

Bay Crossing Study Public Comments June 13, 2023 – July 11, 2023

Date	Medium	Comment
6/13/2023	Email	<p>Hello,</p> <p>I would like to attend the June 27 virtual listening meeting The Maryland Transportation Authority will be hosting on Tuesday, June 27 from 6:30 to 7:45 p.m. for the public to learn more and provide feedback on transit, bicycle, and pedestrian considerations in the study area for the Chesapeake Bay Crossing Study: Tier 2. How do I attend?</p> <p>Regards, [Name Redacted]</p>
6/13/2023	Email	<p>Good Morning, Thank you for the update.</p> <p>Here again we have solicitation of opinions from special interest groups, political operatives weigh in & community members who will be most affected. Like previous solicitations of opinion re the 3rd span, self-appointed king larry hogan came in & dictated where it would be regardless of what others said.</p> <p>If this is more of the same, why even ask for our opinions?</p> <p>[Names Redacted], Skidmore Community</p>
6/13/2023	Email	<p>Why are we wasting time and money to study the Bay Bridge, the problem is obvious! The bridge has been outdated since the second one was built. The bridge is not the problem, the placement of it is! Why do people drive north from DC and Virginia just to drive south to OC? Why is a Study not being done to change the placement of the crossing south of the original bridge? It seems logical to me that a tunnel or a bridge-tunnel between the original bridge south. Just because the infrastructure is already there this doesn't relieve the problem! Rt.50 travels thru small town with traffic lights, that will in their design slow down traffic. Thus making drivers anxious to get to their destination, therefore causing them to speed, mankind travel to OC very dangerous. Building a new bridge is not an answer, it is a stop gap measurement of a larger problem. You are missing the larger picture, an express way to the shore. Not only for vehicular traffic, but a rail line that can carry many more people than a mass of singular cars, thus making the trip not only more efficient but eco friendly as well. We in this country have to find better ways to commute! More cars spewing gas fumes is not the answer!</p> <p>With Respect,</p> <p>[Name Redacted]</p>
6/13/2023	Email	<p>Seeing the popular bike and walking path on the Wilson Bridge, it might be worthwhile to consider this for the new Bay Bridge. We always enjoyed the annual walks across the bridge and some family members participated in the runs.</p> <p>I am NOT in favor of one-way traffic on the access roads parallel to Route 50. Is it possible to consider a turning lane on the access roads much like Mountain Road in Pasadena to allow for homeowners to get home?</p> <p>[Name Redacted] [Address Redacted]</p>
6/13/2023	Email	<p>Please start building as soon as possible. Traffic is terrible at the bridge and we need the additional lanes now. Not in 10 years.</p> <p>[Name Redacted]</p>

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Date	Medium	Comment
		[Address Redacted] Sent from my iPhone
6/13/2023	Web	I am extremely opposed to any alternative that mixes pedestrian or bicycle traffic with vehicular traffic on either of the existing bridges. To do so would further degrade the ability of heavy volumes of vehicular traffic to cross the bridges safely. Furthermore, incorporating a reserved non-vehicular lane on the bridges would increase the danger of a collision with potentially lethal consequences. Pedestrian and bicycle traffic should only be allowed by building a third bridge to accommodate the peak periods of present and future vehicular traffic. That third bridge should be designed with a completely separated pedestrian and bicycle wing attached to the side of the bridge so that there is no possibility of such traffic intermingling with vehicles, whose owners, by the way, must pay the fuel taxes that would pay for the construction costs.
6/13/2023	Web	The model for non-automobile service over a new Chesapeake Bay Bridge is the Mario Quomo Bridge crossing the Hudson River in New York. That new bridge contains both a walking/bicycle path and reserved bus lanes. The former needs no elaboration. As to the latter, I propose dedicated HOV/EV/bus lanes running from the New Carrollton transit center to the western end of the study area, through the area, and beyond Stevensville to Centreville via Rt. MD 301 and Chesapeake College via Rt. US 50. Such lanes and service would reduce rush hour congestion and provide stronger connection of Eastern Shore residents to the Western Shore and Annapolis, Washington, and Baltimore. My ideal would be light-rail service along that route, but I doubt legislative support for the additional costs.
6/13/2023	Web	The only solution is to build another bridge. I commute everyday and it is very deplorable the way you handle the traffic situation. It had been going on for several years and you have not don't anything to make it. It disgusts me to pay that everyday. I know you probably won't even read the message. Just build another bridge somewhere else. Thanks,[Name Redacted]
6/13/2023	Web	Should raise toll rates to incent car pooling and reduce traffic. Should add HOV lanes to/from bridge area. Should add more bus options from Washington DC (union station or other locations) especially on high volume weekends to eliminate single occupancy vehicle use.
6/13/2023	Web	Alternate safe accommodations can be provided for bicycle and pedestrian traffic once vehicle problems have been solved. Vehicles should take precedence since we are the ones who will pay for it. Unless of course, Maryland starts licensing, registering, inspecting and tagging bicycles.
6/13/2023	Web	Thank you for the opportunity to provide some feedback. Vehicles that don't obey the merge indicators/lane signals should be ticketed. Please add barriers that improve the merge area rather than just lane signals. DC Thoroughfares that change directions according to rush hour volume are more effective than the Bay Bridge, especially its Westbound lanes. It will always be impossible to thread a needle with an elephant, but increased automation of efforts to manage drivers' process of merging would be helpful to everyone's mental health. Seeing there are consequences or penalties for the jerks on the road would help my mental health while I patiently entertain myself with podcasts and audiobooks and music during the traffic delays! Thanks for the Eastbound upgrades--replacing the booths with overhead scanners has been a huge improvement for all.
6/14/2023	Email	There should be an entire section dedicated to walkers joggers and bikers. Look at the bridge in Charleston,SC Ravenal bridge. It is such a great attraction. We missed that opportunity with the Nice bridge. You have to separate the traffic from pedestrians. Please do the right thing for the people of Maryland. Sent from my iPhone
6/14/2023	Email	How do I go about registering to "listen" to the virtual meeting either on line or via telephone?? [Name Redacted] [Phone Number Redacted] [Email Redacted]
6/14/2023	Web	Alternate options to corridor 7 remain imperative given the traffic situation on the Broadneck peninsula. As a homeowner and small business owner, I cannot operate my business on Friday afternoons, losing upwards of \$900 in revenue weekly. Bus transportation through the corridor will only be effective if you offer continued service to points east, north, and south. Bicycles and pedestrians shouldn't be allowed through the corridor or across the bridge, especially given the mental health emergency gripping our country. Fix the current traffic before inviting even more across an already broken peninsula.
6/15/2023	Email	Hi, I am interested in the virtual meeting of the Chesapeake Bay Crossing Study: Tier 2 but how can I get the link for the meeting? Or where can I register? [Name Redacted] Assistant Project Manager Corporate & Business Development [Address Redacted] [Email Redacted]

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6/15/2023	Email	THIS IS A HORRIBLE IDEA – TRAFFIC IS BAD ENOUGH ON AND AROUND THE BAY BRIDGE WITHOUT PEDESTRIANS AND BIKES. THIS WOULD BE A NIGHTMARE!!! HOW WOULD THIS PROVIDE CONGESTION RELIEF???
6/15/2023	Web	Please don't pull another bone-headed move like the Nice Bridge. Include bike/ped facilities on any new Bay crossing. Anne Arundel County is already working to prepare bike/ped facilities from the B&A trail in Severna Park to Sandy Point State Park. A new structure in Corridor 7 would be simple enough to tie into these facilities on the Western Shore. On the Eastern Shore, bike access to the Cross Island Trail should also be straightforward. NOW THIS PART IS REALLY IMPORTANT: Please don't stop there. MD 18 can accommodate cyclists safely TO the south side of US 50 just beyond the 50/301 split. But it ends there unless one is willing to risk crossing US 50 on foot or bike. It's not safe. To make this whole endeavor complete, please provide for a safe crossing of US 50 and US 301 and a cyclist can readily find their way almost anywhere they care to travel on the DELMARVA peninsula.
6/16/2023	Email	I am writing to voice my opinion that the new Bay Bridge must include a Bicycle/Pedestrian Separated Path. This new Path should connect to the Broadneck Trail on the Westside and the Cross Island Trail on the Eastside. I also believe that a rail transit line should be included on this new Bay Bridge. The new rail corridor should be a new MARC Train line that runs from New Carrollton Station, along Route 50, all the way to Ocean City, Maryland. Stations should include New Carrollton Station, Bowie, Parole, Arnold, Stevensville, Grasonville, Easton, Cambridge, Salisbury, Berlin, and Ocean City. Thanks, [Name Redacted]
6/16/2023	Web	There should be no time wasted discussing biking and pedestrian traffic for a bridge crossing that has never had any... ever. At its highest, the percentage of biking and pedestrian bridge users would be miniscule when compared to beach and local traffic. Focus on controlling the impact on Kent Island traffic and solving the current safety and local residence convenience issues. Just staying at home on summer weekends is not a solution. Finally, I still don't understand what will be done to address the existing Severn River bridge and the Queenstown outlets congestion.
6/17/2023	Email	Greetings, I am a resident of Chester, Maryland and work on both sides of the bay bridge. The traffic has been terrible for the two decades that I have lived on the Eastern Shore with a significant uptick in delays over the past three years. My first choice would be another bridge built in another location but if that is not an option I am in favor of adding an additional span in the current location. Sincerely, [Name Redacted]
6/17/2023	Email	A high speed ferry makes more sense!!!
6/17/2023	Email	This is essential and unheard of that it's not already on the plan. I can't believe you've had two bridges built and neither allow pedestrians or bikes! [Name Redacted] Annapolis, MD
6/17/2023	Email	Have you considered a tunnel? Just think of all the problems it would solve? [Name Redacted]
6/17/2023	Email	Location of meeting?????
6/17/2023	Email	Greetings I suggest that the existing bridge should be utilized for MTA and pedestrians and bikers. A new bridge should be built for more traffic. Thank you [Name Redacted]
6/17/2023	Web	Have you thought about car/people ferry travel? What areas on both sides of the Chesapeake could be utilized for this. Could Sandy Point State Park be a ferry dock? The bridges only get really backed up during the summer months and holiday weekends. Is it really worth taxpayer dollars to invest in such a large overtaking? The original span is always in repair. I would think it would be more cost effective for ferry boats. It is easier to replace a boat than an entire section of bridge.
6/17/2023	Web	I have a suggestion for the long term solution that takes into account the Baltimore Harbor and other commerce into consideration. My suggestion is to use (2) 4 lane tunnels similar to the I-95 Baltimore harbor tunnel to both add capacity and allow for larger shipping lanes to increase the cargo capacity as well as the passenger Cruise industry to the Cruise terminal that will allow for larger

