# Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

## Traffic Background Resources

### Data

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| *Data on pre-pandemic traffic, complete enough to reveal peak usage by season, day of week, and time of day* | Data and information for all three of these requests can be found in the BCS DEIS; most specifically the Traffic Technical Report which contains data as well as analysis. (https://www.baycrossingstudy.com/tier-1-deis/deis#technical-reports)<br><br>Previous BBRAG presentations on various traffic topics (https://mdta.maryland.gov/Meeting_Schedules/BBRAG_Meeting_Schedule.html)<br><br>The 2020 Electric Ferry study also contains traffic and demand information (http://dlslibrary.state.md.us/publications/JCR/2019/2019_86-87.pdf) |
| *Information on what the maximum vehicle throughput is on the bridge in each direction, and how it depends on relevant known factors* | |
| *Data on what the consequences of peaks at various levels are, for example backup lengths in distance and time, accident rates, overflow into neighborhoods, etc.* | |

### Travel Demand Curve

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| *Information on what steps have already been implemented to flatten the demand curve, for example by persuading beach resorts to spread out rental unit turnover days, etc.* | MDTA makes a concerted effort to encourage users to travel at off-peak periods. (https://baybridge.maryland.gov/best-times-to-travel) and releases regular travel advisories regarding anticipated changes to conditions (https://baybridge.maryland.gov/blog-category/bay-bridge-traffic-advisories) |

### Congestion Pricing

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| *Information on past studies/experiments on the results of varying price to modulate demand on the bridge* | MDTA have conducted cursory investigations in the past for internal reference purposes. These investigations were not released to the public as they did not fulfil the comprehensive scope the topic requires. |

*Results from other jurisdictions/bridges/highways that have employed price to modulate demand, to serve as examples informing our analysis of options that might be considered for the Chesapeake Bay Bridge.*

Dynamic tolling (i.e. congestion pricing) is in use throughout the world but there are very few examples on bridges and especially bridges comparable to the Bay Bridge. Most US examples are express toll lanes, and most foreign examples are also express toll lanes or urban congestion zones. Both concepts implement congestion pricing as a means of either charging for faster travel times or encouraging travelers to choose an alternative route or mode of travel. Neither concept is implemented in any location with the goal of reducing overall demand. Below are some resources on the topic:

- Federal Highway Administration (FHWA) website on congestion pricing: https://ops.fhwa.dot.gov/congestionpricing/
- Virginia I-66 Express Tolls Lanes: http://www.66expresslanes.org/about_the_lanes/documents.asp