



Bay Crossing Study Tier 2 NEPA
 Questions/Comments Received at
 September 7, 2022 Virtual Open House



No.	Content
1	Will any new or replacement bridge include a separate ped/bike lane as has been done on new bridges across the U.S.? This would connect the existing Cross Island Trail with the in-process Broadneck Trail.
2	Shouldn't the study area extend west at least to Rt 97 if not 495 so improvements can be made to keep through traffic on controlled-access highways instead of local roads with signals like Rt 2, Rt 3 and College Parkway?
3	Is the Tier 1 Study report available online?
4	What will be the options for local traffic?
5	What are the options for routing the increased traffic on the west side of the bridge? Our neighborhoods are already clogged with bridge traffic.
6	What is meant by crossing types?
7	Is there going to be a virtual meeting tonight?
8	The 2021 National Capital Region Transportation Planning Board Climate Change Mitigation Study indicated that the Greater Washington region must reduce per capita driving (light duty VMT) 15-20% below the 2030 baseline forecast under the region's current transportation plan, ensure 50% of cars sold are EVs by 2030, and take additional actions to reduce emissions at least 50% by 2030. Will the study evaluate the impact of the alternatives on total VMT and VMT per capita?
9	why do you think you should add another bay bridge in the same location instead of drawing off dc and virginia traffic to a location in southern maryland
10	[Name Redacted]
11	Will secondary and cumulative impacts (i.e.-land use) be studied in the Tier II?
12	When or what timeline they will be building another bridge ?
13	Is the solution about adding a third bridge?
14	How did you arrive at Corridor 7 as the selected path vs the 13 other corridors?
15	What will the corridor 7 impact be on quality of life on the City of Annapolis, I.e. expansion of Rt. 50?
16	Why can't we use Time of Day Tolling immediately to control demand for the bridge capacity?
17	How much will it cost to build a new bridge?
18	The current backups are already beyond the 2040 estimates. Is that going to be reevaluated in the Tier 2 numbers?
19	Will the oldest existing bridge be demolished?
20	Does the structural soundness of present bridges impact the solution?
21	What planning provisions for the traffic disruptions have you made for either side of the new bridge span?
22	Will the study consider demand-based toll pricing on the existing bridge in order to spread volume away from peak times?
23	Do you really understand the difficulty of property aquisition. Property owners will not give up without a fight
24	4-5 years is way too long to bring relief. Why can't it be done faster?
25	just for the study



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26	If the plan goes forward and a new bridge is built, will the existing 2 bridges still be in operation?
27	Isn't the Tier 2 study a little late to be taking the public concerns into account?
28	Will Tier II study transit and bicycle facilities in the alternatives?
29	Can we assume that the other bridges (Severn and Kent Narrows) will be supplemented as well?... additional bridges there as well?
30	How long will bridge construction take after the study is done?
31	Where in the world has three parallel bridge crossing been constructed?
32	Has the State taken into consideration the necessary costs for roadway improvements that will be needed for the approaches in Queen Anne's and Anne Arundel counties?..as well as necessary roadway improvements along the Rt. 50 Corridor?
33	...and what are those costs?
34	How will you acquire the necessary land to improve the corridor?
35	For those of us that live near the bridge, we are concerned about Route 50 and the access roads between I-97 and the 50/301 split. Will local residents have a say in what happens to these roads?
36	Since the current governor made it very clear that corridor 7 was the only option, what happens when we have a new governor who may have a different opinion? If this phase determines "no build" will there be a re-assessment of other options? From a resilience stand-point, adding another crossing in this location does not offer much flexibility, please comment on funneling so much traffic into one area.
37	Is the new bridge a 2-lane or 3-lane bridge? Will it have reverse traffic options also?
38	Wouldn't the local traffic considerations be something that should have impacted the Tier 1 study decision?
39	Will there be any transit (rail, buses, carpool, etc) plan beside vehicular crossing?
40	what Public Transportation alternatives are being considered?
41	What about elevated lane solutions such as in Boston?
42	Will you be studying the extension of the metro or MARC train to the eastern shore?
43	Just as a note FYI - it was very difficult to get to this virtual meeting - please provide better instructions next time.
44	How will the project assess the economic, social, health, and environmental value of filling a gap in the statewide multi-use trail network by incorporating a walking and biking path?
45	Will the previous video be posted on the site and available to watch in the near future?
46	Will the alternatives consider comprehensive transit and TDM approach instead of just looking at individual policies in isolation?
47	Is the only option now a new crossing via Route 50?
48	We already know a new bridge is desperately needed. Is Virginia and DC doing anything in conjunction with MD to provide a better alternative?
49	is a railway Bay crossing still a viable option? it would have to connect to rail lines serving towns & cities on eastern and western shores. Will not existing now, electric rail may be a good solution for the future.
50	What would a no build option consist of?