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		ships to visit the state. Over all this approach can also be implemented in several stages. First add (1) 4 lane section and demolish the original 2 lane bridge. then at a later date when feasible a second 4 lane tunnel can be built allowing for the remaining 3 lane bridge to also be retired and demolished but that can happen at a much later date. By adding (1) 4 lane first you immediately add 2 more lanes going from 5 lanes to 7 an increase of nearly 30% travel capacity. When complete the 8 lane thru way would increase capacity over 40% from the current 5 lane crossing currently in place. You may also be able to add a dedicated Buss lane or even possibly a train or light rail type public transit tunnel for those that don't want to drive. There is a separate problem for the Baltimore Commerce issue that would require doing something about the Key bridge to allow for larger ships.
6/17/2023	Web	Adding a third span to our existing Bay Bridge. Gives lots of options for both ways.
6/17/2023	Web	How about using ferry travel from the port of Baltimore? I am sure there are many water ways that can support auto/person ferry travel in MD
6/17/2023	Web	NO ADDITIONAL BRIDGE SPAN WANTED IN ANNAPOLIS!!!! If you think adding another span to the same bridge is going to help the current situation then you are grossly misinformed. The impact on the neighboring communities that are already used as a cut thru to avoid the traffic on Rt. 50 is already bad enough that we MOVED out of Arnold to escape it - any additional spans need to be resurrected elsewhere! Anyone in favor of this proposal clearly isn't directly impacted by it! Enough already!
6/17/2023	Web	Why not a second tier on the stronger of the 2 existing bridges? It was done on the George Washington Bridge.
6/17/2023	Web	I would suggest a ferry from a different point that could accommodate people from Baltimore and 95 or a span somewhere away from 50 East which is not able to handle more cars. I would highly recommend the state encouraging more telecommuting for people who live on the eastern shore and people who live in Anne arundel and commute to Baltimore. 97 is jammed every afternoon and we need to get cars off the roads so people like me (teachers) are not stuck in traffic every day. When the government was not making people come in my commute was about 20 min shorter to silver spring. Once businesses and government made workers go back to offices, it became horrible (around November 2022). Maybe incentivizing companies to encourage different hours for workers who do not have to be face to face! Thanks!
6/18/2023	Email	<p>To the study person in charge,</p> <p>Since Maryland has been my home for many many years using the once fairy to get to the beach then the bridge, I have experienced traffic hold ups in a number of ways!</p> <p>Building another bridge is only going to be an aspirin for a short while!</p> <p>You need to look at good public transportation for people and get them out of cars...the reason they use cars is because there is No Good Public Transportation...they have to drive and it will only get worse!!!</p> <p>We finally got Metro and it stopped there! In most foreign countries you can get rail service to reach many desirable and necessary destinations!</p> <p>Here, I can't get from Annapolis to Washington DC without a car!!! To travel to NYC by train is very expensive. More bridges and highways only help for short periods, good public transportation will work if it is done well! People used the Metro when it was being managed properly and will again if they see and hear of new policies and they are working!</p> <p>A new bridge, a lot of tax dollars that will only be an aspirin! I cannot get from Chester to Annapolis, I have to wait until someone can take me or use Uber that is not licensed except by his individual license and not accountable to anyone but himself!</p> <p>Build your bridge and see how long it eases the traffic problem!!!</p> <p>Thank you, good luck!</p> <p>Sent from my iPad</p>
6/18/2023	Email	<p>I believe the bay bridge does need another span, possibly more in the future.</p> <p>Thank you,</p> <p>[Name Redacted]</p> <p>Sent from Yahoo Mail for iPad</p>
6/18/2023	Email	<p>Stop wasting millions of dollars on traffic at the bridge for people who have and can afford to vacation's on these studies. Start enforcing the TRAFFIC LAWS and you can stop ¾ of the problems. We have spent all this money on this beautiful overhead signal system and PEOPLE still can't follow the rules. I have crossed several times only because I'm helping an elderly woman in Grasonville. Signs everywhere that the left lane is CLOSED yet they don't pay attention and boom, the bottle neck begins. There is plenty of warning yet everyone wants to be ahead of everyone else.</p> <p>Instead of waiting millions, and millions of dollars of study after study hire and enforce more law enforcement OR use the overhead cameras and start putting high fines to stop these inconsiderate drivers who are out of control. Spend the millions on the mental health issues we have in this state on people who will never use that bridge!!</p> <p>[Name Redacted]</p>

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		Sent from Mail for Windows
6/18/2023	Web	We have stopped to even visit Annapolis because of the traffic in the summer and at times even in the Fall. We don't even use the back roads because of the bridge traffic. Don't want to go anywhere Bay Bridge for anything,
6/18/2023	Web	I endorse the plan to build a third span to the bridge. We have needed that for a long time. Let's get going!
6/18/2023	Web	Please add bikeway/pedestrian traffic to cross the bridge.
6/18/2023	Web	Why do the environmental studies need to be done, with having 2 bridges already in the location of the 3rd bridge. I would think the environment is not going to be affected from the present and that of the past 70 year and 50 year old bridges.
6/18/2023	Web	Not only is the Bay Bridge a bottleneck.. but while you are at it... create a cloverleaf at both the 404 & 50, and 213 & 50 intersections. As a regular traveler to my place in OC.. these are MORE maddening, than the Bay Bridge!
6/18/2023	Web	Yes, the third bridge will be of great need in less than five years. Construction costs are increasing at an astronomical rate. It would be more cost effective to build the third bridge sooner than later. A smart move would be to build this bridge wider than the minimal anticipated needs of 2030 and not the needs of the estimated completion date of 2027. By that time, the cost of materials and labor will have astronomically skyrocketed. It is to our taxpayers' benefit to get more bang for their buck to prove that the Maryland State Government is working for their benefit and is thoroughly fiscally responsible with their future best growth interests in mind.
6/18/2023	Web	The third span should be in southern Maryland to draw off DC, Virginia and southern travelers. The study is false as it should have looked at traffic from the existing bay bridge to Rt 301 including the Academy bridge in Annapolis, Rowe Blvd, Aris T Allen, and Sr Margaret's Road. Also Ritchie Highway to Severna Park and College Parkway. Give Anne Arundel County residents a veto option like you allowed all the other counties in the study.
6/18/2023	Web	Accommodating vehicular traffic with a third Chesapeake Bay bridge span is a horrible plan. Let me be clear; I live in Amberley and I know firsthand the traffic is horrible. However, I believe that destroying a huge swath of land, no doubt taking many businesses and homes PLUS essentially ruining Sandy Point State Park and the Whitehall area that is proposed for a national park is crazy. It is obvious that simply adding a span would not begin to alleviate traffic. What about the Severn River Bridge? What about the Parole nightmare? What about all the sensitive areas adjacent to the proposed plan? This sort of "planning" is in direct conflict with the dire warnings about global warming. Building this huge project to accommodate fossil fuel burning vehicles obviously will have major negative impacts on the Chesapeake Bay, the Severn and South rivers and so many other vulnerable natural environs. I vote for NO third span. Thank you, [Name Redacted]
6/19/2023	Web	What value is moving more cars more quickly and efficiently only to have them find a jam of traffic further up along the route to the beach - assuming that the need is caused for beach runs. Unless an entire route is revamped, it is just moving one problem down the road to another.
6/19/2023	Web	Build a third span, make it expandable (like top/bottom), near the existing spans, allowing for overflow and alternating so maintenance can be done on any one span

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6/20/2023	Email	<p>Dear MDOT Secretary, MD Toll Authority Administrator, and SHA Administrator:</p> <p>As I recall and understand, subject to appropriate current clarification:</p> <p>When Congress approved the US Interstate Program in the Summer of 1956, it called for the Connection of all State Capitals and all Cities of 50,000 people in the contiguous United States.</p> <p>As my personal transportation background, in 1957 at 17, I was working on the Design of the Interchange of I-495, US3 & Lowell Connector in Massachusetts as a Coop Student at Northeastern University in Boston.</p> <p>Originally there were 5 US State Capitals in the contiguous United States that were not connected to the Interstate System! They were: Carson City, Nevada; Pierre, South Dakota; Jefferson City, Missouri; Dover, Delaware; Annapolis in Maryland !!</p> <p>As I recall, when the District of Columbia made the decision not to have I-95 and I-270 extend into Washington from Maryland, US Secretary of Transportation Volpe, made recommendation to Congress, which I helped draft, that the DC 90% share would go into the METRO System in DC, MD and VA at 80% Share. Virginia re-signed Shirley Highway as I-395, and Maryland re-signed the I-495 East Side Capital Beltway, as I-95 for East Coast continuity.</p> <p>Available Maryland Interstate Transfer Funds, were used by MDOT to implement I-97 from Baltimore to the Annapolis, and a planned Interstate Upgrade of Crain Highway/MD 3 from US 50 north past Crofton with funds later transferred to I-795 in Baltimore County.</p> <p>Also Designation of US 50, as an "un-signed" I-595 from the Capital Beltway, with I-595 Designation ending at the west bank of the Severn River at the west end of the Severn River Bridge. HOV Lanes were also added from the Bowie area to the Capital Beltway, but still signed US 50.</p> <p>Some of the I-95 and I-270 transfer funds from inside the Beltway, were used for I-370 from I-270 to the Shady Grove Metro Station, and for "rubber elements" of the Station Bus and Auto Parking and Circulation. With most of the Interstate Transfer money going to the Baltimore Region, the remainder of the ICC from Shade Grove Metro Station to I-95 was constructed as a Maryland Toll Road.</p> <p>Hopefully to allow use Interstate Funds to complete all of the ICC as Toll Free, I drafted US Legislation that was introduced by Senator Abdnor of South Dakota to connect all of State Capitals not then connected to the Interstate System, which could have fully funded an Interstate to Annapolis, well as on to Dover, the Capital of Delaware. Unfortunately, Senator Abdnor's legislation did not pass. What did pass was Congressional Legislation that moved the I-99 designation out of sequence to Central Pennsylvania.</p> <p>Nevada eventually got its Carson City Capital Connection. Perhaps in a sense of "Interstate Equity", Hawaii got H-1, H-2 & H-3. with Puerto Rico getting P-1, P-2 & P-3, both to Interstate Standards. Alaska also got A-1, A-2, & A-3, funding but perhaps less to Interstate Standards?</p> <p>So moving to conclusion, with a President from Delaware, and supporting Governors from Delaware and Maryland, perhaps the time is right to, in full recognition of Environmental, Community, Agricultural, and Economic Development Impacts and Benefits, to seek and use Federal Interstate Funds blended with Toll Revenue to complete better Interstate Connections to and from the State Capitals of Annapolis and Dover to the rest of the United States.</p> <p>With I-99 taken to Pennsylvania, a sequential Interstate I-101 for the US50/I-595 segment, balanced lane improvement for the Bay Bridge, and of course with adequate Bike Lanes,</p>

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		<p>upgrading and access control of US 301 north to Delaware Toll Route 1, with a I-103 link to Delaware Route 1 south of Dover. Such a Bi-State Project if with Tolls would need Local Support, as defined in Maryland State Law about Eastern Shore Toll Facilities.</p> <p>As Project Manager for the first Maryland Transportation Plan, we also explored an upgrade of the US 301 Corridor in Virginia from I-95 to US50(I-595) in Maryland. This could be I-301 in sequence with I-101.</p> <p>As sound Transportation has been my Passion, I would be happy to discuss and clarify my suggestions above, by phone, email or in person.</p> <p>Sincerely,</p> <p>[Name Redacted]</p> <p>[Name Redacted], PE, AICP</p> <p>[Phone Number Redacted] [Email Redacted]</p> <p>[Address Redacted]</p>
6/20/2023	Email	Build a shoulder on all bridges for the emergency vehicles to get by not for walkers who want to jump, or more distraction taken from drivers crossing over - wake up !

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6/20/2023	Email	<p>I cross the bridge everyday...time to build a new bridge with more lanes for crossing. The slow down at the bridge in both directions come from the lack of lanes to cross and the slow down of vehicles when they enter into the bridge. I always say everyday when crossing(evening) from west to east, what happened to all the traffic on the shore. In other words, the current roads are handling the incoming traffic in both directions. My take is build the bridge and take a look at the roads on both sides after construction. I believe the locals along the approaches are going to fight hard to block if a complete change of approaches are included, yet we need the bridge.</p> <p>Second thought...I live in the Queenstown area and noticed that once Delaware completed their bypass along 301 that the traffic increased exponentially! The states to the north are using the scenic route instead of 95. Here's an idea, install a an overhead with a higher charge to discourage the volume currently using.</p> <p>Thanks, [Name Redacted]</p> <p>[Name Redacted] President Office [Phone Number Redacted] Mobile [Phone Number Redacted]</p> <p>[Address Redacted]</p> <p>[Website Redacted] [Email Redacted]</p>

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6/20/2023	Email	<p>Classification: UNCLASSIFIED =====</p> <p>It is not absolutrly crystal clear that a new bridge with expanded capacity needs to be built – this last weekend there were backups up to 9.5 miles in length for a great majority of Friday heading east; just move on and address the fact that a new bridge needs to be built ASAP...</p> <p>Quite with the studies already—get the bureaucracy moving!!!</p> <p>[Name Redacted] Strategic Plans and Outreach, Airborne Branch NGA Source Partnerships and Services Division</p> <p>[Phone Number Redacted] [Number Redacted] [Email Redacted] [Email Redacted] [Email Redacted] [Email Redacted]</p>
6/20/2023	Email	<p>after seeing a 8 mile back up west bound and 3 mile backup east bound yesterday 6/19, although a 3 day weekend for some, but not most, and the fact that early june is not even considered prime season, it is obvious that a 3rd bridge is needed, now and certainly in the future, if i am reading this right, the discussions are for alternatives only? like walking over, and ferry boats? does anyone really believe these are viable options? this has already been going on for years, this study seems a waste.</p>
6/20/2023	Email	<p>FOR THE CHESAPEAKE BAY BRIDGE CROSSING STUDY - IN ADDITION I PROPOSE A CAR FERRY 🚢 FROM CHESAPEAKE BEACH TO OXFORD WITH HOPE IT COULD DIVERT SOME D.C. AND SOUTHERN MD TRAFFIC AWAY FROM THE BAY BRIDGE.</p> <p>https://goo.gl/maps/m6NjzLk26no8r7br8</p> <p>WE LIVED IN SEATTLE AND ENJOYED THE SEATTLE-OLYMPIC PENINSULA WASHINGTON STATE CAR FERRIES*</p> <p>Washington State Ferries - Wikipedia</p> <p>Cape May–Lewes Ferry - Wikipedia</p> <p>Bridgeport & Port Jefferson Ferry - Wikipedia</p> <p>New London to Orient Point, Long Island, NY Ferry Visit CT (ctvisit.com)</p>

