuration, signal timing, crash data, turning radius, sight distance, etc.)
2. Six highway sections will be studied:
 - 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).





Performance Metrics

- Travel time
- Intersection Delay
- Queue length (as appropriate/needed)
- Level of service



Timeline

- Traffic counts to be collected mid April
- Modeling and analysis – summer 2016
- Results/recommendations – fall/winter 2016

