QUESTION 1

The Environmental Impact Statement (EIS) being prepared by the MDTA and FHWA will evaluate a range of build alternatives and a no-build alternative. Please provide your comments on the following issues:

1.a. <u>Existing Bridge</u>: The MDTA currently recommends removing both existing Bay Bridge spans and replacing them with two new bridge structures.

Answered	794
Skipped	250

	Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:
1.	I only support removing both existing Bay Bridge spans if the new bridge replacement spans provide for transit and a shared bicycle and walking path.
2.	The new bridges need to include at least one 6-foot wide separated bike lane and at least one 6-food wide pedestrian path traveling in both directions. Ideally a MARC train or high speed rail system will also be able to cross the span.
3.	While it may be easier to sequence bridge replacement with two new spans, it would seem that the costs would possibly be double, for construction, and maintenance going forward.
4.	I agree with this because of the limited capacity and projected future capacity of the bridge and the cost of maintaining the aging bridge over time.
5.	I do not support removing and replacing the existing Bay Bridge spans. Doing so would cause unnecessary taxpayer expense, extreme environmental destruction, and increased noise for local residents. My residence is located in the St Margarets area less than two miles away from Route 50. The level of noise today generated by the existing Route 50 is already unacceptable. Problems with Route 50 traffic are caused by ineffective management of vehicle access to the bridge at the immediate bridge approach. I do not support the addition of new lanes of traffic on the western approach to the bridge. Whether or not new lanes are added, sound barrier walls are essential along all portions of Route 50 between the Severn River and the Bay Bridge.
6.	Too expensive and not necessary.
7.	Based on the information provided, this is a reasonable approach
8.	Is it possible to use one of the existing structures for bicycle or local traffic only?
9.	Excellent. Long overdue.
10.	This bridge it's problems and traffic issues have existed since I became a resident in the St. Margaret's and PODICKORY Point communities in 1996, the traffic issues that impact this tiny area that was previously somewhat quiet has become a nightmare traffic issue for those of us on both sides of the bridge, which by making bigger will only make it worse. IT NEEDS TO BE SOMEWHERE ELSE, awe can't get in and out of our neighborhoods more than half the time of year, please consider an complete different alternate to drive the traffic away from this little area, it's like living on I 95!!
11.	We don't need a new bridge. We need to use the current bridge better. There is plenty of capacity on the current bridges if the MDTA were willing to do more to shape/influence demand.
12.	This plan has Zero (0) impact on the traffic patterns and both normal and surge traffic flow.
13.	Yes remove them
14.	The current proposal is unacceptable. Why are double decker bridges not being considered? Why is any of these plans forward thinking?
15.	Agree engineer the structure to take further and likely rail service to eastern shore . In the Mid Atlantic SEPTA has integrated regional rail to the Jersey Shore directly from Philadelphia increasing the economic and residential growth along this backbone .
16.	Necessary only if widening the bridges and including other than automobile lanes, i.e biking, walking
17.	Sounds good to me.
18.	Make the decision based on engineering inspections of the existing bridge.
19.	I support this. But I would like the new bridge spans to be multi-modal, at a minimum a protected path for cyclists and pedestrians and bus lanes in both directions.
20.	Good idea
21.	Will make things worse
22.	This makes sense. The existing bridges have outlived their life expectancy. Why would you consider a new one elsewhere? This makes the most sense. Stop wasting tax payer dollars looking at alternatives that would result in needed a new bridge here anyway.
23.	Please include a separate, safe way to walk and bicycle across at least one of the two spans.
24.	Would it be feasible to keep one of the existing spans as a cycling/pedestrian bridge?
25.	I don't see how this will reduce congestion, nor improve travel times and reliability, while minimizing impacts to local communities and the environment. According to Albert Einstein "Insanity is doing the same thing over and over again and expecting different results."
26.	Can they utilize the current spans and build two additional ones
27.	The no-build option doesn't serve the needs of Maryland
28.	I don't understand why you can't keep the two Bridge fans or at least one, but you all are engineers and must know better so I defer to your expertise
29.	I have lived in the Annapolis area for 50 years, they started talking about this then and here we are still talking about it. Millions have been wasted in surveys and BS. Just do it for once and for all.
30.	Please do
31.	Although it sounds like this could be difficult, expensive and time consuming, it's probably the best idea
32.	As the bridges are 'old', I think this would make sense.
33.	Yes
34.	No comments.
35.	More car lanes will not solve congestion at peak times. Congestion is solved by reducing the amount of vehicles on the road, and that can only be done by providing safe & reliable alternatives to driving.
36.	No

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
37.	That would a good idea.
38.	I disagree.
39.	Why does it have to be two completely different spans instead of one large bridge that can have lane closures as needed?
40.	Have you considered the option of building a tunnel(s) instead of a bridge?
41.	is it lowest cost?
42.	I think one bridge should go in one direction and one should go in another
43.	Good idea
44.	Replace two new bridge structures.
45.	Please include a traffic-separated, safe walking & biking facility as part of this project
46.	both spans are old and need replacement.
47.	If the existing structres are too expensive to repair, replacement makes sense. This also allow the lanes to be widened, brought up to current construction and safety standards and provide additional capabilities, such as pedestrian, bicycle access.
48.	I agree or an under water tunnel. That bridge is horrifying
49.	Assuming the new structures will be built prior to removing the older structure. Also this cannot in anyway impact shipping traffic to the Port of Baltimore
50.	New bridges will provide a much needed opportunity to address pedestrian and non-vehicular access.
51.	OK
52.	I was hoping we were adding a third bridge...as I see the need for a third access bridge especially for emergency vehicles. I was surprised to see this as the plan...but if this is what is done....I drive this bridge all the time to St Michaels and back to Howard County - as well as to the beaches - I am an avid biker as well as a walker and would want the bridge to have a protected /separated biker and walker segment to it -
53.	I agree with this idea. Would be great if they both were 4 lanes each direction
54.	Please include provisions for pedestrians and cyclists to cross safely.
55.	I support this recommendation.
56.	Pedestrian/bicycle facilities should be included in any design.
57.	The existing bridges should remain and a new bridge be built at a new location south of the existing ones. Kent Island cannot handle anymore traffic.
58.	It would be great if a new bridge would include a bike/pedestrian lane. Something similar to the golden gate bridge would be great.
59.	even better would be 3 distinct structures, given that this bridge is typically only high capacity in one direction (at a time). this way, any one of the structures could be under maintenance w/ no traffic; and the need to have opposite direction traffic would be minimized.
60.	Only makes sense if structurally necessary.
61.	Why 2 bridges? 1 8 lane bridge would be more than adequate. Has a tunne or bridge tunnel been considered?
62.	I mean if it's safer, go for it
63.	I believe we should consider again adding a span rather than creating a whole new crossing
64.	This is a good idea.
65.	Good idea
66.	I agree that the old bridges should be closed to vehicular traffic but has the MDTA considered leaving one of the old spans for the pedestrian and bicycle traffic? I'm sure ongoing maintenance would be expensive but walking/biking across a calm/quiet span would be much preferred to walking/biking alongside tons of traffic.
67.	Agree. Would recommend a bike/hike lane.
68.	That would ideal as long as it is affordable , doesn't increase congestion or environmental impacts.
69.	I live on Kent Island at the eastern terminus of the Bay Bridge, and I strongly support the MDTA proposal to replace the existing bridges with two new bridge structures.
70.	Which would allow for a separated bike and ped lane.. fantastic.
71.	That makes sense. If something happens to one, the other span can still be used.
72.	Good Idea
73.	Ok
74.	If there is a span that may be saved for pedestrian and bicycle traffic, we all would benefit. It is inspiring to view the bay from so far up and the sunsets, oh my!
75.	Agree
76.	I'm hoping that the MDTA will consider a plan that will allow concurrent construction of the new spans so that even with reduced traffic capacity this critical route to the Eastern Shore will continue to serve the region. Using a similar model to the Harry Nice and Hampton Roads Bay Bridge Tunnel upgrades. While not perfect these options remained open to traffic.
77.	Unless the current structure is unsafe, this seems excessive. We have far more pressing transportation needs that would serve far more people for far more important tasks than getting to the beach or living far from their work.
78.	The existing three lane bridge should be retained as a backup in the event of an accident or major roadwork on the two new spans.
79.	That seems like a wasteful plan. Why not at least re-use the current structure?
80.	I assume the existing bridges cannot be saved because they are outdated - could they be saved for pedestrians or train travel?
81.	Dumbest idea ever. This would do nothing but waste billions of dollars. The whole idea is to alleviate traffic congestion in the Annapolis/Kent Island area. For the life of me, I cannot fathom any sense of rebuilding bridges just to have the same problem happen. There needs to be an alternate bridge crossing solution to provide access to the Ocean City area. I've always maintained that a southern Maryland crossing to Somerset County or Dorchester County would ease the Route 50-301 nightmare traffic jam that takes place daily during the summer season. Those Billions of taxpayer dollars would be better spent on providing a minimum 4 lane dual highway from Kent island all the way to the beach. Including a new bridge over the choptank river in Cambridge, another over the Nanticoke river in Vienna, Md, and finally replacing the Rt-50 bridge into Ocean City, MD. An alternate crossing location is the only option that makes sense.
82.	Any construction planned should take place off season (not in the summer) and work should prioritize bike, pedestrian and public transit projects first (over roads for cars).
83.	I believe this is an appropriate approach.
84.	Why what is the service life of the existing spans?

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
85.	I question whether it's wise to scrap 2 working bridges and build new ones when there are many other unmet needs for Maryland Transportation. Rather it would be wise to implement congestion pricing and provide other innovative and climate saving ways for Marylanders to travel across the bay.
86.	It seems like the side with three lanes could be retained, but I am not an engineer so I defer to the expertise of others
87.	This would be beneficial to the area.
88.	Probably not a bad idea
89.	If the replacement was a single bridge, this option would make more sense. It seems that the current spans are a more affordable option for taxpayers' short term, until the state saves the funds for new spans. Building the new key bridge and a new bay bridge at the same time could be fiscal disaster.
90.	Go for it!
91.	Each span must have 3 full lanes with shoulders wide enough for disabled vehicles to pull over. I don't think HWY 50 can handle additional lanes. So unless the plan calls for adding corresponding lanes to HWY 50 through to Queenstown, I would stick with 3 lanes per span. Adding a pedestrian and bicycle throughway would be a nice bonus. I would love even more lanes to invest in the future, but unfortunately I believe extra lanes will only add to the traffic bottlenecks, not alleviate them. An added toll express lane that shifts Eb/Wb based on traffic might be useful.
92.	Luckily we have access to alternative routes, which are, also, cramped during fine weather. The current situation on RTE 50 is a nightmare.
93.	This is fine, although it might be best to delay the replacement if the three lane span until it's really needed
94.	I would prefer 2 new bridges in addition to the existing bridges to handle all the traffic.
95.	Suggest two wider (6 - 8) bridges in different locations along the bay. To provide alternatives routes and remove the single point of failure presented by have two bridges next to each other. Also to provide driving alternative due to road closures from accidents on Rt 50/301.
96.	Sounds like a good idea
97.	There needs to be accommodation for pedestrians and bicyclists on one of the spans.
98.	Infrastructure is an ongoing commitment and should continue.
99.	Any new bridge should be future proofed. If it's too expensive to make provisions for rail (even if only light rail) over the bridge, please at least make provisions for safe transit by bike over the bridge. Please also allow enough lanes in the event that one can be used for a bus only lane, something that could support a BRT system or MTA commuter busses that won't get stuck in traffic.
100.	I don't think that it is appropriate to add capacity to the crossing of the Bay (and encourage more cross bay commuting and more development of our low lying farmland on the Eastern Shore) but that we should be better utilizing the existing bridge capacity. Additional capacity won't (and shouldn't) be added on either side of the bridge so the changes will have little to no impact on congestion.
101.	As long as this doesn't negatively affect traffic, new bridge structures would be fine. AND if doesn't cost the MD state residents more money/taxes.
102.	Please consider retaining the existing bridge for biking and walking.
103.	I agree with the selection of the existing site as the best location for new bridge structures. To the extent that the existing bridge pilings and span are functionally obsolete and past their useful life, I support removal. To the extent that portions can be restored, reused or recycled, I support appropriate re-use.
104.	Why? Are they in danger of collapse? If for more lanes - why not keep as is and add new bridge?
105.	The need for improvements exceeds what amounts to a road upgrade. It is time to take seriously the need to provide an effective alternate option. In short, replacing the existing infrastructure with new, slightly expanded infrastructure just kicks the problem down the road a couple years. A better option would involve providing alternatives, such as a crossing in a different location with different routes so a single roadway incident cannot cripple the only bay crossing in Maryland. Additionally, other options for travel need to be incorporated so that people who do not have cars can still take advantage of the infrastructure and access it is intended to provide.
106.	Please provide a safe hiking and bicycling facility to this bridge
107.	Its very important to have access across the Chesapeake Bay for bicycle/pedestrian use. Connecting the shores of the two counties over the Chesapeake Bay with a SUP on a new Bay Bridge would provide connectivity for pedestrians and bicyclists between the Eastern and Western Shores and allow users to cross the Chesapeake Bay without the need for vehicular assistance.
108.	Unnecessary
109.	Please include pedestrian and cycling infrastructure on the new bridge
110.	Path for Biking would be extremely beneficial as it would decrease auto congestion on bridge with many bike commuters using the bridge to bike back and forth instead of their cars to work. Bay bridge is used commonly for people to commute to work who live on other side and given the option with better weather, many would prefer the biking option. It will also be environment friendly, healthier for the community. For example Brooklyn bridge in NY heavily used for bike commute.
111.	Depending upon what is planned for the new spans, I would support their replacement. If it is just "more of the same", no. Plus they need to eliminate the reversible lane thing.
112.	Probably necessary due to the age of the existing, however, what are you doing? In the meantime if you have to go back-and-forth
113.	Create lanes for non-motorized bikes.
114.	I concur with this approach as long as bicyclists and pedestrians are accommodated during the design of the new spans.
115.	Why is it necessary to remove the current westbound span? If it has four lanes, then it should be sufficient for one direction. If it has only three lanes, then it might be appropriate to remove.
116.	Please include a separate protected lane for bicycling and pedestrian traffic.
117.	Two things: can we use some of the existing bridge pieces & reduce waste? Also, we should include pedestrian/bike path on the new bridge. It's important for all of us who care about maximizing our opportunities to get across the bridge in a safe and beautiful way.
118.	Agree
119.	Please add a bike/pedestrian lane added to the bridge.
120.	OK, that sounds like a plan.
121.	Agreed, the old bridges are dangerous and even a minor traffic incident can cause major issues, since there's nowhere to pull off out of traffic.
122.	Only if it includes bicycle only lanes that are separated from motor traffic by a wall.

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
123.	I hope each new span will have a separated bike/pedestrian lane. I would love us to plan for the future and add space for a dedicated flex/transit lane on each span.
124.	An awesome addition would be new bridges that support a safe, separate biking and walking facility over the bridges.
125.	yes
126.	Why not keep one span open as a pedestrian/bike bridge?
127.	If there are new bridges to be built I hope that it addresses the fear that many motorists have going over the existing span. where possible it should help mitigate the wind shear issues and where possible include infrastructure and allow for cyclists to ride the span.
128.	Agreed. Marlylanders would benefit from a new bridge that includes a separate bike/ped facility over the new bridge.
129.	Okay
130.	More lanes, and better approaches seem like a good idea.
131.	This sounds great, but at what cost?
132.	Please include separate safe infrastructure for bicyclists and pedestrians in the plan.
133.	No comment
134.	A separate bike and pedestrian crossing is essential for the future of the region and would be a massive boost to the region's economy.
135.	If it is necessary, do it
136.	No comments on this.
137.	Please provide in the design a way for bicyclist and Pedestrians to cross safely
138.	It is a good idea to replace the existing two spans.
139.	if that is what is needed
140.	I am so happy to hear of this news, but planning and building should be forward thinking and include separated space for bicycle lanes.
141.	With the current deficit in the state's budget is this even possible? Where will the funding come from?
142.	Why need to remove? Is it possible to add another bridge and repair current one?
143.	I can see this working if both new bridges have more lanes and there's work on both shores to adjust the approaches so that things don't get stuck in a bottleneck. I don't know how that would work with Sandy Point State Park. Also, it would be good to add bikes lines to the new spans...that would make for some great rides and increase bike-based tourism on both shores.
144.	Please make the new bridge bicycle and pedestrian friendly! Separate, designated, protected walking areas. And separate, designated, protected bicycling areas. This option would help the environment, health of MD residents and be a boon to tourism and the economy!
145.	Replacing one would suffice.
146.	Any new bridge needs to include a separated, safe travel lane for bicyclists and pedestrians.
147.	Yes, I think this is a great idea, the summer traffic across the bridge is really bad. There needs to be more lanes to cut commute time.
148.	Makes no sense to destroy a working bridge.
149.	Need bike and ped infrastructure. And in an ideal world would build a bridge for train tracks and have rail going across the bay from populated city centers — DC suburbs and Batlimore to Ocean City, but I suppose people would settle for busses
150.	I support this recommendation.
151.	Badly needed--the current spans have long ago exceeded their useful capacity--with implications for congestion and safety.
152.	The biggest mistake of the existing bridge is the lack of a dedicated pedestrian and bicycle pathway across the bridge. Now, with new modes of personal transportation like EV scooters, skate boards, etc... The need for a modernized bridge is even more apparent.
153.	please provide separate pedestrian/bike path
154.	sounds extreme, do the current spans need to be replaced - are they falling apart? Just add two new ones and leave the old ones
155.	Great idea to replace the current bridges. Please include pedestrian and bike lanes in the new bridges plan.
156.	Sounds like a nightmare! Build an alternative before removing the current structures.
157.	Why not keep the existing bridge and use it for bike/ped access? Should be very little wear and tear.
158.	Sounds good, nice to get a new bridge.
159.	Make the new bridge accessible to foot and bike traffic.
160.	Support expansion
161.	The current bay bridge is obsolete. Although replacement is necessary, if it is one span or two is irrelevant.
162.	Agree
163.	This seems like a waste of time and money but if needed bicycle/pedestrian need to be included in the new design. This is not a want but a need as there is no way, other than vehicles, to cross the bay in Maryland.
164.	I support this due to the age and maintenance costs of the current bridge
165.	Yes I highly support this plan especially if it includes pedestrian and bike lanes.
166.	Good Idea. provide design features that allow for auxilliary lanes to be added in future. Have a bus/truck only lane. downside complicated tunneling at enter/exits.
167.	These bridges are functionally obsolete and should be replaced with new bridges designed for a hundred years of useage.
168.	Seems like a good idea.
169.	I agree with this proposal, same location only taller, more lanes, and better building materials, the existing steel bridge has cost tax payers billions. *Build it right with top grade materials, something rust proof!
170.	The first booth I stopped at I asked the question about replacing Serervon River Bridge? I was told it was not in the study. I don't think that is a satisfactory answer! How could it handle the additional traffic of a 10-lane new bridge?
171.	Fully agree
172.	Regarding the construction plans for new Chesapeake Bay crossing(s) from St. Margarets to Kent Island: 1. What steps will be taken to ensure construction does not impede the current flow of traffic on Rt. 50? 2. If yes to number one, what will those steps/remedies be?

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
	3. Will the current bridges remain in place for use by traffic until the new bridge(s) are 100% complete and in use? 4. What will the distance between the existing bridges and the new bridges be? 5. Is there enough room on both sides of the Bay for rights of way for the bridges, or will new property need to be acquired? 6. If property acquisition for rights of way is required can land legally be purchased from Sandy Point State Park or Terrapin Park (Q. A. Co.)? 7. What will the heights of the new bridges be compared with the current bridges? How much higher will vertical clearances be to accommodate marine traffic in and out of the Port of Baltimore? 8. Will plans and pricing for the new bridges include "dolphins" or other similar structures to protect the support structure against shipping collisions?
173.	Yes, I agree with this plan. The cost of maintaining the existing infrastructure is not sustainable and not adequate for current and future traffic volumes.
174.	No The state of Maryland needs to build a new Baybridge in southern Anne Arundel County or Prince Georges County going over to the eastern shore towards Cambridge. The new bridge should've been built years ago.
175.	No opinion
176.	No build or only ONE new span in between existing spans.
177.	The Chinese have a boring machine that can bore 60 feet per day and could dig the Bay Bridge tunnel in one year! Such a tunnel would accommodate 12 lanes of traffic, six lanes on each of two levels It would not be subject to terrorism or collapse! High winds and Weather would not affect it. It could be completed at much less cost, and much less time and would be safer too. Perhaps most importantly, it would cost much less money to maintain it. Today painting, the Bay Bridge cost more money than it cost to build it originally. It must be painted every few years, which is an unbelievably great cost to the taxpayer and a great waste of money. Salt water in the bay has a terrible degrading effect on any bridge structure. An underground tunnel would not have any of this maintenance cost and save tons of money in the long run! Please look into this alternative. Here is an article about the Chinese tunnel that was completed in 110 days for 2 miles of tunnel! It would be great if I heard back from someone so I know this didn't get ignored or swept under the rug because it saves money upfront and saves money in the long run and it's a better alternative than building more bridges! Even better you would not have to tear down the existing bridges in order to do it. You could keep the bridges and make a new tunnel and have all of that extra capacity of these existing bridges!!! [Name Redacted]
178.	Seems excessive, but if needed it makes sense to trus the experts
179.	As long as the bridges have a pedestrian and biking options, okay.
180.	I think removing both spans is incredibly wasteful and disruptive -- why not enhance one or the other.
181.	Good Idea, make the bridges larger so emergency vehicles can easily get through the traffic and breakdown lane would be good
182.	One structure should remain to provide pedestrian and bike crossing. This will not be necessary if the new bridge includes pedestrian/bike Lanes and or walkways.
183.	Make one a high-speed bullet train bridge and for the vehicle bridge, make sure it also is accommodating walkers and bicycles
184.	I personally know several people who are scared of the Bay Bridge. I myself am neutral. I trust the engineers who designed and built the original bridge to account for posterity. With that considered, I am also neutral about two new bridge structures. It could be good for workforce purposes in employing people to work the project. It could also be a hinderance for workforce and tourism purposes due to even longer delays. There's a lot to consider here.
185.	While the existing bridge is aging, has MDOT considered if the purpose it serves has aged too? For the Western Shore, the main purpose for the bridge is summer beach traffic. Should- with sea level rise locked in- we be further funding the use of barrier islands for beach crowds and the fossil fuels that are used to drive there? Has there been a lifecycle cost calculation of the next bridge and its presumable future replacement? The first bridges were built during the post-war economic boom, and state budgets had room to fund them. Now our public sector is deeply indebted and subsidized by federal borrowing, and Maryland has enough transit/infrastructure needs near DC to match the cost of three bridges. With the Key Bridge needing rebuilding and the maintenance needs of the Ft McHenry Tunnel (newer bore, more problems than the Harbor Tunnel), how can we justify building another long-term unfunded obligation? While the Eastern Shore can claim that the bridge is needed to move food to urban areas, this could be done by shipping as well. The Shore does not want development, and not replacing the bridges but rather closing them would be best. China has truck ferries across the Yangtze (same width as Chesapeake at crossing) that move as many goods as the bridge.
186.	It seems to be the best alternative.
187.	Sounds good, now hurry up and get it done.
188.	Don't remove the entire existing bridges. Only remove the center section. Leave the rest for recreation.

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
189.	Agree - replace/fix what's there. Put new bridge further south! Congestion only worsens in one area, rather than distributed across a larger expanse - more expensive to place second bridge unit but better for environment!
190.	Great idea.
191.	Possible if traffic will not be impacted.
192.	Good - for it. Makes sense vs cost and impact to tunnel option.
193.	Agree
194.	Bay Bridge Tunnel Southern End such as Shady Side to Cambridge.
195.	The Key Bridge rebuilding is more pressing than replacing the bay bridge
196.	ANY new bridge should have larger fendering islands for its pylons to prevent a repeat of the Key Bridge disaster. Ships are transiting much faster in the Bay bridge channel than at the Key Bridge site. What about engineering a precipitation shield to keep the roadway dry so that corrosive anti-icing chemicals wouldn't cause so much rust and shorten the bridge's lifespan?
197.	PLEASE look at a location for another crossing. Having only one crossing location will always lead to congestion in this area. One accident and we are trapped.
198.	Makes sense
199.	Agreed based on the age and insufficient capacity of both existing bridges.
200.	I support this, but PLEASE prioritize aesthetics. The new Nice Bridge over the Potomac is VERY disappointing, just Jersey walls & you can barely see the river from your car. For inspiration, consider Roebling's bridges like those across the Ohio River in Cincinnati or the Brooklyn Bridge.
201.	I have mixed feelings about this but have seen the future cost estimates that MDTA has published online, and they are alarming so perhaps removing them and building new and higher and wider bridges is the right way to go.
202.	Maintenance on existing is less then removal, replacing, and future maintenance on two new ones
203.	No one has even mentioned the traffic back ups on Rt50 after the 50/301 split. These country roads can't handle the traffic. On Arrington Rd, to get out of Wye Knot farms, we are unable to ever turn left, Thursday thru Monday, or cross the median onto Arrington going west on 50. You need to consider this. Putting in an overpass, a cloverleaf, or a stop light would only be a beginning to solving this problem.
204.	Yes. However, an option could be to retain the existing bridges and make them fully dedicated as public transit bridge and pedestrian/bike bridge crossing, separate from car traffic bridge. Would solve a lot of planning issues and provide greater options.
205.	Please be sure to add a cycling path.
206.	Agree, the old bridges are substandard and while there is still years of life the maintenance costs will increase nonlinearly in the years to come.
207.	Given their age and constant exposure to the elements, this is a prudent course. The question is, why must the bridges be only where the present bridges are located? We are funnelingNorthern Virginia, DC, central Maryland, and central Pennsylvania through a narrow right of way.
208.	Ok
209.	Ok
210.	Cool.
211.	I like the staging of bridge removal after each new span has been put in operation.
212.	Recommend reconsideration of a new bridge crossing at Cove Point.
213.	Yes please remove
214.	I hope you mean replace and then remove.
215.	What will be done with them? Will they be recycled, sold for scrap etc?
216.	this is the best plan.
217.	Reasoning understood.
218.	This makes sense but please add pedestrian and bike access. There are trails nearby that can be tied into.
219.	Make sure both are sized to allow 3 lanes of traffic in both directions 98% of the time.
220.	I would prefer the no-build alternative. I live on KI and work in Baltimore - I'm well aware of the traffic issues. However, I fear the new bridge would lead to a faster rate of development on the eastern shore and bring pressure to re-zone land for financial gain 0 eroding the rural landscape and lifestyle on the E Shore.
221.	A six or eight lane bridge needs to be built at alternate locations 9, 10 or 11 to provide relief for the route 50/301 area which WOULD cause less traffic on the existing bridges so the east bound bridge could be removed and replaced before removing and replacing the west bound bridge.
222.	This is what will need to be done.
223.	Agree
224.	Strongly agree
225.	It is known that this has been the bridge option selected. yes it needs to be replaced or maintained by Kent Island can not support this proposal period. More lanes is not a sustainable option/consideration.
226.	This was evident from the cost to maintain the bridges. This needs to be done.
227.	Agree
228.	Since reason for replacement is to make higher for ships, port of Baltimore should help pay.
229.	I agree!
230.	Keep shared use path. State contractors and state resident workforce.
231.	Build both big bridges now.
232.	Build 1 or 2 new bridges but retain the westbound existing bridge. This could be done over a longer period of time and allow more studies (yeah!)
233.	Agree - Both spans will be aged by the time new ones are built.
234.	Was hoping to see Rock Hall or Solomans crossing added to relieve pressure, but ah, well.
235.	I know they are old and is necessary.

