

## Transit Survey Summary

### Overview

The comment period for the Chesapeake Bay Crossing Study: Tier 2 NEPA Virtual Transit & Bicycle/Pedestrian Listening Meeting was open from June 13 to July 11, 2023. Two surveys, the Transit Survey and Bicycle/Pedestrian Survey, were available online through the Bay Crossing Study website (<https://baycrossingstudy.com/>) and as a live poll during the meeting on June 27, 2023. Additional comments were accepted through the study website, via email and letter, at community engagement events, and during the June 2023 Virtual Transit & Bicycle/Pedestrian Listening Meeting. These comments are presented separately.

Two-hundred and thirty-one (231) Transit Survey responses were received. The total number of survey responses includes 108 participants in live polling during the June 27, 2023, meeting. Transit responses are summarized in this report by comment form question. There were 8 questions asked in the Transit Survey comment form. Results for Questions 1-7 are included in this summary report. Question 8 invited respondents to provide their contact information to be added to the project mailing list; this detail has not been included in this summary report. All open-ended responses are included following the summary, where appropriate. Seventy (70) open-ended comments were received as a part of the Transit Survey. Comment form questions and links to their location in this report are provided below.

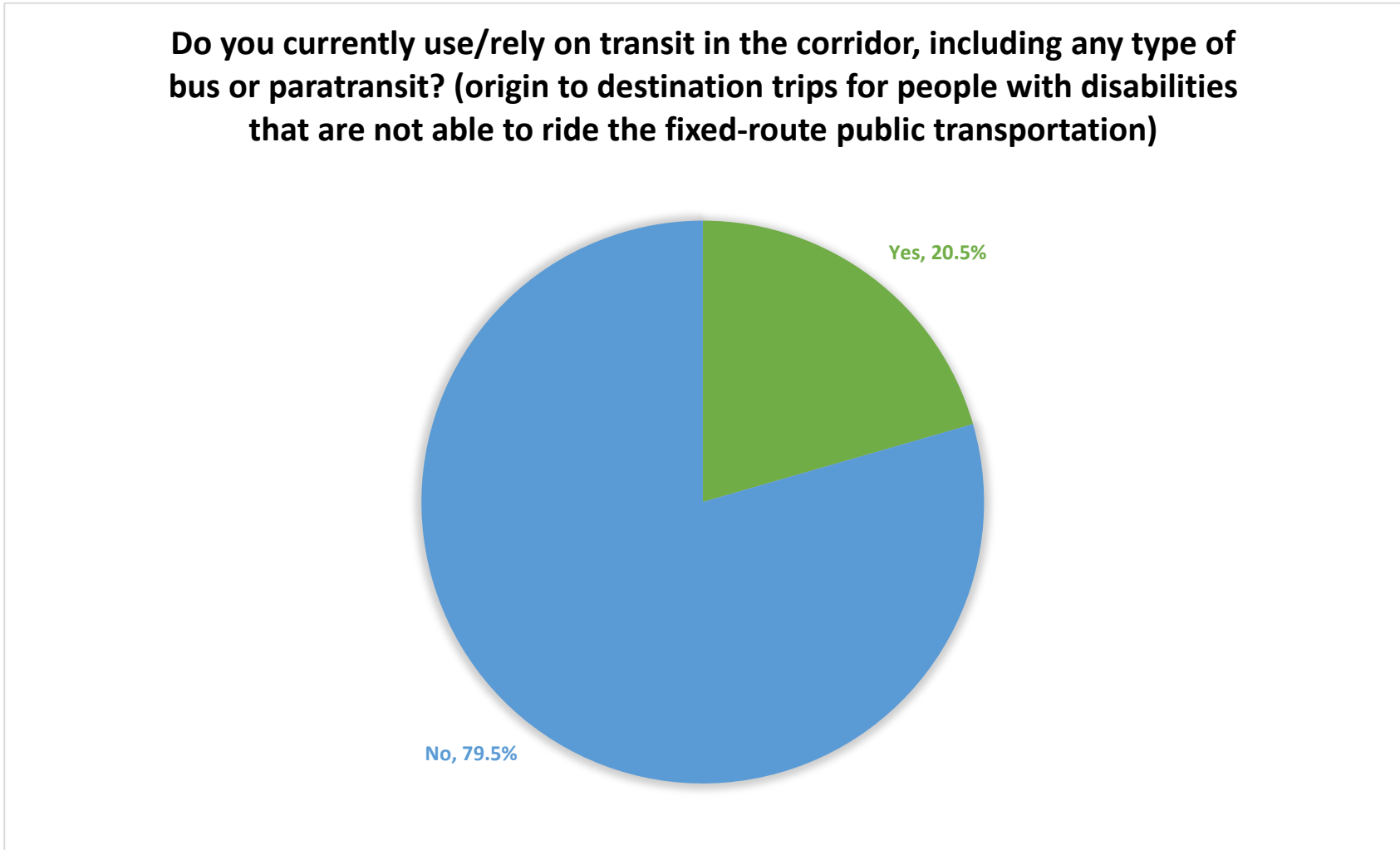
### Questions

QUESTION 1: Do you currently use/rely on transit in the corridor, including any type of bus or paratransit? .....	2
QUESTION 2: How important do you feel it is to have transit options to cross the Bay? .....	3
QUESTION 3: Which of the following would encourage you to use transit in the corridor? (check all that apply).....	4
QUESTION 4: If you answered "None of the above" to the previous question, please explain why .....	5
QUESTION 5: Would you use transit to travel across the Bay for any of the following? (check all that apply).....	6
QUESTION 6: Please provide any additional comments.....	7
QUESTION 7: Please provide your Zip Code. ....	8

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**QUESTION 1**

Do you currently use/rely on transit in the corridor, including any type of bus or paratransit? (origin to destination trips for people with disabilities that are not able to ride the fixed-route public transportation)