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		<p>3RD BAY BRIDGE SPAN NEEDS TO DOUBLE-DECKED</p> <p>LIKE NY'S - GEORGE WASHINGTON & VERRAZANO BRIDGES</p> <p>George Washington Bridge - Wikipedia</p> <p>Verrazzano Narrows Bridge - Wikipedia</p> <p>Chesapeake Bay Ferry Proposed To Connect Annapolis With Bayside Towns</p> <p>https://www.msn.com/en-us/news/us/chesapeake-bay-ferry-proposed-to-connect-annapolis-with-bayside-towns/ar-AA16GKou?ocid=msedgdhp&pc=U531&cvid=303454f8def423186406e6a31d4cd67&fbclid=IwAR1xFgpeh35sgtp3FKb-v3KFyaUrsUW4oHJZLi5IXUVyAf5iu3hPaftYkGo</p> <p>THANKS,</p> <p>[Name Redacted] [Address Redacted]</p>
6/20/2023	Email	<p>I come to the conclusion that people are crazy or imbalanced mentally to even consider approving this proposal. I also vehemently disagreed with the Nice / Middleton bridge bike lane crossing . People are pushing the limits of drivers to avoid accidents with cyclists. Which in both the cases are going to happen how many people must be injured or die before we realize this was a horrible idea. The bridges were built to accommodate trucks and cars not bicycles and pedestrians. Please stop this ridiculous proposal.</p> <p>[Name Redacted] Sent from my iPad</p>
6/20/2023	Email	<p>Hello -- I have gone to the website indicated in this notification and do not see details on the virtual meeting, how /where to log on. I have received inquiries from others about this. Will the information be posted on the website. https://content.govdelivery.com/accounts/MDDOT/bulletins/360fc8c</p> <p>It did not ask for my email info so I'm not sure how I would receive it.</p> <p>Thank you. [Name Redacted]</p>
6/20/2023	Email	<p>I don't understand why we are even considering expanding or adding more to the existing Route 50 Bridge. I was under the impression that we were considering creating a new crossing at the end of Route 100. That makes more sense than expanding the existing. That only adds more pressure to an already heavily used access. Can we get the common sense in this process?</p> <p>Thanks,</p> <p>[Name Redacted]</p>
6/20/2023	Web	<p>A third span next to the current bridge would make traffic even more of a nightmare than it already is! It is currently impossible to navigate on the eastern shore during the weekends. Distribute the traffic by doing a northern or southern span!</p>

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6/20/2023	Web	Hello, I guess I should have been more interested in this new bridge planning process. Is it basically a foregone conclusion that the new infrastructure is going to be in the existing 50/301 corridor? I cannot fathom, or even attempt to understand, how this was the best location for vehicles traveling to Ocean City, and/or DE beaches. Instead of making it easier for eastern shore residents, like myself, the congestion in/around our house is only going to grow exponentially. Currently, people traveling up MD-404 to US-50 believe taking Starr Road to US-301, ultimately to US-50, is a faster alternative, which it isn't, and this traffic pattern is only going to increase if/when a new span is built in the current E/W bridge location. Corridor 7 also does not take into account traffic going into Easton, Cambridge, Salisbury, and the impact on those cities current traffic congestion during the peak summer months. Corridor 7 essentially takes the easiest approach to building new infrastructure for the state, at the cost of alienating people who live in areas from Kent Island to Salisbury, and possibly negatively affecting the tax base of these communities when residents decide it is no longer worth living in these areas due to traffic congestion for a third of the year. Is Corridor 7, in the eyes of the planning committee, the only viable route at this point for new construction? Thank you for your help and I hope you have a great day! [Name Redacted]
6/20/2023	Web	A third span is desperately needed to alleviate traffic congestion and backups.
6/20/2023	Web	I have frequently crossed the bay Bridge in Both directions between my home and travel to Ocean beaches. While the bridge is a marvel of modern engineering, it does give me tremendous anxiety, and that is shared by many people (refer to: https://www.washingtonian.com/2011/08/05/bay-bridge-one-of-americas-ten-scariest/ and https://www.onlyinyourstate.com/maryland/most-terrifying-bridge-md/). It has wretched traffic congestion in both directions, no breakdown lanes, frequent lane closures, heavy wind restrictions, and modest guardrails, etc.etc. While I acknowledge that the bridge is cheaper to build than a tunnel, I would propose that a combination of causeway(s) and tunnels of no less than 4 lanes in each direction Might be adequate to accommodate the heavy traffic loads and future needs of the area, provide much less stress, and infrequent closings for weather. There also needs to be a rail option for people and perhaps freight movement (this can subsidize the costs), and a pedestrian option (tram? automated people mover like at airports? downtown Annapolis through Kent island area options?) that would increase the utility and safety of the crossing. A true VISIONARY multi-modal option would be both welcome and, I hope, less stressful for us that spend an extra 1-3 hours in traffic on weekends that are far too short to begin with.
6/20/2023	Web	Please build a new bridge asap. I dont care how wide just build it. NOW. Next to the current ones. Thank you.
6/20/2023	Web	Hello, I am writing to say that I do not think that expanding/ building more capacity across the bay is a wise decision. There are much better ways to spend tax dollars than increasing the ease to get to the beach by car. Send that money to Baltimore where it could be put to better use in schools or public transportation. [Name Redacted]
6/20/2023	Web	Money for infrastructure improvements would be better spent on public transit and maintenance. Those make an impact on every Marylander's life every day, while a small fraction use the Bay Bridges daily, and many use the bridges only once or twice round-trip annually. Public transit, especially in Baltimore, has been underfunded for generations. Maintenance, if not glamorous, can extend the useful life of infrastructure, and can be a much more efficient use of public funds. I am in favor of the no-build option.
6/20/2023	Web	Light rail from Baltimore to Ocean City should be explored. Options with rail somewhere along the path would make the most sense.
6/20/2023	Web	Yes it's very annoying to spend an extra 30-45 minutes driving to Ocean City which the typical Marylander does about once a year if that. The real problem on the Bay Bridge, which anyone sitting on 50 East at 5pm can tell you, is that a substantial portion of the east bound rush hour traffic are people who work in central Maryland and live on the Eastern Shore and commute to work alone in a car. There are any number of simple policy solutions which could be tried out to remedy that, of which the previous administration tried none. Using existing technology the state can use cameras to apply an extra toll to solo drivers at a cost of maybe one tenth of one percent of building a new span. When infrastructure costs are so astronomical why not experiment with something that will encourage people to carpool.
6/21/2023	Email	This will be my second email to authorities of the Bay Bridge. I just don't understand how you continue on Mondays when many return from the beach to only allow 2 lanes to cross from West to East. You can use your eyes to see that it is not necessary to have 3 lanes going west with little traffic in comparison to those sitting in back ups going West. I can understand if they are working on either bridge or especially going West- but that has never been the case in recent times. So PLEASE during 6-9 mos of the year allow 3 lanes going West On Monday and only - PLEASE 2 heading East. Further starting at least by Thurs afternoon in season as above PLEASE allow 3 lanes going East and only 2 going west. That is what is needed. It seems obvious to everyone except the bridge authority. Thank you. [Name Redacted] Sent from my iPad

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Date	Medium	Comment
6/21/2023	Email	<p>Good afternoon,</p> <p>I am a Maryland resident and strongly oppose replacing lanes on the Bay Bridge for bikes, buses and/or pedestrians. Traffic is bad enough for those of us that have job sites to get to and from, and we don't need displaced by people who walk/bike for recreation. No working person will bike/walk on the bridge. This is not a city like DC. No one will take the bus either, whether they're traveling to meetings or job sites, or taking the family or friends to the beach, no one will take the bus over the Bay Bridge. The only purpose of buses on the Bay Bridge is to create government make work jobs, waste our tax dollars and virtue signal. The current traffic barriers are bad enough for people who have to use the bridge. If you make it worse, you'll lose businesses, especially in Delmarva, to Delaware and Virginia.</p> <p>Sincerely, [Name Redacted]</p>
6/21/2023	Email	<p>I am interested in the Virtual Listening Meeting, 6:30 to 7:45 p.m. Tuesday, June 27, for the public to learn more about the Tier 2 Bay Bridge study.</p> <p>How do I access it? How do I request a link?</p> <p>Thanks for your help, [Name Redacted] [Phone Number Redacted]</p> <p>Sent from my iPhone</p>
6/21/2023	Web	<p>Another span will alleviate a backup on the western shore, but feed into another bottleneck on the Eastern Shore after crossing. Can't there be a ferry crossing farther north to transport some folks from northern AA county, Baltimore city and county to the Eastern Shore? How about one in eastern Baltimore county or southern Harford county? It would also offload some of the I95 traffic as well.</p>
6/21/2023	Web	<p>I do not support building a new chesapeake bay bridge. The cost is staggering, the bay will be subject to unknown changes due to climate change, and the natural environment in the region is fragile. There are too many other transportation needs that can use that funding to better purpose. A thorough and unbiased environmental evaluation should be completed -- the last governor was less concerned with the environment but loved to build roads and increase traffic to the eastern shore.</p>
6/21/2023	Web	<p>No new bridge - Use a high-quality BRT approach with park and rides on both sides (use the wasted spaces in the huge parking lots of malls) and tolls based on congestion pricing to encourage off-hour crossings. At popular destinations provide coupons for free or reduced meals and discounts at shops and restaurants and free tricycles and bikes to use once there. Prioritize people in transit and on bikes over cars in every decision - Provide a voucher for work trucks but penalize car and SUV users, especially single occupants - Create an app to let travelers know when to leave and when not to go. Add an electric ferry system as well.</p>
6/21/2023	Web	<p>I favor the NO BUILD option. The solutions Marylanders need and expect must take into account our current world and the realistic expectation of our future. With climate change, MASS TRANSIT solutions must always prevail. No more mammoth roads. BUILD the RED LINE in Baltimore DO NOT build another Bay Bridge Find a way to have express buses to to OC during the summer with protected lanes to expedite them (Denver CO does that for its ski areas west of the city -- why not us)</p>
6/21/2023	Web	<p>I have prepared a White Paper on the construction of a 60' dia. tunnel instead of a 3rd bridge. The tunnel would provide 4 lanes of highway and 2 lanes for ULRT traffic. This tunnel would allow for the development of a 140 mile Ultra-Light Rail Transit (ULRT) line from the WDC METRO/MARC station to Lewes DE and then the Beach cities. I am a member of the Anne Arundel County Transportation Commission and will present a description of the Design Analysis at our July 12th meeting. My George Mason Univ. engineering students will conduct the analysis between 8/23 and 5/24 for their senior design Capstone project. I am a Prof. of Systems Engineering and Operations Research on the GMU faculty. I would like to provide you with the White Paper. What is the best way to send it to you?</p>

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Date	Medium	Comment
6/21/2023	Web	I read the premises of the study in the Baltimore Sun today and have long thought that the state would be well served by building a separate bridge system further north connecting the White Marsh or Abington area to the Eastern shore. If we extended, for example, Route 43 east, past Gunpowder State Park and hooked it up on the Eastern side at Betterton, Newtown or Butlertown, it would be a quick jump over to route 291 which would provide several more options for travelers to either continue south to 301 or provide other routes to the Ocean City areas. A similar route could be configured from the Edgewood area. In this way you can divert all the traffic to the Eastern Shore and Ocean city from everything north of the Woodlawn/Essex line including all of fast growing Harford and Baltimore county areas. Currently, all of the people north of that line have to decide whether or not to hit all that traffic by going south OR take a much longer route up through Elkton and through Delaware! I cannot believe that the traffic jams occuring by stuffing MORE people over to Queenstown and down 301 would NOT be allieviated! Thanks for reading this comment, I hope you take this into consideration and ponder on this alternative. Thank You, [Name Redacted]
6/21/2023	Web	I am opposed to the construction of any new bridge within the current route 50 corridor. A new bridge will only facilitate additional development on the eastern shore of Maryland. The eastern shore of Maryland is already overdeveloped. People will adjust their living areas if a new bridge is not built. More vehicles traveling through Kent Island and surrounding areas will only reduce the quality of life for those residents.
6/22/2023	Email	<p>Dear Transportation Official,</p> <p>Although I favor managing existing traffic and exploring transit options on the existing twin spans, I'm opposed to building an entirely new and bigger bridge.for the following reasons:</p> <p>1) Maryland's Eastern Shore contains much low lying land that's vulnerable to storms and floods. Climate change and global warming are leading to higher tides and erosion that damages vulnerable communities. Building an 8 lane bridge to bring more traffic and people to our Eastern Shore ignores the increasing vulnerability of the Eastern Shore.</p> <p>2) Making it easier to cross the bay will put at risk natural habitat and wetlands, which are necessary for wildlife.</p> <p>3) Maryland doesn't have \$9 Billion to build a massive new bridge. And even if our state did, the money could be used more efficiently, such as building the Red Line through Baltimore. Spending \$9 Billion on a new bridge will tie up our transportation fund and do more harm than good.</p> <p>Sincerely,</p> <p>[Name Redacted] [Address Redacted]</p> <p>[Phone Number Redacted]</p> <p>June 22, 2023</p>
6/22/2023	Email	Build a bridge today Sent from my iPhone
6/22/2023	Email	No New Third Bridge
6/22/2023	Email	Anyone thinking about the wildlife impact? Fish are covering the beach at times. When I was nine years old, we would cross the bay on a ferry with our cars. We loved the ride. Perhaps now others may take the extra time and money to enjoy the scenery and g
6/22/2023	Web	Please do not spend MD state monies on building another bridge across the bay. The Maryland has so many other pressing needs than another bridge. There are so many other alternatives. Check out Korea and Europe and how they move people that are not building more roads and more bridges.