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
236.	The traffic from Baltimore should be directed/encouraged to cross a new bridge(s) from Balt. to Eastern Shore where farm land can be acquired at less cost now than in the future.
237.	Tarzan's "Law of the Jungle": Don't let go of one lion until you have firm hold of the next."
238.	There is a need for taller bridges to support the maritime industry.
239.	Do you live on the Broadneck Peninsula? I think not! Do you drive the bridge daily I think not! Do you know the cost? Do you pay for it?
240.	I first went over the 2 lane span in 1966 as a child going to Ocean City with my parents and aunt, I was amazed at it's size being from Ohio. I remember the more than 5 mile back up (according to my father who was driving eastbound) in the west bound lanes as darkness was falling and in the days before cell phones, he searched in vain for a motel room as our Ocean City reservation was for the next week, starting the next day We stayed at the "Bold Venture" a 2 story multifamily house on the north end of Ocean City. The 3 lane additional bridge proved inadequate years later, don't make the same mistake again. Having lived in Cincinnati, Pittsburgh and now Norfolk Va. all cities dependent on bridges and tunnels to access, ALL three of them added capacity that was instantly inadequate, I'd recommend that Maryland add 2 6 lane bridges, and route all traffic onto the new one with 3 lanes in each direction as the current ones are demolished and another 6 lane bridge contructed. Then make each bridge 4 lanes in each direction with 2 breakdown/emergency lanes initially (adding at least one lane of capacity in each direction) and allowing one or even both emergency lanes to be converted to traffic lanes in the future should demand require it.
241.	No comment
242.	Yes
243.	Good plan
244.	I agree that replacing/rebuilding the two new bridge structures is necessary for the safety and longevity of the bridge.
245.	Bridges need replacing with new ones.
246.	I do not support any of the build alternatives with two new, wider spans as currently planned. A single, scaled back 6 lane structure which includes provisions for future passenger rail should be considered, despite being rejected during earlier project scoping. A scaled down single replacement span would likely be significantly cheaper than the phased construction of two replacement spans. The current build alternatives are far too costly and are designed to handle peak summer travel volumes without nearly enough emphasis placed on modal shifts to transit and shifts away from peak travel times. A significantly widened crossing would fall victim to the well-known phenomenon of induced demand, subsidize additional sprawl on the Eastern Shore, and would be antithetical to the state's smart growth goals, the goal to reduce vehicle miles traveled per capita by 20% by 2050, and the state's climate goals.
247.	If two bridges were built with four lanes each and route 50 remains three lanes that would create a merge area on route 50 which would be disastrous. There should not be more lanes on the bridge than on route 50.
248.	Build East-bound SOUTH of existing. Tear down original east-bound. Then build West-bound in former location of original East-bound.
249.	Not in favor. Current bridge is insufficient for current traffic volume, never-the-less traffic volumes in 10-20 years. Additionally extensive reconstruction due to bridge ages will have serious detrimental impact to those of us that live near the bridge, effectively trapping us in our communities due to backups.
250.	It's really indisputable that the current bridges will be inadequate (if they aren't already); there doesn't seem to be any realistic alternative to deal with local traffic backups and bridge volume. If studies show that renovating/expanding the current spans would be impractical (not surprising), then 2 new spans seem like a good alternative. Obviously, ANY solution will have drawbacks, but this sounds like the best one based on the data the MDTA has provided.
251.	I am in favor. It is an aging and critical crossing. I am especially in favor of a bridge with decking for pedestrian/bicycle use, and would encourage the State transportation authorities to consider a structure that allows for future light or heavy rail as well.
252.	With more people on the road we need a better alternative to get to the places we need to get without sitting in traffic for hours this new design with cut our commute times for work and daily life
253.	So build one bridge, put it into use, then knock down the original 2 lane bridge and place the second new bridge? And then take down the newer 3 lane space?
254.	This is the best option for building new infrastructure while eliminating the maintenance costs of the existing bridges.
255.	Yes
256.	Waste of taxpayers money. Always less expensive to do enhanced repairs than replace. Also replacing bridges in same location will not raise the SECURITY posture of the location. Any new bridge (one or 2) must be located away from current location of other bridge to insure better resistance to any future possible security threats.
257.	Agree.
258.	I would agree with that approach. Both spans are seeing their age, with a never ending maintenance cycle. This approach would be a good way to start with a clean slate.
259.	This is a failed plan. Keeping the bridge in the same location does nothing to alleviate congestion. Build the bridge in the northern location from Essex crossing near Rock Hall. Most vacationers come from Baltimore and surrounding areas so much of Rt 50 traffic would be diverted. The land on the eastern shore is generally agricultural so building costs would be much cheaper. That would also make that area a growth area increasing jobs and the tax base. It would bring commercial growth and home prices would rise. A second crossing would also provide options when there is an accident or jumper on the bridge. This option offers the best of all worlds in congestion, job and home growth and tax base growth.
260.	I am against removing the current set of bridges and replacing them with two new bridges that are 8-10 lanes each. Why create a huge bottleneck? If you are not and cannot widen ALL the highways leading to either side of the bay bridge, then why widen the bridge itself?
261.	No. A new bridge span should be developed either north or south to mitigate traffic. There is no room for road expansion through Annapolis and the bridge is backed up for miles.
262.	Two new bridges in the same location will only result in more traffic and overloading of the roadways leading to the bridges. At least one of the two bridges must be located at another location. When one looks at the population densities the data will likely show that one bridge to the south serving northern VA and southern MD is the only feasible solution, even with cost and minimizing environmental impact. Please get the priorities straight - #1 must be "move the most people and their vehicles across the Bay and back in the shortest time given their locations and destinations."
263.	I'm agree with this recommendation. Improvements along U.S. 50/301 has to be made.
264.	Would like to see more focus on one structure vs two. Would prefer the 8-10-8 if it includes multitype of. What right of way will be used? How will local access roads be impacted
265.	Whichever option results in more lanes sooner
266.	Perhaps part of the old bridge could be made into a park/observation area to enhance public appreciation of the Bay. Like what the High Line is to NYC

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
267.	Please DO NOT build the new bridges in the same place. We live off Oceanic and the traffic is a nightmare in the summer time. We can't even go to the grocery store without getting stuck in horrible beach traffic. Let alone how this impacts first responders getting through to our homes!! I
268.	Yes
269.	this seems fine
270.	2 new bridges will just continue the current problem. Population in MD & VA is still increasing. One big bridge with jersey wall moves is successful in many other more congested areas. Building 2 bridges will take twice as long and it sounds like it will not be completed for another 25 years.
271.	Agree
272.	I understand and agree that the 2 current bridges need to be replaced. I don't understand why the Severn River Bridge is not included in this project as it backs up quite often, causing major delays on Hwy 50.
273.	Both spans need to be replaced to accommodate the larger ships in height in order for Baltimore Harbor to be profitable. At what cost to the quality of life in the Bay? Larger ships equals more pollution to the Bay. Do you really care?
274.	Given the maintenance costs on repairs, the cost/benefit ratio seems to tilt to a new bridge.
275.	I moved to Arnold in 1974 a year after the second bridge was built, they have been talking about a second bridge for 50 years and now they are still just talking. How much has been spent on survey after survey and still nothing has been done. Just get off your butts and make up your mind,
276.	I have not read anything yet that explains why the existing structure needs to be removed. If it can be used for a number of additional years, I don't think it should be removed.
277.	yes
278.	This is a good idea! Both structures are obsolete. Also, the low main spans are choking potential economic growth at the Port of Baltimore.
279.	Needs 4 lanes each way - traffic will not lessen over time!
280.	If you build, they will come. Please re-consider a southern crossing below (well below) Annapolis. Like Southern MD.
281.	If it helps alleviate traffic.
282.	My concern is how will this ease up all the congestion leading up to the bridge eastbound & westbound. I've been avoiding the roads on busy times for too long.
283.	Concur
284.	Obviously
285.	Agree. They are ancient and cost a lot to maintain.
286.	I didn't realize that the spans were 70 & 50 years old - my how time flys. Neither span was really built for the current amount of traffic and volume will only increase.
287.	Ok - so far
288.	consider single bridge to reduce environmental impact.
289.	Prefer 8-10-8
290.	I would like to see if materials can be recycled from the existing spans to be used in the new ones to cut down on waste and greenhouse gas emissions.
291.	No comment. Seems like a good idea.
292.	Remove the older bridge - keep younger bridge for 1 lane HOV for local residents 1 lane for accidents/emergency 1 lane for recreation/walk/fish and build new bridge 6 lanes to North of existing bridges.
293.	No build. Do nothing.
294.	Yes, both bridges are old, out of date and do not feel safe to drive over.
295.	replace one bridge at a time
296.	I favor beginning now, congestion pricing based on day or week and time of day to mitigate current congestions. Waiting to wrap into larger project doesn't make sense.
297.	After demo, use portions of the existing bridge as monuments at the east and west ends of new bridge, and to build artificial oyster reef habitat in the Chesapeake Bay
298.	What a waste of money. Why would you do this. This does not help the traffic not in the bridges.
299.	Leave them up and in use until both new spans are complete
300.	Good. Old and unsafe
301.	It does no good to have new and larger lanes of bridges when you still have bottle neck traffic areas going through both Easton and Cambridge, Maryland. Build bypasses around those areas first then worry about building new and improved bay bridges. It does no good to get people onto the eastern shore from the western shore and then cause larger back ups both in Easton and Cambridge.
302.	Keep the current structures and build adjacent new structures
303.	Please consider keeping one of the existing bridge structures for exclusive use as recreation, including walking, biking, running, picnics, etc. Such a linear park would be a significant asset to the region, see for example the Walkway Over the Hudson: https://parks.ny.gov/parks/178/details.aspx
304.	Wouldn't it be cheaper and more up to date to make a single span, 4 or 6 lane suspension bridge, anchored at both shores and not be a possible navigational hazzard.
305.	As long as the new bridges are built with all modes of transportation in mind, I am in support!
306.	No, break it into two phases. Phase 1, keep existing spans and add a 3rd span to the South of the existing 2 spans--no demo required in Phase 1. Operate 4 lanes Eastbound on that 3rd span. Operate 3 lanes Wesbound on the North span, as currently. Then in the now middle 2-lane span, use it as 2-lane reversible. Now you have a total capacity of 6 lanes Eastbound during weekday PM rush and Saturday to the beaches, and you have 5 lanes Westbound during weekday AM rush and Sunday. Phase 1 can be completed sooner, quicker, and at less cost. Aim to get Phase 1 completed ASAP--maybe in late 2020s. It will buy time before Phase 2 has to be addressed, which will be the demo and replacement of the two older spans, and at that time, maybe in the 2040s, there can be a reassessment of whether it will be replaced with one or two additional spans in addition to the phase 1 new span. We don't know what type of vehicle mix and needs we will have in the 2040s. You can add multiuse trail on Phase 1 new South span.
307.	I approve
308.	good, it's about time
309.	The current bridges are not capable of handling the current amount of traffic. Modern bridge structures will allow for more traffic to safely cross the bay and reduce congestion on both sides of the bridge.

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
310.	Assuming it is required to guarantee the structural stability and extend the lifespan of the crossings; I support this idea. I understand that major closures, delays, and other inconveniences will result; however jobs will be created and it is essential a requirement if we want to continue to have a safe crossing.
311.	Agree!
312.	Sounds great.
313.	Please do it asap
314.	it would need to b a 4 lane bridge each side but the impact on 50 will be terrible
315.	I support this. I was in favor of preserving the bridges for bike/ped (EB span) and bus only use (WB span), but I understand that the MDTA wants to replace them due to maintenance issues and to make way for taller ships. I just insist on bus and bike/ped facilities with the new bridge. I'm glad that the MDTA is pursuing a bridge, not a tunnel, due to its potential impact on freight.
316.	It doesn't matter if the bridge can allow more cars to pass at once when you have traffic lights at 213 and 404 on RT 50. You'll still get a back up. Put overpasses in and you might not need a bigger bridge.
317.	Would love 2 new bridges but keep current spans. If can't be used for cars, then bike and pedestrian spans
318.	Concur
319.	The bridge should not be the only way to get to the eastern shore as it will always be over capacity and therefore less safe than it should be. MDTA should, in parallel, pursue the reopening of ferries (even just bike/ped) to provide alternatives in the high season.
320.	Should make raised express lanes through Annapolis, on the bridges, through Kent Island. These would hurry through traffic to/from Rt 97 and the eastern Shore, keep local traffic and residents from being inconvenienced all summer and holiday/vacation weekends
321.	One bridge was constructed in the 50's and one in the 70's. Both are in need of replacing. Both bridges should be double decker with designated travel lanes/ prohibited lane changes.
322.	A new bridge structure would be great as long as it has capacity for more cars AND for a separate bicycle lane AND a separate pedestrian lane.
323.	yes, but may be good to keep one for walking and biking. also back up. all if not too costly?
324.	I hope that you add in bike and pedestrian access to the new bridge!
325.	Replacing the Chesapeake Bay Bridge in Maryland could cause significant disruptions to current residents due to prolonged construction timelines, leading to traffic congestion and limited access to vital transportation routes. The construction process would disturb local ecosystems, potentially harming marine life and nearby habitats. Additionally, the financial burden of such a large-scale project may divert resources from other pressing community needs, while the noise, dust, and activity could disrupt the daily lives of residents living near the bridge. Rather than replacing the bridge entirely, enhancing existing infrastructure might be a more sustainable and less intrusive solution.
326.	I recommend the 8-lane bridge-tunnel alternative. Bay Crossing Study claim: "Bridge-tunnel would be 2 to 3.2 times more expensive to construct than a new bridge providing the same capacity" You need to reevaluate the costs and come up with a real engineering estimate. You have cited $7 billion to build the new twin bridges alternative. The I-64 HRBT Expansion project is 3.5 miles of bridge-tunnel and is building two new 2-lane 7,900 foot long tubes, two expanded manmade islands, and full replacement 4-lane trestles, for $2.8 billion. Just on the face of it, an 8-lane Sandy Point bridge-tunnel would cost considerably less than the twin-bridges alternative. Your $17 billion estimate is fundamentally flawed. If engineers want to prevent such bridges from being hit and destroyed by a ship, there is one and only one proven way of doing that -- See: Chesapeake Bay Bridge-Tunnel I-64 Hampton Roads Bridge-Tunnel I-664 Monitor-Merrimac Bridge-Tunnel No bridge over the shipping channel that can be hit by ships or bombed during war. The Tokyo Bay Aqualine has a 3.8 mile long underwater tunnel. Perhaps a tunnel all the way across at Sandy Point.
327.	Love the idea! Bigger & Safer!
328.	No. Add new bridge leave current ones
329.	How would deconstruction and construction affect traffic in the areas closer to the bridge and Rt 50? How long is the project estimated to take? How will these bridges impact animal, human, and plant life in and around the bay? How long would the new bridges last? How does increased traffic affect air pollution and health of residents? How has the planning committee planned for climate change effects on weather, on people's desire to travel to the beach areas, on construction techniques, etc.?
330.	Having lived in Delaware for 50 years and as a public carrier all through the mid atlantic and northeast, to remove both of the existing bridges is not a good idea. Case in point, The Roth bridge over the C&D canal relieved the stress on the old St Georges Bridge when the Roth Bridge was built. It provides locals a way to get over the canal when theres a problem on the Roth bridge. The old St Georges Bridge is over 70 years old and just went through a major overhaul. I say overhaul the westbound/50 year old span, for

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
	locals, emergencies and public events. If maintenance needs to be done on the (future) new span(s) there would be a way to alleviate traffic.
331.	Bridges are semi-permanent structures. When the opportunity to build a new bridge presents itself, especially over a large body of water such as this, we should take advantage of it. That means being forward thinking of future needs/opportunities/threats/challenges. As a cyclist who is constantly frustrated by the lack of a pathway to cross the Bat to the Eastern Shore, I am especially interested in seeing a separated pedestrian/bicycle crossing lane (such as the one on the main bridge into Charleston, SC). I think the process of building one bridge then tearing down an existing bridge to be replaced with another one is a good approach. There will be considerable issues to address about the impact on the Bay itself, and on the land/landowners and infrastructure around the bridges. Getting this input early and often will be an impportant factor in the success of the project.
332.	Further study needs to include capacity approaching the bridge. The comment about more cares cross the Severn river bridge is exactly correct and why residents are upset. providing capacity to the CB bridge and not including increased capacity is a guarantee for more congestion for those on the Broadneck peninsula that are destined for the Eastern Shore. Perhaps the 3.8 billion to maintain the bridges could be spent and alleviating traffic approaching the bridge (both on 97 and Route 50, the Severn River bridge and the Naval Academy bridge) is better than building two new bridges.
333.	I lived in Cambridge, then Queenstown 13 years and work across bridge from time to time. Dumping more traffic onto Kent Island and land locking residents whose developments are along Route 50 is a big mistake. It's time for other areas to share in this.
334.	Good call.
335.	Worried about traffic issues....
336.	Sounds reasonable. Assume there is significant deferred maintenance on both existing spans.
337.	It's a Waste not to re-use existing resources.
338.	Agreed
339.	The existing bridges are structurally sound and don't need to be replaced or augmented at this time. Instead, we need to optimize their use by modifying users' behavior so that everyone doesn't try to get to the other side at the same time. This can be achieved fairly easily. Reduce or eliminate the fee for using the bridge before a given hour and increase it for using it after that point. E.g., East bound, free before 10:00 AM, double or triple or more after that time. West bound, something complementary. Many people will adjust their behavior for a monetary incentive. The times and rates can be massaged to get the desired results visa vie both the congestion and MDTA's cash flow. Respectfully, [Name Redacted]
340.	Sounds fine.
341.	Okay.
342.	We are not sure why it's even a question of retaining the existing spans. It has been a colossal waste of money to get to this point. Constructing new spans is clearly the option and should have been decided and acted upon long before now.
343.	Yes, this seems the most sensible approach in light of cost, maintenance, environmental and road capacity
344.	Good, best plan in consideration of existing spans age
345.	This plan makes sense. It's the least disruptive of the many proposals that were presented in the Phase 1 study.
346.	The two existing spans are beyond the useful/financial life and should be replaced
347.	I concur with recommendation.
348.	Waste
349.	I agree with replacing both existing Bay Bridge spans. They need to be built higher to accommodate Port of Baltimore.
350.	I am in favor of this new bridge project
351.	I am against the building of the bridge anywhare near where it is now. The eastern shore opposition was accommodated at a cost to us all. Seems like a political decision to me.
352.	Support. I believe there are improved designs that can help reduce/eliminate the tragedy that occurred with the Key Bridge.
353.	Will the amount of lanes remain the same with the new bridge structures? Is replacement better then reinforcement? It is structurally necessary?
354.	If I understand it correctly, the cost comparison between maintaining the existing Bay Bridge spans and building new structures shows significant differences: Maintaining existing spans: Estimated cost: $3.8 billion in maintenance and repairs through 2065 . This includes $1.23 billion for the eastbound bridge and $1.45 billion for the westbound bridge in maintenance and rehabilitation costs from 2015 to 2065 . Building new structures: Estimated cost range: $7.3 billion to $8.4 billion, depending on the final lane configuration. This would involve constructing two new spans with either 8 or 10 lanes total, replacing the existing 5-lane structure Much cheaper to simply maintain. Plus adding additional lanes will only create additional traffice, just like the second span did. You are really not achieving anything by adding more lanes.
355.	I would have to see the cost analysis to properly provide a response tot his question. However, it's my understanding that the Eastbound span is over 70 years old. Building a newer and more updated span is probably warranted.
356.	Yes. We need a better way than cross over. I constantly have to adjust my schedule just to cross the bay. I have even had issues in off season at 10 pm at night.

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
357.	Maryland deserves an iconic Bay Bridge worthy of its namesake body of water. I look forward to a dual replacement of the spans. Marylanders deserve a beautiful upgrade that they can be proud of.
358.	I don't think the current bridges need to be removed. Seems to me the cost of removing the existing bridges is a waste of taxpayer funds.
359.	Was a tunnel crossing from the Poplar Island area to Tolchester area considered vs a tunnel from the Cove Point area to the Taylor's Island/Slaughter Creek area considered? The preferred tunnel (not another bridge location) would most depend on where the most traffic comes from, Baltimore (choose the former), or D.C/Northern Virginia (choose the latter). The cost per mile to build & maintain you might find is not that different. See the costs for tunnels already built, e.g. England-France Channel Tunnel ($721mil/mi), Tokyo Bay Aqualine Tunnel ($762mil/mi), Bomlafjord Tunnel Norway ($8.8mil/mi), Keikan Tunel Japan ($726mil/mi) among others vs cost/mi for a bridge
360.	Seems like a bandaid to me. The new bridges would need to double the capacity if not more
361.	What is basis for this plan e.g., are there bridge structural issues that necessitate removal and replacement? What is the timeline for completion and the cost?
362.	This seems very expensive, but I understand the desire to rebuild at a greater height.
363.	Consider coordinating with DNR/ MDE on use of the removed concrete to slow shoreline erosion and or add breakwaters in nearby areas, if consistent with good environmental practice.
364.	Agree
365.	New bridge structures are needed. However, the 3-lane bridge should remain. This should be used for those who live on Kent Island only. One lane eastbound, one lane westbound, and the center lane for emergencies or a divided lane for safety. The bridge can only be accessed through our special ez-passes that allow bridge access. The new bridge that will be built should be a thruway/expressway so that no vehicle can stop at Kent Island. This would eliminate the traffic and congestion for the people trying to live their lives in the summer weekends especially. We should not be trapped in our homes due to bad highway planning.
366.	Yes
367.	This is prudent action given the aging infrastructure and the larger ships that need the clearance to access the port of Baltimore. With the collapse of the Key Bridge, this is the perfect opportunity to address the accessibility issues of larger vessels to be able to reach the port. This is especially vital for the cruise industry that Marylander have enjoyed as well as the positive economic impact to Baltimore and the state.
368.	Anything beyond maintenance would be extremely costly.
369.	I feel it would be beneficial to maintain one or both existing bridges for alternative uses. For example, the newer, three lane span could be dedicated to bus rapid transit, emergency vehicles use, and an alternative is case the new bridge needs to be closed for some reason. The historic original span could be maintained as a hiker/biker route, possibly with contributions for maintenance thru tolls or contributions from interested parties.
370.	Why was the tunnel option scrapped. It would seem a tunnel would reduce the yearly maintenance and the bridge portion could be lowered. Reducing people fears/phobias, the sightseers which slow traffic, and preventing suicides from jumpers.
371.	Agree
372.	This does nothing to solve traffic congestion before and after in the area we need an alternative route
373.	Why remove? Why not convert to pedestrian use?
374.	I oppose this recommendation.
375.	This is an acceptable outcome and preferred to new builds and expanding highways / inducing sprawl.
376.	If the MDTA recommends two separate spans in the final condition, I recommend keeping the existing north bridge, upgrading it with modern ship collision protection, and repurposing it for use as eastbound lanes. At a minimum, I recommend the MDTA evaluate the cost and feasibility of keeping and maintaining the north bridge vs. demolishing it and adding lanes to a new bridge.
377.	Would support the Alternatives C or E ie construction to the south of the existing bridge. This would preserve the public water access at Sandy Point State Park on the west side and at Terrapin Nature Park on the east side. I believe the preservation of these areas is important as they are among the best and closest of a very limited public beach/water access for the entire Washington area. This is evidenced by the fact that Sandy Point State Park fills up to capacity virtually every Sat and Sun during the summer on any nice weather day.
378.	This project will likely take years and disrupt already existing traffic issues. Wouldn't building at a new location make more sense?
379.	Removal is good. Replacement feels like a vanity project. Leave the bay open for larger ships to get into the port.
380.	Agree!
381.	This makes the most sense as long as they can provide a means of traffic before the existing is tore down.
382.	Only if the existing bridge is in poor structure condition.
383.	I would support this if the bridge spans were at least 5-6 car lanes each.
384.	I support, on the condition that regular public transportation options exist to hubs on both sides of the bridge.
385.	Why no consideration for a tunnel to replace the bridge?
386.	I agree with this. Can two new bridges be built while maintaining existing bridges during construction phase?
387.	Leave existing bridge alone and keep the renovations going. Why destroy something that works for people?
388.	Too late, should have been done in 1990
389.	I am opposed to the construction of a renovated Bay Bridge. I believe the funding would be better off for improving the infrastructure of densely populated residential areas such as Baltimore city, which I feel has been incredibly neglected. I also have concerns regarding what environmental safety nets will exist to ensure that the Chesapeake Bay, one of Maryland's most important ecosystems, is unharmed during construction.
390.	Please increase height/span for ship crossings - especially for cargo and cruise ships.
391.	If the bridge structures are on the verge of becoming amore hassle economically or practically in regular maintenance and run a higher risk of collapse/degradation due to said circumstances, it is crucial to replace the spans with modern up-to-date improved spans.
392.	Two new spans that would accommodate larger ships travelling under them would be ideal.
393.	Such a sweeping idea, why not incorporate a mass transit option as well. If traditional rail is considered too expensive, why not consider more economical monorail to be incorporated into the structure of the bridge(s).

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
394.	Not a good plan. A better plan is to build a SINGLE, 3-lane, new eastbound span on the south side of the existing span, and keep the other existing spans. The middle 2-lane span can be used to ease congestion in cases of accidents or construction needs so there can always be 3 free-flowing lanes in both directions at all times
395.	.
396.	ok. don't forget ped/bike access.
397.	Great idea
398.	How and how much? What will people utilize in the meantime as I live on the Eastern Shore but work in Annapolis, MD?
399.	Removing both existing bridges and replacing them with new ones will be beneficial long term only if the new bridges are of the highest quality and more structurally sound than the previous ones. Do not go with the lowest bidder!
400.	Keep the existing bridges and save the cost of dismantling them.
401.	If this occurs, I think it would be good to also include a potential dedicated bus/emergency vehicle only lane. Maybe act as a precursor to a bus rapid Transit line across the bridge.
402.	Fine, as long as the new bridges have bicycle/ped paths.
403.	The bridges are getting old and without shoulders/pullouts, so need to be replaced
404.	Very expensive bandaid. Crossing the bay is not the only problem. The congestion on land and the side-roads is an issue. Replace the two existing spans with one and construct the second span in Calvert/Dorchester counties to disperse the congestion.
405.	In my opinion, i think they make a ferry making money for that state gain more money to build. During that they make the bridge.
406.	I think MDTA should create to knew bridge spans from the Severn River Bridge to Kent Island.
407.	why not use them in combination of building new bridges? Can you expand/widen current bridges?
408.	Reasonable
409.	Ok
410.	What are the phases of this option? Two new spans created prior to removing existing? Remove East Bound Span, create a new wider EB span before removing WB and building a new WB?
411.	Agree this should be done immediately.
412.	Concerned about the impact of this plan on traffic while project is going on
413.	one of them should be tunnel. some people dislike driving over the east bound span as the walls are see thru and some folks are afraid of heights
414.	The current bridge is wildly inadequate to the traffic it carries, and is flat out too terrifying to us. Any alternative would be better; heck I'd welcome a ferry if it meant never having to drive over this thing.
415.	I support this approach but not without extensive upgrades to both the eastern and western terminus. Additional bridge crossing locations must be part of the comprehensive regional plan.
416.	1 of the old spans should remain for bikes
417.	Build new bridges and keep the existing bridges as this would increase capacity and allow for less congestion if there is an accident or maintenance that needs to be done.
418.	The bridges may be old but building two bridges with more lanes will not move traffic any faster. The problem lies on the number of lanes on the other side and the small towns you have to drive thru with all the lights. Either ridden or bypass those areas first then see what happens
419.	The bridge (s) as it stands it probably dated. I do not personally like the bridges while traveling, the reasons are as follows: -The lanes are very tight and traffic is always moving and changing lanes. -The structure to safely prevent a vehicle from going over (which has happened) is not up to todays standards as far as weight of vehicles. -There should be and emergency lane on either side. -There should be the same amount of lanes on both crossings. -After the Key Bridge incident, there should be move protection for all support structure in the water. -Lanes leading up to and off of each side should match in numbers. One of the biggest problems in this state, many people do not know how to merge, and then bottlenecks happen. - I very much dislike being on the bridge with traffic flowing in the opposite direction. -The West bound lanes have the steel grates, that make it more difficult to drive on. These lanes are also impacted by the on coming traffic at times. .
420.	I had no idea the existing spans were so old (50 and 70 years??). Replacement makes sense as populations and methods of transport have changed a lot in that time.
421.	This option does NOT fix the issues and should not even be considered as it's a waste of time and money. We need RESULTS, not new bridges with the same traffic issues!
422.	How will this take place? How will it effect nearby communities (bc apparently that isn't a concern for state govt based on their cont'd actions).
423.	Leave the bridges there and dig a tunnel like the FSK tunnel at another location. It's too conjested now around the bridge area !!
424.	Or you could leave the 2-lane bridge for events and tourist attraction
425.	Keep both bridges but widen both to provide shoulder as an alternative is a vehicle ferry
426.	Lets do it.
427.	This sounds good so far. The existing bridges were marvels when constructed but are now decrepit and essentially an eye-sore. Would be interesting to know pros/cons vs building a single (presumably wider) bridge.
428.	apparently they have reached max age and need replacing--so of course this is a priority

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
429.	I think the new structure sounds like a great idea in theory, it will need more lanes and more lanes on either side leading up to the bridge for it to make a real difference though.
430.	Overdue for safety reasons, but it should include pedestrian, bike, and transit options to reduce congestion and improve access.
431.	Why a bridge? This causes height restrictions on which ships can come into the port. Why not a tunnel or a bridge runner combination like in Norfolk?
432.	No concerns other than cost.
433.	I totally agree with replacing the two current spans of the Chesapeake bay bridge. I would like to see 10 lanes (5 In each direction) through the bay and a pedestrian walkway on the bridge. The US-50 & 301 corridor should see improvements too like widening and improving interchanges as well as a new Severn river bridge.
434.	The bridges need to be replaced!
435.	Interested to learn more about costs/benefits & impact.
436.	How will commuters get too and from the east coast to central Maryland?
437.	One, new bridge/or tunnel/with rail Access
438.	Make the bridge taller to accommodate larger, newer cruise ships into and out of Baltimore port
439.	It's not the existing bridges that is the problem it is the traffic coming to and exiting the bridges that is the problem.
440.	Yes, please replace sooner rather than later
441.	This is a great idea! Please provide shoulders on at least one side of the new bridges for breakdowns and crashes.
442.	Replace both. Both ate too low to support the Baltimore Harbor and both are bottle necks for surface traffic.
443.	Instead of having just 2 spans in one area, why don't we have several bay crossings
444.	This state has been blowing smoke about doing something with this bridge for 25 or more years, The architects and making a fortune while nothing is being done. I am 82 and will be dead and buried and the world will be in the 2040's before anything gets done. You are all full of trash.
445.	Where would the money come from to pay for this?
446.	New wider bridges with amenities is best
447.	in favor
448.	Keep the old bridges and build 2 new bridges that go into Cambridge....10 lanes into 3 wont solve the traffic problem!
449.	What would become of the old spans?
450.	I am supportive of the plan to replace the existing Bay Bridges with two new spans, provided that MDTA takes appropriate steps to mitigate and minimize any impacts to the commercial and recreational fisheries around the bridge; maintains access through the bridge area for recreational boating and commercial shipping during construction.
451.	I agree, assuming there are sufficient measures put in place to minimize the impact on the Bay, on the traffic transiting the Bay and on the ships/watercraft that have to pass through that area. I would ask that accommodations for pedestrian/bicycle traffic also be included in at least one od the new bridges.
452.	Agree
453.	NO, this will not alleviate the traffic.
454.	Please include a protected bike lane.
455.	I agree that both existing Bay Bridge spans should be removed. However, they should not be replaced with new bridge structures. As a native Eastern Shoreman, I have personally witnessed the urban sprawl and all of the related problems (pollution, crime, etc)... which the state seeks to spend more funds to solve. Much better to permanently remove the bridges to preserve the Eastern Shore environment and way of life. Let folks drive around from the north, or take a ferry, to visit God's Country and then leave as soon as possible.
456.	You need to enlarge the Severn River bridge at the same time and your designs should eliminate incentives for traffic on route 50 to use local roads including St. Margaret's Road, Bay Dale Road, and Cape Claire Road.
457.	These bridges should have a total of ten (10) travel lanes, five (5) in each direction. Bridges should be cable-stayed and match the height of the upcoming Francis Scott Key Bridge replacement
458.	I do not support additional vehicle capacity. We should instead increase transit, cycling, and pedestrian crossings.
459.	I'm going to assume that it would cost more to remove/replace the existing structure than it would be to build a new one (not even taking into consideration the traffic nightmare). So no, I don't like this idea.
460.	This is fine but maybe keep the original span for bike/ped? This would be pretty cool! Also, it is historic and looks nice.
461.	Just build a 4-lane third span to the South for Eastbound, keep North span Westbound as-is, and make the old middle span a 2-lane reversible direction. So now you have 6 lanes Eastbound for Saturday morning beach traffic/PM rush and 5 lanes Westbound for M-F am rush traffic. The reversible lanes can be HOT with HOV3+ and motorcycles free. Virginia does it right with the E-ZPass Flex.
462.	This makes sense. There are rapidly escalating costs and complications required to maintain the existing spans. Whereas maintenance work can currently be limited to off-peak travel hours, that will eventually cease to be the case. The maintenance burden is approaching the point where the work will need to be performed during peak travel hours.
463.	Bridges in the same footprint would be ideal to minimize environmental impact
464.	I agree with removing both spans and replacing them with new ones. They also need to be parallel with each other. The current bridges are awfully high and look a mess. You have a long run-up with curves to get on the bridge when getting on either span. The curves need to be eliminated. It would be better if the spans looked alike and were more friendly in design for those like me who have a fear of bridges.
465.	Considering their age and advancements in construction theory building the new bridge makes sense. After the fall of the Key bridge, their needs to be saftey measures to prevent this tragedy form happening to the new Bay Bridge. My concern is WHO is footing the bill for this?
466.	Can one of the bridges remain for use by pedestrians and bicyclists?
467.	Support.
468.	Do not care about design but building it soon as possible
469.	Remove and replace both.
470.	Build one 5 lane bridge and maintain the current three lane bridge or both bridges and make them both east bound. Or make the current south bridge pedestrian and public transportation.
471.	I understand that the existing bridge will need to be replaced.
472.	sensible, rock on!