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51	What is the Federal Highway Administration's role in the Tier 2 NEPA process and why isn't FHWA participating in the open house?
52	No question. Enjoying the questions coming in. Just thank you for doing this!
53	Can you give an example of a "no-build" alternative in this case?
54	Will there be an option for a ferry to cross over?
55	How will an approximately \$10B project be funded? Will that impact the duration of construction? Do we have understanding of the duration of construction from the studies done so far?
56	This is not for you to ask but rather feedback on this Q&A session. Are these really questions from the public that just came in? It sounds like the responses are being read by Heather and Melissa.
57	When conducting traffic flow studies, will safety of existing contraflow usage as well as traffic volumes when contraflow cannot be run due to weather conditions be included? The worst backups on the Broadneck Peninsula occur when contraflow cannot be run.
58	What happens to the old bridges in rebuilt or no build decisions. They are approaching the end of useful life.
59	What considerations have been given to the existing capacity Rt. 50 on either side of the bridge? Even if we put in a brand new bridge with plenty of east and westbound lanes, Rt. 50 will still be backed up.
60	Will the study address the current unacceptable pedestrian and cyclist access across RT 50, especially in Kent Island. As a pedestrian there is no safe access across Rt 50 for all of Kent Island except for the Kent Narrows underpass. Essentially taking an island and cutting it in half with schools, parks, library, medical center and industrial park on the "north" island and retail, shopping, grocery store, businesses, fast food, commuter lot, tourist attractions on the "south" island. The next Bay Bridge needs to "fix past wrongs" and make our community whole again, with fully separated pedestrian walkways on overpasses and safe street markings.
61	In the meanwhile, what help is available to local communities on both sides of the bridge?
62	The Port of Baltimore is a major element of Maryland's economy. Will the Tier 2 study include impact of alternatives on Bay shipping like an upgrade to PANAMAX standards for structures spanning the shipping channel?
63	Will the study include suicide prevention measures/options if there will be a new bridge?
64	The new bay bridge itself should provide active transportation options, including pedestrian and cyclist. This protected, screened area could also be used for maintenance or incident access when needed and would be an excellent opportunity for the public to experience the Bay up close. Many famous bridges feature this access, including Brooklyn Bridge, (New York City), Golden Gate Bridge (San Francisco).
65	What is the plan for Route 18 since you are planning another bridge on this area? The traffic is horrible now, as you know. We cannot get across the bridge or local merchants on weekends.
66	In Boston.... the projected cost of their "Big Dig" was GROSSLY underestimated... the overages were budget crippling.... what other similar projects are being studied for lessons learned?
67	When you say 2036 as the year of completion is this for actual bridge span construction completion or is it design and funding completion?