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Date	Medium	Comment
6/22/2023	Web	Why build another bridge at the current location of the two existing bridges? Why not build at the narrowest portion of the bay in the Cove Point area (Charles County) further south? By doing so, it relieves the tremendous traffic strain on the RT 50/301 corridor AND it increases much needed economic assistance to the eastern shore communities of Somerset County. Those communities are struggling to exist with populations shifting away from them. Anna Arundel and Queen Anne's County is over burdened with traffic and population expansion.
6/22/2023	Web	With regard to the Chesapeake Bay Crossing Study, I am in favor of the "no-build" option. Like many Maryland residents, I'm very familiar with the bridge, having taken it to get to Ocean City for most years of my life. And I am, of course, familiar with the traffic back-ups that develop around it. Despite this, I am opposed to seeing an additional (very expensive) span built. The \$9+ billion it would cost to complete such an undertaking would be much better applied elsewhere. Transit and active transportation projects in densely-developed areas of the state such as Baltimore City seem like much better options for spending these dollars. I don't want to see our limited funds spent on encouraging and facilitating additional low-density, automobile-centric development, especially into low-lying coastal regions that are at particular risk of suffering from the negative impacts of climate change. Adding additional capacity to the bridge will simply induce additional demand for development that is dependent on the bridge. As such, in the long run, congestion will not improve. Building additional travel lanes to solve for congestion does not work. Thank you for the opportunity to comment.
6/22/2023	Web	I live in Western Wicomico County, and I am a wetland ecologist. I have watched the effects of Bay crossing traffic for most of my life, and I strongly oppose adding additional vehicle lanes. The impact of beach traffic on the shore's communities, its wetlands, and its natural and cultural resources is already intolerable. More access simply means more cars; the number rises to fill the available conduits. There is a saturation point for destination resources, and I believe we are already past it. Simply getting too many people to the beaches and bay areas more quickly does not make the reality of concrete limits disappear. I also believe the cost of additional Bay Bridge spans is not in any way justifiable given the needs across the state for fiscal resources. Thank you for your consideration.
6/22/2023	Web	I am for the "no build" option. Building another bridge is too expensive and ecologically disastrous.
6/23/2023	Email	<p>Greetings,</p> <p>It seems that many decisions are already made, soliciting public comment is often just a way to make the responder feel as if they are being heard.</p> <p>We can't even resolve the traffic nightmare in the communities surrounding the bay bridge. For over 30+ years Mtda & SHA have consistently failed to even consider the community of Skidmore as it relates to plans. They have consistently targeted this community for exclusion of opinion. And, for continued highway expansion.</p> <p>We are opposed to bikes & pedestrians on the bridge. How many pedestrians are going to use the bridge to go to work??? We realize including bikes & pedestrians is a govt vision: understood. How about making the communities targeted by Mtda & SHA for increased traffic a priority for once. Since the govt wants to talk about inclusion & diversity: start w/Skidmore & those members who deserves as much of a quality of life as any biker, pedestrian, politician or political entity: govt agencies.</p> <p>/ [Names Redacted]</p>
6/23/2023	Web	I am in favor of the No Build Option in regards to the Chesapeake Bay Crossing Study. The cost of expansion of the crossing is extremely high and the funding can be put to better uses namely public transit. Building additional road capacity only induces more demand and does not solve the traffic issue. The only reliable way to solve traffic is to provide better public transit options for people to use. At a time when reducing carbon emissions and general environmental harms is paramount, adding car dependent infrastructure is unconscionable. We should be doing everything we can to reduce our addiction to cars and providing alternative means of travel (pedestrian, cycling, public transport). Any expansion will cause more carbon emissions and do additional harm to the bay. Business as usual is what has gotten us into the mess of expensive road infrastructure and high carbon emissions. If Maryland is serious about a low carbon sustainable future choosing the No Build Option is the path forward.
6/23/2023	Web	Adding additional capacity has NEVER solved congestion. It only shifts commutes or living patterns. In the end adding a third or fourth span will only buy relief for 5-10 years before new house construction on the Eastern Shore creates even more congestion. The only benefactors from a new span will be real estate developers on the Eastern Shore. It would be better to invest in a passenger rail system from eastern shore, along Rt 50 median to the New Carrollton station. More capacity is not the solution, more transportation options will provide relief.
6/23/2023	Web	My family votes for no-build opinion. One having only one crossing means everything stops when an event happens. A new bigger bridge when climate change will change the water line and level is a waste of time and money. We would like to see some ferry service at one or more locations.
6/23/2023	Web	Please add my name to those who support the NO BUILD option. Having lived for 50 years in the area directly affected by Bay Bridge traffic, and endured its frequent high volume, traffic delays (even in local neighborhood like mine), I cannot support any proposal that will bring major construction and more traffic to this area.

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Date	Medium	Comment
6/24/2023	Email	<p>To whom it may concern,</p> <p>Why does the Tier 2 Study continue to ignore the Annapolis Rt. 50 Corridor between I 97 and the Severn River Bridge? How is that section of roadway supposed to handle the projected increased traffic volume and rate of traffic flow that will occur when the long term planned expansion of I 97 is implemented? Are you aware of the plan to expand I 97 between Rt 32 & Rt 50 from 4 to six lanes? While I realise that part of the prevailing attitude is 'Go ahead and put the new Bay Bridge on Rt. 50, Annapolis is already used to the traffic". It's time to get real about the fallacy of the existing roadway to handle it.</p> <p>Why is the state so intent on replicating the congestion that Northern Virginia has created by not providing alternate growth paths for the population? You are addressing a "solution" decreed by the prior administration and not necessarily the best for the future of Maryland.</p> <p>I wonder if anyone will actually answer these questions.</p> <p>Regards, [Name Redacted]</p>
6/24/2023	Web	<p>I support the "no build" option. This is the only option that makes sense for the environment, Maryland taxpayers and the users of the bridge. Nine billion dollars is an unsustainable amount of money for this one project when technology improvements and roadway enhancements would provide ample upgrades instead of an endless increase in tolling for perpetuity. The current tolls should be eliminated and the road restored for improved traffic management at these choke points. The deck beds should be upgraded for safety in poor weather. Signage and lighting should be upgraded. Large trucks and hazardous loads should be prohibited during rush hours, including weekends. The environmental consequences for the shallow marshes of the Bay have never been scientifically assessed. In short such a project is unnecessary and a classic boondoggle when modern traffic management can be applied for better safety and flow outcomes on the existing spans. Neglected maintenance of the road surface and signage control would significantly improve bridge safety. Completely overlooked is the need for a bridge in northern Anne Arundel County which would provide the redundancy of an alternate route in the event of a traffic emergency such as was recently experienced on I95 in Philadelphia. The transportation planners are not looking at doing more with less and saving taxpayers and the environment from fiscal harm for generations and the environmental consequences of this massive intrusion into the Bay.</p>
6/24/2023	Web	<p>Building a new bridge seems a short sighted alternative. Water and climate are changing. Also, let's keep in mind the fragile shoreline and its important habitat. A new bridge would jeopardize those ecosystems. Why not start ferry service? And public transit to frequently visited destinations on Eastern Shore? We all need to use more public transit! Besides, boats are fun and bridges are costly!</p>
6/25/2023	Web	<p>Instead of building a third Bay Bridge, I suggest you build infrastructure for trains from DC to Ocean City. This could be built on the median strip on route 50 with several stops along the way. The time has come to stop the mindless building of roads. We are running out of room in our communities. My family has lived here since 1943 when there was a train from Baltimore to Annapolis. My husband as a child was able to take the train into Annapolis to go to the movies and also a train to Baltimore to go shopping with his mother. Transportation was a lot easier in those days. Not as much carpooling, no traffic jams, easier access between the communities. I'm an advocate for bike/walking trails. These should be either totally separated from the roads or with big barriers along the roads with bridges to cross the roads to make them safe for walkers and bicyclists. Sincerely, [Name Redacted]</p>
6/25/2023	Web	<p>I believe that the construction of a new bridge would be unjustified from a fiscal standpoint and destructive to the environment of the bay and to the Eastern Shore as a whole. Rising sea-levels are already threatening the shoreline, and increasing access to the Shore, would only accelerate destructive, and ultimately vulnerable, development in this sensitive and irreplaceable location. To spend \$9 billion in state funding on such an unjustified and harmful project would be the height of irresponsibility. It would not only betray the interests of Maryland taxpayers and those of citizens who care about the uniqueness and beauty Shore, but the continued viability the Shore itself.</p>
6/26/2023	Email	<p>See attached for my White Paper on the Tier 2 NEPA study that is underway. I plan to give a pp presentation based on this WP to the Anne Arundel County Transportation Commission on July 12. I will be asking for the TC's endorsement of these comments to be forwarded to the MTA. I have secured the sponsorship of 2 George Mason University Systems Engineering design projects for the 2023/24 academic year which will produce a more detailed engineering analysis of this potential transportation system.</p> <p>[Name Redacted]v</p> <p>[Name Redacted] [Title Redacted] , VA Ph. [Phone Number Redacted]</p>

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Date	Medium	Comment
6/26/2023	Email	<p>Precious few words have been spoken about the damage that widening the bay bridge crossing from five lanes to eight lanes will bring. I agree with the environmental critics but it is not just wetlands that are endangered.</p> <p>Ex-governor Hogan's motivation in part was to benefit his land speculating son who is selling off rapidly disappearing farmland north of Queenstown and south of Easton. There should be a moratorium on subdivisions and single family MacMansions with easements paid to farmers not to sell their precious resource, their farmland, to suburban sprawl.</p> <p>Maryland should be preserving farmland, forests, open space and wetlands not accommodating fossil fuel burning fossils like automobiles. Instead of running articulated buses only in urban centers and at the airport, articulated busses to the beach at low or no cost linking with free bicycles, scooters and local buses from Lewes to Assateague could be a blessing.</p> <p>And what about Annapolis and the Broadneck Peninsula, will their be overpasses for locals to avoid bumper to bumper gridlock or speeding traffic on Route 50?</p> <p>Thanks for your coverage, I wish more of us would be looking ahead as to the effect of the Bridge, roads and even worse congestion a giant bridge crossing will bring.</p> <p>--</p> <p>[Name Redacted] [Email Redacted] [Phone Number Redacted] [Address Redacted]</p>
6/26/2023	Email	<p>Hello</p> <p>I live on Kent Island and we suffer every summer through traffic gridlock on our local roads. Will a new bridge help?? NO! As new roads and bridges prove, the only thing that a new bridge will do is generate more development and more traffic. I am in favor of the NO BUILD option. You can reduce traffic by INCREASING the toll. \$2.50 is ridiculous. It should be \$25 on the weekends and back ups will go down.</p> <p>What needs to be done over here on Kent Island is to restrict out of town travelers from the local roads. Try a traffic light which is being piloted near Sandy Point. Or, charge a toll through EZ PASS for non residents using the side roads....try \$50.</p> <p>Thanks.</p> <p>[Name Redacted] Chester Maryland</p>
6/26/2023	Web	<p>I live on Kent Island, and traffic from the Bay Bridge has turned my family into prisoners. We can no longer leave our homes, let alone leave the island. I can no longer go to the grocery store or pick up food from my local businesses because it becomes impossible from gridlock on local roads. Not only is this an inconvenience for everyone, but this is now a serious emergency crisis. The fire department and police are unable to support locals in the event of an emergency. I recognize a new bridge will take time to deviate traffic, but Queen's Anne County needs relief. We must block off exists during the summer or during periods of congestion to prevent people on Route 50 from thinking they are "shaving" off time. I am being punished for choosing to live in Queen's Anne County. We have been waiting patiently for a solution. Enough is enough. We need one now!</p>