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
473.	We want a bridge that is accessible for public transit/walkers/bicyclists!
474.	Please get started ASAP. The current bridge has no safety lanes. The spans are too narrow. There's nowhere to pull over. And it feels like driving on a catwalk, inducing fear of heights.
475.	Bridges are need to allow hazardous material to cross.
476.	From what I can gather, it sure beats waiting for the current bridge to fail.
477.	I agree with removal of the existing structures once the new spans are built. This worked well for the Nice bridge since traffic could still use the old bridge and construction seemed to minimally interfere with traffic.
478.	No not at this time all the Focus should be on the key bridge first so people can get supplies from the port of Baltimore & trade point one thing at a time
479.	If we can avoid it - no - Use BRT, and a coordinated sytem of park and rides along with a nearly carless Ocean City, Bethany, Dewy and Rehobeth with outstanding BRT and Bus, electric bikes and trikes and dedicated protected lanes for them.
480.	Bad design...Rt 50 on both sides of the current bridge would not be able to handle the proposed traffic with a second bridge...no matter how you try to eliminate said proposed traffic Two bridges next to each other from Annapolis to Kent Island will indeed end up like Rt395/95 is in and out of Washington DC. Bad planning both environmentally and VMAs a transportation plan...does not resolve the congestion now, or in the future.
481.	Investing in reinforcing the existing bridge instead of rebuilding it entirely offers a more sustainable and community-focused solution. Strengthening the current structure would not only be more cost-effective but also reduce the environmental impact of constructing a new bridge, preserving the delicate ecosystem of the bay.
482.	I think it's important to create bike and pedestrian infrastructure linking the cycling infrastructure already present on the "west" shore and the eastern shore. Since the existing structures don't provide this, I support new structures.
483.	I'm in favor of replacing the existing structure if the safety/engineering and functionality will be better.
484.	Whatever happens, the existing and any new bridge MUST have dedicated walking and biking paths. Citizens and visitors should not be forced to cross a body of water with public funds only by motorized vehicle. This would foster healthier lifestyles, support biking/jogging/walking enthusiast, improve air quality, reduce fossil usage, and boost tourism.
485.	This needs to be done, the old bridges are falling apart and the rust is acting fast. It will be a never ending battle that will result in new bridges anyway. The pillars are all cracking and being held together with bamd clamps...not exactly the most reassuring thing to see while driving over them. After the key bridge falling i could only imagine if one of those cargo ships bumped the bay bridge.
486.	I believe this is a good idea.
487.	Have you ever used this bridge on summer weekends? Where do you intend for the traffic to go once it crosses the bridge? The Eastern Shore cannot handle it and frankly I don't want it here. We are too congested already. On summer weekends, you cannot use Route 50. If the bridge needs to be replaced, keep the number of lanes the same.
488.	If the bridge needs to be replaced, it should not be wider than the existing structure. Adding more lanes has never proved to alleviate congestion.
489.	I think this is needed already because of the height of the Bay bridge we can't get any new cruise ships. Maryland has to get old cruise ships that are 30 years old. That is only example of one industry that Maryland is losing money on because of the height issue. Additionally, traffic is horrible on the Bay bridge. I own a property in Delaware as well and I usually go north to get to the eastern shore.
490.	I am in agreement with this move. The existing span infrastructure is insufficient for safety and travel needs (lack of shoulders, no place for motorists to seek refuge if car catches on fire, they get into accident, etc)
491.	Remove existing spans to increase air draft
492.	Yes please do. Im sure it time for a new one
493.	Great idea
494.	Don't kick the can down the road do it right now and save on the future. A 8 billion dollar project today is 16 billion tomorrow.
495.	It would be nice to keep the old bridge spans along side of the new ones. Or could they at least keep the original East Bound Bridge???
496.	Add the 10 lane bridge.... remove the old spans.. added another 10lane bridge. 4 lanes either way trucks.. 5 lanes cars 1 lane buses
497.	It is stated in the article $3.8 billion over 40yrs will be needed to maintain the original structure. The alternatives cost $7.3 billion and $8.4 billion. I don't see how there's an alternative to maintaining this classic structure based on numbers alone.
498.	Good solution as long as there is no impact to the current spans.
499.	I've been crossing 5x a week for 20 years. It's a horrible bridge. But replacing sounds like it's currently dangerous. I hope you shut it before it collapses if so. Too much weight. Too many trucks. It was meant for traffic patterns and vehicles from 40plus years ago. People speed terribly on it. When it backs up it can take 5 hours it get to the shore. Make a new bridge(s) that isn't so high like a draw bridge. The Virginia bay bridge works beautifully. The MD bridge does nothing to prevent jumpers. And there is no shoulder for safety. And there is too much visibility with the current guard rails. I've seen people freeze up at 209 ft.
500.	Depending upon how many lanes each way. Congestion will still be a problem as the highway as you get off the bridge is still only three lanes, therefore more lanes on the bridge is not the answer.
501.	Agree! Only sorry they did not make that recommendation years ago, when it first became clear the Bay Bridge was unsafe and functionally obsolete.
502.	Please allow for commuter rail or provision it for the future.
503.	Okay
504.	I am fully on board with this but with the caveat that current traffic doesn't get disrupted & you expand both RT 50 west of the bridge & East of bridge at least past 1st couple exits
505.	Is this more cost effective than refurbishing the existing bridges? Resource management should be a strong consideration for the impact on the environment.
506.	So, I assume this means 2 new horizontal structures, with more lanes.., and in the same location, but without substantial, lengthy widening of either east or west approaches?? If so, terrible idea. A Bridge Lane increase plan needs to include widening of Route 50 over to Wye Mills to the East, and Rte 301 to the West with at least 2 lanes each way. That will take +10 years, but will likely only solve 30% of the traffic issue.
507.	Yes but only one bridge with 10 lanes to avoid shipping traffic
508.	Will there be suicide prevention netting installed?
509.	Fine but you must increase the number of lanes or capacity of the new bridges to take more traffic.
510.	I would like to see existing structures fortified and lanes expanded. Do not tear down these bridges.
511.	Tear them down and don't rebuild. The Eastern Shore has been ruined because of this bridge!

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
512.	Not sure how it could work engineering-wise, but one single bridge that is twice as wide would be even better. One with shoulders. Or has any consideration ever been made for a bridge/tunnel like in Virginia. Basically, ANYTHING LESS TERRIFYING (and safer) TO CROSS!
513.	How in the world are you going to do that when currently you are unable to maintain the traffic with current construction going on. I do not know why another bridge to take all of the DC and Virginia traffic SOUTH in South County is not be done.
514.	Yes, remove and allow access to taller ships. Better cruiselines would be great for the area!
515.	Maybe one span could have light rail or be built in a manner that light rail could be added in the future. If you don't build it they won't use it, it's called leadership.
516.	I support this as it would reduce environmental impacts with new or different options and locations.
517.	I understand that the proposal to build two new bay bridge spans would include spans that hold 6,8, or 10 lanes. While that certainly would address and prevent congestion ON the bridge, it would also create a massive bottleneck on both the eastern shore and the western shore of Maryland and this proposal does nothing to address that serious and problematic factor. Therefore, because of that major issue that has not been addressed or incorporated in those plans, I would not support such a project.
518.	If building option is chosen, I agree with removing existing but why not one new structure?
519.	It is RIDICULOUS to build a new HIGHER bridge. Many already fear crossing the bridge. If it is done, it must have better, more secure guard rails in place. ALSO, why not just supplement the current bridge with a fleet of vehicle ferries that could go to a couple different point on Kent Island and thee Eastern Shore??
520.	Please make each bridge have a shoulder on both sides, and a solid edge like the eastbound. The westbound feels like you're driving on a balance beam. Scary as [Offensive Language Redacted] with that height. 3-4 lanes each side, think future! Traffic is only going to grow.
521.	Okay
522.	This bridge is the most terrifying drive for so many reasons: On a sunny day, the shadows created by the structure above is almost hypnotizing. There is an expanse that swings out in a curve, that, together with a visual of too much of an expanse of water, what feels like no guardrail that I fear driving off the edge. The upward climb with no visibility also has the effect of driving off the edge. It's too high,too long, and people drive too fast.
523.	I agree with this and they should be opened one at a time.
524.	As an architect, it was clear this was always the only option. For security, resiliency as waters rise, all the reasons. Just needs to be a careful respectful replacement design, one that is unique and becomes a new Bay icon, not just another generic structure (Nice Bridge US 301).
525.	Do not destroy the existing bridges but build two more spans further south
526.	Yes, safety first!
527.	Helping relieve congestion at this location is a great idea
528.	Please consider leaving at least one span for biking, walking, and other recreation.
529.	Probably the best solution to the problem.
530.	This will be the safest alternative assuming the new spans provide a wider shipping channel.
531.	Not clear with wording above—we're assuming the new bridge would be built FIRST then demolish existing bridges?
532.	I love the idea, this has been needed for far too long now. Build two new spans with 5-6 lanes each
533.	this needs to be done asap the bridges are in terrible condition and extra traffic has been added to the existing bridges because of the Key Bridge Collapse
534.	Yes, we need two new spans that accommodate more traffic and at a greater height to accommodate large vessels. Continuous bridge repairs are no longer an option.
535.	Would the removal be done prior to the new bridge is installed? If so what will the citizens on the Eastern Shore do to get over to the other side of Maryland? Would it affect the economy of the Eastern Shore while down?
536.	Look. This is absurd. We are operating on low technology with CARS from 100 years ago. Absurd. Need to build upwards to retain present buildings. Think of the old film, Metropolis. Whatever you do should work for the future, not 100 years ago. Look at the monorail in Miami. Held up all these years, even against hurricanes. My father's friend put that in. Think modern technology; not cars only. Should be able to go to Chicago from Baltimore in less than an hour. Thank you.
537.	support new spans
538.	Maintenance costs on the existing bridges would NOT be going down in the future. Sound decision.
539.	This is much needed!
540.	The numbers that I have seen show new bridge cost vs maintenance until 2065. The new bridge cost should include the removal of the old bridges and maintenance until 2065.
541.	Why is it recommended to remove the existing bridges instead of just adding more bridges?
542.	I agree with removing the existing spans and replacing them with new structures.
543.	please build first before removing bridges. It will create insane traffic.
544.	I support two new spans, with more lanes than the current configuration. The current spans are at the end of their useful lives and are in great need of replacement.
545.	Just do it! Long overdue
546.	Needs done but just have to sort out how to do it logistically without creating even worse traffic issues. The summer especially needs to planned for with any lane closures during those busy travel periods deemed as unacceptable with monetary consequences.
547.	Add another 3 lane span and keep the 2 lane for Bikes ,public use or public transportation
548.	I think this could be a good idea but will be extra costly but I think it will help traffic move quicker
549.	I agree that both spans need to be replaced. I am indifferent as to whether the new bridge is one span or two.
550.	Agree.
551.	This is the soundest of any options. But, the adjacent 50/301 improve to will need completion prior to opening new bridges.
552.	Replacing aging bridges is a good idea. It is the rest of the plan that is flawed.
553.	Not until the new bridges are built as it would totally destroy traffic. I would prefer they be left in place and use the new bridges as alternates while the current bridges are redone.
554.	Yes its pretty obvious. We shouldn't need a study. Just copy other coastal cities like tampa clear water, and virginia beach Hampton Roads Bridge tunnel. We are always behind. its time to build two new bridges!!!!
555.	ReplaceLogical

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
556.	No comment.
557.	Leaving the Brigdes the way they are does nothing to elevate the congestion. Congestion is the real concern of Marylanders. The plan to build a 10 lane bridge sounds good but in reality is it. I've been a marylander Most my life and I have watched roads and bridges get widened to only bottle neck at a pinch point. How do you plan on transitioning from a wider bridge back down to two lanes.
558.	The traffic in the surrounding area is regularly affected by the bridge. Why not continue to use the existing structures while they are still safe and take them down at the end of their useful life this maintaining 5 extra lanes for a period of years.
559.	It seems to make sense to replace the existing older bridges. However, simply adding more automobile infrastructure is short-sighted. You should take a comprehensive look at transportation infrastructure and add rail infrastructure to serve the eastern shore and eventually connect to ocean City and beyond.
560.	yes- absolutely
561.	The Bay Bridge is a very scary Bridge. A lot of friends agree. In my opinion it needs to be torn down with a new better design of construction. Or build a tunnel.
562.	Build One FIVE lane bridge(will not lose lanes) then rebuild the old car ferry terminal. Run it during the summer. I am sure the demand for the ferry will be immense during beach season.
563.	Can't you build additional lane onto the existing structure?
564.	Good choice. Use of newer contraction techniques and updated codes, including pier protection is the best solution.
565.	There needs to be a bike and pedestrian trail across the new bay bridge, linking up with the Broadneck Trail and Kent Island Trail. The Bridge should also be designed to allow Rail to cross it in the future.
566.	I support this, please do not waste money trying to maintain aging bridges built with obsolete construction methods.
567.	Don't waste the money on tearing them down. The problem isn't the bridge, it's Rt. 50.
568.	This will increase traffic in harford county into Delaware which will negatively impact the whole county. Create more accidents and pollution
569.	Recommend one bridge span of 8-10 lanes and the use of portable "zipper" barriers modeled on the Golden Gate Bridge. https://m.youtube.com/watch?v=-MeQnStAH0U. Further recommend East and West bound train trellises be built under the bridge to connect the Eastern Shore to Marc lines to reduce DC, Fort Meade, and Annapolis commuter traffic as well as improve transportation options to expand job and travel opportunities and integrate with MARC, Amtrak, and other mass transportation options. [Initials and Email Address Redacted]
570.	I'm in favor of anything that shortcuts the distance toward Ocean City. From a tourist perspective, while day-today isn't just Ocean City, there's such a huge contingent of people that have the goal of getting to OC as quickly as possible.
571.	A must going forward based on age and safety.
572.	As it should be replaced, how about we worry about getting this key bridge rebuilt. Adding an hour plus to my commute to work is quite ridiculous and all the other businesses at losing money not just everyone that commutes.
573.	I would create two separate bridges or 1 tunnel and 1 bridge. Tunnels aren't affected by the weather but are expensive to maintain and should require a nominal fee to use. I lived in VA and worked in MD for a few months on a Govt. contract, I stayed in Fredericksburg and drove up to Joint Base Andrew because I needed to have 2 routes to get to work if one was closed. There needs to be a crossing further up towards DC. You know the requirements for Maryland. I've only used the Bay Bridge a couple of times because it's constantly being shut down when the winds go above 40 mph.
574.	There needs to be a span built elsewhere. The infrastructure can't handle all this traffic forever, you will still have traffic even if you build 100 lanes. Why aren't you listening to the people you are supposed to represent. It's great when both sides get literally TRAPPED in traffic Thursday-Sunday even with exit closures.
575.	What will be done to combat climate change? Kent Island is one bad storm from being washed away.
576.	Add 8 lanes with seperate walking/biking caged lane, also a ferry would be nice .
577.	Yes, stop repairing and rebuild instead.
578.	Keep existing bridges and completely redo. Add an additional third bridge for alternative flow control.
579.	Makes sense.
580.	Removing the existing and replacing is ideal but only if it the replacement is built first and then the old removed. Being without the bridge for any period longer than half a day will cut off access too much.
581.	Where is the money coming from for this project? Why has the study taken 7 yrs?
582.	I can accept replacing the current span but I am concerned that the new bridges will not eliminate the congestion. A larger bridge with more lanes still going down to 2-3 lanes will create an opportunity for more serious accidents and longer back ups. People don't merge and everyone is in a hurry.
583.	About time.
584.	How about rebuilding the Keybridge before you do this, that would make my commute so much better.
585.	Please please please, build a bridge in southern Maryland. We pay taxes too. You do nothing but take from us in southern Maryland. You took away the 301 bypass, you took away funding for SMRT, please do something good for once, give southern MD a bay bridge crossing.
586.	This is a truly needed upgrade to relieve traffic congestion and improve infrastructure to connect the eastern and western shore
587.	It would be nice to keep both bridges since they are a symbol of Maryland. If this is not possible, the new bridges should look the same as the old two bridges in the same two styles.
588.	I agree with this plan, as long as the new structures can support the volume of traffic now and in the future.
589.	Go ahead, but I'm not paying for it!
590.	Great idea. The south (old span) is too narrow and the reversible lane of the north span is inherently dangerous. The opportunity to add bike/pedestrian pathway and possibly a dedicated bus lane would exist with new spans. And the new structures could be beautiful additions to give identity to the state.
591.	Yes. The current bridges are health hazards
592.	I think this would be a wonderful idea. The amount of traffic is so deep all the time now. Also, the bridge is getting old, which makes me uncomfortable.
593.	Good idea
594.	At what cost? So at one time, there will be four spans crossing the Bay.
595.	This makes sense to ensure that the existing Bay crossing continues to be available. While the bridge is too high in most areas to be used for fishing, might it make sense to keep one of the bridge for alternative use, such as by bicycles and pedestrians. I know that having pedestrian and bicycle use is being considered for one or both of the new bridges, it is inevitably canceled.

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
596.	Include a pedestrian/bike lane.
597.	Would you not be able to use the piers from at least one existing bridge to build a new one on them? Or are the current piers also too old?
598.	While this is disappointing, it's understandable, similar to the issues faced by the old Tappan Zee Bridge in NY. This proposal seems very similar to that of the Tappan Zee Bridge, although the major difference is obviously the very seasonal nature of traffic on the Bay Bridge. Personally, I would really really really appreciate it if the existing bridges remained and a new span was constructed to handle excess traffic. My absolute biggest concern is the ultimate design that will be chosen for the replacement Bay Bridge. The current Bay Bridge is an icon of Maryland and the Eastern Shore. I personally think it's the most beautiful bridge in the United States. I live and work on Delmarva, so I generally avoid the bridge all summer, so I have a much higher opinion of the bridge than most commuters or summer tourists would! When considering designs for new spans, whether replacements or supplements to the current bridges, please seriously consider traditional suspension bridge spans or a truss bridge (similar to those found in West Virginia) and NOT another cable-stayed bridge. We have enough bland cable-stayed bridges, they're becoming tired and just look like brutalist monstrosities now. Their designs are becoming dated. The current bridges are timeless and beautiful. Please try to match their design.
599.	It will do NOTHING but lead to more backups in the Kent Island and St. Margaret's areas.
600.	They are putting all new decking on the eastbound span. Put the bridge somewhere else.
601.	I think this is a great idea. Can the MDTA add express lanes between existing eb/wb lanes?
602.	That Bridge is a tragedy waiting to happen. Everyone knows it. And our leaders slow play it...the clock it ticking. NY for the Tappan Zee done
603.	Long overdue. Do it right and make the new structure(s) a minimum of eight lanes (4/4).
604.	The Bay Bridge is in desperate need of being replaced. MDTA should replace the existing bridge with new structures. Trying to maintain the existing bridge is wasting money on a broken solution.
605.	They need to be near the existing routing.
606.	By the time the new bridges are built, the expense of maintaining the existing bridges will be astronomical with little return on capacity and safety.
607.	Why would this be more beneficial instead of adding two new bridges elsewhere in the bay, and leaving the old one to split traffic amongst three separate bridges?
608.	The second bridge structure is not that old. Why is this being considered?
609.	Build 2 new bridge structures and convert the old one into a green public park spanning the bay.
610.	I think this is a good plan, however unless you greatly expand the roads on either side, delays will continue. It still makes sense to add a new route somewhere between Rosedale and Havre de Grace to provide a third option other than the Bay Bridge or up and around through DE.
611.	I Like this idea. Sounds better for the Bay health.
612.	First and foremost, the new bridge needs air clearance of 220 feet above sea level to allow baltimore access to large container vessels to compete with other comperable pports. Nimber of spans should not impact the needed increase in shipping airdraft.
613.	no
614.	Bridge / Tunnel avoids excessively high bridges just to meet the vertical clearance requirement for the Port of Baltimore.
615.	Yes, let's have safe infrastructure.
616.	The bridges do need to be replaced for safety, but bridges further to the north and the south going to different roads than Rt. 50 corridor should also happen. The traffic being dumped onto Rt. 50 is causing more traffic accidents each year and negatively affecting residential homes. Especially near the bridge and and in Easton.
617.	This will only aggravate the situation on rt 50 @ KI. A real solution would create a new bridge from the WS to a spot just below Cambridge siphoning off DC traffic & avoiding the worst choke points between the current bridge & Cambridge.
618.	Yes. I am absolutely relieved that the recommendation is to replace the existing bridges. The existing bridge is, at best, nerve wracking, and, at worst, incredibly dangerous. The lack of shoulder (no place to pull over in emergency) and low height of the guard rails makes this a very problematic and dangerous bridge. Further, this danger is compounded when one of the bridges has two-way traffic. Replacement bridges can't come soon enough.
619.	Great plan. We need more lanes.
620.	Two new bridge structures are needed considering the current level of increased traffic and the aging spans.
621.	Thats a good idea. It can't be a good idea to stretch bridge life past 90 years. Also replacement bridges need to be able to accommodate larger and taller ships if Baltimore is to stay a relevant port
622.	Why not drill four tubes? You could probably get ten lanes. Call Elon.
623.	About time
624.	Do not remove either existing span until a new span is in place. Do not remove the second span until both new spans are in place.
625.	From what I've read about the cost of maintaining one or two older spans, I'm feeling that it might be cheaper in the longer term to replace both. That and we need to do something to alleviate the traffic backups in the Summer and Holidays
626.	I fully support this project.
627.	6 lanes build the ferry
628.	I fully support replacement.
629.	A larger bridge(s) will accomodate more traffic to the economic benefit to the greater DMV area as well as the DE/MD beaches. Yes yes yes
630.	I think this needs to be done ASAP! Keep the bridge in the best condition open while the other is being completed. The bridges are in constant repair and are looking rough
631.	Bridges should be replaced
632.	This is fine, but it must we need public transit, preferably rail, to connect our state and meet traffic demands. What's the point of expanding traffic lanes if they car transit will just get bottlenecked on either side by small highways.
633.	Good.

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
634.	I like the idea of creating just 1 span to replace the South (2 lane bridge) at least as a phased approach for a decade or time frame, whatever is appropriate.
635.	I totally agree with the MDTA as the existing bridges are nearing the end of their lifespan. It will cost us tax payers millions of dollars and years of closures to just recondition an old, unsafe bridge. Tearing both spans down is an excellent solution and building two spans that have minimum 4 lanes in each direction. These bridges should also have high barrier walls to eliminate marine navigation distractions from motorists.
636.	This is an absolute must.
637.	will the toll increase? will it protect from wind and not feel scary?
638.	It needs this and more
639.	The original bridge is long overdue for replacement.
640.	Sounds very expensive and time consuming. Current bridges are thought to be functional through 2065. we'll probably get very close to that date before two new bridge structures are in place and operational.
641.	Need a new bridge or bridges with 10 lanes total.
642.	The existing bridges are not aligned with current traffic volumes. Two way traffic on the three lane span feels very unsafe, even more at night with constant oncoming headlights.
643.	Sounds good to me! New higher clearances for shipping will help the Port of Baltimore remain competitive on a global market.
644.	Where will the new spans be built? Will this impede on sandy point park?
645.	That seems like a fair plan for the degree of travel needed.
646.	Eventually Remove
647.	The MDTA should keep both spans open and add lanes as needed; destroying the existing infrastructure just to replace it costs too much, given their projected 40-year maintenance costs.
648.	One of the new spans should serve souther Maryland. Taking traffic away from U.S Route 50/301 would alleviate traffic backups.
649.	For any bridge, raise the bottom level around the supports so that a loaded cargo ship would ground out before reaching the bridge supports.
650.	I agree
651.	We've seen what can happen when a huge ship gets out of control and wipes out a bridge and causes fatalities. Why continue to go with another tall bridge? Why not consider a bridge tunnel concept? Provide tunnels under the shipping lanes and causeways across the remainding bridges. This would eliminate the shutdowns of the bridge during high winds and also be easier to deal with ice and snowy conditions. How much do you value human life? Safety should be the priority. Maintaining the bridge would be safer and more economical in the long term. Anyone that has crossed the bridges on windy or icy days, knows it can be dangerous.
652.	Who here actually understands infrastructure? You could add 20 lanes, and it wouldn't make a difference! All you're doing is shoving the problem down the road, into neighborhoods and communities where nobody seems to care about the people being affected by the endless traffic jams. Even a middle school student could figure this out. Just look at Los Angeles. Has any of those massive 20-lane highways solved their traffic nightmare? Of course not! The only way to improve the traffic is to figure out how to actually remove cars from the road. I know you are welcome. Prove me wrong and show me a study where adding lanes to highways fixed the traffic problems.
653.	Yes, PLUS ferry crossing for walkers, cyclists and drivers with bridge angst
654.	Put one bridge at a more southern location and do upgrades to widen and add lane and shoulder to the Westbound bridge.
655.	Yes to removing both existing structures, but replace with one (not two) very wide (10 lane) structure.
656.	Why not just build one new brisge and renovate the two existing bridges.
657.	Whichever is the most efficient and sustainable option for upgrading our infrastructure. If the current bridge can be altered and kept that sounds like it would be ideal, but if the addition of something like a protected bike lane means the project has to be two new structures, that's fine.
658.	See below.
659.	Adding additional lanes for cars does not reduce congestion, it instead induces additional auto demand and just increases the congestion. The span needs to include transit (e.g., light rail, bus rapid transit) as well as bicycle/pedestrian access in order to give people options besides individual vehicles.
660.	I believe that this plan makes tremendous sense. I have often mentioned to friends that to do this replacement along the lines of the replacement of the Wilson bridge would bring the best benefits. Providing higher clearance as high as or higher than the planned Key Bridge replacement would ensure that the port of Baltimore would thrive.
661.	New structures would be awesome with the extra things mentioned lik, being taller, pedestrian and bike access, shoulders and most importantly protection around the base from ships
662.	In general, I like the proposals currently being considered. I believe removing the two bridge spans to replace them sounds reasonable and prudent.
663.	This would help in the long run.. although traffic is going to be significantly worse for a long period of time, for people living on Kent Island, Grasonville and Centreville area. Also the highway along 50 merges into 2 lanes. What is the plan for expanding the highways going to Easton? This plan seems counter productive if this isn't done.
664.	The new bridges must accommodate trains and bikes.
665.	Why not just build one big bridge? Better yet why not go with a tunnel instead? Less impact on the Bay and won't have to worry about building it high enough to accommodate the huge ships going up to Baltimore. Construction would probably be quicker too.
666.	I think this is a good idea and should be started ASAP. The current bridges are aging and with that increasing the risk of severe issues as they age.
667.	I agree that 2 new structures are needed.
668.	Would need approach roads re designed etc to facilitate getting on the bridge from both sides of bay. Think of the infrastructure required to support that many lanes/traffic being focused on one huge bridge. Cost?? Lane numbers depend on projected traffic over life of bridge. Tunnels? Remember the big ditch? One bridge to complement beltway and one to get to the eastern shore/beaches seems like most effective path to take.
669.	Too bad we can't upgrade the existing structures to meet our needs. If that's not possible, it's good to plan now for replacement, before the current bridges have issues that affect safety.
670.	The spans obviously need to be replaced, but expanded capacity only makes things worse.
671.	I like the idea, please recycle the materials. I think many portions of the bridge could be sunk in the bay or the mouth of the bay strategically to provide marine habitat. I own a farm and would love to have some of the big pieces to weld into sculptures as well. Would be cool to have a maryland sculpture project with reclaimed bridge pieces

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
672.	As long as the old bridge stays open while the new one is being built.
673.	This doesn't fix the problem of too many cars traversing route 50 to and from the bridge. All vehicles from MD, VA, PA, WV, DC and almost every state in the USA going to MD's eastern shore have to travel on route 50. A bigger bridge won't fix the backups from the bridge to DC. It will only put more cars on a road that's over capacity already.
674.	Keeping multiple spans allows for flexibility in case one or the other needs to be closed, as opposed to just one large bridge. Good idea.
675.	I'm in support of this
676.	This is most likely inevitable, and probably a good time to do so while the Key Bridge is also being reconstructed.
677.	Probably the most logical option considering the age of the existing spans, so long as replacement is in the same location
678.	No.
679.	I support this. The existing spans provide inadequate capacity. One span is well over 70 years old. The other is about 50 years old. Neither meets current road design standards. The ongoing maintenance costs for inadequate infrastructure are too high. New, higher spans will also allow for larger ships to access the Baltimore port.
680.	please make the bridge helpful to those with the stigmatized phobia of the current model..and reduce the need of bi directional same lane usage
681.	Agreed, though I would significantly prefer a bridge/tunnel option similar to Hampton Roads
682.	Impact to neighboring properties and businesses needs to be considered.
683.	Is this necessary? Could the money spent on this be better spent on transit improvements elsewhere?
684.	Keep same location. Please stop stalling. This project should has been completed many years ago. This project is safety issue, it is slowing down economic growth in the state. Quality of life will include with this project.
685.	Although I wish tunnels were feasible, I agree this is the best option.
686.	Leave the 3 lane, newer bridge standing so it can be used in the event of an accident on one bridge. You can reroute traffic and allow for emergency vehicles to pass by. Or god forbid there be another Key Bridge incident leaving one up allows for the least amount of hindrance on traffic from any incident.
687.	The sides of the new structure need to be higher while blocking the view for those scared of heights.
688.	what would happen to existing bridges?
689.	This is seems like the most logical solution. It shouldn't have taken 10 years to come up with this.
690.	New Bridge structures should include transit lanes and bike lanes. This is win win. Autos will have less congestion and non autos will be represented
691.	If the current spans are unsafe or close to the end of their life, then I agree
692.	Strongly support this proposal.
693.	This sounds like a good plan as long as enough lanes are included AND the areas on either side of the bridge are expanded to reduce bottlenecking that is the real traffic problem, especially on the Eastern Shore side. -Also have concerns about the timing of building and tearing down
694.	This will not help alleviate the heavy traffic volume in our area. Please consider putting another span in Baltimore or South of the current spans, like Cambridge. This would fan out the traffic to other locations and reduce congestion.
695.	I support replacing the existing bridges. It seems like it would be more cost effective to build and maintain one large bridge than two smaller ones.
696.	I support this plan.
697.	Agree both spans need replacing. The infrastructure is extremely old and unsafe. Also, feel their needs ro be a Ferry transit to further elevated tglhe congestion and provide a more ennviromental esthetic , alternative that works both as a transit and tourist opportunity.
698.	Keep one of the bridges and use it for a commuter train service to connect east n west sides.
699.	I recommend keeping and allowing for bikes and pedestrian crossing.
700.	No this is wasteful and causes more unnecessary harm to the bay
701.	If it stays a car-only eyesore, bury that sucker and get it out of the way of shipping. Or be inclusive and majestic. No in between.
702.	We can't afford it
703.	Yes please! Or why not go to Calvert county?
704.	I think that it would be a good idea. The current bridge is kind of sketchy driving across it. Maybe a wider shoulder on each side of the lanes.
705.	Sounds good
706.	No. Maintain the existing structures.
707.	Concur IF the plan expands lane capacity that equals the lane capacity at the entrance and exit roadways AND includes bicycle/pedestrian access in a separate protected lane. The Mario Cuomo bridge in NY is a good model.
708.	Will the new structures be designed to resist vessel impact, and avoid a situation like the key bridge?
709.	Yes given high maintenance costs.
710.	New bridges should have a similar architectural appeal to the existing iconic structures
711.	Yes, consider building similar to the Arthur Ravenel Jr. Bridge in Charleston SC which has a pedestrian, bicycle lane use
712.	Yes
713.	The new bridge should be higher than the last to allow at least 230' of air gap for vessels transiting beneath. Wider spans will also allow a safety factor for vessel traffic passing underneath. New spans should be built with better protection to prevent vessel allusions.
714.	How will this ultimately relieve congestion, more lanes as seen in other parts of our country fails to relieve congestion.
715.	Make a double deck bridge in the center between them both. 4 on top 4 on the bottom
716.	A long time coming to relieve congestion and improve safety.
717.	Provided the new bridges don't try to solve an issue by creating capacity that really doesn't exsist on land. For example making 8 lanes doesn't help if 50 is only 3.
718.	There needs to be enough lanes for the amount of traffic that the bridge takes daily, especially in the summer months
719.	Replacing the existing spans instead of maintaining them makes sense
720.	The cost to perform and execute such a project is far greater than the ROI or utility recieved.