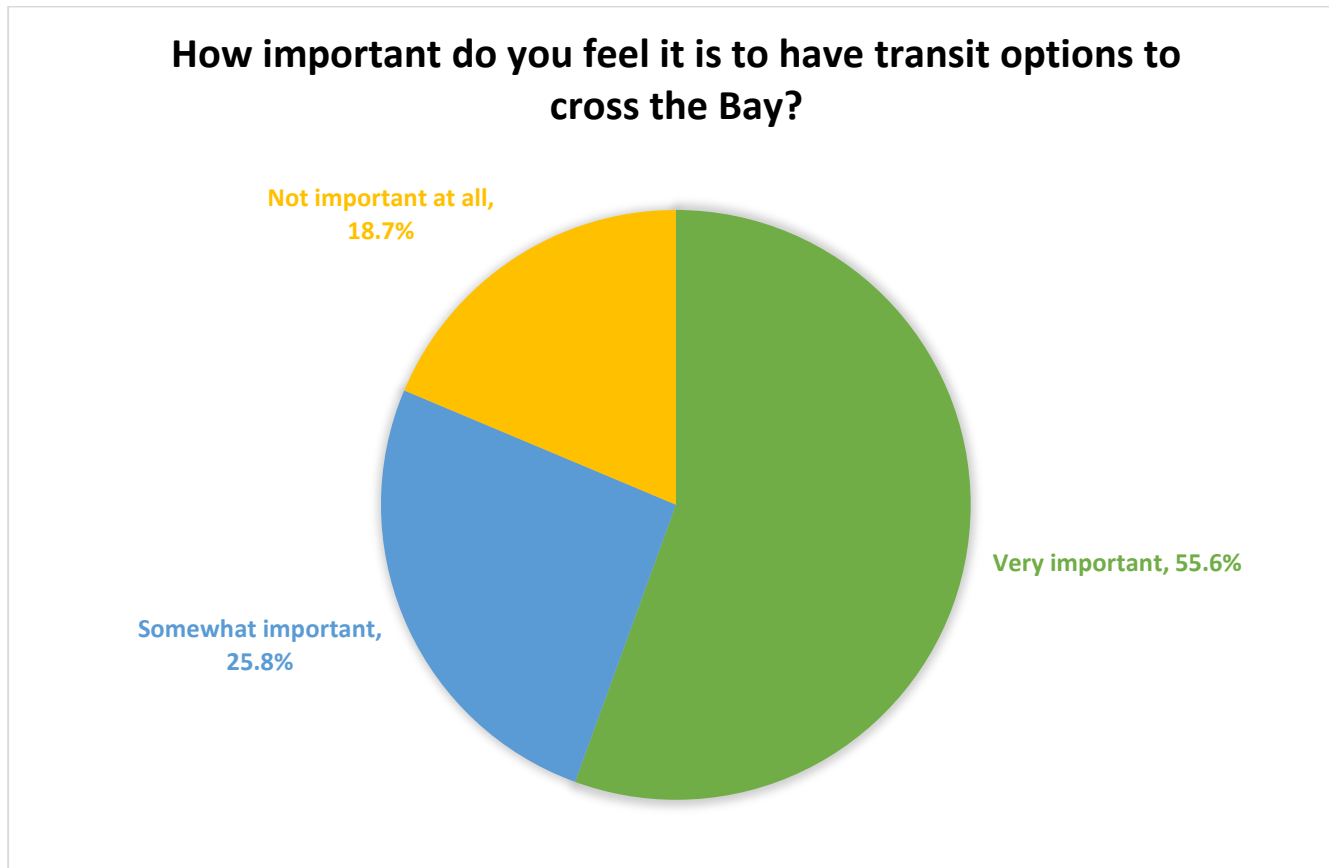


Answer Choices	Responses	
Yes	20.5%	46
No	79.5%	178
	Answered	224
	Skipped	7

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**QUESTION 2**

How important do you feel it is to have transit options to cross the Bay?

