

Maryland

Performance: Improved in 5 / Worsened in 2 Categories



Between 1989 and 2008, Maryland managed to improve in five key measures of its highways while declining in two. The state improved road conditions on rural interstates and rural arterials, and vastly reduced congestion. It also improved its deficient bridges and lowered its fatality rate. Maryland did, however, experience deteriorating road conditions on urban interstates, and a higher proportion of narrow lanes on rural primary roads.

Although Maryland deteriorated in two categories, the data indicates that they were marginal declines. Urban interstates in poor condition only declined by 2.5 percentage points, and narrow lanes on primary roads only increased by 0.4 percentage points. Urban congestion was one of the state’s bright spots. Maryland had the country’s highest urban congestion at 83.5% in 1989, and improved by 17.1% through 2008—a drop of 14.3 percentage points.

| Category | Rank Showing Most Improvement 1989–2008 |
|--|--|
| Overall Performance and Spending Efficiency | 33 |
| State-Administered Highway Mileage (ranked largest to smallest based on system size in 2008) | 41 |
| Rural Interstate in Poor Condition..... | 20 |
| Rural Arterials in Poor Condition | 27 |
| Rural Arterials with Narrow Lanes | 43 |
| Urban Interstates in Poor Condition | 37 |
| Urban Interstate Congestion..... | 12 |
| Deficient Bridges..... | 36 |
| Fatality Rate | 32 |
| Total Disbursements Per Mile (1=biggest spending increase, 50=biggest spending decrease)..... | 42 |