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
721.	Sure
722.	Needed to provide better connections to the Eastern Shore
723.	Good
724.	Yes replace the old bridges with 10 new lanes.
725.	Approve
726.	Why not a tunnel. The bridge is backed up because people are looking out at ship, wind, and other weather issues. A bridge would mitigate that.
727.	Why don't they just build 2 5- lane bridge structures, in/out from Annapolis Side to the Eastern Shore Side. A 4-lane bridge frm Annapolis going into the Eastern Shore, and a 4-lane bridge going bck into Annapolis MD
728.	Leave parts of them for fishing, like the Bill Burton Bridge in Cambridge.
729.	Sure it's a good idea but should not be the sole option.
730.	It seems like a waste, unless it's the quickest, cheapest way with least end to end negative impact on the environment. I'd think if the spans are replaced, transit options must be included.
731.	Keep westbound and create new eastbound
732.	Adding lanes doesn't solve congestion. You need to utilize one of the existing spans for future mass transit options and a bike ped crossing. You have bicycle trails on both sides of the bridge. The B&A Trail is part of several national bicycle routes. You have a park on each side of the bridge. This is a huge opportunity to allow for future growth and a large, tourism draw.
733.	Why pudh sll traffic to one point. What about 702 bridge crossing hart and miller to the eastern shore?
734.	I think that is a great idea considering how old the current bridges are and having to do a ton maintenance on it all the time. I don't think any more than 3 lanes on either would be wise, considering it would have to merge into 2 lanes once off the bridge. Added new bridges while the old are still in use would be best
735.	Respectfully, only let few cars at a time cross every, few minutes too offer, reliefs.
736.	I agree with this decision
737.	Leave the current spans. The state has already invested restoratuve efforts. Increasing the lane capacity of the current bridge is only going to compound traffic issues at the existing 4 lane infrastructure in Stevesville and the Kent Narrows. Creating a new span off of RT 100 from Arcadia to Rock Hall makes the most sense.
738.	I agree; now would be the time to invest in new infrastructure, fix engineering issues, and find a better solution to move people and goods between the shores. Shoulders need to be considered for traffic incident management purposes.
739.	How will this help congestion on 50 and I-97? It will not!
740.	I agree!
741.	How would traffic be diverged during construction?
742.	This seems the best option as the site preparation and environmental impact of the placement is already known.
743.	Keep one for cycling and pedestrians.
744.	Two new bridges would be the most practical visionary plan. However, without addressing the third bridge issue nothing will eliminate congestion. That third bridge crosses the Severn River in Annapolis.
745.	Sounds good.
746.	Please explain the benefit of replacement vs rehabilitation/upgrades. What is the cost-benefit of either option?
747.	No comment
748.	Maintain one of the older bridges for pedestrians and bikers.
749.	Stop wasting time studying this and start building! By 2026 you'll say it's been so long since the last study that you need a whole new study. It's so destroying to watch the government move at such an insanely expansive slow pace!
750.	It sounds very expensive. If the existing bridges are functional, then they should not be replaced. I'm also concerned about the environmental impact of deconstructing the bridges. Transit options like a ferry would be much better
751.	Concur.
752.	Yes.
753.	This is an incredibly expensive endeavor that should only be attempted with money earmarked for the state highway administration, since there's no plan to run meaningful public transit on the new spans.
754.	That's better than the money spent to keep rehabbing the old ones
755.	Yes, the current bridges are not sufficient for traffic, dangerous due to lack of shoulders, and lack enough protection for the amount of maritime traffic that pass underneath, much like the Key Bridge. The sooner they are replaced, the better.
756.	This needs to happen along with the addition of new bridges at different points in Maryland. The state needs to really look at long term solution vs fixing an issue temporarily.
757.	Please do not remove until alternative spans are built
758.	i am not entirely opposed to this but i would like to see this with a lane for trains, pedestrian/bike or other forms of public transit
759.	This makes the MOST sense in both short term & long term traffic flow and safety!
760.	These bridges must be built and maintained to the highest standards: us taxpayers will not have it any other way. Yet, it feels unnecessary to build a new bridge, as traffic concerns can be alleviated with proper public transportation.
761.	No comment
762.	I am in strong support of a replacement.
763.	2 bridges sounds great!!
764.	I approve. It makes sense given the federal attention and increased height of the planned Key Bridge replacement.
765.	The MDTA should instead seek to reduce congestion by adding transit options. Simply adding lanes will be at best a temporary solution because studies show they will just lead to more traffic.
766.	Excellent idea. Please include 4 or 5 lanes in each direction. There needs to be capacity for a full lane for break downs as well lanes available for maintenance on the bridge.

Responses to 1a. on the MDTA's recommendation to remove both existing Bay Bridge spans for replacement:	
767.	They're from the 70s, so I wholly support replacing the bridges.
768.	Is this large expense really necessary? It seems that the state should be investing in expanding opportunities to get to the Eastern Shore without driving instead.
769.	About time. Old outdated 75 year old infrastructure is beyond its best by date
770.	Make sure that you put in the dolphins in the right places to prevent another Key Bridge type incident.
771.	TERRIBLE idea. This crossing location has been railroaded down our throats starting with Hogan. MDTA only pretended to study other locations. ALL THIS WILL DO IS SPEND OUR MONEY. It will NOT solve traffic and even if it does it is not worth the cost. All it will do is make crossers who currently decline or delay crossing during peak times to feel more confident about the bridge's peak time capacity thus they will ADD to the existing peak crossing traffic. It also maintains (instead of reduces) 100% of the road miles from those coming from or to places that would otherwise have been a new crossing area. If you added another crossing point, you would DECREASE road miles getting TO the bridge. Hwy 50 has already decimated quality of life in Annapolis and this will just finish it off. THERE SHOULD BE A CROSSING IN BALTIMORE AREA AND PERHAPS ONE SOUTH IN LUSBY AREA. ALSO -- did the Key Bridge accident not scream to you obvious lessons in concentrating all the risk in one location? Expanding current crossing is monumentally the worst and most unimaginative proposal.
772.	Only because the current spans are deteriorating and not up to current standards.
773.	8 or 10 lanes won't make a difference if both ends of the bridge feed into fewer lanes. What about the Kent Narrows Bridge? That's 2 lanes each way now. Again, a bottleneck opportunity.
774.	Very supportive of all measures to increase the capacity of the East and West bridges including more and wider lanes.
775.	Instead of expanding the number of lanes, provide bus service that is convenient an affordable for the communities that want to go to the Eastern shore and the locations they want to visit. It would be much better environmentally. Also, every time roads are expanded they just need to be expanded further down the line. Let's stop that insanity.
776.	This is a logical conclusion. While costly, it would be highly beneficial to have full shoulders available. They will eventually have to be replaced anyway.
777.	Keep and maintain the old structures for pedestrians.
778.	Agree with the proposal
779.	Really excited for this! Hopefully this is an opportunity to improve throughput, not just by widening and adding lanes but also by providing increased transit (maybe a train from DC/Annapolis to the coast or dedicated bus lanes?).
780.	Leave these bridges and make new at 702!!
781.	Keep both existing bridges exclusively for QA and AA Co residents.
782.	The Bridge spans should need to be far wider with full size shoulders for cars to pull over if necessary. The real problem with the bridges is that they are terribly frightening to many people - way too high up and far, far too narrow; I think there should be a tunnel as an alternative.
783.	Leave the 3 lane west bound and remove the 2 lane eastbound. Build 2, 4 lane spans. Use old 3 lane as overflow or emergencies
784.	These structures will need to be very large to accommodate the traffic. If only two bridges will be built, consider double decker bridges like in Philadelphia with one way traffic on each deck.
785.	Remove the older eastbound bridge first, and then the newer westbound bridge
786.	Make it visually pleasing and organic to the native views
787.	The current bridges are very old and in need of constant costly repairs. They need to be replaced, therefore, they may as well be expanded to accommodate the increasing volume of commuters.
788.	Yes! Is there anyway walking/running/biking can be added? I was hoping one of the old bridges would be converted to a recreational use bridge.
789.	Removing the existing 2 lane eastbound makes sense given its age and capacity restraints. Removing the 3 lane westbound span would be a mistake. Maintaining the bridge ,even if only used for when maintenance or closures require, would provide for increased redundancy considering it is significantly younger than the eastbound span.
790.	Will they be wider, more traffic lanes each direction?
791.	Keep current spans and build new bridge to Dorchester County. You will NOT fix anything building in the current location. The infrastructure surrounding the current bridges cannot sustain the continued traffic. It's common sense!
792.	If both new bridges have 3 lanes!
793.	Danielle and her team are a dream come true!
794.	If the 2 existing bridges are removed, I think care should be taken to build 2 new bridges with additional capacity for traffic with room also made for a breakdown lane to reduce traffic jams caused by accidents or breakdowns.

1.b. Alignment / New Bridge Location: The MDTA proposes to make roadway improvements along U.S. 50/301, and construct two new bridge spans either just SOUTH or just NORTH of the existing Bay Bridge spans.

Answered	705
Skipped	339

	Responses to 1b.on the MDTA's proposed alignment/new bridge location:
1.	I prefer that the two new bridge spans be constructed just NORTH of the existing Bay Bridge spans.
2.	The most important thing is to include separated bike paths, separated pedestrian paths, and regional rail to connect the Eastern Shore to the rest of Maryland.
3.	Please make the route 50 access road north of route 50 (east college parkway) unavailable to beach traffic past the cape st Clair exit . Local residents need access to their homes and community during beach weekends.
4.	Not generally in favor of two separate spans. Would question why a cable stay span between the two existing isn't feasible?
5.	I do not have an opinion on this, but I'm sure that the people who will be directly impacted by changes in their property or view have plenty to say.
6.	Of these choices, construction just North of the Bay Bridge would cause less environmental destruction and affect the Chesapeake Bay and Annapolis waters less.
7.	Too expensive and not necessary. State funds are in short supply and the benefit does not outweigh the cost.
8.	Insufficient information was provided that would allow me to have an opinion as to the appropriate alternative. Certainly, the chosen alignment should have the least environmental impact
9.	Go north side, less impact on private property!
10.	Please be sure to consider the communities near both sides of the bridge. These communities have endured years of hardships when traffic is congested. Any improvements to 50/301 should also IMPROVE local access for local residents and not hinder it in anyway during construction.
11.	The Annapolis Mall bottleneck creates issues for Bay Bridge traffic when tourist season is in high season (May-October). The lanes need to be expanded on Route 50 back before the Mall and all the way up to the Bay Bridge.
12.	See above comments, please do not bring more traffic to our area! Build it elsewhere !
13.	No comment.
14.	Again. Minimal impact on existing normal and surge traffic flow. Will continue the issues faced by the local communities around the Annapolis area and surrounding communities.
15.	South, to preserve sandy point park
16.	North side of the existing spans would be the better of the two poor decisions and save as much of our natural resources as possible - i.e. waterfront.
17.	Additional locations for crossing the Bay is needed. Adding additional crossing in the current location will create untennable traffic flow and congestion for the communities located on the N and S of US 50. Summer congestion creates a prison like environmental for tax paying residents in Cape St Clair and the St. Margaret's communities.
18.	Winds are from the South so build new construction on the (Project North) North side of existing bridges . The existing bridges will shield activity from high winds and ease construction reduce waste (material blown off into water)increase safety for workers
19.	which ever is quickest, least disruptive to land and sea traffic, and fiscally responsible.
20.	South
21.	Make the decision based on what is safest and most feasible to build.
22.	I support this as long as the improvements include at a minimum a protected path for cyclists and pedestrians and bus lanes in both directions.
23.	Need new / multiple bridge's to help with congestion
24.	Makes sense. All other alternatives do not make sense from an infrastructure perspective and given the age of the existing
25.	Please include a separate, safe way to walk and bicycle on these roads. Build it back better and safer, and give us this much needed option.
26.	It would be best if the new bridges did not bring the highway closer to Sandy Point State Park.
27.	Since the new spans would be in almost the same location as the original spans, I don't see how this will reduce congestion, nor improve travel times and reliability, while minimizing impacts to local communities and the environment. According to Albert Einstein "Insanity is doing the same thing over and over again and expecting different results."
28.	The north side seems shorter and hence cheaper to build.
29.	I defer to your expertise
30.	Stop wasting money on surveys and more BS, just build it already.
31.	Good idea...north
32.	Whichever makes the most sense environmentally.
33.	No comment
34.	No comments.
35.	Make these bridge spans carry regional rail and allow for cycling.
36.	No
37.	That would be a good idea.
38.	If both spans are removed and rebuilt, they should be miles apart for northern access east/west and southern access east/west.
39.	It seems very unlikely that the Terrapin Nature Park on Kent Island just north of the east bound span would be impacted by a new bridge span. Thus, the other only option is to bring the new bridge spans closer to and through the existing Queen Anne's County neighborhoods in Bay City, Ellendale. I strongly request that this project find an alternative and approach that keeps the bridges in there current foot print without destroying the property values and homes of people in the surrounding neighborhoods.
40.	don't care
41.	I do not know much about the environmental impact but I do have an elementary understanding of construction and I feel using the existing site might be better for taxpayer dollars and duration.
42.	Construct two new bridge spans.
43.	It will be 20 years before this project is complete. Local residents (me) need traffic relief NOW. St. Margarets, Rowe, Richie Highway, Bay Dale are all congested with cars trying to beat the bridge traffic east bound. The Rt 50 entrances on Whitehall road and Oceanic Dr need to be closed with cars exiting for gas/food turned around back to 29A. Same with exiting at Rowe and Rt 2. Locals should get a pass/sticker and no one allowed on St. Margaret's without during peak travel times. Future plan must include local access only.

Responses to 1b.on the MDTA's proposed alignment/new bridge location:	
44.	No comment - I am not a nearby resident nor aware of existing traffic infrastructure.
45.	That's sounds like a solid plan
46.	This is needed.
47.	Current location makes sense
48.	How will you avoid impacting the parks and businesses on either side?
49.	Makes sense - and even better for making a biking trail that connect Annapolis and Kent island together. I drive this bridge all the time to St Michaels and back to Howard County - as well as to the beaches - I am an avid biker as well as a walker and would want the bridge to have a protected /separated biker and walker segment to it -
50.	I support this recommendation.
51.	New bridge spans should be a LOT further south - join into 50 in Easton or Cambridge. Kent Island is only so big - will soon just be a roadway.
52.	If I read this correctly the idea would be to put the new bridge in about the same place. That location is fine.
53.	not sure
54.	Most of the traffic problems are not just the bridge….it issues on 50. Unless we have something besides just 50 and the idiots on it, the problem will not improve. Example, how about an express sky bridge from 97 to the bridge. Or fixing the issues of the last exit and the last gate on the eastbound side ending at the exact same point. Or staying consistent with when you are closing and opening ramps.
55.	No comment.
56.	While I prefer north since I live north of the current span, I leave it to those who know the whole picture to make the choice
57.	I would like more information as to the benefits of moving the spans.
58.	Good location
59.	Approve
60.	I think every effort should be made to reduce the curvature of the new bridge. In many years of commuting across the bridge, I've noticed that nearly all of the congestion begins at the curves (and at the overhead structure of the eastbound span).
61.	I assumed this would be required, ideally increase in the major feeders would come with this.
62.	I strongly support the proposed, just SOUTH or just NORTH, alignment of the new bridge spans.
63.	Again, yay to new spans allowing separate bike and ped lanes
64.	I don't know.
65.	Ok
66.	This sounds like a heap of money!
67.	Agree
68.	It seems to me that either side would work over the water (or use the area between the two existing spans for one span if the engineering is feasible). Whatever the decision it makes sense to angle back into the existing highway (RT. 50) on each shoreline as open space is limited on both Kent Island and Sandy Point areas.
69.	No opinion
70.	The current plan does not address the existing feeder bottleneck that occurs Eastbound between I 97 and the new bridges. This is only going to get worse as I 97 southbound is expanded to three lanes.
71.	Why make the bridge so close to the current option? Wouldn't it make more sense to provide another crossing further away to encourage different crossing points and reduce the impact at specific points?
72.	Worst idea ever.
73.	Ecologically sensitive areas and economically disadvantaged communities should be protected in the projects.
74.	Yes if that's deemed the best arrangement.
75.	Just how far are you going to widen 50/301 to accommodate the increased traffic crossing the bridge. Unless you significantly improve 50/301 you just moved a bottleneck
76.	The plan wastes money and other resources. Why not plan better uses of the existing spans - such as high occupancy / bus lanes and a lane on one of the bridges for 2 way pedestrian and bicycle travel.
77.	No comment
78.	Good idea. The roads to and from there are already in place.
79.	One large span to the north or south makes more sense than building two separate spans. Two spans significantly increase construction costs and time to completion. One bridge has less environmental impact and would seem to have lower maintenance expense.
80.	No comments.
81.	An extra crossing further north and south would be a smarter investment in the future rather than continuing to flood 301/50 with increased traffic that it cannot keep up with. I understand this has been shot down. It's still a shortsighted decision.
82.	Those access points make the most sense for improvement.
83.	This is the best solution
84.	How about one lane on either side of the 2 existing with bike/walking lanes on the 2 new bridges?
85.	Would like Rt 50/301 to by-pass the 404 Delaware beaches exchange entirely. Always a major back up there. Or make an underpass favoring Rt 50 and allowing drivers to merge on Rt 404 without blocking the flow of Rt 50. Rt 50 on the Eastern shore should be more like Rt 50 prior to crossing the bridge. A highway with no traffic lights.
86.	Building one or two new bridges to the North would better align with the existing shared-use paths on both sides of the bay.
87.	either one works for me
88.	South would be better. I would hate for it to interfere with Sandy Point State Park.
89.	Do whatever it takes to modernize and make this better.
90.	I expect any roadway improvements will comply with the state's Complete Streets guide and will allow for safe bicycle access along these roadways.
91.	As a regular user of Sandy Point State Park I would not like to see that area taken for more roadway and moving to the south will damage Whitehall and Meredith Creeks, only to encourage more driving and sprawl.
92.	I trust that a licensed civil engineer will design the bridge spans where they are most-appropriate. I don't have any comments/opinions.

Responses to 1b.on the MDTA's proposed alignment/new bridge location:	
93.	Given the potential to impact Sandy Point State Park boat launching facilities and the beaches, I support consideration of the new spans being placed SOUTH of the existing spans if on-the-ground conditions and property rights allow.
94.	This is a Band-Aid on a more serious problem. By keeping to a single highway approaching what will amount to a single bridge system will maintain the problems we are already seeing. The best way to mitigate congestion on a road is not to add a lane but to provide an alternative. Having another crossing farther south (or north, near Baltimore) will be a more long term solution and will mitigate localized problems (e.g. crashes shutting down all traffic).
95.	Please retain Terrapin Nature Park. If the new bridge is just to the north of the present bridge, Terrapin will be impacted or lost and MDTA should replace it with another park.
96.	Can you put it in the middle?
97.	Unnecessary
98.	Does not matter to me, as long as the new spans include pedestrian/bicycling infrastructure
99.	Not equipped to comment on this question.
100.	This might be better as it doesn't impact existing structures
101.	I do not have a preference
102.	I concur with this approach as long as bicyclists and pedestrians are accommodated during the design of the new spans.
103.	Please include a separate protected lane for bicycling and pedestrian traffic.
104.	I think that makes the best sense to keep the bridges in the same vicinity.
105.	If you would replace one at a time, would that save space at the site so relocation would not be necessary?
106.	Only if it includes bicycle lanes.
107.	No comment
108.	yes
109.	This option may best serve travelers by providing a congestion alternative, as well as an easier or more accessible crossing for those coming from a distance further away from the current span. It also offers an opportunity to build an efficient ped/bike crossing that is at least one dedicated option for those walking/biking.
110.	See above comments
111.	Agree to construction of two new bridge spans
112.	Okay
113.	This sounds great, but how would that affect Sandy Point if it went north?
114.	Whichever location allows for separate safe infrastructure for bicyclists and pedestrians.
115.	No comment
116.	A separate bike and pedestrian crossing is essential for the future of the region and would be a massive boost to the region's economy.
117.	Sounds reasonable, if you do so, there's must be safe. Dedicated bicycle lanes as part of the project
118.	No comments on this plan.
119.	North!
120.	I have no thoughts about new spans either south or north.
121.	Choose the least damaging choice for ecological preservation.
122.	I concur with this location.
123.	Either option seems good.
124.	South of the current spans would be better given Sandy Point State Park's location.
125.	Helpful.
126.	Agree
127.	this makes sense, existing infrastructure is in those areas.
128.	No comment.
129.	no opinion--I don't know enough about the relative merits.
130.	Agreed!
131.	For the purposes of bridge replacement this makes sense, but if its to solve traffic issues, I doubt it will. Traffic will be bad regardless, even if it did help traffic flow over the bridge, which it likely won't it will just be bad somewhere else, like the severn river bridge.
132.	good idea, lessens the bottleneck at kents island
133.	No comment
134.	Yes! Consider both a north and south alternative.
135.	Sounds good!
136.	Good
137.	Whichever site assures equity and minimizes impact on habitat
138.	The best option would probably be to the south.
139.	Agree
140.	Pedestrian and bicycle lanes need to be included in any design.
141.	No preference
142.	Yes I highly support this plan especially if it includes pedestrian and bike lanes.
143.	Sounds OK.
144.	No strong opinion on this.
145.	In September 2003, Hurricane Isabel was downgraded to a tropical depression by the time it approached the mouth of Chesapeake Bay where it stalled on its northward trajectory. By sitting well offshore, it sucked the water out of the Bay and tributaries, and when it moved on, the water surged back up the Bay flooding out much of the low lying land. The Bay Bridge was shut down because the roads on the eastern side of the bridge were flooded causing the local fire companies to undertake water rescues as shown in the photos taken by an amateur photographer, namely [Name and Location Redacted] . The news outlets couldn't get over the bridge, so Tom donated his pictures to them. In Queenstown, the flood water reached a depth of 7 feet above mean sea level which flooded out the sewer system thereby contaminating the flood waters. Just think what a full hurricane would cause as people trying to escape the peninsula would find themselves trapped in their vehicle while being exposed to feccally contaminated water. When that happens, it

Responses to 1b.on the MDTA's proposed alignment/new bridge location:	
	wouldn't matter how many lanes the proposed bridge would have because the bridge would be closed down just like in Isabel. The pictures will be sent in a separate email.
146.	Don't like this option, use the same location.
147.	A new 10 lane bridge going into a 5 lane bridge would additional 1 bridge is needed. Maybe a new location of a bridge coming over to Cambridge, MD would be less costly than 2 new bridges?
148.	South looks more logical.
149.	I support this plan, 2 new spans on whichever side of the current bridges makes the most sense for safety and traffic flow.
150.	Noooooooo The current placement of the bridge is horrific for local traffic on both sides. You need to build a second or third Bay bridge one in northern Maryland and one in southern Maryland.
151.	No opinion
152.	No build or only ONE new span in between existing spans.
153.	It seems better to build them where they currently are
154.	As long as the bridges have a pedestrian and biking options, okay.
155.	again don't remove but enhance or build one more new span along the same general route.
156.	Improvements along 50/301 should go as far as 213 and 404. Bottlenecks happen in those areas due to no over pass to keep the traffic moving
157.	Two spans to the north is preferable to minimize impact to existing communities. One important factor is that in order to minimize traffic effects on local neighborhoods, the North and South access roads must be upgraded and improved. Proved to allow for a pressure relief valve and transportation for local residents even when bridge traffic is heavy. This is not an easy solution, but it must be studied. Accidents and backups will always happen, but the relief valve roads need to be able to handle capacity in such a circumstance.
158.	I like this option because it would keep the currently used structure intact and add another pathway that could get people across the Bay more easily. Win-win.
159.	I don't know enough to choose between the two. I expect the approach designs may push it towards one alternative or the other.
160.	south side only.
161.	Seems like the best alternative so that 2 bridges can always be in use.
162.	But need to be aware of extent of facilities/activities at edges of current bridge contact with land and eliminate (avoid) harm.
163.	Great idea.
164.	Agreed. North of the existing bridges is preferrable. KI suffers all the time and its business and quality of life is deteriorating rapidly. It is time for other portions of Maryland to shoulder some of the responsibility. Also KI is now UNSAFE!
165.	Ok - Agree on improvements needed for roadways before and after also.
166.	Agree
167.	Span South to reduce traffic coming from Virginia. Also consider what happened to the Key Bridge. If our bridge goes down life would STOP for the Eastern Shore.
168.	South of Annapolis would be ideal for a new span aalternative A to allow funds to rebuild Key Bridge in Baltimore
169.	Makes sense
170.	Seems the southern option might be better location.
171.	I am not a pilot but there is an airport next to US-50/US-301 near the current eastbound landing on Kent Island. So if possible to do without impacting Sandy Point State Park, I suggest go north.
172.	North would be better. South is not infrastructuraly sound for high volume traffic
173.	Please be sure to add a cycling path.
174.	Locate the new bridges in the way that least disturbs the surrounding areas on either side.
175.	See 1a
176.	Ok
177.	Ok
178.	I don't have a preference.
179.	I like interfacing the US 50/301 on the western end with Rt 2. The eastern end needs to be rethought because the existing roadway down to Rt 404 will cause traffic back up on the new span. The eight lane needs to be extended down to a 404/50 interchange.
180.	Seems like just North would have less impact on private properties.
181.	I vote north side. Cut a new channel into Sandy Point claim the area now then 100 yrs from now a new bridge also can be placed on the sourth side with wider area to build.
182.	Thank you! Long overdue
183.	I would like MTA to articulate the impact of these changes to Queen Anne's County.
184.	The taller the better for cruise ships from Baltimore.
185.	N/A
186.	No comment on S vs N. However, if current spans are removed I would like to see them used to construct multiple reefs for fish habitat in the mid-upper bay area.
187.	The cost of the original bridge was covered by tolls in approximately fifteen years. This needed and forward thinking should prove this. The infrastructure didn't exist before the original bridge was built. So the connect roadways can be built to provide for future needs.
188.	Only reasonable location
189.	Agree
190.	Agree with either plan - which ever makes most sense with cost/engineering.
191.	If there needs to be new bridges in same location it needs to go around Kent Island. There is already a substantial problem with traffic that is creating issues for kids getting to school, people getting to work, and even access to healthcare from an already remote area. More lanes cannot be supported on Kent Island.
192.	1)The western study point needs to be moved back to the 97/50 intersection. This is being avoided due to cost and that it might clearly show that the Severn River bridge requires replacement/improvement. Your own data shows the west bound Severn River bridge carries more traffic than the Bay Bridge.
193.	Westbound: at a minimum to Severn River Bridge. Southbound to Route 301/50/97 split. Eastbound: to 301/50 split.
194.	Go south. Please not north as do not want to impact Sandy Point Park and Terrapin National Park.
195.	Need more lanes on both sides of bridges for at least 20 miles each way.