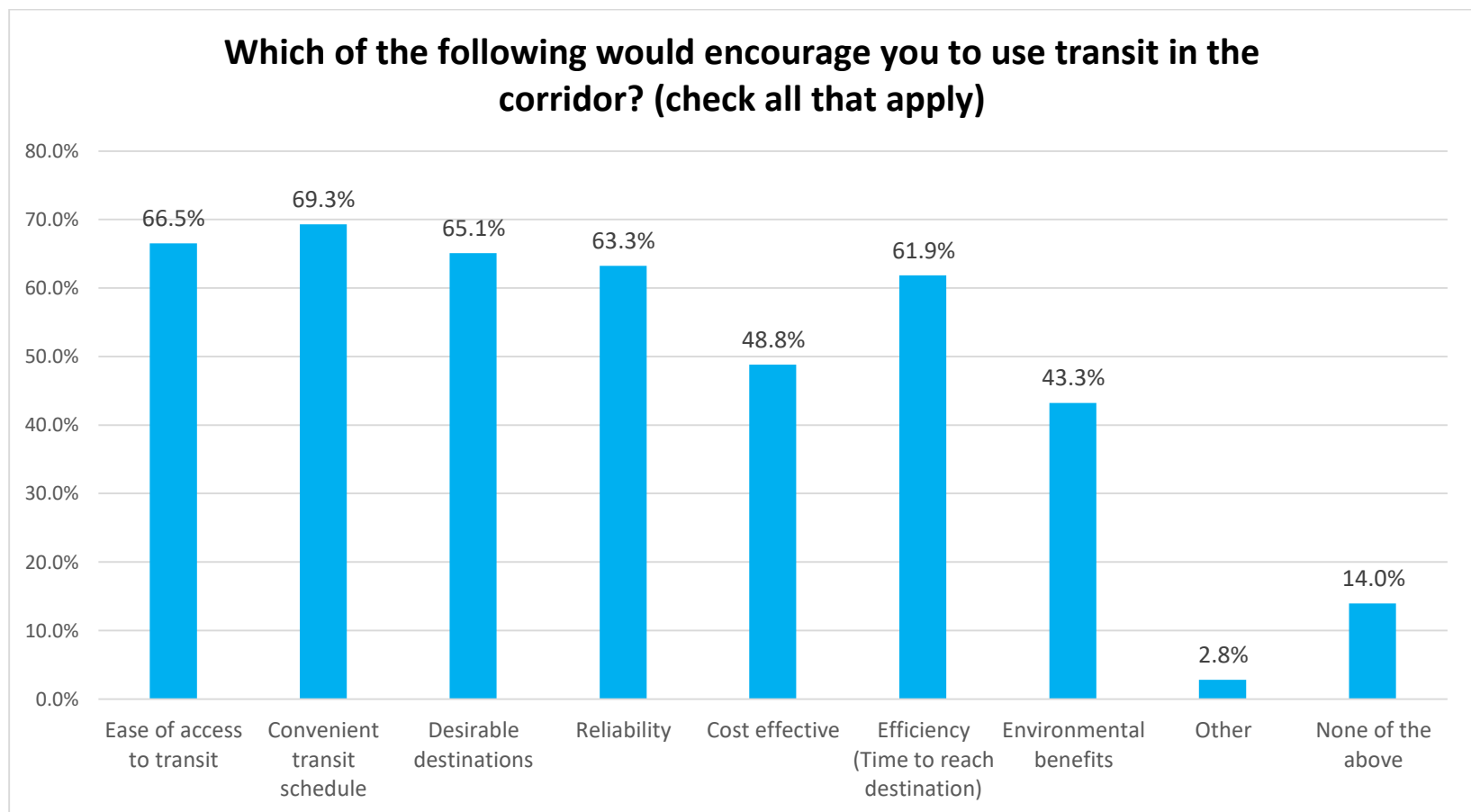


Answer Choices	Responses	
Very important	55.6%	125
Somewhat important	25.8%	58
Not important at all	18.7%	42
Indifferent on whether transit options are available or not/would not use	0.0%	0
	Answered	225
	Skipped	6

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QUESTION 3

Which of the following would encourage you to use transit in the corridor? (check all that apply)



Answer Choices	Responses	
Ease of access to transit	66.5%	143
Convenient transit schedule	69.3%	149
Desirable destinations	65.1%	140
Reliability	63.3%	136
Cost effective	48.8%	105
Efficiency (Time to reach destination)	61.9%	133
Environmental benefits	43.3%	93
Other	2.8%	6
None of the above	14.0%	30
	Answered	215
	Skipped	16

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**QUESTION 4**

If you answered "None of the above" to the previous question, please explain why:

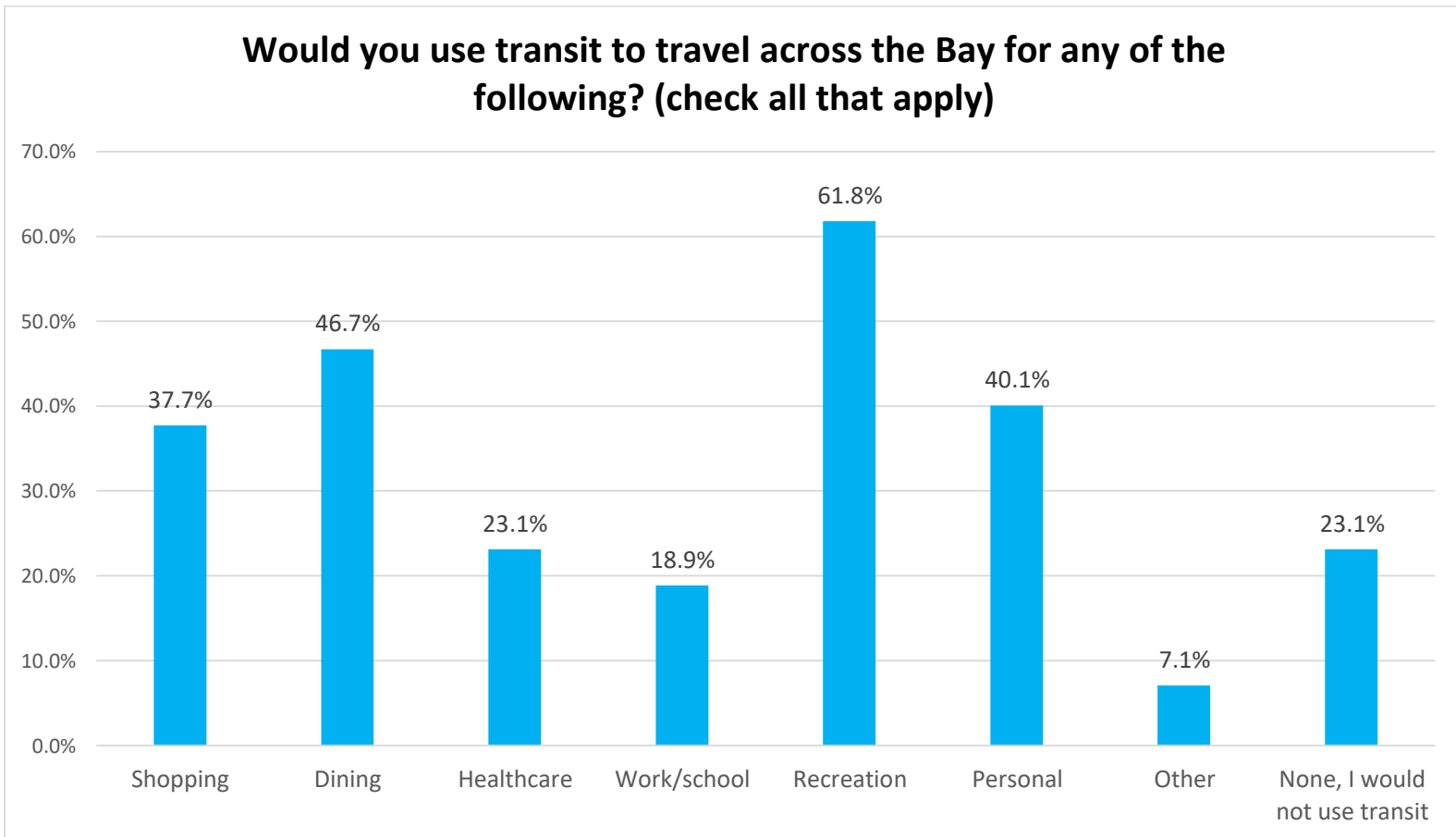
Answered	18
Skipped	213

Question 4: Responses	
1.	Most the time the current Transit from Queen Annes is very low capacity. Detailed rider usage numbers should be shared with the public. Also, 5pm cut off is not realistic.
2.	I need my automobile on both sides of the bridge.
3.	Currently not needed
4.	It won't fix the other constraints on the corridor and feeder roads leading to and from bridge. MD100 should be extended via Gibson Island to bay bridge to spread out traffic from northern counties and states.
5.	not important.
6.	There is no way that any form of transit could be a flexible or convenient as cars.
7.	I want to continue to go by car to the Eastern Shore; no bus, bicycle or ferry. The backups and delays already in existence will be further exasperated by these alternate means of transportation being suggested, more accidents and delays.
8.	Could ease traffic if less cars on the route
9.	I have specific route I take at various times. Mass transit would not accommodate those needs. Mass transit would not be available before I die.
10.	Can't imagine what you are talking about!
11.	No freedom to go when I want where I want add a new bridge for gas powered vehicles
12.	Where would this transit take you to?
13.	I don't see myself ever using transit to cross the bridge because my origin and destination are almost always going to be far beyond the limits of the corridor as currently defined
14.	The personal conveyance is substantially more viable than any sort of public transit across the bridge. Considering that most people traverse the bridge to visit Ocean City or commute from the Shore for work in the D.C. and Baltimore Metro areas public transit would not suffice for such travel.
15.	Would cause additional issues
16.	Please evaluate adding dedicated transit lane(s) to the bridge. These could initially included for daily commuters and later to support transit service from DC/Baltimore region to the shore. Looking down the road including these lanes in the planning process now and including the bridge design would support future needs and not require future expensive modifications. While the new bridge without accomodation to support transit, will not quickly result in the same issues that we have today.....unsustainable traffic problems and environmental issues. Thank you to including a look at transits now and providing a plan for them down the road. Wouldn't be nice to have an option to take a Electric bus in a dedicated lane across the bridge, and later maybe even a dedicated rail system to the shore or as an alternative to bypass the I95 corridor. Let's think big or do we really want to be planning to building more bridges for more cars and be endlessly adding more lanes for cars, trucks, etc. that would have be including with these bridge(s)?
17.	This is the dumbest idea I have ever heard. A complete waste of taxpayer dollars.
18.	There should not be any public transportation across the bay bridge. This encourages crime to migrate over the bridge from Baltimore and DC.