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68	Property Owwner
69	Does Tier II foreclose the possibility of other spans? A Virginia span?
70	Has going to electronic payment eased bridge traffic?
71	I live on an access road to the bridge. When do we get notified about whether to take all (or a portion of) our property?
72	We keep calling it a third crossing, but isn't the lifespan of the older of the two going to be well finished when a new crossing is ready for use. Actually it will be one of two, which then makes me wonder, will the next phase of the study encompass removal costs of the older bridge? .
73	Keeping in mind national and state efforts to shift towards electric vehicles to reduce emissions and noise pollution -and the fact that we are thinking 10 years ahead- during the study will it you consider having priority lanes available for EVs or other "clean" vehicles?
74	Has a consideration been made to slow shore development which continues to increase traffic?
75	Reference has been made to alternative alignments withing the study corridor. Please give examples.
76	Why did the NEPA I study only focus on mitigating traffic on the existing bridge versus what location would drive the biggest positive economic impact for the state of MD. It should not of been just narrowly cost focused but rather look at the broader positive economic development impact. If it had, a crossing closer to Washington would of made sense.
77	Has any research been done on other similar projects done in other states? Charleston, SC had a similar situation across the harbor. They put the new Ravenel bridge in very quickly and it is a fantastic bridge including a pedestrian walkway. There has to be a way to learn from other projects to speed this one up
78	Was truck traffic ever considered in the tier 1 study
79	Clarification on prior question: timing on notification re: whether our property will be taken via eminent domain
80	Kent Island currently suffers from inadequate service and access roads, especially on the south side of Rt 50 where there is no pedestrian and auto access across Cox Creek. This requires citizens to do "round about loops" over RT 50 overpasses to get on the other side of Cox Creek for retail, businesses and communities. Please lets make sure the new bridge works for local citizens, not just the "reach the beach" crowd, because we live here every day!
81	Will there be an opportunity for the public to review and comment on a draft Purpose and Need Statement before that statement is then used as the basis for developing alternatives? If the P&N Statement is flawed, then any alternatives developed to meet it will also be flawed, so the public needs to be able to comment on it before it is used to frame the alternatives.
82	Cutting through all the tiers and governmental lingo can someone tell me how it makes sense to add a 3rd span to Corridor #7 when this area is already inundated and intermitantly overwhelmed by traffic negatively impacting neighborhoods? How will this new burdon of traffic impact the neighborhoods? How will you mitigate the incremental traffic vis a vis the neighborhoods?
83	Will there be a public comment period?



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84	Study needs to recognize the significant impact the highway has on litter and waste blowing into ditches and eventual waterways. Plastic Free QAC, a local non-profit, sponsors regular cleanups along RT 50 ditches, on and off ramps and access roads attempting to manage the highway waste. Roadway needs to be designed with appropriate waste collection traps and sills to keep waste from entering the waterways. In addition the state needs to do a better job of posting litter regulations and encouraging public adherence.
85	Were there other tier 1 studies done? are there tier 2 studies starting for any of the other corridors or is corridor 7 the only option being entertained?
86	Will the study be evaluating the impact of the alternatives on traffic related fatalities and injuries?
87	How will study consider sound levels and need for roadway sound barriers, especially for communities adjacent to the freeway (like Kent Narrows and Grasonville) where sound travels uninterrupted across adjacent salt marshes?
88	Would the build option be financed through a public-private partnership?
89	If the existing bridges are deemed unsafe, how would they be demolished?
90	Will the study consider demand-based toll pricing on the existing bridge in order to spread volume away from peak times?
91	What do you mean by " a shared - used trail " across the bay?
92	will the scope of Tier 2 study enable discussions with upstream and downstream states such as Delaware
93	Currently, residents of the Broadneck Peninsula are not able to leave their homes Wednesday through Sunday during the summer due to bay bridge traffic. How will a build option alleviate this severe problem?
94	How will conflicts be resolved when land required for construction of a thrid crossing is already in a designated agricultural and woodlands preservation with AACo....is that land permanently protected?
95	Can you explain more about what the no build option entails? You said you were evaluating this as an option but what is that really mean?
96	I believe you mentioned the current bridges have been rated as Satisfactory, what is the highest level or what are the levels in this rating?
97	Does the tier 2 plan include expansion of the roads leading to the btidge - not just the bridge?
98	Does the tier 2 plan include expansion of roads leading to the bridge?
99	Why are the answers to all the questions sounding like they were pre-written and scripted
100	In the meanwhile, what help is available to local communities on both sides of the bridge?
101	What is going to be done to alleviate the paralization of Kent Island over the next 4-5 years of the tier 2 study? What will the tier 3 study include and how long will that take?
102	For off road pedestrian travel, has the East Coast Greenway been contacted for comment
103	If a new bay bridge is built, will there also be an improvement to the US301 corridor from Delaware to Virginia that would provide a bypass to both the Baltimore and Washington beltways