Responses to 1b.on the MDTA's proposed alignment/new bridge location:	
196.	Too expensive to maintain 4 bridges.
197.	Yes. Use only in-state contracting/construction companies w/ employment for Maryland residents.
198.	Start now
199.	New bridges will not help the local residents unless the surrounding infrastructure is improved. Environmental impact is only being used as an excuse.
200.	I think north is better only because it would reduce the bend in the westend bridge ramp.
201.	Traffic on the current bridges flows faster than on Route 50/301 in either AA or Queen Anne Counties, so divert Balto traffic to a new bridges from Balto to the Eastern Shore.
202.	If the new bridge is no longer a bottleneck" then there should be no need to widen Route 50, just smooth it out a bit.
203.	Need additional crossing. MD Rt 4 and MD 10/100. Reopen discussion due to traffic increase projections. What is population increase within 60 miles of Bay Bridge.
204.	Keeping them south helps Sandy Point State Park. Northrup Gruman may need to give up some property but have sensitive top secret work that needs under water use.
205.	At what cost to the Bay, the wildlife, marine life and residence that call this home.
206.	Illegible
207.	The big mistake all DOTs make is funneling many more lanes of traffic into a bridge or tunnel complex than they provide for in the bridge or tunnel. Cincinnati funnels 8 lanes of I 71, and I 75 as well as 2 local downtown street ramps into the Brent Spence Bridge, causing permanent merging issues. Pittsburgh does the same with their Ft Pitt Tunnel complex, with 6 ramps westbound from I 279, I 376, Ft Duquene Way and Liberty Av funneling into a 4 land Ft Pitt Bridge and 2 land tunnel. Eastbound are 3 lanes of I 376, 2 lanes of US 19 and 1 lane of PA 51 funneling into 2 lanes of tunnel which when they exit the tunnel have 1/4mile to jockey across 4 lanes of the FT Pitt Bridge to get in the lane they need to continue their journey.
208.	No comment
209.	Would probably need to at least do one, but both would not be necessary. Just build one new, either north or south,, then tear down 1 old span and replace with new.
210.	okay
211.	The choke points are the limited lanes on Route 50 east and west bound bridge approaches. extra lanes would accelrate the flow of traffic to and from the bridge.
212.	It is obvious that the traffic flow has increased over the years. Travelers heading up and down the east coast use the Bay Bridge and 50/301 as a common route. This doesn't account for the individuals who move from Maryland's Western Shore to Eastern Shore (lower prices, new development) and those (like myself) that commute daily to the Western Shore for work that cannot be obtained on the Eastern Shore and cannot afford to move to the Western Shore with soaring rent prices. Whatever option MDTA goes with, it is clear that the surrounding highway infrastructure would need massive remodeling. Accidents and heavy traffic plagues Queen Anne's and Anne Arundel Counties in all months especially the summer season. You cannot leave your home (not even "local roads") during most weekends because of the traffic buildup (even with the exit closures). Daily, I commute to either Baltimore or Annapolis from Centreville and it always takes me at minimum an hour and a half (usually 2) to get home because of the build up East Bound route 50/301. If the span moves South or North, the surrounding highway systems and communities (213 and Route 4) simply cannot manage the traffic flow (neither can 50/301). but it would cause even more accidents, deaths, and traffic inconvenience for all stakeholders. When new spans are built in any location, PLEASE consider the existing infrastructure and roadway systems that cannot handle the traffic influx, it needs to be a holistic approach to adequately solve the issue at hand.
213.	A future replacement span should be built to the south of the existing spans to minimize impacts to Sandy Point State Park.
214.	The article in the Baltimore Sun said there would be no added lanes on route 50. There should not be more than three lanes on the bridge if route 50 is added lanes. Creating a merge area would create the same affect an accident in one of the lanes does today.
215.	Do not destroy much needed parkland. People need Sandy Point and Turtle Park for recreation. Place spans South of existing spans. Do not let any more building occur at Bay Bridge marina area.
216.	I am in favor of a SOUTH alignment: A south alignment has significantly less impact on the Sandy Point area and would utilize portions of the old ferry dock area south of the current bridge on the western shore. On the eastern shore there is a long causeway that can allow a southern alignment of the road to rejoin the existing right of way before having substantial impact to any commercial properties.
217.	Again, no one location is ideal, but locating the new spans basically in the same corridor makes sense.
218.	No opinion on whether spans are best placed north or south of existing spans, but would like to minimize impact to wildlife and cost.
219.	South
220.	I guess I prefer just south, but either will require taking part of Sandy Point park on the west (northern) or the Bay Bridge Marina. I'm guessing placing a new bridge between the existing spans (even if one was removed) would be not enough room to work.
221.	Roadway improvements will be necessary along the existing alignment on land, as well as on the frontage roads. I don't think it would make a significant difference to build the new bridges either north or south of the current location.
222.	Yes
223.	See above. Does not increase long term SECURITY of the bridges to world wide possible threats.
224.	Agree.
225.	Agree with that approach. Would one span be south of the southern bridge and north of the northern bridge - hopefully avoiding severe direction changing prior to entering the new spans
226.	This solution won't solve congestion.
227.	This proposal would add more congestion to areas that enjoy NO BRIDGE traffic. Why disrupt those areas? To do this proposal, you would add more traffic on feeder routes to and from the new proposed bridges, which requires additional land to be purchased and taken over, more costs, and more of an environmental impact. NO
228.	No. The new bridge should be farther from Annapolis and create an alternative traffic pattern for folks to get across, not more traffic on Rt 50. Either Edgemere (695) or Shadyside (Rt 4/Rt 2). Or both.
229.	If the number 1 priority is to "move the most people/vehicles across the Bay and back in the shortest time given their locations and destinations" building more capacity must be driven by where people/vehicles are located and their destinations. I believe the data will show that another location is necessary to serve northern VA and southern MD. To avoid this NOW will only cause the same congestion now being faced and result in building a third/fourth bridge further south in 20-30 years.
230.	Yes, and remove the current bridges.
231.	Prefer new lanes alignment be south.
232.	No comment

Responses to 1b.on the MDTA's proposed alignment/new bridge location:	
233.	Either north or south is better - just not in the same place!
234.	Yes
235.	please do not change the current path of 50 leading up to the bridges. Both south and north of the bridge have very important wildlife habitat with Sandy Point and another conservation area. MD just invested in Route 50 improvements leading up to the current bridge; it'd be a bad idea to change the highway location.
236.	Not sure how you build just south with the defense contractor being there. Just north will cut Sandy Point Park. One bridge in the middle feels like it would limit the cost to infrastructure costs.
237.	North
238.	This is going to make our lives only worse for those who live in Cape St. Claire, St. Margarets and Arnold. You do not care about our lives, nor the increased road noise we will have to life with!!!
239.	I am glad that the existing site has been selected as the best option. This should minimize environmental impact of the project. We do not need to destroy any other location for this bridge.
240.	I do not know enough to comment. Where can I see the specific impacts for either North or South?
241.	Just build two new four lane bridges and stop wasting time, I have been in Arnold for 50 years and the BS is pilling up more and more over nothing but airhead conversations
242.	South
243.	I think this plan will help with the increasing congestion surrounding the bay bridge, approaching it and crossing it.
244.	yes
245.	Staying in the vicinity of the present structure alignments is a good idea. I see no difference between going slightly north or slightly south.
246.	It isn't just the bridges!! Rt 50 needs to be addressed not only to Rt 450 but across the Severn River. Rt 50 to the 50-301 split needs to be addressed. The current situation doesn't work in case you haven't noticed.
247.	St. Margaret's Road will be significantly impacted.
248.	N/A
249.	Concur
250.	Of course approaches must be engineered to accommodate more traffic.
251.	I don't know how you will choose. Impacts are higher on businesses and parks, wetlands.
252.	Even though I live very close to the bridge I feel this is a reasonable and unavoidable necessity. I am actually relieved they aren't focusing on an additional bridge further north or south. It would ruin those more rural/agricultural areas.
253.	Ok
254.	This makes the most sense to me, so new roadways do not have to be paved.
255.	No comment
256.	No 0 build 1 bridge and leave one existing.
257.	No build do nothing.
258.	Yes, south would be good.
259.	build one new bridge north or south, and build the other bridge where the current eastbound bridge is after one new span is completed.
260.	I favor South alignment to minimize loss of a critical public asset: Sandy Point Park.
261.	South is preferred
262.	A new bridge/s should be constructed in line with DC to Ocean City MD
263.	Build them on South side
264.	Yes, but we need to consider another alignment elsewhere as well because traffic will continue to grow
265.	In favor. Removal of old spans makes no sense. Having 2 separate crossings will allow alternate travel paths during repairs/maintenance on either crossing.
266.	South would avoid impacts to Sandy Point State Park, preferred in my view.
267.	Another bridge would be welcome
268.	No commentsI
269.	South, for sure. As I mentioned, in the 2-phase approach described in 1a., you can add a third span to the south without any demo and get that open ASAP for Eastbound traffic and continue to use the older 2-lane original span for reversible capacity.
270.	I approve
271.	seems like the north side has lower impact on adjacent properties
272.	The approaches to the new bridges are just as important as the new bridges themselves. Whichever alignment causes the least amount of disruption to local residents and businesses should be used.
273.	Kent Island and Annapolis are connected by 3 lanes of highway on each side. Without anything to back my argument up except speculation I believe that this would create a bottleneck and create/continue traffic congestion. This does seem more efficient for traffic during construction as the older spans will likely be in use during that process; rather than destroyed.
274.	Yes, please keep the new spans as close as possible to the current spans.
275.	Neither. North of Queenstown doesn't need anymore traffic then it already has/ along with south. Keep it where it is.
276.	Provide more information please
277.	I would recommend making a new bridge either south or north of present bridge 50 can not handle any more traffic if bridge is expanded here
278.	I don't have an opinion on whether the spans are south or north. It looks like north may have fewer property impacts, but I'm fine with wherever your analysis guides you.
279.	Need a bridge crossing from Lusby to Cambridge. Would help economic development in Cambridge
280.	No comment
281.	Define just south and jut north -
282.	No opinion
283.	See above. Raised express lanes would prevent businesses and homes from being demolished along 50/301. More lanes on all the same level has locals and through traffic battling each other for best lanes/position as everyone approaches the bridges. Let locals go where they want/need to go without fighting with through traffic that has no need to access the various exits between Rt97 and the 50/301 split.

Responses to 1b.on the MDTA's proposed alignment/new bridge location:	
284.	This would be ideal. Double decker bridges.
285.	North might negatively affect Sandy Point Park, so I prefer the south option.
286.	if construction can be done faster.
287.	Replacing the Chesapeake Bay Bridge south of the existing structure would significantly impact the St. Margaret's community by introducing increased traffic, noise, and air pollution to the area. Construction activities could disrupt the peaceful character of the neighborhood, as well as potentially affect property values and local businesses. The added infrastructure might lead to environmental degradation in nearby natural areas, further affecting the community's quality of life. Additionally, the rerouting of traffic during and after construction could create long-term inconvenience for residents, who are homeowners and tax payers to accommodate mostly nonlocal who use the bridge for travel to and from the beach and the Eastern Shore.
288.	Advantages of Tunnels Over Bridges: Reduced Risk of Collisions: Tunnels eliminate the risk of ship collisions, which can be a significant concern in busy ports and waterways. Increased Security: Tunnels are less vulnerable to attacks during conflicts, providing a more secure route for transportation. Weather Resistance: Tunnels are less affected by severe weather conditions, ensuring consistent and reliable access. Aesthetic and Environmental Considerations: Tunnels can minimize visual impact and reduce the need for extensive above-water structures, preserving natural landscapes and views. While it's true that some tunnels have restrictions on hazardous materials due to safety concerns, the overall resilience and security offered by tunnels can outweigh this limitation, especially in critical infrastructure. Key Arguments for Tunnels: Resilience to Collisions: Unlike bridges, tunnels are not susceptible to ship collisions, which can cause catastrophic failures and long-term closures. Security: Tunnels are less vulnerable to attacks or accidents that could disrupt traffic for extended periods. Weather Protection: Tunnels provide consistent protection from weather-related disruptions, ensuring reliable transportation. Mitigation Plans: In case of hazardous materials restrictions, alternative routes and mitigation plans can be developed to manage and transport such cargoes safely without compromising the overall benefit of having a tunnel. The point about the potential long-term impact of a bridge collapse is significant. The reconstruction time and the economic repercussions can indeed be substantial, making the case for considering tunnels in strategic locations even stronger.
289.	How far South and how fa North? We have Sandy point State Park north and isn't there a building that housed Westinghouse? Just curious.
290.	whichever option gets finished faster!
291.	Would they still be reached primarily by Rt 50?
292.	Its a known fact that Kent Island simply cannot handle any more traffic etc than it already does. Can the new Key Bridge plan be incorporated into the CBB proposals somehow, to alleviate some of the traffic that comes through Baltimore and Washington? That would handle the northern corridor. A new span possibly south of the current spans could get people from the lower Eastern and Western shores across the bay. Nothing says the proposed new spans have to be right next to each other. Easton/Cambridge and St Michaels are very busy areas, could a new span be built there?
293.	To the north are parks on either side (Sandy Point and Terrapin). These should not be impacted by the bridge. The new spans should be south.
294.	That makes good sense to me, but I don't know enough about the trade-offs to advocate one side vs. the other. It seems that there will be impacts on either Sandy Point State Park or on the land/tenants of Hackett Point.
295.	Again, the other alternatives that bring people into Talbot would significantly help Queen Anne's County. Those beach goers head east. Yet the other alternative of bringing folks in from Baltimore is also something worth looking at.
296.	Understand.
297.	OK.
298.	I assume we would replace the existing 2 lane bridge before the 3-lane bridge. Wouldn't building the first span south of the existing 2 lane bridge be easier on realignment of the EB lanes to allow for demolishing the old bridge make more sense than building north of the existing 3 lane bridge and having to realign both EB and WB access to the new and old bridges while the 2nd new bridge is being built?
299.	Agreed
300.	n/a see above
301.	Sounds fine.
302.	This is great for the start/end points of the study, but relatively few 'final destinations' exist within the study boundaries. Congestion/bottle-neck points will just shift to other locations within the stage.
303.	Seems like a sensible solution. This would be less disruptive to current traffic while new spans are being constructed.
304.	Again, why spend so much money to get to this point? The bridge approaches should remain as close as possible to the current options - just get on with the project.
305.	Whichever you decide based on above factors
306.	North provides a savings in time and materials
307.	No comment. This is an engineering decision.
308.	Can't speak to whether north or south is better but I would support either all things being equal
309.	sounds good
310.	Agree
311.	I believe just North of the bridge is the better choice.

Responses to 1b.on the MDTA's proposed alignment/new bridge location:	
312.	Which direction will make less noise for me at 1520 Enyart Way?
313.	Makes sense; support
314.	Do whichever one will alleviate the traffic heading west. The back ups last for miles.
315.	leave it the way it is
316.	Having lived on the Eastern Shore now for 27 years, I know that 'road improvements' along the 50/301 corridor aren't sufficient. Structural backups are building increasingly each year as the beach traffic has increased beyond simply the summer months. Backups used to occur on Friday evenings, Saturday and Sundays in both directions. A few years ago, Thursday eastbound traffic was added to this list. Occasionally, Wednesdays are now included. 50 eastbound backs up approaching the 213-interchange followed immediately by backing up at the 404 interchange. The Easton traffic system is a mess on its own. Your study seems focused simply on the 50/301 roadways, while neglecting the seriously neglected backups all along 50 past the outlets in Queenstown. This is why I supported the construction of another bridge crossing down Rt. 4 in PG County, and Calvert County, crossing over the bay towards Rt. 16 just past Cambridge. Obviously, for political reasons, this reasoning failed.
317.	I think this would be the cost effective - however I would have liked a different location to be investigated in the future.
318.	Constructing new infrastructure just north of the existing spans would be a highly questionable act of racial and environmental injustice. Sandy Point is currently enjoyed by a wide array of communities that lack recreational water access for a host of institutional reasons. New infrastructure just south of the existing bridge would unnecessarily destroy both existing environmental resources and the historic Northrop site that is home to both historic and unfolding innovation.
319.	The current location already has the land needed for a 4 lane. Bridge between the two existing bridges, construction would have very little or no disruption to traffic. In strategic locations all three bridges can be connected so emergency vehicles can cross over with less delay and bridge maintenance vehicles can pull off the through lanes leaving less standing vehicles in traffic.
320.	See above. If building replacement spans in about the same location is the final choice, consider adding a bike/pedestrian lane.
321.	Is there room to do this? Especially on the South with the small airport there? Couldn't one new bridge be built to the north and The other new bridge be built using on set of the current islands?
322.	Isn't there a state park just north of the existing spans on the AA county side? Let's not do anything to disturb that crucial bit of public water access.
323.	If we dontvadd much more through lanes how does this help
324.	If improvements moving NORTH, will this impact Sandy Point State Park? How far north? Was there ever an underwater connection considered, like was for the English Channel/Chunnel?
325.	South seems better as it would not disrupt Sandy Point State Park
326.	Agree. Prefer south as to not impact sandy point
327.	There is plenty of room down the center of the current bridges. This would have the least impact on both counties and the environment.
328.	No
329.	This is also prudent given the larger volume of traffic and increased population of the Eastern shore.
330.	Beyond maintenance would be extremely costly.
331.	Why not in between the existing spans? Otherwise, I'd the historic original span were to be maintained for pedestrian and bike use, I would recommend the new spans be located north of the existing bridges.
332.	North side would provide less impact to the existing businesses and Kent island airport flight path
333.	Either
334.	No opinion on this one
335.	This does nothing to solve traffic congestion before and after in the area we need an alternative route
336.	Please minimize the amount of impact to land, such as loss of land taken from Sandy Point
337.	I oppose this proposal. I also oppose referring to road widening as "improvements".
338.	Prefer the "South" alignment to maintain Sandy Point State Park from encroaching RoW.
339.	I recommend building the new bridge north of the existing bridge, on a straighter and more direct alignment across the bay. There is no longer a requirement for the bridge to be perpendicular to the shipping channel (see Sunshine Skyway Bridge in Florida). This would reduce the overall distance and cost of the new bridge, and increase the distance between the existing and new bridges which could facilitate demolition of the existing bridges. The worksite and approach on the western shore would need to be carefully coordinated and phased to minimize impacts to Sandy Point State Park. This could be accomplished by building a temporary approach (such as a larger version of the San Francisco-Oakland Bay Bridge new eastern span "S curve" in California that was implemented during construction) on the land the MDTA maintenance yard is currently located since MDTA already owns that.
340.	Would support the Alternatives C or E ie construction to the south of the existing bridge. This would preserve the public water access at Sandy Point State Park on the west side and at Terrapin Nature Park on the east side. I believe the preservation of these areas is important as they are among the best and closest of a very limited public beach/water access for the entire Washington area. This is evidenced by the fact that Sandy Point State Park fills up to capacity virtually every Sat and Sun during the summer on any nice weather day.
341.	North of current bridge could destroy the only beach park used by underserved populations.
342.	Why do we need a highway across the bay. If people need to cross they can take a ferry or go around. Or develop local businesses to fulfill their needs on the eastern shore.
343.	South
344.	Just north will have less impact on business.
345.	Please implement Advanced Transportation Technology and Innovation (ATTAIN) improvements as well. Adjacent to the Bay Bridge SHA is pursuing an (ATTAIN) project, consisting of the deployment of 22 traffic signals along the Eastern Shore/US 50 and a Traffic Responsive System (TRS) to alleviate congestion on and adjacent to the Bay Bridge; communication and detection along the corridor have been upgraded and testing of the TRS is in progress; the improvements are anticipated to be completed in Summer 2028.
346.	I would support this if the bridge spans were at least 5-6 car lanes each
347.	I support, on the condition that regular public transportation options exist to hubs on both sides of the bridge.
348.	Improving 50 from Annapolis at Severn river crossing needs to happen too
349.	Just north or south would greatly affect neighborhoods. Do not recommend.
350.	Build a new bridge in another location like to Rock Hall instead
351.	Further South, like Cambridge

Responses to 1b.on the MDTA's proposed alignment/new bridge location:	
352.	Slight preference for south, to maintain Sandy Point State Park.
353.	North of the spans would cross into state park (Sandy Point) and county park (Terrapin Nature) territory and is strongly recommended AGAINST such an approach if the nature is threatened. However, if the spans can be built north of the current ones and either connect to existing roadways in Queen Anne's County and Anne Arundel or the residents where the spans would go can somehow agree to the spans' placement then the construction to the north or south would be acceptable.
354.	Unless it would be easier or cheaper I don't understand the desire to move the alignment of the bridges.
355.	Any plan will involve huge public expense and inconvenience as the projects get underway...And, it will also take considerable the time for environmental prep, design, site prep, engineering and actual construction. Can MDTA consider multiple crossings north and south of the current location and incorporating mass transit options (monorail, augmented ferry service) on each. Given the length of time required to complete these projects, some citizens, myself included, will be hopeful that modern, efficient public transit options can compete with automobile traffic for opportunities to move people and product across the Bay.
356.	Not a good plan. A better plan is to build a SINGLE, 3-lane, new eastbound span on the south side of the existing span, and keep the other existing spans. The middle 2-lane span can be used to ease congestion in cases of accidents or construction needs so there can always be 3 free-flowing lanes in both directions at all times
357.	What will be the improvements on the number of lanes on US 50 on Kent Island? Feeding 4 or 5 into 3 will not alleviate traffic
358.	ok
359.	How many lanes each?
360.	What do these roadway improvements consist of? How will they affect local homes and businesses?
361.	Why building the new bridge(s) at the same location as the existing bridges? You are going to make the traffic congestions on U.S. 50/301 worse. Why not build a new, wider bridge further north, nearer Baltimore going from I-695 near Edgemere, following the route of North Point Spur, crossing North Point State Park and Hart Miller Island as an elevated road, and crossing the Chesapeake Bay to Tolchester Beach. From there, you build a new road to U.S. 301. You might even get Delaware to help finance the cost of the new road all the way to Dover. The new bridge also will not need a high central span since it will not be in the path of large ocean going ships. Also it will not be on the approach path of flights to BWI Airport. In fact, it will be at roughly the same distance to the airport as the two existing bridges.
362.	I don't think this is a good idea but if this occurs I think it would be better if the new bridge was built to the north. Most people crossing the bridge on a regular basis are trying to get to Baltimore or DC for work. I do think 50/301 are in need of roadway improvements. Google maps has turned everyone into off roaring enthusiasts cutting through Annapolis or Kent island to try and save 5 minutes.
363.	Fine, as long as the new bridges have bicycle/ped paths.
364.	The road improvements and consideration needs to be as far a Bowie to split at least
365.	North, not South.
366.	I can agree with the replacement of two new bridge spans.
367.	Reasonable
368.	No room south without disturbing homes or business or closing the airport.
369.	How far North or South? Miles? Thousands of feet? Will the new spans still connect to existing 50/301 road?
370.	I'm ok with this and believe it is easier to keep both new spans together so you are able to construct both of them and then remove the old spans. From a constructibility perspective this should keep costs lower as you won't have to mob and demob the contractors as many times.
371.	Concerned that North of the current bridge would destroy Sandy Point park, an important gathering place for Diversity population.
372.	one north one south
373.	Don't care.
374.	too large an impact locally to communities already bearing the brunt of issues with this crossing
375.	This makes sense, but still creates a choke point for traffic. Please consider improving the land section of the roads and/or additional bridges in other areas to alleviate choke points.
376.	That's doesn't matter
377.	Location is not the main issue. It is about traffic flow and amount of lanes needed to cross. With Development, both in and around Annapolis/DC/Baltimore and the Eastern shore, there needs to be more lanes for both bridges. Maybe there is a way to build 2 new spans and keep the old ones for emergency or overflow crossings? Would it possible to provide a Truck only lane? Trucks always slow down traffic.
378.	Smart, as the main roads already come to those locations.
379.	Please construct another bridge down SOUTH, ideally from St. Mary's County to Dorchester County. Queen Annes County has suffered enough, the road infrastructure cannot withstand any more traffic. North truly isn't an option as it will only dump right back into QA County where traffic will still still exist, not alleviating the issues. Please use your brains because the options suggested do not fix the nightmare traffic homeowners,business and emergency vehicles are forced with living on Kent Island. The "traffic" does not bring business to the shore it only creates havoc.
380.	We WILL NOT ALLOW the state in any manner to steal our property. It doesn't matter who it is, what govt or who sits in any public office. You will Never steal our ancestral lands. North, South, east, west.
381.	Two bridges between the existing two sounds good.
382.	Keeping both bridges but significant renovations as the key Bridge is more urgent
383.	Sounds like a good question for the engineers and the cost estimators. Pick whichever one works best and costs least.
384.	South
385.	This is a large project, across a beautiful body of water near our nation's capitol. The new bridge(s) should be beautiful, statement type of architecture. Specifically, the two bridges should be designed to look as one coherent, beautiful structure, even if they are two separate bridges. The existing bridges are built with different types of supports, and the road decks are not at the same height across the whole span, don't follow the same curves etc. What are the engineering & environmental pros & cons of going either to the South or North?

Responses to 1b.on the MDTA's proposed alignment/new bridge location:	
386.	Where will the access roads go--on both sides? This is my greatest concern. I live on Bay Head Road-so very concerned that Rt 50 will be expanded--and where will that expansion go. (Sorry--I know Phase 1 is done--but this is ridiculous to shove new expansion (road and bridge) into this area--yet again. There is only unstable land left on Kent Island and neighborhoods on the west side.
387.	Same as previous comment
388.	Just south would be preferred to protect Terrapin Nature Park.
389.	No comment.
390.	I totally agree as mentioned above US-50 and 301 should see widening and interchange reconfigurations.
391.	There is no room on Kent Island for the traffic of a new bridge with 6-8 lanes. It needs to be north or south of Kent Island.
392.	None at this time.
393.	Love this idea. We need more roads leading to the eastern shore.
394.	Add Additional bridge/rail/tunnel system south route 4, to new Salisbury Bypass that was approved during Louie Goldstein Administration. Elon musk has developed a super fast tunneling system that would be perfect for this application. Think about it!!!
395.	Why are you trying to put a bandaid on something that has been a problem for years when a new bridge further south of the existing bridges would help heal the problem.
396.	Yes
397.	Using the current location for the new bridges seems smart to me. Just keep the work away from Sandy Point State Park as much as possible.
398.	The study should prioritize options that place the new spans to the north. As a pilot who lands at Bay Bridge airport, placing the new spans to the south would make it more challenging to approach the airport.
399.	I support this.
400.	Read notes above, stop talking and dop something about it. You have a bridge in Baltimore that needs to be done yesterday, but again nothing but talk. Get off your butts and earn your keep.
401.	Obviously you want an equal amount of lanes leading up to the bridge lanes or funnelling which causes drivers to speed
402.	South would be best
403.	Keep the old bridges for those of us who live on the east side and build the new bridges elsewhere for those who travel
404.	This is much, much preferred over new sites -- less environmental impact and more reuse of existing on-land infrastructure. South seems the better option as it preserves Sandy Point Park.
405.	Alignment just south of the existing bridges (Alternatives C, E, and G) are preferred to avoid or minimize impacts to Sandy Point State Park and potentially allow for a modest expansion of the park after removal of the existing spans.
406.	This will be a better option.
407.	Neither option is acceptable.
408.	It's extremely important to study and redesign local access points between the Severn River bridge and the Bay Bridge so bridge-bound traffic cannot access and clog local roads including St. Margarets Road, Cape St. Claire Road, and College Parkway. Please close existing route 50 entrances near the old toll plaza and/or redesign the route 50/local road access points so overflow traffic cannot spill onto local roads. You must eliminate any incentive for bridge-bound traffic to access local roads in the first place. Your Tier 2 studies and engineering design between the Severn River bridge and the Bay Bridge must be completed with this in mind. Local communities like St. Margarets and Cape St. Claire suffer the most from existing traffic congestion on the Bay Bridge and your studies and new design should focus on alleviating this congestion. Thanks for your help!
409.	I would like this idea if the new bridge was built farther south, out of Southern Maryland. Give Queen Anne's, Talbot, Caroline and Dorchester counties a break. Our infrastructure cannot take anymore, and we don't make as much money off of those people to make up for it.
410.	This is good.
411.	My only alignment idea is if you could angle the bridge more directly and reduce the amount of the curve, align the direction of the start of the bridge at ech landing, reduce the curve radius, and also reduce the total distance.
412.	No comment.
413.	Don't have a strong preference either way.
414.	The roads will definitely need to match the bridges. The bridges also need to be straight and look alike. This will eliminate most of the drivers' confusion. Delaware has done a good job in past years with some of their newest bridge projects (ie: St. George Bridge). Maryland's bridges are rickety and lacking.
415.	You would have to improve the roadways adding more lanes indeed should help with congestion especially during peak months.
416.	None
417.	Do not support.
418.	Widening to the south through Grasonville will have environmental justice issues.
419.	Okay as long as it doesn't delay new bridge
420.	North alignment
421.	Build one 5 lane bridge and maintain the current three lane bridge or both bridges and make them both east bound. Or make the current south bridge pedestrian and public transportation.
422.	I understand that the two new bridge spans will be needed, however I believe that in addition the State should look at operating ferries to add additional capacity and to be available in the case of emergencies.
423.	again, sensible. March ON.
424.	Again, we really want to make sure options are friendly for public transit and cyclists.
425.	Put them where it makes sense.
426.	Prefer new construction to the SOUTH. This will have less impact on Sandy Point Park and if a new span is constructed in-between the currents spans, the 2 lane span would be demolished and not the 3 lane span. This will allow for greater capacity during construction.
427.	South would be better so construction won't take away from Sandy Point Park.
428.	N/a
429.	To handle traffic going to Maryland's Eastern Shore from those traveling from DC, Virginia...and States west of Maryland (Eg: Ohio) the best place to place a second bridge I'd between VA Rt 360 and MD Rt 13...elevating bottleneck on MD Rt 50 and allow quick access for over one-half of travelers to Maryland's Eastern Shore...also, increasing access to the shore that incoperates increase monies invested in Maryland Eastern Shore.