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QUESTION 5

Would you use transit to travel across the Bay for any of the following? (check all that apply)



Answer Choices	Responses	
Shopping	34.91%	37
Dining	39.62%	42
Healthcare	22.64%	24
Work/school	12.26%	13
Recreation	53.77%	57
Personal	39.62%	42
Other	3.77%	4
None, I would not use transit	28.30%	30
Additional comments:		13
	Answered	212
	Skipped	19

Question 4: Responses	
1.	I would possibly use transit but the issue is the mass influx of traffic to / from the beach is the issue not resident trips to go shopping or to the doctor but I support transit nonetheless.
2.	I only travel across to visit family and need my personal car
3.	Unreliable
4.	Its unnone because current lack of access prevents knowing what other things I may consider
5.	See prior comments
6.	Allowing additional populations of people and their activities to share an already congested bridge for auto traffic is not smart utilization of the bridge.
7.	again, if others would use, traffic would be less
8.	See below:
9.	"Mass transit" to beach locations could be useful.
10.	We need viable Transit options for summer vacationers traveling to the Eastern Shore
11.	There is a definite need for public transportation to decrease the traffic, reduce the carbon footprint, and pry us away from our over reliance on automobiles.
12.	Probably not
13.	Transit to Airports

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**QUESTION 6**

Please provide any additional comments

Answered	27
Skipped	204

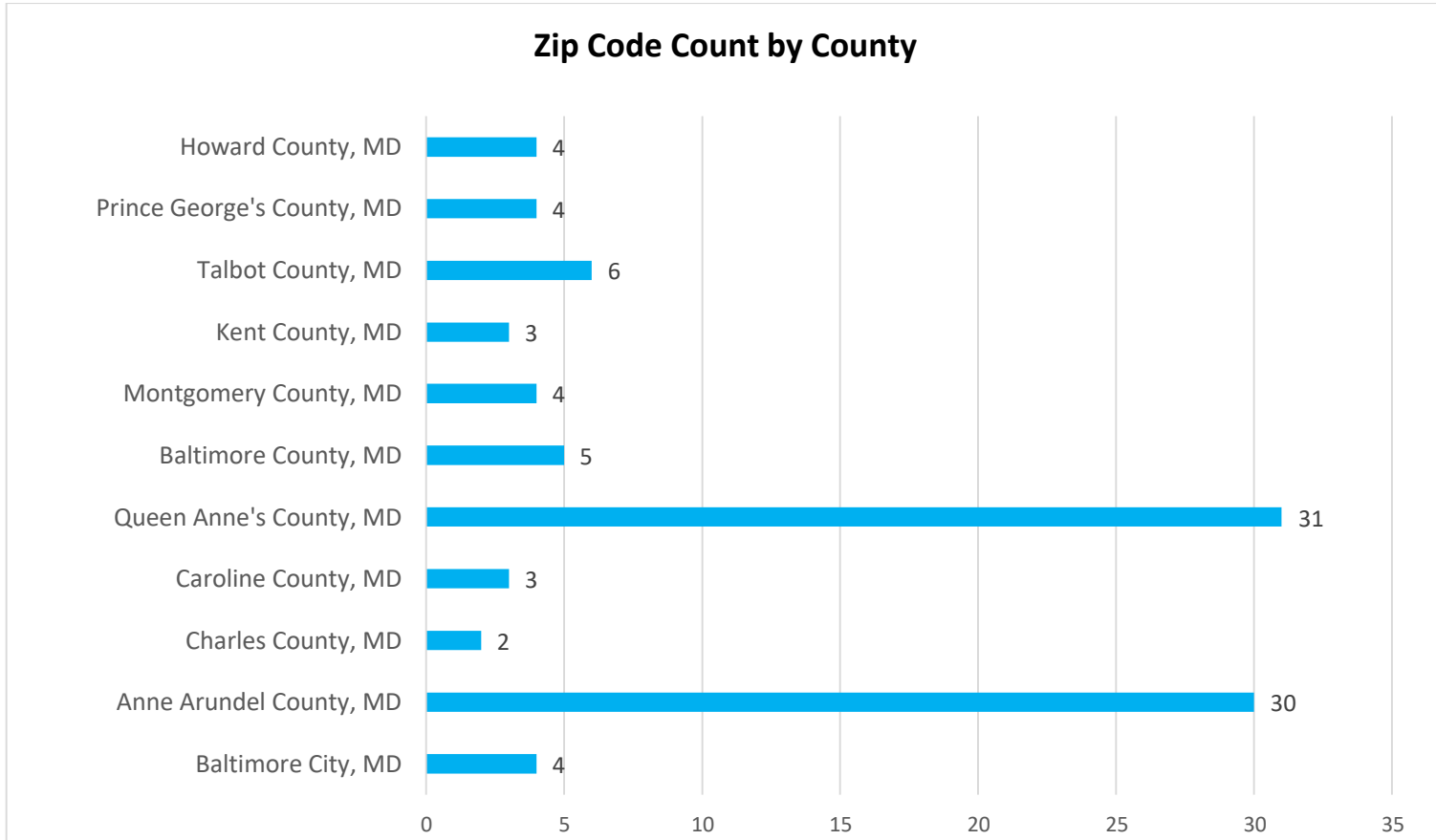
Question 7: Responses	
1.	I am highly supportive of a separated bicycle/walking path across the Bay Bridge. As a cyclist I would certainly utilize a path SEPARATE FROM CAR TRAFFIC. There should NOT be any efforts to approve and designate any car/bicycle shared lanes of traffic, as this would be too dangerous to access or utilize. The ONLY pedestrian/bicycle access across the bay bridge should be completely separate from car traffic.
2.	I believe a dedicated bus lane needs to be considered, either on the new bridge or using the old bridge once traffic is moved to the new bridge. A dedicated lane and guaranteed zero traffic would be a large benefit. There should be a secure park and ride option west of Annapolis with weekend bus service to ocean city.
3.	I think having transit options will enhance economy of Maryland Eastern Shore, will ease traffic, if well designed and supported.
4.	Better (or more) transit systems to DC (and metro areas) and other major business hubs such as Bethesda, Silver Springs, Tysons Corner (VA).  A connection (or extension of) to the Metro's Orange line in New Carrollton.
5.	Some minimal public transit across the bridge on weekends, when the existing commuter bus to Washington DC does not operate would be welcome, at least as far as the New Carrollton metro station.
6.	Must be clean and safe!
7.	I live on the Island and take the bridge daily to get to work along with the thousands of others that cross the bridge. Its time to create a reliable train system from Annapolis to BWI and Washington.
8.	Right now I avoid the bridge and am inconvenienced by the permanent traffic jam to cross the bay. scheduling is near impossible. and being stuck in traffic on the bridge is a nail-biting and anxiety inducing event.
9.	I understand there may be needs for those that don't have or need alternative transportation.
10.	I would love to have the option to reach Ocean City or other beach destinations by transit rather than personal car. The lack of any sort of bus or rail option is disappointing.
