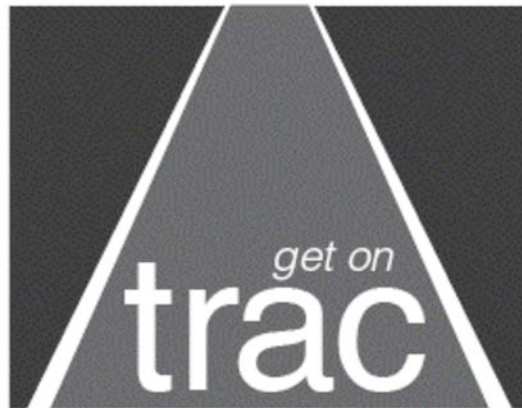


**A Comparison of the Number of Travelers Riding MARC
and Driving I-95, MD-295, and I-270**

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by Christopher T. Field, Ph.D.

ChristopherTField@gmail.com



Transit Riders Action Council
of Metropolitan Baltimore

www.getontrac.org
getontrac@gmail.com

PART I: Summary

MARC matters more! This study confirms that MARC provides an astonishing amount of congestion relief. MARC service to Washington DC removes a significant number of vehicles from congested I-95, MD-295, and I-270. Without MARC service, these roads would be even more congested and run significantly slower than they currently do. Furthermore, there is significant evidence that additional MARC service would attract even more drivers from their cars and further reduce congestion, or at least slow the rate of highway congestion growth.

Between 6:00 and 8:00 a.m., when southbound traffic volume between Baltimore and Washington on I-95 and MD-295 is at its morning peak, the MARC train carries just over one fifth of the southbound traffic in the corridor. In the evening, between 5:00 and 6:00 p.m., MARC carries nearly a quarter of the northbound traffic. Between 6:00 and 7:00 p.m., just two MARC trains carry over 8% of the northbound traffic. Over the entire morning and evening rush hours, MARC carries nearly one sixth of the traffic. These numbers continue a trend evident since 2002.

The I-270 corridor has a similar pattern. Between 6:00 and 7:00 a.m., as the southbound traffic volume reaches its peak, MARC ridership reaches its peak share of over one seventh of the corridor passengers. For the entire morning rush hour, MARC has nearly a tenth corridor share. In the evening, the MARC share peaks near one sixth between 5:00 and 6:00 p.m. and the average share is above 8% between 4:00 and 8:00 p.m.

As impressive as the MARC shares are, the MARC corridor shares are limited by MARC capacity issues, not by demand. Between 6:00 and 8:00 a.m., the southbound Penn Line has an average seat occupancy of 117% with a significant number of people standing from Odenton and even BWI to Washington, D.C. In the evening, the northbound Penn Line is again standing room only, operating above 100% of seats occupied between 4:00 and 6:00 p.m. One train leaves New Carrollton with 140% of seats occupied (nearly two standees per row of seats) and is still above 100% arriving at Odenton while another operates at 136% of seating capacity (significantly more than 1 standee per row of seats) for 25 minutes to BWI and is still at 105% arriving at Halethorpe, a 35 minute ride. The conductors have said that on some trains crowding is so significant that they would not know of, much less be able to respond to, a medical emergency; on some trains they do not collect tickets because movement through the train is unsafe. They have also said that passengers are purchasing 10 trip tickets because, when punched only occasionally, they are cheaper than a monthly pass.

From Perryville, three morning MARC trains carry 3% to 4% of the traffic across I-695, even though the headway is long and there are poor connections between Penn Station and Baltimore employment centers. The first three trains from Perryville arrive with 26% (at 5:32 a.m.), 45% (at 6:30 a.m.) and 51% (at 7:15 a.m.) of their seats occupied.

The Camden and Brunswick Lines, while not as full as the Penn Line, operate near or above 75% of seats occupied (one open seat per row of four) south and eastbound in the morning between 6:00 and 9:00 a.m. One Camden train was reported at 130% of seating capacity. Ridership on these lines is probably restricted by their lower speeds and lack of midday and late-evening service.

If you don't have it, the full report is available at www.GetOnTRAC.org.

Table 1.1: Average Dominant Direction Rush hour MARC Mode share & Peak Seat Occupancy

Rush Hours	Brunswick Line		Penn & Camden Lines		
	MARC Share	Riders per Seat	MARC Share	Penn Line Riders per Seat	Camden Line Riders per Seat
Morning 5 to 9 a.m.	8.7%	74%	16.6%	120% 6 to 8 a.m.	84%
Evening 4 to 8 p.m.	8.4%	74%	15.3%	108% 4 to 8 p.m.	71%