Responses to 1b.on the MDTA's proposed alignment/new bridge location:	
430.	I support new spans, but have no preference between north and south.
431.	That seems like a lot of bridges.
432.	This is a good location, i think you could build them right alongside the others.
433.	I think this is a good idea.
434.	There is no way the Eastern Shore could handle an increase in traffic as proposed. There will be a tremendous backup somewhere. This will make our traffic problems worse. Do not increase the number of lanes.
435.	I think that that could work if 50 is improved as well to more lanes. Or connected to a new highway off of i97.
436.	I imagine this more or less has to do with land availability as well. Directly south of the existing span is a restaurant, a beach club, an airport and residences. I don't imagine anyone being happy with eminent domain of their land/businesses/homes for new bridges, and alignment might prove tricky. The alternative to the north, which would be more straightforward and easy to connect to the existing rt50 config, however, goes through the terrapin nature park and would disrupt a vital natural resource and habitat. If minimal impact can be guaranteed on that second of land, connecting to the north would be preferred.
437.	I agree with this option. The eastbound road leading to the current bridge does not have any exit ramps with 5 miles of the current bridge; and a driver is stuck on the road until he/she gets to the bridge.
438.	Road improvements are unnecessary.
439.	Sounds good
440.	Preference for north
441.	They should be in the same area...
442.	Maintaining is cheaper
443.	Believe North would be best.
444.	Do both. North and south. It will break up traffic better. Bring back ferry service too.
445.	Either may be fine, but the new bridge should be as wide and straight as possible.
446.	No preference
447.	Okay
448.	Basically what I just said above…..
449.	That makes sense
450.	I'm of the opinion that MDTA failed 60 years ago by not pushing for a 2nd crossing further north near Baltimore Beltway. People on the West side of the Bay don't just want to go "downie oshun, hon", but want just as much to visit the quaint, historic towns of the Eastern Shore. But, we all know that idea was quashed due to the snobbery of the Chestertown folks specifically, and the surrounding area generally, fearing their quaint towns and farmland would become commercialized. I'm sure the Denton and Bridgeville (DE) folks, who have suffered this wrath for 50 years, are ALL FOR a 2nd crossing and route over to Harington (DE) and Dover/Milford (DE). But, if THAT was the plan today, I can't imagine how much private land would need to be purchased for that, the EPA environmental impact analyses (LOL), and the COST and TIME it would require - probably +20 years. OK. Maybe then build a 2nd crossing from Edgewood, MD, but have it bypass Chestertown (no exits) and go to Millington (DE) and then Dover (DE). My guess is that plan could be sold by touting the "green" advantages to lower vehicle carbon emissions with (1) less driving miles between west and east points, and (2) by LESS idling time of ALL vehicles, including work commuters!! This would also alleviate some Baltimore Tunnel Traffic/congestion. I'll bet some climatologists/scientists can massage some statistical numbers to make this palatable to the neo-cons down at State Circle in Annapolis.
451.	Best way as money allows
452.	What will be done about widening the current Severn River Bridge, as that is a source of continual congestion?
453.	Just South would be the best location. North will impact Sandy Point. South only impacts Northrup Gruman, I'm sure they will move they make plenty of money of the government.
454.	This could help ease much traffic along Route 50. I'm in favor of this.
455.	Again, demolish the bridges and do not rebuild.
456.	Baltimore County please!
457.	Traffic will be horrible as current road work causes miles of backups in the summer.
458.	Make sense
459.	Please choose the option that preserves the most natural shoreline.
460.	Can the bridges be torn down and replaced one at a time within the same locations to minimize impact of restructuring the roadways?
461.	The addition of a new bridge separate from the existing location of the current bay bridge would distribute the trans-bay traffic, it would however present a greater environmental impact on both sides of the bay not to mention the encroachment on communities on both shores with a significant increase of NEW traffic problems in otherwise peaceful, quiet areas and communities on both sides of the bay. The addition of a new bridge, north or south of the current bridge location would also require massive additional costs of procuring land, building roads to support this new and heavy traffic, disruption of multiple communities, putting jobs and vocations at risk, new and additional environmental impacts, passive increased costs and simply increased the risk of more incidents like the Key Bridge from shipping traffic.
462.	Please don't impact Sandy Point State Park.
463.	Stupid idea
464.	Nice
465.	There should be an alternative for those who can't take the height and length of the bridge. A car ferry. Bus service from Baltimore, train service.
466.	It's a congested area already, and they need to make sure they're not creating a bottleneck at the end of the bridge.
467.	Assume that the only feasible way is to build at least one span south of existing due to limited land available north without blocking the Sandy Point Park Channel.
468.	To the south
469.	Either direction is fine.

Responses to 1b.on the MDTA's proposed alignment/new bridge location:	
470.	South, adjacent to the current bridges
471.	Yes, please provide new spans that can accommodate projected growth and traffic in the region.
472.	A good idea.
473.	Engineering studies will make this determination, but going north would provide the shortest route
474.	Needs to go north as it seems there would be less disruption to existing businesses, such as the area occupied by Libbey's, the existing marina, Chesapeake Bay Beach Club, etc.
475.	This would be the least impact to the area, build on!
476.	Another Bridge either north or south would help
477.	50/301 expansion is needed to accommodate tourist traffic as well as commuter traffic. As a Kent Island resident who commutes to Annapolis every day, it would be ideal to keep the new spans as close to the current spans as possible.
478.	I do not have a concern about this.
479.	While a new crossing further to the south seems to make sense, the environmental issues with wetlands at other locations are significant.
480.	No feelings either way
481.	That seems reasonable.
482.	I live on the broadneck peninsula and i don't see how this could work and im not going to support years of disruption and construction
483.	The south option is better because it will have less impact on the environment and surrounding communities, according to the MDTA
484.	how are you going to avoid the bottleneck to get on the bridge??
485.	Assuming this is to provide minimal disruption to traffic during construction of the new spans, I support this.
486.	Just do it! Long overdue
487.	I would like to know what happens when 10 lanes of traffic gets to Kent island and has to funnel into 3 lanes. Sounds like just another location for backups. You will have moved the backup from the western side to the eastern side
488.	Sounds good. Let's get started. As I stated above it's the effects to existing traffic that need to be managed closely.
489.	Get rid of all intersection and add more over passes
490.	I think this would be a good idea because it would spread out the traffic, but also will create more congestion to other smaller towns
491.	The road improvements will be critical to eliminate congestion. It seems that the road widening would need to happen from I-97 to the 301/50 split in Queenstown.
492.	Excellent idea but I worry that the Eastern Shore can't handle all the extra traffic. The congestion on the existing bridge slows down the traffic going to the Eastern Shore.
493.	Road way improvements will have to dovetail with coordination with the state and federal highway officials to ensure an interstate designation and an express portion constructed to Ocean City on the east side, perhaps tolled like DE route 1. Otherwise, the traffic will overwhelm Kent Island and exiting route 50 on the east and the Severn bridge in the west. The bridge project will make little sense without it.
494.	South of the existing bay bridge span to better serve Anne Arundel County.
495.	The roadway "improvements" won't be sufficient to solve the problem of too much traffic funneled through one corridor instead of multiple corridors.
496.	North would be better as it would ease the Baltimore/NJ traffic and balance DC traffic to the original bridges.
497.	I don't understand your wording . This sounds like just 1A. Can't you guys speak english? Yes , route 50 and 301 need more lanes. there is always traffic. that is obvious.
498.	Logical locations provided the infrastructure on the approaches are improved! Specially the Rte 50 Severn River Bridge
499.	No comment.
500.	That need to be determined by environmental impact , engineers and architects.
501.	South makes more sense.
502.	Rather than do all this just build some actual viable transit like rail connected with an eastern shore bus system. Rail could eventually go to ocean city md.
503.	we need it- whichever way it can be done
504.	N/A
505.	I think that makes the most sense dependent on the impact on the bay. I think they should be south of the existing bridge.
506.	Just south is best. Folks in St. Mary and Charles Cty could benefit
507.	Best option to limit disturbance to the wider area.
508.	There needs to be a bike and pedestrian trail across the new bay bridge, linking up with the Broadneck Trail and Kent Island Trail. The Bridge should also be designed to allow Rail to cross it in the future.
509.	This option will minimize traffic interference during construction and is the best way forward.
510.	Have you ever been on Rt. 50 during the summer months? Backups go on for 10's of miles, the roads leading to the Bay Bridge can't handle the current volume, let alone future volumes. This is so unfair to local residents.
511.	Not a feasible course of action given the obvious negative 2nd and 3rd order effects to the community and environment at the local level. [Initials and Email Address Redacted]
512.	Makes sense
513.	Good to re use approach roadway infrastructure
514.	Would like to see one built further south.
515.	Consider the population on both sides of the bridge. Who needs to travel where and where would folks like to go but currently can't go because of the distance between spans.
516.	There can be no improvements made to help with traffic besides easing traffic with a NEW SPAN.
517.	What would the carbon emissions look like with this idea?
518.	Sounds good. I hope both bridges will be at least three lanes.
519.	Add two additional bridges south closer to DC
520.	Makes sense.
521.	Putting the new bridge on the current site would be preferred, but the roadway improvements should expand onto MD2. When traffic is effected for any reason on 50, it tends to back up onto route 2 with the merge lane getting onto 50East. So many cars will get in the right most lane to try to get ahead of the traffic and force their way in to the left lane to get to the ramp for 50 E. I wonder if either

Responses to 1b.on the MDTA's proposed alignment/new bridge location:	
	the on-ramp to 50E from MD2 could adjusted to its own lane (removing the need to merge over). I also wonder if making it a two lane exit to 50E would be a possibility, and possibly have one of those two lanes be a merge and the other become its own lane on 50E. This exit always seems to be a bit of a bottleneck going to the bridge.
522.	How long will road construction take?
523.	Please don't destroy our natural resources such as Sandy point state park, Calvert cliffs etc. or anywhere else in AA county. Land development has been rampant in AA county and the loss of native habitat is inexcusable. To many of our shorelines have been taken over and destroyed by private communities, native habitats destroyed and not restored due to construction projects. Please don't destroy more habitats.
524.	Ok, how long?
525.	How about rebuilding the Keybridge before you do this, that would make my commute so much better.
526.	Please please please, build a bridge in southern Maryland. We pay taxes too. You do nothing but take from us in southern Maryland. You took away the 301 bypass, you took away funding for SMRT, please do something good for once, give southern MD a bay bridge crossing.
527.	I agree!
528.	Go for it!
529.	Adjusting the western shore landing point might solve the big curve problem
530.	Replacing is just fine
531.	I am fine with either one.
532.	North may work better
533.	Funneling the bridge traffic onto Kent Island will still be a logjam
534.	Include a bike path.
535.	As long as Route 50 is not extended too much, I'm fine with either.
536.	This makes sense for the location of the new bridges. I don't think other locations are truly feasible and I don't think there's much need in other areas (e.g., Easton, Chestertown).
537.	Leave the current bridge alone and build a second bridge from Calvert cliffs area to Taylors Island then construct a causeway across to Linkwood. They did it through Louisiana , Mississippi and Alabama on US 10.
538.	Totally agree with this plan.
539.	A huge roadway improvement would be express lanes to the beach Thursday/Friday and back west on Sunday. Two rest stops with bathrooms and vending machines along the way.
540.	Build it ASAP!
541.	Especially east end.
542.	Just south would be the better option. If it is built just north, it will take away land from Sandy Point state park and Terrapin Nature Park. Both of these parks should try to be minimally impacted.
543.	It should built south of the existing spans.
544.	Please make the new spans aesthetic architecturally and reduce choke points and the dangerous merge to 97N near 450.
545.	This should probably be the solution the state goes for, but what are the environmental impacts going to be to the Chesapeake Bay? Will this disturb the natural wildlife and ruin habitats for natural species that live in and around the water?
546.	One north & one south.
547.	Many people from the bottom half of Maryland have to travel north to cross the bridge instead of due east. A new bridge or tunnel from Cove Point over to Bay Shore Drive might deter much, if not at least half of the summer traffic issues we face as many head to the beaches.
548.	This is best left to the experts.
549.	I Prefer to built a new bridge on the south of the south bound, then demolish the current south bound and the built the second bridge on the same place
550.	So long as the air draft is above 220 feet for shipping clearance, this factor is irrelevant to me.
551.	no
552.	Kent Island can't take any more traffic. Really need to build down towards the Easton or Cambridge area.
553.	Probably should be south since there is a park on the AA county. Maybe have the bridge connect north on the QA county side because of the airport.
554.	A more southern bridge should be built that connects outside of Cambridge and also a more northern bridge that would connect to Kent County, as well as replacing existing bridges should be done. That would spread out the traffic so
555.	Reducing the bottleneck is ideal. If the spans have to be in the same place, a local and express division should be put in place, so that entrances just before and after the bridge do not slow down traffic.
556.	I concur.
557.	Either would be fine and should be decided based on cost and logistical issue
558.	Choose the route that minimizes land acquisition cost and eminent domain claims.
559.	No real opinion on where the bridge should be placed, whichever works best.
560.	I fully support this project.
561.	6 lanes build the ferry
562.	Either plan is fine.
563.	Needs to be done.
564.	The traffic has slowly become worse. I travel back and forth 5 days a week. I have become uneasy traveling across the West Bound span as it seems to be in rough shape.
565.	Ok
566.	These are fine, but need to accommodate public transit and rail.
567.	Good.
568.	Taking height into consideration, I think both will need to be replaced to keep up with shipping /boats/lanes. This is also assuming that we need 2 bridges. If a new a single new bridge can accommodate all the required lanes, why would we need 2 bridges to begin with?

Responses to 1b.on the MDTA's proposed alignment/new bridge location:	
569.	I believe two bridges just north of the existing span would be ideal and provide little to no environmental impact. Sandy Point State Park Beach can be adjusted and a new beach created a few hundreds yards up the bay.
570.	This is an absolute must.
571.	Need a second bridge, extend route 100 and make it a northern bridge.
572.	The new bridges should align with the existing highways as much as possible.
573.	In reviewing historical bridge replacement documents, all I see of consequence regarding consideration of the location of the replacement corridor is Calvert, Kent and Talbot government letters saying NOT IN MY BACKYARD!!! How did we get constrained to the EXISTING dysfunctional corridor being the only option?
574.	No comment.
575.	No preference on location.
576.	Sounds good to me!
577.	Not north. South please
578.	Either south or birth makes sense. It is better than opening an entirely new location for a span.
579.	Both South and North
580.	The MDTA should keep both spans open and add lanes as needed; destroying the existing infrastructure just to replace it costs too much, given their projected 40-year maintenance costs.
581.	This is probably the best course of action, however a second bridge further south towards Cambridge, Md would benefit traveller's in the future
582.	Moving to other locations would incur additional costs of new roadways and the disruption of traffic from the businesses that presently reside on the roads.
583.	Always a good thing to fix potholes. Find a way how to remove cars from traffic!
584.	OK
585.	Remove the sharp bend that is currently in the East bound bridge. Where-ever North or South would allow for that.
586.	North or South is fine, but one very wide new bridge, not two new bridges.
587.	Where would they go? The environmental impact will be significant. Will residences or will Northup Grunman give up their land? Let me guess...the little guy will lose and a community will be destroyed.
588.	I think south would be better
589.	I learn towards South, since the Terrapin Nature Park is to the north of the bridge on the eastern side, and I would like to see that preserved.
590.	What about linking Route 4 to Tighlman Island? Keep the existing bridges and take pressure off Route 50.
591.	I think ths would help the traffic elevation the best because the cars from new jersey, Pennsylvania and upper maryland could utilize that bridge and cut down traffic through Anne Arundel Co. and the Bay bridges.
592.	Be careful in looking to the north. This would adversely impact the Sandy Point Park and is probably a non-starter. My thought is that on first blush the south side would have less adverse impact.
593.	I do not have strong feelings as to whether the new bridge aligns North or South, provided it is still roughly where the present locations are.
594.	Just north or just south on Kent Island would not be a good idea.. How is this even a rational or reasonable plan? If you are going to go south. Put the new span going into easton or cambridge. If you go north, go to rock hall.. The people of rock hall need to get over it. The people that live on kent island and grasonville are sick of the traffic. This plan would make traffic ignorantly worse.
595.	Off the top of my head I would think North would be best, but detailed engineering studies should guide that decision.
596.	North is better.
597.	I think south is the better option.
598.	Replacing bay bridge?? More bridges = more chances for collisions. I can't fathom the approach roads necessary to support such a plan.
599.	Certainly access road improvements should be part of the plan. I have no opinion about North or South.
600.	Why aren't we exploring connectivity elsewhere? North towards Baltimore or south toward Lexington Park? This will better disperse traffic and help economic development on the Shore.
601.	my preference would be to the south. is southern maryland getting a ferry across the bay too?
602.	Okay.
603.	Regardless, there will only be one road to the eastern shore. Any accident or disruption will create traffic chaos. Because again, you are funneling all traffic to the eastern shore on a single route.
604.	Just South. Build the first to replace the older Eastbound then the 2nd to replace the newer westbound. Can the 2nd span be built between the two existing spans? They're far enough apart already.
605.	This makes the most sense
606.	Please go further south. They cannot go much further north without disrupting the Magothy River ecosystem, and the Pasadena peninsula cannot support any further increases in traffic.
607.	Can't comment without knowing EXACTLY where "just north or just south" means. Are you talking immediate vicinity or 5-10 miles away.
608.	This is the correct approach. Infrastructure already exists in the area to provide access to new spans near the existing structures.
609.	South is least impact to beach
610.	Agreed, though I do think further consideration would to bridge/tunnel is warranted, so clearance heights do not become obsolete.
611.	Impact to neighboring properties and businesses needs to be considered.
612.	I also agree that this makes the most sense from a commuter standpoint. I believe a third bridge much further south to make travel from Virginia easier would be beneficial, but I understand that this would be out of the scope of this project.
613.	South. Going north will cut into the state park on the western shore.
614.	The traffic flow entering the bridge needs to be improved. During high-traffic periods, it becomes a log jam.
615.	Unless you build a bridge from Rt 100 you don't have the land on either side to acquire.
616.	Need access for transit and bikes
617.	This may be very intrusive to the surrounding areas
618.	Strongly support this proposal.

Responses to 1b.on the MDTA's proposed alignment/new bridge location:	
619.	Just North would be preferred
620.	Replace one in its current location and put the other in Baltimore or Cambridge.
621.	One new bridge, north or south, whichever is easier/cheaper.
622.	Whichever option causes the least environmental and economic harm, and least disruption to the existing residents/businesses.
623.	Agree should have 2 spans 1 for north and 1 for south
624.	No, the original location is a staple to the area.
625.	If it stays a car-only eyesore, bury that sucker and get it out of the way of shipping. Or be inclusive and majestic. No in between.
626.	We can't afford it
627.	I concur.
628.	Sure
629.	Unsure of how this relocation would improve the bridge's utility.
630.	How will the new alignment affect homeowners and business owners in the corridor along US 50 through Annapolis?
631.	Whichever location is most financially viable and offers the ability for low cost improvements overtime.
632.	Okay but sounds like a big investment
633.	North
634.	Build! BUILD!! BUILD!!!
635.	This would be fine
636.	How far south or north? Use the same location as the existing bridge and build existing lanes off that
637.	Please ensure that these areas are conducive to allowing future passenger rail service to approach and use the bridge.
638.	Sure. Theoretically, more lanes should free up some congestion until a certain point where the fixed cost is not justified by the utility of the consumers.
639.	Sure
640.	Location should minimize environmental and social impacts
641.	Sounds good
642.	Yes please widen 50/301 to the same number of lanes each way to correspond with the new bridges of 10 lanes. This is very important to avoid slow merge areas. North or south doesn't matter.
643.	Please DO NOT look to displace neighborhoods. We live in St Margaret's landing and have heard there are proposals to move traffic through our community.
644.	A tunnel.
645.	Construct both new bridges beside each existing Vay Bridges, if it has enough space to build the bridge structures.
646.	Whichever would be less intrusive...Definitely leave Sandy Point in tact!
647.	A crossing between Calvert cliffs state park and backwater wildlife refuge makes sense. Then the Ocean City traffic will divert south and the Delaware shore traffic would utilize the current crossing.
648.	Again, least impact to the environment would be my main concern with placement
649.	Build new bridges or tunnels more south in MD to decrease amount of traffic
650.	While at this point I realize the location won't be changed. The infrastructure leading to it, won't support the existing traffic. How does increasing bridge lanes reduce congestion. It may help but won't solve for future growth. Are you going to replace/upgrade the Severn River Bridge?
651.	I think going further south and creating one bride with 2 way traffic around crisfield area would be ideal. Not only would it bring revenue to the area but would make parks like James island popular Also would help traffic from southern Md such as Chesapeake beach and St Mary's where it's only 1 lane til Annapolis
652.	Respectfully, how about slow traffic down before approaching the bridge to offer time for current cars to go over the bridge. However, applying a traffic light on 50/ 301 or having law enforcement assign to conduct a slow down for some minutes, give the time for the bridge to catch its breath. Also, it offers police to be in the area in case of a need. I'm one who doesn't care to cross the bridge but has plenty of respect for the care of it.
653.	I agree with this decision
654.	NORTH. Increasing the lane capacity of the current bridge is only going to compound traffic issues at the existing 4 lane infrastructure in Stevesville and the Kent Narrows. Creating a new span off of RT 100 from Arcadia to Rock Hall makes the most sense.
655.	Use the old Northrop Grumman Property through eminent domain.
656.	This will not aid congestion starting before and after the bridges! All of the traffic will continue to backup in those areas.
657.	I strongly believe the two new spans should be right next to the two existing spans and those spans taken down. What about doing a double-decker bridge?
658.	This seems excessive - environmental impact, site preparation, etc. is likely to be exhorbitant.
659.	Dilemma. North may dramatically impact Sandy Point State Park. South potentially cuts into commercial development and the Kent Island airport.
660.	Please include bike/walking paths along side the highway that are protected from vehicles. I trust The MDTA Will choose the right location based on studies
661.	I would like a link more towards the lower shore as well.
662.	North of the span on the western shore imare public use lands such as Sandy Point beach. Will there be loss of use of this area during and after proposed construction to the North?
663.	No comment
664.	The traffic is abysmal and Annapolis lacks reasonable public transit options that are expected of a Capital and a city nestled in this very populated area. Any new construction should prioritize public transit options which would also benefit current residents of the area
665.	Yes widen, widen, widen. Have shoulders. Make it big and look nice!
666.	I think it's fine to keep the bridge spans where they are, but it would be nice to have a ferry from Baltimore
667.	I don't feel this is necessary.
668.	Just north would take away prime land from Sandy Point State Park, which would be a dangerous precedent to set for other state parks near interstates in Maryland.
669.	Has to be north no room south without disrupting businesses
670.	Where South? Where North? Give us ideas of Where!

Responses to 1b.on the MDTA's proposed alignment/new bridge location:	
671.	This is a great idea. Wider, more structurally sound bridges make more sense. The possibility of a rail or bus lane makes sense as well
672.	New bridges should be build in different areas other than where the current ones are. Give commuters different options to get where they need to go.
673.	South is better because it will preserve Sandy point state park
674.	I think One New span on the south side, then take down original 2 lane span, & put 2nd span in its place.
675.	South is better. The vast majority of beach traffic is heading to Rehoboth or ocean city. I am a huge believer in more public transportation options. Particularly a rail option to those locations from across the bay. You can not reduce the number of cars by adding lanes. Atlanta is proof of that. We need real options other than cars.
676.	You can replace both bridges with as many lanes that you can but it still will not help with the bottleneck that occurs on Route 50 before both bridge spans
677.	The "south" bridge should be further south for Southern MD residents and King George residents. The real point of bridge is Ocean City! Putting a bridge in Calvert would give more of direct shot to Eastern Shore
678.	Whatever makes sense environmentally and with the least disruption to current property owners.
679.	Following the same route reinforces existing development, and should have less impact, makes sense.
680.	Bridges should be aligned as close to the current locations as possible. A thorough evaluation should be completed of all improvements to the corridor.
681.	Please put on south side of existing structure to minimize impact on Sandy Point State Park
682.	Instead of increasing the number of driving lanes, the state should be investing in alternatives to driving. Do we really need our cars in Ocean City and other destinations adding to traffic congestion there? Alternatives include regular subsidized bus service, carpool lanes, and pedestrian / bicycle ferry service between points like Baltimore city and Rock Hall on the Eastern Shore.
683.	I think the new spans should go to the south of the existing spans, so Sandy Point can retain (or improve) it's current position and water access.
684.	see above.
685.	Whichever alternative does the least environmental damage.
686.	New bridges should be south of existing because they are already near the top of Kent Island, where land is eroding.
687.	It makes sense to keep the new bridges in the same area.
688.	Moving the bridge somewhat farther north would be more convenient for those traveling from DC and Baltimore.
689.	n/a
690.	No comment
691.	No preference.
692.	Build newer bridges at the end of 702. It will save congestion by having a third route to the shore!!
693.	Good plan, but just north needs to be about 25 miles just north, from Dundalk to Rock hall, and just south needs to be about 60 miles just south from Western shores to Woolford. Anything else is not feasible with the current Rt 50 infrastructure. Plus a bridge from DoCo to the eastern shore would open up massive job opportunities and make a commute to DC feasible.
694.	For heaven's sake, DO NOT make the same mistake as what was done with the Harry Nice Bridge replacement - it's far, far, far worse, 2Xs as scary and frightening. PLEASE don't make that mistake again.
695.	Build one 4 lane in between the existing 2 bridges….the roads are already there
696.	This will also need many lanes and the double decker option should be explored.
697.	South alignment preferred. Lesser impacts to environmental and cultural resources.
698.	-
699.	The communities on either side of the Bay Bridge are horribly affected by the disruptive traffic. The entrance/exit closures help, but are not as consistent as needed. Placing policing vehicles on exits without action does absolutely nothing to deter the travelers who insist on clogging up the community's back roads.
700.	Yes!
701.	I do not believe either option is significantly different from each other.
702.	That's all good until that new traffic lanes have to merge back into the old 2 lanes which creates backups.
703.	There is not enough land to do improvements along 50 and 301 to fix the traffic coming across the bridge in this area. You need to build a bridge further south in Dorchester County. It's common sense! Stop making Queen Ann County and Anne Arundel County residents suffer.
704.	Where exactly is this
705.	Makes sense. Whatever is built, it needs to address the terrible congestion and traffic jams of summer Fridays, when commuters to the Eastern Shore and beach traffic overwhelms the capcity of the existing signs.