11.	Need to identify the total trips per day, week and month and where the vehicle home base is located to determine if an alternative route is warranted to get to the expanded or replaced bay bridge at Sandy Point.
12.	Bridges are OK, but changes in climate make bridges look iffy for the future. Boats seem like a reasonable alternative.
13.	Bike riders and walkers have more than enough options to exercise without tasking bridge manpower resources.
14.	We are too far away to easily ride, though if there were a transit to BWI, we might use.
15.	Creditable theory predicts that global warming will subside but, until then, it is vital to protect our environment rather than to squander it to development. This would provide maximum assurance that the ecosystem that we are adapted to. Changed ecosystems could require very uncomfortable readjustments for humankind
16.	I'm 63. Can this bridge be built before I die?
17.	I would use the transit to get from Kent Island to either the National Mall or the Carrollton Metro stop for the purpose of getting to D.C. to take my kids *safely* to see historical sites and museums.
18.	I do NOT support the addition of a third (or additional) bridge spans. The environmental damage and degradation is very concerning to me, as are the effects of climate change upon beach areas. I back the "no build" option. Improve the existing spans as much as practical, and save the incredible amount of money that another span would cost for use in other more practical (and cost effective) mass transportation plans.
19.	We need viable Transit options for summer vacationers traveling to the Eastern Shore
20.	I want to ride my bike from Annapolis to the Eastern Shore or have Bus Rapid Transit options on the existing bridge that allows bikes onboard. Park and ride with dedicated lanes for the BRT and Bikes
21.	Transit has not been adequately defined at this point. What is being considered? Bus, train, autonomous travel, electric, diesel, hybrid, other energy sources?
22.	We live in Chester on Kent Island. A lot of thought needs to be taken into account regarding the traffic build up in particular in the summer during beach season. Adding the ability to have pedestrians and or bicycles crossing would just make that even more dangerous. Currently, if there is a large back up, 50 as well as 18 on Kent Island get completely locked up. Locals are very concerned about Emergencies that arise and the ability for ambulances to get where they need to go. Those that are considering what to do with the bay crossing should spend time here in the summer to really see what it's like during rush-hour, and on Thursday, Friday and Sunday and Monday. To not do that does not give you an appreciation for the reality of what people who live in the area have to deal with.
23.	The current commuter bus route that leaves Kent island to travel to DC does not travel to my place or work/school. It would be helpful if these buses would stop at Metrorail locations in Prince George's County, such as Greenbelt, College Park, West Hyattsville, etc.
24.	Again this isn't feasible unless you're stopping in every county, have the ability to carry luggage, recreational supplies and have it travel the 100 miles to Ocean City from the Bay Bridge, not to mention the unknown milage on the Annapolis side of the bay.
25.	Hope this transit survey includes options for public transportation: would be great to have direct bus/train service from various points on Eastern Shore to Annapolis at least, preferably also Baltimore, Washington and BWI Airport.
26.	Build the third span with option for bikes and pedestrians.