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Date	Medium	Comment
6/27/2023	Email	<p>Good morning. This past weekend I traveled to New York State and back for a youth lacrosse tournament. Despite heavy traffic along the route, traffic moved smoothly across the Delaware Memorial Bridge. There are at least 4 lanes traveling in each direction. Perhaps the solution is adding a span with at least 2 more lanes in each direction. Perhaps there is a way to join the spans so that people do not have to slow to choose which span to use.</p> <p>My family owns a condo in Ocean City, MD. We travel year round and at off times to avoid the traffic. More lanes in each direction makes sense to me.</p> <p>Thank you for reading this.</p> <p>[Name Redacted] [Address Redacted] [Phone Number Redacted] Sent from my iPhone</p>
6/27/2023	Email	<p>I do not want to see another bridge. There IS another way to get to the beach - 95 north to Delaware and take route 1 (or other scenic roads) down to the beaches. Takes about the same time from Baltimore and points north or west (or less if you're avoiding Bay Bridge backups!) I speak from experience - we always went this way. It needs to be advertised to the beach-only going crowd more.</p> <p>Sent from my iPhone</p>
6/27/2023	Email	<p>I understand that there's an ongoing study for tourist ferries on the Bay but I think a serious consideration should be given to high-speed electric hydrofoil vessels linking Baltimore, Annapolis and Kent Island. Terminals would have to be outside 6 mph zones to make this effective. Consider Port Covington in Baltimore and the old DTRC in Annapolis. Provide mass transit links at these terminals.</p> <p>I would be happy to assist with technology transfer from Scandinavia so the vessels could be built in the U.S. under the Jones Act</p> <p>[Name Redacted] Naval Architect Annapolis, Maryland [Phone Redacted]</p>

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Date	Medium	Comment
6/27/2023	Email	<p>First, Yes we need another bay crossing but not at the current location. While the suggestion was to put one in the current location and add lanes on Kent Island you will still have back-ups both to the shore and back because at some point both directions will have to funnel down into lesser lanes. Right now I don't live on Kent Island but I do live off of College Parkway and I feel for those living on the island. Most of their back roads through Stevensville do not have shoulders, so GOD help them if there is an EMERGENCY. (If you lived there and your family had an emergency how would you feel if you lost your home or a family member because Fire or Medical could not get through.) If you must put the new bridge at the current location then you need to put gates in on the ramps that can be activated when a backup starts to accrue. Just like they have in some VA areas. This would keep most of the traffic on rt 50.</p> <p>Second, My suggestion would be to put the new crossing down in southern Maryland like an extension from RT 4 to somewhere connecting to RT 50 farther down. This would help alleviate some of the traffic up here because it would allow people from DC, VA, Southern MD a more direct route. I know the government has ultimate doman so I don't see the problem with this option.</p> <p>Last, No one wants more traffic to come to their hometown but the logic is that Kent Island ONLY has ONE main road that goes through the island. You can only squeeze so much through a small area and with all the BUILDING going on in both Annapolis and on Kent Island it is only going to get worse even if you put the new crossing at the same location as the old bridges.</p> <p>Where has all the common sense gone?</p> <p>Respectfully, [Name Redacted] Arnold Resident</p>
6/27/2023	Email	<p>another bridge will help, but the biggest problems are the signal light at Rte 213,404 they back up traffic in both directions, also the light at the Outlet another bottle neck. what should be done is an overpass at 213 and 404 were traffic cross over Rte 50 and use ramps to enter and exit Rte 213 and 404. if possible the Outlet center should enter and off of 301.</p>
6/27/2023	Email	<p>The location should be further up the bay to divert beach goers from Baltimore and north to the new crossing location. What sense does it make to speed up traffic across the present location with two bridges just to get bogged down on Rt 50 (the only available road) in Stevensville? Don't our legislators see this problem?? Sent from my iPhone</p>
6/27/2023	Email	<p>It appears that logic in the selection of a location for a new Bay Bridge has been completely discarded. The idea that funneling more traffic through the same roads to reach a new bridge built in the same location defies logic. A single accident on RT-50 either direction will back up traffic for literally miles completely negating the benefits of an additional bridge at the same location let alone improving the corridor to handle more traffic. There are far better and more logical routes available including MD RT-4 to reach a more southerly crossing near Solomon's Island that would syphon Northern VA and Washington D.C. traffic away from the existing corridor and bridges while providing an alternative should something block the existing corridor. The excuse being proffered against MD-4 is that there are protected wetlands on the eastern shore that prohibit construction. That flies in the face of the global warming extremists who claim those same wetlands will be underwater in the next 20 years which would be shortly after when the new route opens. They cannot have it both ways. A politics free review of the routes needs to be conducted and the best engineering solutions provided. Building a new bridge in the same location as the existing two is, frankly, stupid.</p> <p>Best regards, [Name Redacted] Senior Program Manager Somes Environmental Associates LLC [Phone Number Redacted]</p>

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Date	Medium	Comment
6/27/2023	Email	<p>Please acknowledge my recommendation for a dedicated pedestrian/bike lane for any future Bay Bridge construction. This is a critical link between major population areas and tourist/recreation corridors, and is consistent with other major metropolitan transit lanes in this country. This has been a long term need and must be addressed with adequate funding and urgency. Thank you for recording my comments. [Name Redacted]</p> <p>Sent from my iPhone</p>
6/27/2023	Email	<p>My suggestion is:</p> <p>Provide busses to transport the beach goers from the Bay Bridge to OC.</p> <p>No one needs a car in OC...just sit back and take the bus. Complainers may say they need to take a car load of stuff... really? Pack a bathing suit and buy the rest from the local economy.</p> <p>Minor inconvenience for beach goers but well worth the time and expense of building a new bridge!</p> <p>[Name Redacted]</p>

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Date	Medium	Comment
6/27/2023	Email	<p>I'm opposed to any type of bridge crossing over the current bridges in the Chesapeake Bay. There is no need for pedestrian or bicycle crossing, it's a safety issue for:</p> <ol style="list-style-type: none"> 1) Drivers attention on bridge. 2) Dangerous crossing with the winds, weather, etc that occurs on the bridges. 3) This convenience for those liberal citizens only increases the safety of the bridge and vehicles crossing. 4) Our society does not need to pamper to self serving individuals who have petitioned for such an activity. 5) Why should pedestrians or bikers crossing the Chesapeake bay for FREE!!!! 6) It's enough in the fall, the MTA allows running event and walking event across the OLD bay bridge, which backs traffic up on both sides of bridge crossing, makes local traffic on both sides a nightmare on that weekend in fall. <p>There are plenty of other biking, walking paths in Maryland that accommodates for these groups.</p> <p>There is a Cross Island trail that bikers and walkers are to use on both sides of the shore (Eastern and Western), which most bikers don't use. Most bikers just love to bike on the major road on Kent Island which makes it very dangerous for drivers as they bike 2 to 3 bikes side by side on Rt.8 in Stevensville, especially. (As an example.)</p> <p>So closing comment: I am very much opposed to the State of Maryland adding a bike/walking lane on either bridge crossing the Chesapeake Bay.</p> <p>Use our Maryland taxes for upkeep of roads and bridges, not for frivolous wasted building on bridges.</p> <p>Thank you.</p>
6/27/2023	Web	<p>My spouse and I support the no-build option. There are many reasons not to build. Rising seas, increasing congestion on the Eastern Shore, other more significant priorities in planning for a hotter future of climate change.</p>
6/27/2023	Web	<p>Please include a permanent, year-round pedestrian-bicyclist lane in the plan for renovating the Chesapeake Bay Bridge. As a member of the Rails-to-Trails Conservancy, I am aware of an array of hike and bike trails throughout the Maryland-Delaware region and beyond that would be opened up to public use and enjoyment, and likely increased sports cycling with this provision. This kind of localized foot and bike traffic bring heightened activity to area restaurants and services that are otherwise ignored by commuters speeding by to longer-distance destinations. At the eastern end of the Bay Bridge, starting at the Terrapin Nature Park, the Cross Island Trail runs the width of Kent Island and forms an ideal way to explore a 6.5 mile course through boatyards and wetlands. According to the R-T Conservancy Guidebook, "The trail is also part of the larger East Coast Greenway, a growing network of multiuse trails connecting 15 states and 450 cities and towns a 3,000-mile route between Maine and Florida." Please give a pedestrian-bicyclist dedicated passageway your utmost consideration. Respectfully, [Name Redacted]</p>
6/27/2023	Web	<p>bicycle and pedestrian lanes for the new/replacement Ches. Bay Bridge is a must for this 100 yr old structure. provisions for alternatives to the driving of cars is right from an environmental and public health point of view w precedents having already been set on the Tappan Zee bridge in New York State, the Woodrow Wilson Bridge in the DMV and the Gold Gate bridge in California. bike packing is</p>

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		becoming a much more popular recreational activity and having a safe way of passage across the bay is money well spent in my opinion. By law in Europe all new road construction must be accompanied by parallel bikeways along the route.
6/27/2023	Web	I agree that something needs to be done with the traffic on the Bay Bridge however a third span is not the answer. Nor is building an 8 lane bridge the answer. In my opinion, the negative impact on Anne Arundel County, Kent Island, Annapolis, and the Eastern Shore would be tremendous. There are already 5 lanes and adding 3 more won't really resolve the traffic problems. As they said in Field of Dreams, "If you build it, they will come." Only in this case we're talking about more traffic not baseball players. I feel that a bridge from Southern MD/Virginia to the Eastern Shore would alleviate much of the current traffic. Right now anyone who lives in the NoVa/DC area or in Southern Maryland and parts of Virginia has no other option than to use the Bay Bridge in order to get to Ocean City, Rehoboth, Dewey Beach, and the NJ beaches (i.e., Cape May). A bridge built in that area would pull that traffic away from the current Bay Bridge location and funnel it through the lower end of the Eastern Shore. It would also reduce the drive time and save on gas. I've read that there are studies saying a new bridge should be built in this area due to cost, environmental impacts, and existing infrastructure. Frankly this sounds an awful lot like NIMBY-ism from the folks in other areas along the Chesapeake Bay. I don't recall information as to where we can access these reports has been provided but that may be my fault for not digging harder. By my calculations, we are talking about spending \$90M on a third span to alleviate heavy traffic on approximately 20 days a year. Living locally, I can say that traffic is bad on Saturdays and Sundays from Memorial Day to Labor Day. I also question what damage will be done to Kent Island as additional lanes will be needed there to handle this new level of traffic. Last time I went to Ocean City, there were still only 4 lanes on 50/301. Something needs to be done to lessen the weekend traffic. However, it seems to me that this is already a done deal and that MDTA is merely going through the motions.
6/29/2023	Web	I am urging you to include a dedicated pedestrian and bicycle crossing lane in the future new Chesapeake Bay Bridge. The Bay is heavily populated on both ends of the Bridge. A dedicated pedestrian and bicycle lane is very important to serve as an alternative to automobiles to cross the Bay, an incentive for outdoor exercise, plus the encouragement of added tourism. Major urban bridges have pedestrian capability such as the new Tappan Zee bridge, the Woodrow Wilson Bridge, Sydney Harbor, the Golden Gate bridge, etc. Thank You, [Name Redacted]
6/30/2023	Email	<p>IMHO the referenced Bay Crossing Study is full of political influences. Thus, it doesn't address the future traffic volumes of years to come. Moreover, the study does not look at nor study voluminous incoming traffic to Maryland from Virginia/Washington DC from the southwest and from Pennsylvania from the northeast.</p> <p>Your study is a complete failure and does not look at the need for new bridges for southern and northern Maryland. The true is I see this future from my 76 years living & born in Anne Arundel County Maryland. But sadly I won't be around to tell you so.</p> <p>Finally, the Chesapeake Bay needs two more bridges like those found on the California San Francisco Bay Area.</p> <p>Sincerely, [Name Redacted] [Address Redacted] [Phone Number Redacted]</p>