1.c. Number of Lanes: The MDTA recommends that the proposed retained alternatives consist of the following lane combinations within the study limits along U.S. 50/301:

Answered	727
Skipped	317

	Western Shore		Bay Crossing		Eastern Shore	
	Number of Lanes	**Added Number of Lanes**	**Number of Lanes**	**Added Number of Lanes**	**Number of Lanes**	**Added Number of Lanes**
Alternative A (No Build):	6	0	5	0	6	0
Alternative B (North):	6	0	8	3	6	0
Alternative C (South):	6	0	8	3	6	0
Alternative D (North):	8	2	8	3	8	2
Alternative E (South):	8	2	8	3	8	2
Alternative F (North):	8	2	10	5	8	2
Alternative G (South):	8	2	10	5	8	2

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
1.	I prefer Alternative A (No Build) unless the new spans will provide for both improved bus service and a shared use path for bicyclists and pedestrians. If the new spans provides for both enhancements, then I would prefer either Alternative B,C,D,E that all provide for 2 additional lanes on the bridge.
2.	Additional lanes will not solve the problem and will bring blight to the areas surrounding the highway. I do not support adding new lanes. I highly support adding separated bike paths, separated pedestrian paths, and regional rail to connect the Eastern Shore to the rest of Maryland.
3.	Would think that 8 lanes with break-down shoulders would be more than adequate for the foreseeable future.
4.	I'm from Atlanta and remember when the highway around the perimeter (285) was one lane in each direction and I-75 was the same heading to Chattanooga. Over the years, it has increased to up to 16 lanes, which is difficult to navigate without the option of exiting off of either side. That said, the highway system there is under constant construction, which is terrible. My feeling on this is to go with the 8-10-8 lane option that creates a scenario where lanes may be made more narrow (as done on I 64 in STL) in the far future if needed. Build for what may be needed vs what we need now.
5.	I prefer Alternative A, No Build. If not A, then B, then C, the D, then E. I do not support adding 2 lanes of traffic on the Western Shore.
6.	Same comment as above.
7.	I'm leaning towards Alternative B or C because it will have the least environmental impact for the overall reduction in backups and delays. I really didn't see much improvement that Alternative D and E had over Alternative B and C. I think it is more important to build western shore and eastern shore infrastructure such as Park & Rides on both sides, bicycle facilities, and bus transit lanes to improve moving more people over the bridge and reducing vehicles.
8.	We will have electric, self driving cars. They will require less space. Please do not over do it on number of lanes. We vote for Alternative B (North) with 6 lanes on the western shore. How far back will the bay crossing lanes start on the western shore? Please clear about this in forthcoming information.
9.	This is confusing. Access for both sides should be EVEN with the ability to use additional lanes on either bridge for east/west flow as necessary. The current footprint of approach should not be increased in any manner.
10.	Need maximum lanes going East and WEst.
11.	We have more traffic than we can deal with already!
12.	Support alternative A.
13.	If you were to use anything of this idea, it would need to be 10, 10 and 10. It would also need to run from Rt 424 and Rt 50 all teh way to the Rt 50 and Rt 301 split in Queenstown. However, I am not supposting any expansion of the existing bridge location. It need to be further south connecting Prince Frederick with Cambridge at a minimum. Potentially, Lewisetta VA to Point Lookout, to Crisfield.
14.	8/10/8
15.	Do not agree with adding lanes to current bridge.
16.	Go with 8 lanes but design then so that they can take both freight and rail service in the future.
17.	Please ensure to accommodate for biking
18.	F and G
19.	If the Maryland Transportation Authority (MDTA) pursues any of the alternatives to build a replacement Bay Bridge (Alternatives B-G), the new bridge needs to include a safe shared-use path that allows people walking and biking to cross the bridge and the bay. The shared-use path should be wide enough to comfortably accommodate mixed bike and pedestrian travel in both directions, span the entire bridge, be separated and protected by physical barriers from motor vehicles, and include a fall protection system.
20.	I don't support adding lanes for cars only. Any additions should be for bicycles, pedestrians and buses. The state needs to encourage alternatives to reduce congestion, improve air quality and to help meet the Climate Solutions Now Act of 2022.
21.	Agree more lanes are needed as counterflow lanes currently in use at certain times are more likely to cause accidents.
22.	Tried this and didn't improve

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
23.	All this money choose the best option that will last into the future.. saw the tax payers dollars and forget about less and bikes. They are prohibited here anyway
24.	I would strongly support a bike lane in each direction.
25.	Avoid neck downs wherever possible. Alternatives D or E appear best in this regard.
26.	Studies have shown that adding lanes does not succeed in reducing congestion, nor in improving travel times and reliability, and that they do NOT minimize impacts to local communities.
27.	Strongly recommend the 8-10-8 option plus the SUP lanes. The bridge is a 75 year project and should be designed to accommodate Maryland's needs for 75 years. - 20 year traffic needs are a poor year stick given the bridge's life span - There are increasing number of cars using the bridge to by-pass the I-95 backups and that will continue to grow. - There are currently 8 lanes feeding the bridge from the east and more than 8 from the west plus a large number of cars from local communities. - There are significant backups already at Bay Dale Drive and MD 450 that don't seem to be mentioned in the support materials. Total counts don't tell the full story.
28.	Include protected bike and pedestrian lanes/
29.	8 lanes is more than enough and avoids overbuilding. Especially with the Western shore having no more lanes than 8. Throughput will be limited by wherever the 8->6 lane transition occurs, unless it is beyond major destination s like Annapolis and I-97
30.	F
31.	Alternative D and E, with one lane dedicated to public transit.
32.	No comment
33.	No comments.
34.	I will only support builds that include alternatives to driving private automobiles. I don't see that listed on this table.
35.	A
36.	Looks great!
37.	Widening roads doesn't fix traffic, so why do we do it?
38.	Alternative A
39.	Need a bike lane
40.	I believe that the most pressing issue of the bay bridge is usually the traffic, so more lanes would be most beneficial and suppported
41.	Looks good to me.
42.	Study limit needs to extend west to I-97. No reason to have 10 lanes each way on bridge if there is a jam on the 97/50 merge into 4 lanes on Severn Bridge.
43.	Build to the projections for bridge use for the next 25-50 years.
44.	The need for more lanes on the bay bridge is a must with a shoulder on both sides if possible. It's too high and no room for error. Not to mention when it's windy.
45.	I do not have the experience to comment on this other than to say data should drive this decision.
46.	What does the study recommend?
47.	First - we need a full shoulder on both sides of the bridges (in addition to bike/walk lanes) so I am thinking 8 lanes....?
48.	I support recommendations that add lanes.
49.	A
50.	I think the more lanes the better, that would be the only way to reduce traffic. Again it would be very desirable to have a bike/pedestrian lane like other bridges this size.
51.	just try to keep the same number of lanes at each edge...so that you don't create new bottlenecks.
52.	I prefer d and e.
53.	Not knowing all the issues, it is impossible to make a good choice. I am concerned that we might pave over a lot of green space to handle summer weekend peak traffic.
54.	I do not think any general traffic lanes need to be added to the bay crossing and would support keeping the existing number of general travel lanes and add bus-only/transit lanes. Adding lanes will result in induced demand.
55.	My recommendation would be to build for tomorrow, not for today. Lanes can be (relatively) easily added on shore but are extremely difficult to add to the bridge. Build the 10 lane bridge.
56.	Would prefer adding lanes.
57.	Additional lanes lanes and flexibility to have both bridges handle two way traffic if needed to address accidents.
58.	I support Alternative F or G. Although the expanded number of lanes would increase costs, I expect those costs could be readily met with an appropriate toll, and it would be nonsensical to undertake the time, effort, and expense of this proposed project only to find that the newly built bridges don't have sufficient capacity to meet traffic demands.
59.	separate bike lane would be good.
60.	I don't understand the table.
61.	No comment
62.	Alts D & E, 8 lanes each way. No reason to have two-way traffic on either span (except for maintenance).
63.	A
64.	Each of the new bridges should have a minimum of 4 lanes plus a light rail line. During rush hour, lane one should be Commuter buses only and no trucks in lanes 3 and lane 4 for express 2 passenger lane.
65.	Agree with the no build. We should add public transportation / human powered vehicle options instead of increasing car dependency
66.	Should just build the maximum number of lanes because congestion is so bad now
67.	Congestion will still occur because every lane will eventually be merged onto 2 lanes (same as it is currently).
68.	I do not support adding lanes for cars. I only support adding lanes for public transit, biking, and pedestrians.
69.	Using reversible lanes is a good idea. Simply put, the Bay Bridge also needs more lanes - up to 4 in one direction, with 1 reversible.

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
70.	You might consider lane variation technology similar to the golden gate bridge to address periods of peak demand. Middle barrier is shifted by machine to create additional lane as needed with lighting over the lane indicating direction in use.
71.	The currently built number of lanes is adequate with better alternatives such as congestion pricing and lanes for HOV / buses and one lane for peds / bikes.
72.	added lanes seems like a good idea, to provide flexibility and space for growth
73.	I do not believe that more lanes for cars need to be added. Adding a bus lane and pedestrian/bicycle path would be a better use of widening the bridge.
74.	Recommending one bridge with eight lanes built to the north or south depending on total project scheduling. It would seem that the north track has some advantages for a single bridge.
75.	No comments. Would be nice if both sides could carry traffic going both ways to avoid bottleneck backups.
76.	301/50 cannot handle the extra lanes, so they will just continue to bottleneck in Kent Island and Annapolis where they merge. How will that be addressed?
77.	Not my area of expertise but 8 added lanes across the Bay sound like a great idea!
78.	With any option, increasing the number of lanes at the bay crossing then reducing will always cause backups. It would be better to keep the number of lanes consistent from west to bay to east (and back).
79.	There must be bike and pedestrians lanes added please
80.	A fan of equal number of lanes on the shore and the bridge so drivers don't have to merge down from more lanes to less and play the chicken game. Reduces congestion and accident potential. Thus, Alternative D and E sounds great.
81.	8 lanes for cars and trucks plus segregated lane(s) for shared-use path for bicycling and walking.
82.	Bigger is better!
83.	Definitely need to add lanes for both directions, but especially for westbound traffic.
84.	Ensure the number of added lanes allow for bus or mass transit only lanes so that vehicles with concentrated number of passengers can have priority so to get across the bridge. This should like adhere to Complete Streets policies and allow for the state to reach climate related goals.
85.	I don't believe that additional lanes should be added on the western or eastern shores and that we should use pricing, transit, and other measures to better manage the current capacity.
86.	Without a lot of details, Alternate B and Alternate C seem reasonable. One should have made it clearer that "Alternate" A is the existing; I will assume for now.
87.	Alternative G would be my preferred option, and I support either F or G because they contain the highest number of lanes/volume. Given the significant investment of funds and time to completely re-envision and upgrade the Bay Bridge Crossing, I would argue strongly for re-building in a way that allows maximum use, from buses and other forms of mass transit, to bike/pedestrian lanes, to more lanes to alleviate the common traffic jams caused by automobile traffic.
88.	If multiple lanes are to be added, it is imparative that some of the capacity be dedicated to public transit or, at a minimum, maximizing the movement of people, not cars. Consider adding a train line that runs from NoVa or DC through the major population centers (Upper Marlboro, Bowie, Annapolis, Easton, OC), dedicated bus lanes, or true express (limited exits) or HOV (3 or 4 person minimum).
89.	Please include bike/ped lane
90.	More lanes with safe bicycle lanes on both sides
91.	"No build" option is best
92.	Please include safe pedestrian/bicycling infrastructure
93.	Please add a separate Bikepath/Lane separate from traffic as explained above.
94.	I think D or E would probably strike a happy medium.
95.	Looks reasonable
96.	Include lanes for non-motorized bikes.
97.	I have no comment on these alternatives.
98.	Please include a separate protected lane for bicycling and pedestrian traffic.
99.	I think the additional lanes on the bridge would help keep the flow of traffic moving. Alternatives D and E make the most sense since there are equal number of lanes across the board.
100.	Bike lanes are a must.
101.	Given the backups that occur, it's clear more lanes are necessary.
102.	Only if it includes bicycle lanes.
103.	As noted above, I think there must be a pedestrian/bike lane and I think it would be smart to plan for a flex/transit lane.
104.	include a separate bike lane like Wilson Bridge (DC Beltway) that connects to other bike/ped infrastructure on one or both sides, with parking for its users
105.	You know that question is gibberish to the general public, right?
106.	Marlylanders would benefit from a new bridge that includes a separate bike/ped facility over the new bridge.
107.	The current lane configuration seems adequate to me, but you're the experts. Don't build a behemoth just to accommodate beach goers.
108.	If any construction is proposed and passed, I feel that the most benefit should be gained within reasonable cost and local sacrifice during construction. So, if we are going to do this, we should get the max benefit of lanes if the study proves beneficial for that related to the impact of the area.
109.	Whichever alternative allows for separate safe infrastructure for bicyclists and pedestrians.
110.	No comment
111.	A separate bike and pedestrian crossing is essential for the future of the region and would be a massive boost to the region's economy.
112.	I do not understand this chart
113.	Alternative G is preferred, but will likely be to most expensive.
114.	Do not add lanes. We don't need more cars and pollutants.
115.	Adding a lane or two may be a good idea. But it is important that there are options for bikes and pedestrians to cross. Additionally, a revised and coordinated ferry system is imperative to any future transportation plan for crossing to/from the Eastern Shore.

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
116.	I don't see the point of added lanes without extensive enhancement of the nearby affected highways. The bridge will become a expensive parking lot without significant expansion of linking highways.
117.	Concur with the proposed.
118.	Extra lanes is needed. 8 or 10 lanes would be good.
119.	The more lanes the better, again taking into account the potential for bottlenecks on either shore approaches.
120.	Added lanes should provide lanes for expected traffic
121.	Alt D
122.	Adding more lanes for cars, without adding transit alternatives like buses, light rail, and/or bus-rapid transit, will only lead to wider congestion in the future. It's called "induced demand." We need alternatives to crossing the bay besides private automobiles! And any new bridge needs to include a separated, safe travel lane for bicyclists and pedestrians.
123.	the most lanes that are economically possible
124.	As many lanes as possible. Just don't forget the pending Eastern shore 50/301 split bottleneck!
125.	It makes sense to have the same number of lanes across the whole expanse so that there are less decisions to be made by the drivers D and E
126.	I support Alt. B &C. At the very least, the bridge should have three lanes in each direction. If the purpose of a 4th lane in each direction (8 total) is to allow for smooth traffic flow in event of one lane closed (for maint. or accident), then I support four lanes in each direction. If the purpose of the 4th lane each way is to allow for future expansion of shore lanes from 6 to 8, then I do not support 8 bridge lanes. I do not support Alt. D,E,F,G because they add shore lanes. We must have more effective means of mobility than continually expanding highways, and in turn promoting more single occupancy vehicle use, which clog the highways, and then building more highways...
127.	8 lanes for the Bay crossing and an equal number on western and eastern shores to avoid bottleneck congestion. Though it's tempting to add more lanes, my concern is that this will only inspire more traffic. 8 is a reasonable (and less costly) compromise.
128.	Concur with options D-G.
129.	please provide separate pedestrian/bike path
130.	No comment
131.	alternative F and G.
132.	Do not add any additional car lanes. Add a protected lane per bridge for bike/ped access.
133.	Get those people across the bridge, however no need to over due the lanes on the bridge if the approach roadways cannot handle them, unless there are plans for future widening of the roadways. Maybe include a shoulder for future maintenance work.
134.	F & G
135.	8 lanes throughout
136.	I have no insight on how many lanes there should be. That being said, I would strongly advocate for providing more lanes than would seem immediately needed. Also, provide enough space for multi mode transit (bikes/peds/trains/etc...)
137.	Ok with any as long as bike lanes are included
138.	Are any of these lanes for pedestrians, bicycles and other modes of travel? As is well documented any road project expansion is just a temporary solution to traffic problems and alternates, other than vehicles, need to be considered in the initial design.
139.	I support 8 lanes on all 3 sections to avoid bottlenecking
140.	Yes I highly support this plan especially if it includes pedestrian and bike lanes.
141.	The more lanes the better but need long merge lanes to blend to existing routes.
142.	Not sure on this one.
143.	Option D&E - This is assuming it wouldn't be outdated in twenty years or so.
144.	Minimum should be Alernative E but should probably be Alternative G.
145.	I agree that at least 8 new lanes are needed and 10 would ensure that the bridge would not be the traffic congestion point.
146.	The lanes on the bridge don't matter if you don't have the same amount of lanes on the road leading to the bridge on both sides traffic is gridlock every Thursday to Sunday on both sides of the bridge. And God forbid if there's an accident or a jumper on the bridge!!
147.	Increasing number of travel lanes has been shown to successfully increase demand/congestion. Strongly consider making other travel options (public bus/rail/ferry and bike/ped) a priority to reduce demand on private vehicle usage.
148.	Build maximum number of lanes because it will be 50-100 years before this opportunity arises again.
149.	Addressing needs westward to Route 2/450 makes sense. The SB Route 2 to EB 50 too-short merge causes problems for both EB 50 and SB 2. Need a much longer CD-type ramp eastbound to have a much better merge flow. Lots of room between current merge and off-ramp for Bay Dale Drive. Currently merge seems way too short. Consideration should be given to extend on-ramp from SB MD-2/450 to end after the dip just west of Bay Dale interchange just as the elevation starts to rise again. This will provide ample time and distance for merging traffic to weave. Currently, this is a major cause of EB back-up. I disagree with ending study area at 50/301 split in Queenstown. I would say at least 90% of EB traffic from EB Bay Bridge continues to the split in late Spring to early Fall. We regularly have 5 miles or more rolling back-ups (with motorists trying local roads as a way to get around the Rte 50 traffic) because EB 50 drops from 3 lanes to 2 at the split. And really gets substantially worse because of the signal at the Outlet Entrance and the at-grade signalized intersection of Centreville Road (MD 213). Everyone around here is asking for a simple bridge over 50 with eastbound on and off ramps to and from the bridge to handle the light traffic seeking ingress/egress from the Outlet Center. Also, there is new development (I've heard a Royal Farm fuel and convenience center and more beyond that) coming on the south side of 50 across from the Outlet Entrance. An at grade intersection there will kill traffic flow, so needs to be addressed sooner than later. Same request for a simple bridge carrying MD 213 over 50. My experience is very light traffic on MD 213, but the signal to accommodate the few vehicles on 213 really creates huge back-up on 50 (both ways) — even in the off-season. More lanes over EB Bay Bridge will create a massive back-up when EB 50 drops to two lanes at the 301-50 Split, so this should be widened to 3 lanes east to Ocean Highway(plus the single dedicated lane carrying traffic north on US-301), all the way to MD 404 interchange.

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
	If they can get rid of these two at-grade intersections, and also put a fly-over ramp carrying two lanes of EB/SB 50 (Ocean Highway) to 2 lane EastBound 404, that takes three lanes on EB/SB-50 — south of the MD 213 interchange — and sends 2 lanes east on MD404 and two lanes Southbound on Ocean Highway (Route 50) and no traffic signal. This will go a long way to reduce multi-mile long back-ups on EB/SB 50 that back up all the way to Kent Island.
150.	No build or only ONE new span in between existing spans.
151.	I do not think that there needs to be more lanes
152.	Adding lanes just turns into more traffic, as supported by science. As long as there are lanes reserved for pedestrians and bikes, okay.
153.	don't add new lanes for cars, add a transit and a bicycle/pedestrian lane
154.	I think 10 lanes would be a good idea. Allows for emergency vehicles, pull over lanes and keep the flow of 3 lane traffic (each direction) moving
155.	I believe the needs in the future will be greater than even is anywhere on this chart. I believe you need eight lanes in each direction. When New York built the Washington bridge, The public fought the capacity, it wasn't long before they had to add an extra level to double the capacity. Population only goes up and needs for the Bay bridge. Crossing will never cease, so you need to be prepared for the future and not build the structures that will instantly be out of date and unprepared for the future.
156.	Bullet Train on one - cars, trucks and bicycles on the other
157.	Adding more lanes is a great idea. I'm all for more lanes in both directions. Again, I consider this a win-win.
158.	Given that the cost of a 10 lane bridge is not that much more than 8, it would seem to make sense to build 10 since it would be longer before that one is at capacity and we have to do it all over again.
159.	We will need more as we are becoming the western shore suburb and in 20 years will be as populated as Moco or PG county. Circled number of lanes for Alt D/E/F/G.
160.	Go with 8-10-8
161.	6-8-6 alternative.
162.	Prefer F - north
163.	Alternative E best option.
164.	NO! 10 lane at KI or other sites. Too much noise and pollution.
165.	8-8-8 minimum! Love 8-10-8!
166.	Where would the lanes be added on the eastern and western shores? Would businesses/houses be lost to eminent domain?
167.	E - However this will not work because it will just force the backups farther East or West but will not solve the problem.
168.	Alternative A
169.	I do not want more car lanes on the bridge. I am in favor of dedicated bus or bike lanes to replace existing car lanes.
170.	Adding lanes to the Severn River Bridge was supposed to make things so much better. It hasn't.
171.	I strongly feel that adding lanes to Western and Eastern Shores is totally un-necessary. It would add significant costs but would only move the traffic bottlenecks just outside of the project boundaries, aka the intersection of Rte 50 and 404 on the south side, and Rte50 and I-97 on the North side. I understand the existing bridges are aging and need replacement before maintenance costs escalate excessively; replacing them with 8 lanes for the Bay crossing makes sense. In conclusion, only Alternatives B & C make sense.
172.	Option G is preferred, as the extra lanes allows for future capacity and breakdown lanes.
173.	Do not add single vehicle lanes—this will only increase traffic—it always does.
174.	I am fine with a ten lane crossing (presumably 5 each direction). The ability to run all traffic in both directions on one span should be retained, and the new crossings should have a shoulder on one side.
175.	No more lanes again eastern shore was not designed to be a super highway ! Put a tunnel in for beach goers that avoids most of the shore bringing them into their destination like Virginia Beach has
176.	Please be sure to add a cycling path.
177.	Either B or C (6-8-6). It is neither desirable nor practical to expand the lanes along the non-bridge parts of the full corridor and what is needed is a bridge(s) with the same number of travel lanes as the approaches with a spare lane each direction so that maintenance can be performed without reducing lanes.
178.	Whatever is decided, the goal must be to avoid undue congestion in central Anne Arundel County on Fridays eastbound in Kent Island/Kent Narrows and Saturdays westbound.
179.	8-8-8 N or S, merging is what causes backups.
180.	6-8-6, but recognize might need more capacity.
181.	B&C
182.	Any 8-10-8 option. If we are going through all this effort, might as well build something that we think will address all current and future traffic needs.
183.	I should think the 8/10/8 spans in both directions would be cost effective in the longrun.
184.	Alternative F
185.	Alternative D allows more room in future beyond this 2045 bridge replacement, also 4 lanes from Rt2 to 301 and 4 lanes 301 to Rt2
186.	Circled D and E. Hopefully Rt 50 will be improved as well.
187.	See 1b. Kent Island can't support additional traffic.
188.	Any plan that creates a merging element between I-97and 50/301 split is a bad idea. We don't merge in Maryland! A straight run between the points mentioned is going to have only a slightly reduced effect.
189.	I would prefer every effort to be made to plan for the same number of lanes on bridge as are on the roadways entering and exiting the bridge. Merges should be held to a minimum and controlled. Going north to the Harbor tunnel they have constructed the merge to be done in a zipper fashion just before the toll gate. This works well.
190.	Add two lanes and dedicate at least one of them to bikes and pedestrians.
191.	Alternative A

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
192.	I believe this should have some consideration as to what the service life of the new structure will be. If its 50 years like the current spans then "E" is the best option. 100 year service life than G.
193.	Circled F and G. The study and open houses project to 2045. It will take 10 years to build. By then traffic will be congested again. F and G seem to be the best alternatives, at this time. Please plan for the future.
194.	8-10-8 makes most sense. Looking to the future, it would be much easier to expand approach roads rather than having to expand approach lanes and the bridge.
195.	More lanes on Kent Island is not the solution you can not widen it any further. More lanes on the bridge may solve the issues on the western shore but will tighten up a bottle neck that already exist on Kent Island.
196.	I think if you have 5 lanes on a span, there should be 5 lanes leading to the span.
197.	Alternative G circled. Get the largest bridge affordable, get the bike path. Don't effect Sandy Point.
198.	Circled F and G. From eastern shore 301/50 split to 50/30/I97 on west.
199.	Circled Alt C. Alt C sems most reasonable.
200.	Alt f and g Western and eastern shore needs expansion to decrease bottle neck on and off bridge.
201.	Circled: Alt B 6 and 6 Alt C 6 and 6 Alt D and E 8 and 3
202.	Keep shared use path!
203.	Thanks to SHA for shutting 2 or more exits prior to the Bay Bridge (on westside) that alleviates traffic jams in Arnold. PLEASE DO more of this!!!
204.	Get started now no more studies
205.	6-8-6 only works in the long run if there is a significant congestion pricing option. This need an answer in the next round of study to understand if an 6-8-6 will help in 2045. An 8-10-8 destroy a lot of the approaches and potentially opens the Eastern Shore to sprawl/housing.
206.	I don't believe back ups will be avoided on the bridge when (one way) eastbound drops lanes as they go on Kent Island - They also don't have extra land to expand.
207.	Why confuse the issue of current bridge maintenance with less miles traveled and reduced congestion on Rt50/301 in AA and QA Counties
208.	Alternative A is clearly the most logical way of eliminating the bottleneck.
209.	There certainly need more lanes with the bridges using additional lane and a bike/walk lane.
210.	How about you build somewhere else middle river to Essex, Cambridge where you could divert the volume of traffic that impacts our lives daily (not just summer)
211.	You need 10 lane bridge
212.	I'd go with F and G, you can always line off unneeded lanes for now but when you need them the costs to construct them will be in the billions. As i noted I'd build 2 6 lane bridges so if one needed to close (like the Key Bridge or the I 471 bridge in Cincinnati,) traffic could be moved to the other bridge and keep it flowing.
213.	In favor of B/C
214.	okay
215.	Creating 10 lanes across the new bridges would ensure they would not need to be replaced for decades due to traffic congestion. They would aslo have to have yearly maintenance to ensure they would not require major repairs such as happened on the Bay Bridges during the last few years.
216.	6 lanes MAXIUM each side. This is incredibly dangerous to "bottle neck" vehicles coming off the bridge to a 2 lane highway system (213 one lane). Again, unless MDTA improved the entire roadway system.
217.	I do not support any of the build alternatives which would widen the bridge to 8-10 lanes nor widening the approaches on either side of the Chesapeake Bay. A wider replacement span would subsidize sprawl and induce additional auto travel demand across the bay. Despite having been rejected in earlier project scoping, a single six lane structure with provisions for future rail transit should be considered as a build alternative.
218.	Alternative D (North) and Alternative E (South). There should be no merge area on route 50. Even if these alternatives are selected it still will create a merge area on route 50 someplace because you can only expand route 50 for so long. Three lanes across each bridge would be the best solution because that's what route 50 will have even if lanes are expanded on each shore.
219.	A total of 8 lanes is enough if an additional span is placed at Cove Point, where there really needs to be a span.
220.	I am in favor of option E (8-8-8 South) and option G (8-10-8 south), however I am not in favor of option G if the length of the 10-wide lane configuration reaches to Cape St. Claire Road on the western shore due to the impacts of businesses. I feel that the wider 10-lane bridge will be better long term (30+ year time period) though in the immediate term there is little difference between those options. Additional widening of 50 from the DC beltway to the Bay Bridge would be needed long term (30+ year time horizon) to accommodate the benefits of a 10 lane bridge.
221.	Is a future option for a double-deck feasible? Or the cost would be so great, you might as well build it all now? In any case, I hope MDTA would resist pressures to be "politically correct" and add bike/pedestrian/bus lanes unless they sound like a good idea. Please add such lanes ONLY if you can really forecast that they will be used at sufficient levels to warrant the cost (and foregoing another vehicle lane). We all want to support bikes and pedestrians, but realistically few will walk or bike the 5 miles. It's not as if the bridge connects two closely located areas of dense population and commerce, like Brooklyn and Manhattan (warranting the Brooklyn Bridge).
222.	I am most comfortable with a more modest capacity increase (alternative C, D) for individual vehicles with a greater balance of funds devoted to capacity and dedicated space for transit.
223.	Good
224.	Alt C works for me. One can go back later and add two more lanes to US 50/301 on Eastern and Western shore.
225.	The 8/10/8 configuration is the best long term solution.
226.	Alternatives D and E
227.	As a resident of Kent Island, I prefer Alternative B & C with no new added lanes.

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
228.	The more lanes, the better.
229.	The number of lanes should be based on a long term model of anticipated traffic levels and take eastern shore development into account. The spans should have emergency lanes for broken down vehicles or for access for emergency vehicles.
230.	More lanes on the bridge won't solve congestion. Unless you have the same amount of road lanes on each side of the bridge, xtra bridge lanes will just create a gauntlet getting onto the land lanes. There is no room to add additional lanes on the land across Kent Island and 5 miles east before you could widen the number of lanes without affecting businesses already entrenched. Going westbound from the bridge is also already built out so you can't add additional lanes. The ONLY SOLUTION is to build another bridge in the northern location.
231.	Too much traffic. NO
232.	Alternative A
233.	On both shores the number of lanes required to move vehicles across two bridges will only make the present traffic nightmare worse, especially if the MDTA is only considering the impact on US50/301. In reality, the impact extends into the junction of hwy 97 and hwy 50, route 2 extending to the north of Severna Park and south across the South River, the Severn and South River bridges, route 8, the junction of US50/301 on the eastern shore. The cost of adding lanes to each of the foregoing must be included. This cost would be mitigated by locating the new bridge to the south, serving northern VA and southern MD.
234.	Alternative F.
235.	Alternative C and E. No Build while required, is not an option. Prefer 6-8-6 or 8-8-8 if transit is included.
236.	Given it takes 20 years to get a large bridge built (if ever), I would go with the maximum number of lanes
237.	prioritize emergency lanes, public transit and bike lanes
238.	I don't have a strong opinion but lean toward 8 lanes for faster traffic flow
239.	6 car lanes and 2 transit lanes (3 and 1 each way) seems more than sufficient. It's proven that adding highway lanes does not reduce congestion over time, because of induced highway demand. Route 50 is normally 3 lanes each way now.
240.	Extra lanes are good but should not be opened all the time. Lanes should only be opened when needed and use one as a shoulder.
241.	Alternative F. Do it once, do it right.
242.	F&G makes the most sense. If already constructing 8 lanes, might as well do 10 for planned growth or alterations or other use such as if a car is disabled, 4 lanes would still be open.
243.	The selected alternative should accommodate anticipated traffic levels with minimal delays ie the 10 lane bridge options.
244.	B & C are the best alternatives. Anything beyond that would be over built, as the possible expansion of the western approach is a non-starter. There is no additional land to be acquired there without use of imminent domain. This project should do what it can not to expand existing highways, but instead focus on other mobility options.
245.	Either Alternative F or G.
246.	Just build two four land bridges already, enough with the BS and spending more money on surveys and getting some architect rich.
247.	10
248.	If the number of lanes that are being proposed will be fluent across the entire bridge, I believe building a bridge with more lanes is the answer. However, if the lanes are only available, say at the middle of the bridge and traffic has to merge into fewer lanes, that could cause accidents and therefore more congestion.
249.	yes
250.	Please consider Alternatives F and G for new Bay Crossing structures that are intended to serve for 100 years. Traffic will increase as population increases. It is far better to invest in extra capacity up front than risk needing additional capacity long before end-of-life is reached.
251.	Circled Alternative D: 8, 8, 8
252.	Alternative E
253.	Please define where the Bay Crossing lanes begin. Do they begin after the Park exit or do they being further west? Seems like 10 lanes does not consider the efficiencies gained by electric cars - please do not overbuild.
254.	I think alternative D/E or F/G would suffice, as long as both have a dedicated shoulder for emergencies.
255.	6-8-6; improves traffic/travel. Cost effective.
256.	Alternative D and E
257.	I gotta be honest - get a little confused here! I don't have enough of an engineering brain to really render an opinion.
258.	Even 10 lanes will not be enough in 50 years based on the present growth I've witnessed in the past 50 years.
259.	Are 12' lanes wide enough for large vehicles?
260.	Support alts B&C with pedestrian access
261.	Long-term studies show that increasing lanes does not decrease congestion in the long run. Minimal lane expansion should occur.
262.	I think Alternative D and E are good ideas. I think F and G would be great if we can reserve some of these lanes for public transit.
263.	Alt A no build. Alt B - but keep 1 bridge
264.	10 lanes!!! Alternative g.
265.	3 lanes each direction with a shoulder/flex/transit lane would be the most cost effective. adding lanes isn't going to help traffic.
266.	My preference order is C E G
267.	Alternative E preferred
268.	This does nothing for the funneling of traffic into the Broadneck/Stevensonville areas.
269.	Build Alternative F and G. All others still anticipate delays. Just bite the bullet and do it right. Why build a bridge with intended delays?
270.	C
271.	Any new lanes in each direction will help the current situation.
272.	Alt C preferred
273.	I think it would be a good idea to have the bridges be 8-10 lanes long, but 2 of those lanes should be designated to eventually be transformed into a rail line.
274.	As mentioned in the 2-phase approach, Phase 1 will get you 6-lane capacity Eastbound and 5-lane capacity Westbound, for a total of 11 lanes bay crossing. And you can get that without any demo, lower cost, and completed sooner--late 2020s.
275.	8-10-8, though impact of 8 lanes east and west on both sides of the bridge are not discussed or detailed in these reports
276.	As long as both bridges are one-way traffic all the time, any of these alternatives are okay with me.