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**QUESTION 7**

Please provide your Zip Code.

Answered	105
Skipped	126



Counties with One Occurrence	
Frederick County	MD
Kent County	DE
Sussex County	DE
Harford County	MD
Fairfax County	VA
Carroll County	MD
Wicomico County	MD
New Castle County	DE
Other	

State and County	Count of Zip Codes
<b>Maryland</b>	<b>100</b>
<b>Baltimore County</b>	<b>5</b>
Cockeysville	2
Mays Chapel	1
Sparks	1
Towson	1
<b>Baltimore City</b>	<b>4</b>
Baltimore	4
<b>Anne Arundel County</b>	<b>30</b>
Annapolis	17
Arnold	3
Crownsville	1
Davidsonville	1
Gambrills	1
Glen Burnie	1
Pasadena	3
Severna Park	3
<b>Charles County</b>	<b>2</b>
La Plata	1
Waldorf	1
<b>Caroline County</b>	<b>3</b>
Denton	1
Henderson	1
Ridgely	1
<b>Queen Anne's County</b>	<b>31</b>
Centreville	3



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Chester	9
<b>State and County</b>	<b>Count of Zip Codes</b>
Church Hill	1
Grasonville	4
Queenstown	5
Stevensville	9
<b>Frederick County</b>	<b>1</b>
Point of Rocks	1
<b>Montgomery County</b>	<b>4</b>
Kensington	1
Silver Spring	3
<b>Kent County</b>	<b>3</b>
Betterton	1
Chestertown	1
Worton	1
<b>Talbot County</b>	<b>6</b>
Easton	3
Oxford	1
Saint Michaels	2
<b>Prince George's County</b>	<b>4</b>
Bowie	1
College Park	1
Greenbelt	1
Hyattsville	1
<b>Howard County</b>	<b>4</b>
Columbia	1
Dayton	1
Ellicott City	2
<b>Harford County</b>	<b>1</b>
Havre de Grace	1
<b>Carroll County</b>	<b>1</b>
Sykesville	1
<b>Wicomico County</b>	<b>1</b>
Hebron	1
<b>Delaware</b>	<b>3</b>
<b>Kent County</b>	<b>1</b>
Camden	1
<b>Sussex County</b>	<b>1</b>
Lewes	1
<b>New Castle County</b>	<b>1</b>
Townsend	1
<b>Virginia</b>	<b>1</b>
<b>Fairfax County</b>	<b>1</b>
Reston	1
<b>Other</b>	<b>1</b>
<b>Grand Total</b>	<b>105</b>