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6/30/2023	Email	<p>This is absolutely the worst choice possible! I live in Heritage Harbour and the current noise & pollution levels from Route 50 are almost unbearable. A third span will destroy our beautiful city of Annapolis, our state capital. There has got to be another option other than sealing our fate with more noise and air pollution. There are many waterways adjacent to where the third span would be and I cannot believe that this construction would not severely damage these estuaries. Certainly there will be an ecological impact! What endangered species will be lost forever? Not to mention, homes destroyed as well as a wonderful way of life enjoyed by many who are fortunate to live in Annapolis. Put the “damn span” somewhere else, we don’t need more traffic being funneled through an already crowded area. I will join, and wholeheartedly support, any group (or groups) that will fight this travesty. Like Crystal Springs, we will protest this as long as necessary!! Thank you for your time.</p> <p>Best regards, [Name Redacted]</p>
6/30/2023	Email	<p>Please provide information these items. Thank you.</p> <p>Where is information on how bridge will impact land use on Maryland’s Eastern Shore found?</p> <p>If a bike/walk lane is created, what sort of barrier will be present to prevent suicides?</p> <p>What is current timeline for study / project?</p> <p>Where can all studies on this project be accessed by the public?</p> <p>[Name Redacted] [Email Redacted]</p>
6/30/2023	Web	<p>I strongly support the "no build" option of the Chesapeake Bay Crossing Study and not moving forward with Corridor 7 as selected by Tier 2. Constructing and maintaining a third bay bridge for automobile traffic is an extraordinarily wasteful use of transportation funds. It will not relieve congestion for any appreciable amount of time, because another bridge merely encourages additional traffic (induced demand), which is an effect known for nearly a century. The Power Broker, a biography of interstate architect Robert Moses, states “every time a new parkway was built, it quickly became jammed with traffic, but the load on the old parkways was not significantly relieved.” The backups on the two existing bridges may increase with "no build," but they will eventually reach an equilibrium when enough drivers consider the delays not worth the trip. Maryland would make much better use of these transportation funds elsewhere, such as high-quality transit, cycling, and pedestrian enhancements in urban and historically dis-invested Baltimore. Catering to transportation needs in dense environments is both environmentally and financially sustainable. Transit brings a 5 to 1 economic return on average (Economic Impact of Public Transportation Investment 2020), and grade-separated transit paired with transit-oriented development leads to some of the highest concentrations of prosperity in America. It would be inequitable to build an expensive new bridge primarily serving sprawl and beachgoers who can afford the costs of automobiles, and it is insulting to suggest that a bay crossing the length of a marathon might ever be friendly to casual pedestrians or that it would have cyclist usage in any significant number compared to cars.</p>
7/5/2023	Email	<p>I highly support a bicycle lane option for the chosen corridor. What would make this even more useful and exciting is to expand bicycle lane options along the 450/50 corridor from existing Washington DC trail locations. Thank you. [Name Redacted]</p>

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7/5/2023	Email	<p>Thank you, [Name Redacted] [Address Redacted] [Name Redacted] [Title Redacted] [Address Redacted] [Phone Number Redacted]</p>
7/5/2023	Email	<p>Good Evening,</p> <p>I am in favor of adding a bike lane to the new span of the Chesapeake Bay Bridge.</p> <p>We enjoy bike riding, and this would be a wonderful way to reach the Eastern shore.</p> <p>[Name Redacted] Vienna, VA</p>
7/5/2023	Email	<p>I am apposed to a bike path on the bridge. The traffic and congestion is currently at an all-time high and making more accessibility will only add to the congestion. I am strongly against his plan. [Name Redacted] Annapolis, MD</p>
7/5/2023	Email	<p>Absolutely no business having pedestrians or bicycles on Bay Bridge. Entirely too dangerous in high traffic volume and will ultimately slow passage of vehicles. [Name Redacted] [Address Redacted]</p>

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7/5/2023	Email	<p>You're asking for trouble if walkers and bike riders are accommodated in the new bridge design. Walkers don't pay attention, they're checking out the scenery and cyclists take up a lot of path space. Together in the same area there would be problems. You could stack them. Who's on top to drop stuff on those below? What happens when there is an impending or popup storm? What happens if someone panics and they're out on the path? This is just not cost effective or practical.</p> <p>We're already over capacity for traffic in surrounding areas due to car traffic and you want to add bikes to the mix? It will increase the number of accidents involving cyclists as they look for places to explore or something to eat or drink on each side of the bridge. Not all that ride bikes are savvy to the rules of the road, adding more stress to the people who are just trying to get home or run their errands. Walkers will need to park to gain access to the bridge. Where? Then you have those who are fragile ready to jump off the bridge. Is there a preventive plan for them? In the past it has shut down the bridge for another disaster. I think this is just opening up a bigger can of worms to consider walkers or cyclists.</p> <p>Let's deal with working on the local traffic issues that prohibit locals from getting home in a timely manner due to those looking for shortcuts to get access to the bridge or result from accident anywhere within 5 miles from the bridge. This is my estimate from my experience living off College Pkwy. It may also have an impact at a further distance.</p> <p>Truthfully, I do not think the additional lanes will provide much of a relief to anyone. It just looks good on paper for MD politicians. Provide the locals some relief and move the new bridge to another location. Chestertown must have provided some campaign \$\$ for Hogan to scrap that site.</p> <p>[Name Redacted]</p>
7/5/2023	Email	<p>Suggest replacing traffic light with a traffic circle. This as suggested when Walgreens was built years ago. Purchase of several properties would have been necessary. Seems a circle would help traffic flow improve.</p>
7/6/2023	Email	<p>Hi there!</p> <p>Just wanted to put in my two cents about how wonderful it would be to have the option for pedestrians and bicyclists to ride across the bay— as a tourist attraction and community builder, I think it would prove worth its weight in gold. I'm excited to hear that it's being considered! Thank you for all the work you're doing to make it happen!</p> <p>[Name Redacted]</p>
7/6/2023	Email	<p>Hi, a bike forum posted an article about building a multiuse (bikes and pedestrians) lane on the Bay Bridge. I can tell you there was a lot of excitement about this possibility. People are already planning rides! I'm writing to say I support this project and would definitely ride across the bridge, and I know others would too. One of the concerns that was raised was cross winds. Sometimes even in a car, you can feel those, so on a bike, that could be tricky. You have probably already thought about it, but please consider a side barrier as opposed to an open design. Thank you. [Name Redacted]</p>
7/6/2023	Web	<p>Any change to the Bay Bridge configuration - whether it is a third span or a replacement for the two existing spans - must include a high quality pedestrian/bicycle route. By high quality, I mean a completely separated path from traffic using sound-deadening barriers of at least a 15 feet width that has easy access from either side. Fortunately, there are existing high quality, heavily used bicycle facilities on both sides of the bridge including the Broadneck Trail on the west (which will be completed to Sandy Point by the time this study is complete) and the Kent Island Trail on the east, that this path would connect. This would provide a contiguous path for cyclists to all parts of the eastern shore. While it is unlikely to materially affect traffic by shifting modes, it does provide an amenity for locals and tourists alike by virtue of creating a four mile linear park with the most interesting and striking views in the state! This is essentially what the State of New York did with the new Mario Cuomo Bridge. I went over that bridge on a bike tour up the east coast last year and it was indeed striking. That said, it can also be used as transportation infrastructure for those who wish to utilize it; it is yet another necessary option. The State of Maryland must not miss this once in a 100 year opportunity to create this amenity that will serve many different functions.</p>

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7/7/2023	Email	<p>Thank you for allowing public comments on the Tier 2 NEPA Bay Crossing Study.</p> <p>Eastern Shore Land Conservancy (ESLC) supports Transit & Bicycle/Pedestrian access across the Chesapeake Bay in Corridor 7.</p> <p>Over the past 18 months, ESLC has been leading an effort to create a regional trail network across the Eastern Shore, connecting our towns, counties, parks, and communities. As of today, we have received support from numerous counties, municipalities, nonprofits, and community groups. This spring we were awarded a National Parks Service Rivers, Trails, and Conservation Assistance Program award to help build support for a regional trail network. Our goal is to build equity, generate economic development and tourism, invest in public health, and protect our valuable rural landscape by connecting people to our unique environment.</p> <p>The value of a trail depends on the connections it makes. A trail within a small town or a neighborhood brings value to its residents. By connecting it to the greater town or county it compounds that value as a force multiplier to the community as a whole. By expanding that trail to connect to nearby counties and towns the value continues to compound, creating more benefits to residents and visitors. A shared use path across the bay would add to the value of a regional trail network on the Eastern Shore and in Anne Arundel and would connect people on either side of the bay with services, resources, and outdoor recreation.</p> <p>The Great Allegheny Passage brings in over \$100 million in economic development to the region. This breaks down to \$800,000 per mile in value. This value comes from the length and connections it makes. Maryland can replicate this through a trail network on the Eastern Shore and could connect the high population of Anne Arundel to the open space and recreation opportunities on the Eastern Shore.</p> <p>Respectfully,</p> <p>[Name Redacted] Director of Land Use and Policy Eastern Shore Land Conservancy [Phone Number Redacted] Join us at eslc.org Facebook Instagram Twitter YouTube LinkedIn</p>
7/7/2023	Web	<p>As climate change ratchets up the stakes higher and higher, it becomes more and more imperative for action in regards to making any road infrastructure as friendly as possible to any modes of transportation that are zero emission-- and this isn't just about electric cars, which still produce tons of tire and noise pollution and continue wars over resources and criminal regimes around the world, even without a tailpipe. Any and all new roads in this state NEED to include pedestrian and bicycle infrastructure. As we aim to keep the bay clean and attract tourism to the area, making sure that those without a car can access it is paramount. I am in full support of a bridge that supports every type of transportation that is not done by car. I regularly commute by e-bike, and e-bikes vastly increase the number of people who can ride bikes as well as the distances they can travel. But keeping people safe should be a key priority, so building SAFE and pleasant infrastructure to accommodate all should be implemented.</p>
7/7/2023	Web	<p>If we build another span in the current corridor, it is essential that we have transit, bicycle, and pedestrian access in addition to a traditional highway span. There is funding with the Bipartisan Infrastructure Law for transit options and we must prioritize them if we are going to meet state and national climate goals. Hopefully this can coincide with bringing the MARC train to Annapolis or something of that sort.</p>
7/10/2023	Email	<p>Vehemently oppose adding transit region for cyclist and pedestrians.</p> <p>Travel is too fast, drivers are too distracted and it's already a concerning situation ... Perhaps if there was a new bridge that allowed only one way usage and much wider lanes, or an underpassage for bikers/walkers, this may possibly be a good feature,but for the current bridge FORGET IT!!!! It's a foolish idea.</p> <p>I am speaking for 3 voices .. NO!</p>

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7/10/2023	Email	Big YES to bikes And pedestrians in the bridge!!
7/10/2023	Email	This bridge is not dangerous enough?? Good business for the hospitals, I suppose, which are highly reimbursed in the state Maryland. Nice idea, but JUST SAY NO. Unnecessary to put our citizens in avoidable danger. Please, let common sense of safety prevail. [Name Redacted] Rockville and Royal Oak MD
7/10/2023	Email	I am 100% FOR building the additional bay crossing. Can't build it soon enough. I don't believe there is a serious need at this point, to warrant the cost to include pedestrian, cycle and transit lane(s). The state is building/converting bicycle lanes all over Montgomery County and there are VERY few people who use them. It's a waste. Pedestrians and bicycles have no business on a long span like the bay crossing [Name Redacted] Frederick, Md
7/10/2023	Email	Traffic is congested enough without having pedestrian and/or bicycle access. It's even ludicrous to even consider this!! We cross two times a week and can't imagine the added stress of looking out for people walking or on bikes. [Name Redacted] Sent from my iPhone
7/10/2023	Email	Dear Bridge Study Leaders, I would like to state my opinion AGAINST pedestrian or biking lanes on the new Bay Bridge. <ul style="list-style-type: none"> • The Chesapeake Bay Bridge itself does not need to be made into a recreation area. • It would be more than dedicated lanes - toilet/water facilities would be needed on bridge. <ul style="list-style-type: none"> • To help mitigate concerns about more jumpers from bridge or people intentionally or accidentally dropping or shooting things from bridge onto passing boats/ships, an ugly containment cage would have to be built for bikes/pedestrians, marring the spectacular scenic views enjoyed now (... and people could still shoot through it, sad as that thought is). *There are other ways for bicyclists and pedestrians to get across bridge - local drivers could be hired to transport them across. Open it one day a year, as once was done, for all to walk (for free) across and mark off a lane for bikes for that day. Taxpayers should not have to foot the bill for pedestrians & bicycles to cross the bridge. The purpose of the new bridge is to alleviate traffic. I hope these thoughts are helpful, [Name Redacted]

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7/10/2023	Email	No persons on bikes and or walking should be allowed on the bridge spans [Name Redacted]
7/10/2023	Email	Getting notices that some users want pedestrian and bicycle access to the Bay Bridge all hours no way. Can't handle routine traffic. Don't add misery to the equation.
7/10/2023	Email	<p>HELLO,</p> <p>I OWN CHEYENNE'S PILOT CARS AND WE CROSS THE BRIDGE SEVERAL TIMES A WEEK BOTH EAST BOUND AND WEST....MY BIGGEST ISSUE IS THE TIMES 14' WIDE OR OVER CAN CROSS, IN THE SUMMER TIME CROSSING AFTER 2:30 PM WORKS FINE, WE ARE ABLE TO GET TO WHERE WE NEED TO BY DARK, BUT IN THE WINTER WE ARE UNABLE TO GET TO THE VA LINE ON 13-POCOMOKE-OCEAN CITY AND SOMETIMES EVEN SALISBURY..I'D LINE THE WINTER TIMES ADJUSTED IF POSSIBLE....GOING UP TO ELKTON AND BACK DOWN THROUGH DE IS AN OPTION, BUT THE COMPANIES DON'T CARE TO HAVE THE EXTRA MILES-TOLLS-STATE PERMIT FEES...</p> <p>MY BIGGEST ISSUE IS WHEN WE CALL IN THE AM TO SEE IF THERE IS ANY CONSTRUCTION ON THE SPAN WE WILL BE TRAVELING, WE GET INCORRECT INFORMATION...."NO CONSTRUCTION, COME ON" THEN THERE IS CONSTRUCTION AND LOADS HAVE TO SIT ON SHOULDER FOR HOURS...OR SOMEONE SAYS GO TO MCDONALDS PARKING LOT OR GO TO WAWA'S PARKING LOT, OR GET OFF LAST EXIT AND PULL OVER...THANK GOODNESS I'VE BEEN ABLE TO INTERVENE WITH SOME OF THESE LOADS....1) MAKE A POST ON THE BAYBRIDGE PAGE OR 2) ANSWERING MACHINE MESSAGE...BUT THIS REALLY NEEDS TO BE ADDRESSED.</p> <p>ONE OTHER ISSUE IS THE WEST BOUND PULL OFF AREA-PLEASE CAN WE GET OFF THE LAST EXIT PRIOR TO BRIDGE AND CROSS OVER AND THEN PULL OFF?? THIS WOULD BE MUCH SAFER THAN WHAT WE ARE DOING NOW, NOT ONLY FOR ESCORTS AND LOADS BUT FOR YOUR OFFICERS TOO</p> <p>I'VE BEEN WORKING WITH THE MD HAULING AND BAYBRIDGE FOR 37 YEARS, AND I HAVE TO SAY THE PAST FEW YEARS HAS BEEN THE WORST, AS FAR AS INFORMATION BEING GIVEN TO THESE TRUCK DRIVERS...</p> <p>THANKS [Name Redacted]</p>
7/10/2023	Email	<p>Dear Sir/Madam:</p> <p>No matter how safely it could be done it's not a good idea.</p> <p>Because:</p> <ol style="list-style-type: none"> 1. Panicked bikers needing help to cross 2. Rubber necking motorists seeing bikers causing accidents. 3. Weather could be a hazard to them. <p>Just concentrate on a new bridge and build it soon please.</p> <p>Sincerely,</p> <p>Former Annapolitan and frequent visitor.</p>

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		[Name Redacted]
7/10/2023	Email	Bicycle and Pedestrian traffic on the Bay Bridge itself would need to be monitored closely. I'm not a safety engineer, but unless extensions were added I'd be extremely hesitant to add those modes of crossing. [Name Redacted] (Frequent Bridge User)
7/10/2023	Email	Just more distractions for drivers, build a shoulder on the bridges with this money
7/10/2023	Email	<p>Hello</p> <p>What data do you have regarding the changes in the demographics for bridge traffic over the past 5/10 years.</p> <p>For example:</p> <p>Daily Round trips Daily Commuters (East vs west) One way weekly vacationers Eastbound originations Westbound originators Construction vehicles to Kent Island or beyond Service vehicles to Kent Island or beyond. Average round trip duration License plate data</p> <p>How much of the above could be reduced with a ferry or southern route?</p> <p>Thank you [Name Redacted] [Address Redacted] [Phone Number Redacted]</p>
7/10/2023	Email	<p>I vote: no, for heaven 's sake No.</p> <p>[Name Redacted]</p>
7/10/2023	Email	<p>It's critical to have pedestrian crossings on the Bay Bridge. Not everyone wants to or can be in a car, or bike. This would really make the bridge friendly to all.</p> <p>Thank you, [Name Redacted]</p>

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7/10/2023	Email	<p>FOR THE CHESAPEAKE BAY BRIDGE CROSSING STUDY -</p> <p>IN ADDITION I PROPOSE A CAR FERRY 🚢 FROM CHESAPEAKE BEACH TO OXFORD WITH HOPE IT COULD DIVERT SOME D.C. AND SOUTHERN MD TRAFFIC AWAY FROM THE BAY BRIDGE.</p> <p>https://goo.gl/maps/m6NjzLk26no8r7br8</p> <p>WE LIVED IN SEATTLE AND ENJOYED THE SEATTLE-OLYMPIC PENINSULA WASHINGTON STATE CAR FERRIES*</p> <p>Washington State Ferries - Wikipedia</p> <p>Cape May–Lewes Ferry - Wikipedia</p> <p>Bridgeport & Port Jefferson Ferry - Wikipedia</p> <p>New London to Orient Point, Long Island, NY Ferry Visit CT (ctvisit.com)</p> <p>3RD BAY BRIDGE SPAN NEEDS TO DOUBLE-DECKED</p> <p>LIKE NY'S - GEORGE WASHINGTON & VERRAZANO BRIDGES</p> <p>George Washington Bridge - Wikipedia</p> <p>Verrazzano Narrows Bridge - Wikipedia</p> <p>Chesapeake Bay Ferry Proposed To Connect Annapolis With Bayside Towns</p> <p>https://www.msn.com/en-us/news/us/chesapeake-bay-ferry-proposed-to-connect-annapolis-with-bayside-towns/ar-AA16GKou?ocid=msedgdhp&pc=U531&cvid=303454f8fdef423186406e6a31d4cd67&fbclid=IwAR1xFgpeh35sgtp3FKb-v3KFyaUrsUW4oHJZLi5IXUVyAf5iu3hPaftYkGo</p> <p>THANKS,</p> <p>[Name Redacted] [Address Redacted]</p>
7/10/2023	Email	<p>There doesn't need to be yet another study, let alone one which provides pedestrian, bicycle and public transportation traffic. Do you not see the traffic snarls every day at the Bay Bridges? How is adding more and different means going to help anything?</p>

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7/10/2023	Email	<p>The Office of Transportation for Anne Arundel County wanted to provide the following comments regarding transit, bicycle and pedestrian considerations for the Tier 2 Study.</p> <p>Anne Arundel County Office of Transportation strongly supports the addition of separated bicycle and pedestrian facilities with any crossing infrastructure over the Bay. There are trails on either side of the bridge (the Broadneck in Anne Arundel currently being designed and constructed, and the Cross Island Trail in Queen Anne's County) that will provide network connectivity on a regional level. We believe a trail over the bay will not only provide additional recreation amenities to residents and visitors, but also, with the growing popularity of e-bikes, commuting options for many more residents than before, that can assist in reducing congestion. We urge the State to not pass up on this once in a lifetime opportunity to include a multimodal approach to this crossing.</p> <p>The County also feels it is important to include a dedicated segment of any future Bay Bridge Crossing for mass transit to reduce single-occupancy vehicular travel. Similar to what has been done on the Woodrow Wilson Bridge and others, since this bridge is intended to last for 50-100 years, the County feels it is important to reserve a corridor that is capable of providing future rail, BRT, or other mass transit service. In the short term, this could be managed lanes such as peak hour HOV and/or express bus lanes, but would have to be designed to accommodate the load-carrying capacity for future mass transit.</p> <p>We appreciate the opportunity to comment on the project.</p>
7/10/2023	Email	<p>I am voicing my concern for the traffic congestion you are creating for the side roads (Sandy Point Park side) to the bay bridge. Tomorrow (7/11/23) apparently the ramp to east bound Rt 50 will be closed from the park. Today the traffic is very noticeably heavy, with it backing up on Ritchie Hwy, though and around Arnold and also College Parkway. The warning signs are being observed and traffic is being diverted to Rt 50.</p> <p>This is a dangerous situation that the State of Maryland, State Highway is doing. It is creating gridlock on the entire road system. The side road to Sandy Point Park is used not only by the local residents but by the local residents of Kent Island and from the Eastern shore who for years use it as a way to get home. We are not going to the beach, vacation or work just going home. This side road helps get us there without hours of waiting in line. The gridlock you are creating with closing our route home is going to get even worse. With weather conditions changing and no three-way traffic patterns, backups will now be a normal thing all though Annapolis. With backups the eventual accidents are going to occur. With accidents injuries which will require fire Departments/police and shutdowns of lanes or even roadways. Even more time will be spent in traffic adding to the overall crazy solution that will close down the roads. More than bridge traffic is being affected.</p> <p>Closing this Sandy Point side road access is a small but vital relieve valve for many of us Marylanders. I think putting another bay bridge at this site will be a great idea, however that is many years in the future and many hours of sitting in line.</p> <p>How will this road/ramp closing effect the local residents around Sandy Point State Park. They will get home faster. That is more than can be said of the locals from Kent Island, Grasonville, and Queenstown sitting away from home burning gas at \$3.40 a gallon. Even the electric cars will be sitting over longer times warming up their batteries.</p> <p>The overall plan should be changed. Let us use the road as we have for years. There have been no major incidents of any kind due to using the side road. Keep it Open.</p> <p>[Name Redacted] Kent Island Resident Retired 1995, Maryland State Police. [Phone Number Redacted]</p>
7/10/2023	Web	I cross the bridge frequently for business and pleasure, the traffic just cannot be handled with 2-3 lanes in each direction. Recently, I was on the new Tappan Zee (Gov Cuomo) Bridge in NY and the 4 lanes with a bus lane in each direction was fast at rush hour. The problem there remains, no other non- auto traffic is tied into the surrounding towns except for express busses to NYC. There is no pedestrian path or train track for smart future growth an use. Please don't make the same mistake-tie the bridge into regional and national transportation options is the real means of success.
7/10/2023	Web	I was prompted to comment after seeing an online article on Chesapeake Bay Magazine. They were suggesting that folks weigh in on whether or not we thought it was a good or bad idea to include bike and pedestrian lanes across the span of the bay. I really like the idea of including separate dedicated lanes to pedestrians and another separate lane for bikes. Peds and bicyclist should not be expected to share one lane. It makes it dangerous to put both modes together. We need to include all forms of transportation.
7/10/2023	Web	Bike lane? YES Pedestrian route? YES
7/10/2023	Web	Please ensure that your development of this corridor has three aspects: 1. Pedestrian, horse, and human powered bicycles access to and from either side. 2. Fishing and boat access areas below, and if possible, consideration given to the impact or obstacles the project has to wildlife and aquatic life so as to minimize environmental impacts and barriers to this kind of life. 3. For communities and members who must commute across the bridge, a commuter reduction plan in place to allow commuters a price reduction Thanks for allowing me to share my comments. Regards, [Name Redacted]

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Date	Medium	Comment
7/10/2023	Web	The issue of Route 18 being blocked every weekend by beach traffic must be addressed. This is an extreme safety issue. It's a problem for residents and emergency vehicles. I have lived on the island since 2009. This problem has only gotten worse. My husband and I are prisoners in our own neighborhood from Thursday night through Sunday night. There must be some way to deter these beach travelers from clogging the only road we have on the island for local traffic. Perhaps it is time to sue WAZE to remove Route 18 as an alternate route to and from the beach. My husband is 80 years old. What will happen if he needs emergency help, and the ambulance cannot get to him, or get him safely and quickly to a hospital? Putting more traffic on our roads will only exacerbate this problem.
7/10/2023	Web	A bicycle lane is a valuable asset to both the western and Eastern Shore communities. Both regions have large number of bicyclists that would prefer to bike to work if they were able to. Maryland needs to be more open to alternate forms of commuting to decrease traffic as much as possible. Please listen to the people for a change and add a bike/walking tunnel on the bridge.
7/10/2023	Web	1) When the toll booths were removed, congestion at the Bay Bridge should have eased. It did not. The cones, barrels and general confusion make the backups into the Broadneck peninsula as bad as they've ever been. Please improve the situation! We local residents are prisoners in our own homes Thurs. - Sunday in the summer months. 2) It makes no sense to put a 3rd Bay Bridge in the same place as the other two; see above. We Broadneck residents have suffered long enough! Another bridge just means more traffic into our residential streets and more congestion, not less. The 3rd bridge needs to be built at the most cost-effective location to REMOVE traffic woes in our area. Please -- it's not fair to saddle us with this additional burden.
7/11/2023	Email	<p>Good afternoon,</p> <p>The Southern Maryland Active Recreation and Transport Alliance (SMART) strongly urges Maryland Transportation Authority to provide safe bicycle facilities on the new Chesapeake Bay Crossing Bridge and associated transit corridor. A dedicated bicycle/pedestrian lane separated from vehicular traffic would prove to be popular for recreational and tourist use – acting itself as a tourist draw. The Authority should consider construction of a barrier between traffic and pedestrians and bicyclists to be high enough to cut risk of foreign objects flying into the dedicated lane, cut traffic wind rush there and reduce traffic noise to create an incredible bay experience.</p> <p>[Name Redacted], President Southern Maryland Recreation and Transport Alliance (SMART) [Phone Number Redacted]</p>
7/11/2023	Email	<p>And just where are the pedestrians and some bikers going to park their cars on what is a vehicle nightmare on Route 50? Sandy Point can't accommodate them in the Summer and there is no other area for parking. This is not the Brooklyn Bridge nestled between 2 major boroughs with mass transportation. Haven't we on the Broadneck Peninsula borne enough pollution and inconvenience over the last 60 years or more with 9 mile and more backups. We don't want the 3rd span here but it is being crammed down our throats as if we were naughty children and being punished for just existing. We have had enough! Spend the money on your proposed infrastructure in South county by putting the new bridge there and it would eliminate 50% of our traffic woes.</p> <p>Sent from my iPad</p>
7/11/2023	Email	<p>I take the bridge to and from work at least three times a week. I have to deal with beach traffic on both sides of the bridge as I live in Stevensville and bridge traffic is always a problem during holidays and weekends. I think we need to have a bridge that has 3 lanes going eastbound and westbound all the time - is it possible to do what Charleston did? They built a bridge next to their old bridge and then opened the new bridge. Why can't a new bridge for eastbound with three lanes be built in between the current bridges? When it is completed, demolish the old bridge or created fishing piers on either side (like they did in Cambridge). Also, that new bridge in Charleston (Arthur Ravenel, Jr., bridge) has walkways for bikes and pedestrians - it would sure be nice for people to be able to ride and walk across the bridge at all times.</p> <p>The biggest traffic problems are because we do not consistently have three lanes going both directions. Trust me - citizens who live on both sides of the bridge would sure appreciate not having weekend traffic jams for any holiday weekends or summer weekends.</p> <p>Thank you.</p> <p>[Name Redacted] Stevensville resident</p>

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Date	Medium	Comment
7/11/2023	Email	<p>Hello: No doubt you are sifting through many comments--so I will make mine very brief.</p> <ol style="list-style-type: none"> 1) Bicycle and pedestrian access---safely separated from vehicular traffic---is essential. 2) An environmentally friendly project that provides those using the span with a sense of the beauty and biological diversity of the bay is very important. 3) Related to #2 above: consider building osprey nesting towers along this route---and consider a pull-off area for bicyclists and pedestrians to enjoy the view and observe the ospreys and other wildlife. <p>[Name Redacted] Baltimore, Maryland</p>
7/11/2023	Email	<p>I am contacting you about the traffic alleviation in the Bay Bridge corridor.</p> <p>I recently moved to the Eastern Shore, so I have not been following this issue over the past several years.</p> <p>To continue to use only the Kent Island access point to the Eastern Shore will put even more demands on a narrow piece of land which will be substantially subject to sea level rise in the future.</p> <p>Funneling all traffic to one area is impractical. Also, there are people who travel from the southern part of the Western shore and would benefit by a more southern crossing, such as, Cambridge.</p> <p>This town would benefit economically by bringing more people to their community and also it is the point at which Route 50 turns east to Ocean City.</p> <p>In addition to a bridge crossing, car ferries could provide access in several locations along the bay.</p> <p>Thank you [Name Redacted]</p>
7/11/2023	Email	<p>I am an avid cyclist and travel from my home in Stevensville all over the Eastern Shore of Maryland. The one place I can not cycle to is to work in Annapolis. With battery technology on bicycles continue to grow so does their distances. We can cut carbon emissions if we allow bicycles to cross the new Bay Bridge. A 15 mile journey is doable by pedal for me but with battery assisted bicycles, a 15 mile journey is doable for almost anyone. They are affordable. The state is pushing for electric cars by 2035 but most of them are out of the price range for people in the USA. But not electric bicycles. Most of them are under \$3,000. Walmart has a nice battery assisted bike for under \$900. This could revolutionize our roads. So please consider putting in some sort of bike route, path or lane on the new bridge. And please hurry up and build it!!</p> <p>Thank you, [Name Redacted]</p> <p>[Address Redacted] [Phone Number Redacted]</p>
7/11/2023	Email	<p>Please give consideration to having a free bike lane dedicated to the Bay Bridge to allow pass over of people between Annapolis and Kent Narrows. This could be a local tourist attraction as well as increase economic activity between the two locations. Would require a dedicated parking area on both sides. I think it would encourage a more active lifestyle for those just interested in a day trip to the other side and would eliminate some vehicles from the Bay Bridge alleviating the congestion. Just a thought for consideration.</p> <p>Thanks,</p> <p>[Name Redacted]</p> <p>[Name Redacted] Environmental Scientist [Phone Number Redacted]</p>

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Date	Medium	Comment
7/11/2023	Email	<p>Hello,</p> <p>I am writing to submit comments on behalf of the East Coast Greenway Alliance voicing strong support for a traffic-separated walking and biking path for people of all ages and abilities to be included in the Chesapeake Bay Crossing. This path would become a critical spur trail of the East Coast Greenway (ECG) as it comes through Annapolis, and connect the ECG over to the budding Eastern Shore Regional Trail Network. Additionally, the path would become a destination as well as a link in a potential trail loop between the top of the Chesapeake Bay where a new Susquehanna River crossing along the ECG for people walking and biking has long been planned for decades. All of this complements the proposed Chesapeake Bay National Recreation Area legislation to eliminate barriers to access for people with limited access to vehicles, while greatly improving access to better physical and mental health, economic benefits, and an affordable and sustainable form of transportation.</p> <p>Thank you, [Name Redacted]</p>
7/11/2023	Email	<p>I am writing to express my against a bike lane on the Bay Bridge. This is an example of the tail wagging the dog. A very few people want something that will cost millions of dollars to taxpayers for design, build and maintenance. That is fiscally irresponsible.</p> <p>More importantly it is unsafe. I've seen what creation of bike lanes in inappropriate areas is like. Bikers feel they are protected because there is a sign or approval for them to be there. But it doesn't change the nature of physics -bikes are small and cars and trucks are big. If this lane is where a shoulder is what happens when a semi or car has to use that lane? If two way traffic is on one span it is even more dangerous. Parents take very young children on bike lanes and it is terrifying to see them wobble in front of traffic. This is completely unfair to drivers. When accidents happen a driver is unfairly villainized. And so many bikers don't obey the laws of traffic-weaving in and out, not stopping at stop signs etc.</p> <p>I am a biker. I like the idea of bikes as transportation and recreation. But I don't see a need to create a bike lane that serves few, costs a lot and endangers bikers and drivers. That, in my opinion, is irresponsible.</p> <p>Thank you for the opportunity to comment.</p> <p>[Name Redacted]</p>

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Date	Medium	Comment
7/11/2023	Email	<p>To whom its may concern at Bay Crossings,</p> <p>Suggest to study real estate development forms resulting from marine transit vs. auto dependent real estate development forms that result from the Chesapeake Bay Bridge expansion.</p> <p>Auto dependent real estate development forms in the Chesapeake Bay watershed are adversely affecting the water and air quality in the Free State.</p> <p>The resulting built environment is a bad thing to inhabit ion the future.</p> <p>Do something other than expand roadways and create more junkspace development.</p> <p>See junkspace definitions below:</p> <p>https://www.oma.com/publications/junkspace</p> <p>https://maurann.com/assets/readings/koolhaas-rem_junkspace.pdf</p> <p>Please note the image below was photographed on the Eastern Shore last November and is an apt visual depiction of junkspace as created by more Bay Bridge Expansion.</p> <p>Regards,</p> <p>[Name Redacted] Urban Freelancing Architect & Urban Designer urbanfreelancing.com [Phone Number Redacted]</p>
7/11/2023	Email	<p>Have two, three-lane spans for the Bay Bridge.</p> <ul style="list-style-type: none"> - Widen 50 to entirely three lanes (50/301 split). - Eliminate stop light at the outlets on 50, steer e/b outlet traffic to 301 for access/exit. Only allow w/b access upon leaving outlets onto 50. - Replace stop lights on 50 at 404 and 213 with overpasses. - Yell at the people who put stoplights on the bypass in Easton because that was a pretty dumb idea. - Widen rt. 18 north of 50 to two lanes on Kent Island between Castle Marina and rt. 8 overpass. Or, extend rt. 18 south of 50 over Cox Creek and connect to the service road intersecting with rt. 8 at the park and ride. The goal is to have access from rt 8. to all of Kent Island independent of the overpass in Chester for south and north of 50 intra island traffic. - We could use a good cigar store — just saying. - [Name Redacted]

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Date	Medium	Comment
7/11/2023	Email	<p>As a QAC resident I believe a cross bay bicycle trail is imperative in promoting eastern shore tourism and citizen healthy transit options. It has been proven in other locations to be very successful. The “Walk the Bay” annual outing is a huge success and speaks to the public’s existing interest in a Bay walk experience.</p> <p>The historical “Reach the Beach” transit initiative has severely disrupted pedestrian mobility on Kent Island, which from a pedestrian or cyclist perspective has been sliced into three separate islands. The North side of RT 50 has no safe pedestrian or cyclist access to the South of RT 50. No pedestrian or cyclist overpasses were ever installed over Rt 50. In addition, the Chester area is also isolated given there is no west access across Cox creek along the South side of RT 50 or to the North side of RT 50. These pedestrian and cyclist mobility issues need to be fixed in any 3rd bridge option. The three islands of Kent Island need to be “stitched” back together by providing safe pedestrian and cyclist connections. The QAC community deserves better pedestrian and cyclist transit options.</p> <p>I appreciate you consideration of these concerns. Please let me know if you need any additional citizen engagement or comments.</p> <p>[Name Redacted] [Phone Number Redacted]</p>
7/11/2023	Web	Come on! It is hard enough for cars to cross, let’s thrown in light bikes! Bike should not be on that bridge! It is an accident waiting to happen!!! Have a bike ferry! But NO BIKES ON THE BRIDGE!!!!
7/11/2023	Web	Has a ferry alternative been considered?
7/11/2023	Web	Please include a bike lane! A bike lane would be a way to combat the obesity epidemic and heart disease. Having a bike trail that extends that long would be great for Maryland because the current bike trails in Anne Arundel County are overcrowded and therefore less safe. Giving the dedicated cyclists a longer trail to ride would alleviate the overcrowding on the other two trails. It would also increase the quality of life for residents and tourists because having a way to recreate makes an area a desirable place for active people to live.
7/11/2023	Web	<p>Hello, Thank you for providing this platform to make a comment. My family and I have lived in Grasonville for over 20 years and I grew up in Annapolis, so I am well aware of the traffic challenges around the bay bridge and the hinderance for local businesses. I would like to propose an idea, I'm not sure if it is an original, but I have never heard anyone else mention this idea to help with the traffic. This only involves the west bound traffic. And I know this is not a permanent fix. "Lane reduction for west bound traffic prior to Queenstown" I propose that during the well known high traffic times for westbound traffic that the lanes heading "west" on Rt 50 prior to the outlets be reduced to "one lane" and the lanes heading south on Rt 301 towards the 301/50 merge likewise be reduced to "one lane" by temporary traffic control barriers. This will mainly only interrupt the travelers and not the local traffic. So when there is a traffic backed up it stays where there are very little to no businesses and since each route would only have one lane open it would bottle neck on the other side of Queenstown and far enough away from, Stevensville, Chester, Kent Island etc... This would really help local businesses and local travel. Thank you, [Name Redacted]</p>
7/11/2023	Web	I am in support of a Pedestrian / Cyclists option for the bay bridge option.
6/20/22023	Email	<p>Good morning,</p> <p>As the Vice-Chairman of the Town of Queenstown Maryland Planning Commission I would like to ask that consideration be given to review of the Town's Trails Master Plan and its impact on implementation with regards to the Tier 2 Study and future Bay Bridge Crossing.</p> <p>A copy of the Trails Master Plan can be obtained from the Town's website</p> <p>As you may be aware the Town of Queenstown is challenged by its bisection from both Rt. 301 and Rt. 50, making it virtually impossible to access Grasonville and Kent Island safely via foot or bicycle. This needs to be corrected and planned for as discussions move forward with regards to the Bay Bridge expansion.</p> <p>As of today, given the significant increase in southbound vehicular traffic (due to highway improvements in Middletown, DE area and up to NJ), it is very difficult to enter and exit Queenstown on weekends. Not to mention additional beach traffic..... It has become regular on Sundays to have traffic backed up 10+ miles headed south/west, which will only become worse as Bay Bridge improvements are planned and implemented.</p> <p>Please consider including pedestrian overpass bridge for both Rt. 50 and Rt. 301 in the near-term as a means to elevate this burden and to make non-vehicular access to the north (Centreville) and west (Grasonville/Kent Island) a reality.</p> <p>Thank you, [Name Redacted] Vice Chairman, Queenstown Planning Commission.</p>

Date	Medium	Comment
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