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
277.	If done correctly in a way that avoids bottleneck traffic; I support the idea of making lane modifications. Especially considering the older bridge has 2 lanes and requires a process to create the third lane for east bound traffic.
278.	I think the important point is that the number of lanes on each span matches the number of lanes on both west side and east side. To do otherwise creates choke points. I think 4 lanes in each direction is enough!
279.	Perfect.
280.	Add as many lanes as possible
281.	E, F or G
282.	The new bridge should only have 8 general purpose lanes. No matter what, you are not going to build your way out of congestion. That is why we need to promote transit and other modes. A fifth lane on each span should be bus only. As for the shores, I'm leaning toward 6 but could support 8, depending on how much traffic enters from and exits to local roads on either side of the bridge.
283.	If you don't out overpasses at 213 and 404 it doesn't matter how many lanes you have. They will still stop and back up.
284.	No comment
285.	Alternates F & G
286.	Again, drivers will fill all the lanes you create (per the research on induced demand) which has impacts on housing and infrastructure on the eastern shore. The shore currently lacks adequate infrastructure and housing to support its year round residents (particularly workers) affordability. Alternatives to lane expansion should be explored - particularly for high traffic seasons.
287.	Go with Alternatives F and G! Why wouldn't you add as many lanes as possible? If not, you'll be doing this all again is a few years!
288.	See previous comment
289.	build for the future. add more lanes.... F and G
290.	I worry about the environmental impact of additional travel lanes.
291.	I recommend the least amount of additional lanes as possible, so option A or B or C. Expanding Route 50 in Annapolis would create significant disruptions for residents and businesses, leading to increased noise, pollution, and congestion during years of construction. The expansion could also encroach on local green spaces, historic areas, and neighborhoods, altering the character of the city and reducing its appeal. Furthermore, adding more lanes may not solve long-term traffic issues, as it could encourage additional vehicle use and perpetuate dependency on cars rather than investing in sustainable transportation solutions. Instead, improving public transit and traffic management systems could address congestion more effectively while preserving Annapolis's unique charm and community integrity.
292.	US-50 would be widened to 8 lanes between I-495 and the US-301 cutoff at Queenstown.
293.	I Think that six lanes would be adequate much better than it is now the traffic coming and going to the eastern shore is unbelievable now. I used to get to the east store by taking the ferry.
294.	F/G
295.	10 lanes
296.	How far into the future are these lanes projected to serve the population of MD?
297.	B and C, as I said above, Kent Island, and pretty much most of the Eastern shore, does not have the ability to handle much extra traffic. It would put undue strain on the already existing infrastructures. Ideally one 6 lane span where the current bridges are and a one six lane span from the lower Eastern and Western shores would work. It would reduce traffic merging from 301-50 into the Baltimore/Washington area. Those wanting to get to Ocean City and Rehoboth, would utilize that bridge.
298.	Lane expansion has proven to be ineffective in most cases leading to induced demand. Route 50/301 should NOT be expanded to more than its current 4 lanes. The bridge would benefit from 6 lanes so closing lanes for construction or accidents would not impact traffic.
299.	My initial choices without further information or analysis are Alternative D and E, which balance the lanes leading to the bridges with the lanes crossing the bridges. My experience has been that the forced merges, with all the aggressive driving associated with that, create a high percentage of the issues during periods of heavy traffic. Removing the need to merge may go a long way toward relieving those bottlenecks.
300.	This is unacceptable if the "western" shore adding of 2 lanes doesn't include more capacity all the way back to about the intersection of I97. The "response" from the presenters was the canned comment about its outside of the study area. This is also unacceptable. its like sticking your head in the sand and ignoring 1/2 of the problem.
301.	The lanes on bridge -- yes -- more of them. It does NOT help the traffic flow along Route 50 and Sportsman's Neck Road or other areas. Live on the shore during beach season and you'll see (April or May-Sept)
302.	Suggest Alt. D or E. 4 Lanes each way seems to be plenty to allow future growth as well as room for the occasional lane closure for things such as maintenance. Approach lanes should match bridge lanes.
303.	Understand.
304.	Wouldn't this decision be based on forecast of traffic growth? if the 8 lanes across the Bay will handle the load for the projected lifetime of that bridge, go for it. If not, then go for the 10 lanes now?
305.	8-8-8
306.	6x8x6
307.	n/a see above
308.	Alternative G - Moving from 6-5-6 to 8-10-8 only allows a 56% increase in traffic over the current bridges. I would think traffic would at least double from 1973 when the 2nd bridge was built to 2033 when new construction might conclude.
309.	North or South should be an engineering/cost selection criteria. The number of lanes should be based on need with allowance for growth.
310.	Number of lanes on Eastern/Western shores seems adequate, but definitely need more lanes on bridges.
311.	Please consider the number of lanes between 97 and 450 and also on 97. I fear the bottleneck will shift to the Severn River Bridge therteby putting more traffic on local roads in Annapolis and on the Broadneck Peninsula.
312.	8-10-8 for future traffic expansion.
313.	How will you manage traffic at both ends of the bridge span.
314.	8-10-8 makes the most sense given the expected ongoing traffic to and from the eastern shore. Would not support building new that would not meet the ongoing need

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
315.	If there are more lanes on the bridge then on the roads coming off the bridge that will just create a bottle neck.
316.	Increase lanes to be equal in all three options - should include break down lanes (which also can serve as emergency access lanes, I would think)
317.	Not sure
318.	Alternative F
319.	The 6-8-6 combination seems like a small increase of capacity and doesn't make sense to me. This option should NOT be retained. There are 4 lanes that lead into or out of the 50/301 split in either direction. It makes more sense to go with 8-8-8 or 8-10-8 so traffic isn't hitting a bottle neck at the split.
320.	No build.
321.	F & G all the way
322.	lets stick with alternative A
323.	Three lanes in each direction with a bike/pedestrian walkway somehow added. A pedestrian walkway would need to be designed to prevent potential suicide attempts.
324.	I believe the eastern shore is growing and the most possible lanes is necessary.
325.	Alternatives B and C are most consistent with the stated goals of the project, least disruptive to existing communities, and most aligned with current understandings of infrastructure that best serves additional health and environmental goals the state is pursuing.
326.	By putting a four lane bridge between the two existing bridges, there would be Nine traffic lanes.
327.	None of these are needed if a tunnel is built either near Baltimore (Poplar Island option above) or Cove Point option above. Otherwise, Option F
328.	Added lanes on Western shore seem of little utility if Severn River Bridge is not also expanded
329.	I do not support adding lanes as it has been shown many times over that more lanes do not reduce traffic. They just encourage more driving.
330.	We need as many through lanes as possible. Maybe limited access through lanes up to the Rt 50 301 split
331.	A bit confusing to fully understand/visualize.
332.	No preference, but YOU MUST INCLUDE A PIOKE/PED LANE (TWO-DIRECTIONAL) THAT IS PROTECTED FROM VEHICLE TRAFFIC
333.	Consider adding wider shoulder or overall width to one or both spans to allow for dynamic change of use: so that it could be used for emergency service, towing and/ or alternative uses. Present bridge technology allows for lane reversal with traffic control mechanisms, future technology may allow the alteration of lane width to pack additional lane(s) in for small cars emergency service or other temporary conditions. This could also reduce catastrophic backups if one span has to be closed
334.	Prefer alternative G the more lanes the better. And south
335.	More lanes would be good. However, it would be better if you couldn't see the water from the bridge. Unfortunately, people look at the sights, slow down, and wreck or jump off the bridge. Why is it possible to do this? Add walls so the bridge just becomes a normal road, more like a tunnel. There would be no scenery to look at, and no more suicides.
336.	G
337.	Alternative F and G make the most sense. Let's plan for future growth of the Eastern shore and build a bridge that will provide the most free-flowing traffic with options for access for emergency personnel without minimum disruption to the flow of traffic.
338.	The current number of lanes should be maintained and managed.
339.	Alternative D looks about right.
340.	Alternate F. The more lanes the better. Need dedicated emergency service/ bus lanes.
341.	FG if cost is not prohibitive, D/E if it is.
342.	I don't see any reason to add more lanes. These roads don't have traffic issues, and even if they did, more lanes don't help with traffic.
343.	Alternatives b and c
344.	This does nothing to solve traffic congestion before and after in the area we need an alternative route
345.	Just like computer memory or a garage, you can never have enough, but the flexibility afforded by the current 3 lane bridge should be continued
346.	I support the no-build alternative.
347.	I find Alternates B or C acceptable, with Alternative A second preferred. Alternates D-G are unacceptable policy increased capacity on either shore will quickly lead to more induced travel which will lead to another round of demands for more expensive highways and bridges. Alternatives B and C relieve the condition described in the presentation (that the on-bridge capacity is less than either approach side). Overall, I prefer the "south" alignment and prefer Alternative C.
348.	I recommend Alternate D. Having eight lanes on both shores would accommodate SHA's future plans to add lanes to US-50. They can remain closed until such time as MDTA and SHA need them (see Woodrow Wilson Bridge in Maryland).
349.	Having observed the traffic for 20 years, would say that Alt C with 6 highway and 8 bridge would be adequate 95% of the time. Thanksgiving , some other holidays may generate some backup but can't see spending bunches of extra money for such limited gain. Would suggest include ability to use at least one or even two lanes for reversible travel to address peaks , accidents, and maintenance.
350.	A
351.	Alternative G
352.	5 lanes north and 5 south
353.	Lane combinations without any lane expansion.
354.	5-6
355.	I support, on the condition that regular public transportation options exist to hubs on both sides of the bridge.
356.	8 lanes with 2 commuter lanes
357.	No need to have more CO2 on Kent Island by creating more place for cars. People are forced to come to 50/301 from all over west part because there is no other crossing. Create either affordable ferry like there user to be back in the day to multiple locations or another bridge somewhere else but Kent Island.
358.	It's pretty ridiculous that additional lanes are being considered. This will only induce additional sprawl in the eastern shore. Maintaining the existing structure through Alternative A (no build) is the option that makes the most fiscal sense. Change the toll to be variable and use some of the multiple billions of $ that a new structure would cost to add express buses from Baltimore City and many places in Anne Arundel County to many places on the Eastern Shore. If maintaining the existing bridge is more expensive than building a new one, than only replace lane-for-lane in-kind, plus dedicated transit lanes to give priority to sustainable transportation modes.

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
359.	As many as possible, cars is only going to increase.
360.	I am opposed to the construction of a new bridge, but if it were happen, I am opposed to increasing the amount of lanes. It has been proven to not only increase congestion, but it can also increase the risk of collisions.
361.	E should be the smoothest in higher traffic volumes, but I'm not a traffic engineer. Just give us wide shoulders, please.
362.	Alternatives B and C are the best solutions without creating induced traffic by way of merging into lanes either onto or off of the bridge spans and still encourage pedestrian and transit usage in the future. D & E should only be considered if dedicated transit lines (which should include the option of high capacity rail transit, failing that then bus rapid transit) are put on the table and federally/state-granted for the counties to shoulder appropriately, all the way to Wicomico and Worcester counties (for Western Shore parties to visit popular destinations such as Salisbury and Ocean City, for example.)
363.	The idea you would add more lanes to go across the bridge and than automatically reduce them forcing cars to merge is not a great idea.
364.	More lanes on just two spans will merely result in more people and vehicles participating in massive jams. Augment auto lanes by building parallel rail facilities—and creating new crossings north and south of the existing 50/301 connection.
365.	Not a good plan. A better plan is to build a SINGLE, 3-lane, new eastbound span on the south side of the existing span, and keep the other existing spans. The middle 2-lane span can be used to ease congestion in cases of accidents or construction needs so there can always be 3 free-flowing lanes in both directions at all times
366.	Will the 8 lanes on the Eastern Shore run the entire length on Kent Island? Will there be a 4th lane added to the Kent Narrows Bridge? If not there will be chokepoints going into 3 lanes.
367.	no comment
368.	It's imperative to add lanes on the western shore.
369.	Having a tough time understanding the table above?
370.	Adding lanes is not an effective means of reducing traffic congestion. Research has shown that it does the opposite - increases traffic congestion. Additional lanes will create bottle necks of traffic that will be detrimental to commuters and residents. A better solution would be to construct a bay crossing at a different location, bypassing Kent Island.
371.	None of them. The additional lanes will not reduce traffic on the western and eastern approaches to the bridges on U.S. 50/301.
372.	No preference on the lane increase, just that it should be the least amount possible.
373.	With the existing 6 lanes already it backs up, so more lanes are needed beyond the 2 in some of the alternatives
374.	A or B. Otherwise you are simply moving the congestion from the bridge to Rt 2 and 50/301 interchanges. Should consider scope from Rt 97/50 to Rt 404/50 interchanges.
375.	F and g.
376.	F and G
377.	D and E look most reasonable
378.	ALTERNATIVE B AND C WITH 2 SHOULDER LANES
379.	Bay crossing lanes need to match east and west so there aren't delays with merging, but maximizing the bay crossing lanes is a second option.
380.	F or G are the only options. If you are going to spend $8.4B need to future proof now. Silly to not build 10 lanes. Mario Cuomo bridge is a good comparison point. I believe that Alternative G is best but think either F or G are fine.
381.	Concerned about the massive amount of traffic with adding many lanes, the area. Very intrusive.
382.	Alternative D and E
383.	Don't care, as long as the capacity increases, lanes are widened, and there is something solid and reassuring between drivers and the 200 foot drop into the Bay.
384.	As many lanes as can be reasonably supported by surrounding roads. If all of those lanes neck down in Annapolis or Queenstown it will just create a 8 lane parking lot
385.	From the study, the answer seems to be 8/10/8 to prevent traffic in the highest travel periods.
386.	Again it's not how many lanes are on the bridge it's the number of lanes and the towns with lights you have to drive thru that imped the traffic.
387.	Additional lanes will be great on the crossings and also on the lead up areas.
388.	Are there ways to design the lanes so that an accident in one will not impact other lanes? Currently if one span is overloaded or blocked, a facing lane can happen in the other, but that is dangerous (55+mph toward each other). It would be nice if each span were split by Jersey barriers or such; when everyone is going the same way, one side can be express, while if they are going opposite ways, they are protected from each other.
389.	Alternative D and E
390.	No build except renovation and widening the current Bridges
391.	Definitely add lanes to bridge so that bridge is not a bottleneck. No strong feelings on adding lanes either side.
392.	Alternative G South
393.	From the table, it is not clear why the crossing would be built with more lanes than on the East/West shore - to accommodate future expansion? Agree that a new bridge should have 4-5 lanes each way. Adding lanes on the shores seems dependent somewhat on the amount of disruption to existing communities. Is there room along current US50 on KI to accommodate extra lanes or will it mean taking down certain malls/housing/structures?
394.	Alternative A. Repair, replace. No expansion. Find some other way over the bay and to the beaches. How can I answer this when I have no idea what this means for the road system on and off the bridge? Anyone answering this only has a partial picture. Is this the type of input you really want or is this an exercise in futility?
395.	Good
396.	More lanes will not solve congestion. We need more transit and pedestrian/bike access to reduce car demand. Dedicated transit lanes paired with congestion pricing could also help.
397.	More lanes only encourages suburban sprawl into Kent Island and the Eastern Shore, destroying its rural character. But the weekend backups are real. Suggest no more than 8 lanes.
398.	I like alternative F & G the best.
399.	Alternative 8
400.	Seems like a lot of lanes crossing. Are we trying to encourage MORE cars! I'd say at least 4 lanes each direction for when one bridge is closed and wimps like me don't want to meet oncoming traffic in the middle lane.
401.	D or E - Having more lanes on the bridge than on the shore creates congestion points where people have top merge

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
402.	Ridiculous
403.	It is very obvious to most residents of Maryland that there should be a new bridge built further south to alleviate traffic from the southern end of the bay between the existing bay bridges and the bay bridge tunnel. Just expanding the lanes on the current location do nothing to handle the roads coming into the bridge and traffic on the other side of the bridge.
404.	Alternates F or G preferred. No matter which alternative is chosen, should be the same height as the future Francis Scott Key Bridge replacement. Please ensure that the future bridge is well protected from a ship strike
405.	8 lanes or more on the Bay crossing itself is smart. So Alternative F or G. I would also extend MDTA jurisdiction for US-50 and US-301 west to the interchange at MD-2/MD-450 (Exit 27) and east to MD-18 (Exit 41) near Kent Narrows.
406.	Generally, studies have show that added lanes on highways have only a temporary benefit, and that traffic volumes will tend to increase to full the added space, eventually resulting in similar congestion to existing configuration. However, the chosen lanes configuration should be sufficient for predicted traffic such that no reversible lanes are needed.
407.	I support alternative #D and E, with added transit lanes.
408.	F and G
409.	8 lanes
410.	good Lord build elsewhere
411.	Alternatives E is preferred as it provides a reasonable expansion of traffic capacity and results in consistent number of traffic lanes on the bridges and both shores. Alternatives that increase to 10 lanes are unnecessary, expensive, and will result in induced traffic throughout the area. 10 lane alternatives should only be considered if lanes are dedicated solely and permanently to transit uses.
412.	Alternative E
413.	No lanes in either direction... or if you insist, a single lane made permanently west-bound to help get the city-slickers out of here.
414.	Alternative F is the best choice.
415.	Alternative F or G. Total # of lanes should be ten (10)
416.	Do not support additional vehicle lanes
417.	#A seems it would cheapest. I do not like the 6 lanes proposed for the Eastern Shore.
418.	The wider the better -- this is better to plan for the future. 10 lanes sounds very good.
419.	I would go with 8 on the bridge (4 in each direction on each span), but have a wide shoulder and open the shoulder as a travel lane during peak times, controlled by green arrow signals, to give you 5 lanes in one direction during peak am and pm rush as well as during Saturday morning Eastbound beach traffic rush. And you have to be able to carry those 5 lanes to the Southbound exit onto Romancoke Road and then 4 lanes to the US-50/US 301 split. Eastbound, carry 5 lanes to Cape St. Claire Rd Northbound exit, and then 4 lanes to Rte. 2 Gov. Ritchie Hwy Northbound exit.
420.	Where's the "replace in kind" alternative with 5 lanes? There are real costs and negative implications that come with building a new bridge with additional capacity for automobile travel, principally among them induced demand. I call on you to offer an option for replacing the bridge without increasing the number of automobile lanes.
421.	I think the options with 10-8 lanes is ideal. Although it has been proven many times that more lanes dont equal less traffic, The bridge is really the only way to cross the bay (without going hours south or north.) I feel like demand will just increase.
422.	I like Alternatives D & E. We've sat in traffic for so long. It would be nice to be free to cross without unnecessary backups due to the amount of travelers and a limited number of lanes. The only issues with F&G is that the lanes will narrow on either side of the bridge which will slow the affected lanes next to them. I'd like to see an equal amount of lanes on and off the bridge, subsequently running the length of US50.
423.	I would need a pictorial to answer this question, so I will not comment.
424.	I support 8 lanes in each of the three areas.
425.	N/A
426.	Adding more lanes then 695 can accommodate will create a backup when the lanes reduce. Do not see a need to add more lanes especially if creates bridge delays
427.	Alternative D north. Or alternative F north.
428.	Build one 5 lane bridge and maintain the current three lane bridge or both bridges and make them both east bound. Or make the current south bridge pedestrian and public transportation
429.	Adding Ferries should be included as an alternative along with adding additional lanes. Ferries can be added at a MUCH lower cost and quickly.
430.	Add vehicle lanes? yes. Add vehicle lanes and not include public transit and bike/ped accommodation? [Offensive Language Redacted] NO! NOT ACCEPTABLE.
431.	More lanes just adds traffic. Research has continuously shown this. Prioritize other ways
432.	eight lanes allows for many options: public transit, bike, shoulders.
433.	8-10-8 seems like the only choice. With both the 6-8-6 and 8-8-8 configuration, conditions will be worse that they are today in only 20 years. Hopefully Braess's paradox was accounted for in the traffic studies. Would like the 8-8-8 plan if inside shoulders were turned into full time lanes.
434.	This is a good temporary measure, but unless good transit options are available, adding one more lane won't make a difference after about a year.
435.	Alternative E
436.	N/a
437.	No build - but if you have to keep lanes same
438.	No matter the number of lanes added it will not be adequate in 10 years...much less resolve traffic congestion to and from the bridge(s).

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
	Factual engineer traffic design just increases traffic to equates to current VA Rt 395/95 in and out of Washington DC. Projective statistics and traffic flows annotate such via population growth, increase in vehicle due to current building projection in Baltimore and its suburbs...as well as increase in the DMV area up to 2032.
439.	I think it's important to create bike and pedestrian infrastructure linking the cycling infrastructure already present on the "west" shore and the eastern shore. I support whatever lane count allows for separated cycling/pedestrian infrastructure.
440.	If more lanes are needed then I support that. But a mass transit option like a train would alleviate this need.
441.	MUST have separate dedicated bike and walk lanes.
442.	I believe more lanes are neccessary. Traffic gets really bad going both ways.
443.	Alternate F or G
444.	Do not increase the number of lanes. It will only create worse backups. Try using the bridge yourself on summer weekends or workday evenings.
445.	Alternative A would be the best option
446.	I think it should have 5 lanes in each direction and one is a shoulder unless traffic is bad.
447.	I would prefer alternative B. Studies have shown that increasing the number of travel lanes has limited impact on traffic. I believe a 6-to-8-to-6 config is best as I've seen it work on other bridges in the NYC/NJ area. So long as the merging area is designed well, it should help to improve flow while reducing overall environmental impact and cost.
448.	I agree with alternatives D and E
449.	6 or 8 lanes. More is unnecessary and will induce demand, furthering sprawl and harm to the eastern shore.
450.	ALT D NORTH
451.	D
452.	10 lanes new bridge. Then another 10 lane bridge.. 4 lanes trucks 5 lanes cars one lane buses
453.	Maintaining is cheaper
454.	6 lanes per span should suffice
455.	No comment.
456.	None of these are going to work unless the number of lines leading onto the bridge expand and the same number of lanes coming off the bridge expand.
457.	10 lanes with high barriers and wide shoulders, and perhaps lanes dedicated to mass transit.
458.	If you add more lanes you need to ensure there is sufficient capacity on the roads entering and leaving the bridges.
459.	10 lanes with two reserved for commuter rail.
460.	No preference for number of lanes for cars. I am in support of a dedicated lane for transit. In addition, space for bikes and pedestrians.
461.	I think 10 lanes is needed… & expansion of both sides of RT /50/301
462.	Any amount of lanes over 3 going in both directions is a terrible idea. Route 50 has 3 lanes east and west, why would you create 2 new bottleneck areas by having a bridge that has twice that many lanes? Keeping the bridge the same number of lanes as the highway on either side will provide the best opportunity for smooth traffic flow.
463.	Alt D, with dedicated lane(s?) for direct thru traffic from roughly MD2/Rte50 interchange to Wye Mills MD404/Rte 50 [no exits, except emergency access, for approx. 25 miles]
464.	G
465.	More lanes is better. You also need to address the Severn River Bridge and potentially Kent Narrows as well to increase the number of lanes.
466.	No comment
467.	Get rid of the bridges. The bridges ruined the Eastern Shore with traffic, congestion and crime.
468.	8 lanes total
469.	currently Rt50 cannot handle the traffic coming from DC, Virginia so not sure why we are not solving that issue as building a new bridge is not going to solve the traffic into the Bridge area
470.	You need to add bike/ped facilities. I'd spend money to bike across and stay in the area.
471.	More lines will increase flow and safety
472.	Alternative A. More lanes only means more traffic. We need to change our definition of progress.
473.	I believe the bridges should be 4 lanes each with median space on each side. An additional lane should be added to the western shore approach and eastern shore eastbound. Alternative D or E.
474.	Where is all this land coming from? Both sides of the Chesapeake Bay will become nothing but major highways serving additional bridges or major widening of existing highways to feed expansion of the existing Bay Bridge. Not in favor.
475.	What about shared use path for bicyclists and pedestrians? Before we add more vehicle lanes, a shared use path needs to be prioritized.
476.	The more lanes, the wider, the better. Like the Golden Gate Bridge. There are many people that will be thrilled with this! Some avoid the bridge altogether because it's so narrow and so high, and there's not an easy alternative route if you do avoid it.
477.	Do all the lanes ever
478.	All of these options sound great. The back up will occur wherever the widest number of lanes reduces down. Especially if it reduces down to just 2 lanes. I live in Frederick and we have a severe bottleneck west bound.
479.	8 lanes
480.	8 and shoulders.
481.	8 lanes. But add an extra lane for emergency vehicle access
482.	The new bridges will around for generations to come, please maximize traffic lanes going both ways.
483.	It may cost more upfront to have 10 lanes for traffic, but building a smaller bridge would end up being at capacity in a shorter time span than building the 10 lane bridge. I suggest and urge going for the 10 lane bridge.
484.	I lean towards alternative F.
485.	Alternative D & E
486.	No comments
487.	the more lanes the better but at a minimum of 6 lanes
488.	Alternatives D-G seems they would adjust for seasonal influx with the potential of reducing congestion on either side.
489.	as many as possible

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
490.	Not sure I understand the 8-10-8 plan. Seems to me lots of traffic jamming up as each bridge "lands" into fewer lanes. Extra lanes might be handy if one bridge needs to be closed for any reason, but not sure if that alone would be worth the extra cost.
491.	The number of lanes that are on land. Do not add merges.
492.	I think 6 lanes is sufficient
493.	No build
494.	If new bridges are being built anyways, it would make sense to build them as big as reasonably possible, so Alternatives F and G. Otherwise, we will be building more bridges a few years later.
495.	I am in favor of alternative C. It will improve traffic conditions with the least impact on the environment and surrounding community.
496.	I support any alternative that includes more lanes. The current 5 lanes is not close to enough to handle the traffic that transits the bridge, especially during summertime. I do not support any alternative that does not increase the number of available lanes.
497.	At least 8 lanes. 6 won't change the massive backups
498.	ridiculous
499.	This more than likely will never happen again. It needs to be built as large and as wide as possible. Buy once, cry once. You could consider leaving one of the old spans in place to be used for mass transit options only.
500.	Add another 3 lane span
501.	I support f and g
502.	If the max number of lanes on land is 8, then the bridge should be held to 8 lanes.
503.	To implement a sound approach, alternatives D or E would be a first option. F and G would support HOT lanes (at a premium toll.
504.	It doesn't matter how many lanes you put in; you still haven't solved the problem that you're pushing an increasing amount of traffic through a single corridor instead of the more logical solution of multiple corridors. A bridge further south and a bridge further north would have remedied the problem, but instead we're applying a larger bandaid instead of solving the root problem. The Anne Arundel and Queen Anne's county residents whose communities lie along this corridor bear the brunt of this poor planning and will be the ones subjected to traffic backups on a regular basis.
505.	F, let's build this and not have to deal with it again and lanes needed if original bridges are removed due to shipping heights needed.
506.	Alternative D looks great.
507.	Too ambiguousNo
508.	Adding lanes should not be a priority anywhere.
509.	I'm not really clear with what we are being ask to comment on according to this chart. If what I think your asking is what your asking Maryland should do what they arenproposing to do. That is to add as many lanes as possible. We don't just want to build a newer bridge and have the same problems. We need to keep the future in mind. With rising cost of real estate it is pushing people to the eastern shore who still work on the western shore.
510.	Whatever you choose, add as many lanes as possible. You will regret not doing it later. G
511.	Stop with the lane expansions. Just build some actual transit already, such as rail. People don't like busses as much as rail so focus on rail supported by busses.
512.	more the better
513.	Just adding lanes has long been proven to not fix traffic, and has made driving more dangerous in northern Virginia for example
514.	10 lanes.
515.	Adding more lanes just creates more traffic. More traffic creates more congestion, more accidents, more road maintenance and is more expensive for the state. Which will have to be subsidized by more expensive Tolls. I am not sure everyone is aware of this.
516.	You should build for future growth and emergency access. Now when there is an emergency one entire bridge has to shut down.
517.	C
518.	Go for the max number of lanes.
519.	Please plan on future growth and select alternative F or G. The difference in cost will be minimal and this will provide free flowing bridge traffic for years to come.
520.	Alternative A. Leave it alone.
521.	Max number of lanes is the most cost effective long term solution and provides the best immediate and long term flexibility in dealing with traffic volume variables. [Initials and Email Address Redacted]
522.	As many as possible!
523.	Build the most lanes possible with a shoulder.
524.	8 lane choices makes sense for long term traffic problems
525.	Would help alleviate traffic. The highway is already 4 lanes why not have the bridge that way too.
526.	Don't make a single massive bridge with 10 lanes. Three lanes allow traffic to flow if there is an accident or the road is under repair so 6 sounds good.
527.	You can build 100 lanes, you will end up bottlenecking when you have 4&4 unless you plan to destroy the environment more on both sides.
528.	No more lanes! Keep the Eastern Shore rural!!!
529.	8 lanes vehicle crossing, seperate lanes for walking/ bike lane caged
530.	Need more directions on this question. Not clear.
531.	FG
532.	It's unclear how the options with more lanes than we currently have show longer delays than the No build option. This is fishy. To what extent has induced demand been studied? With a wider bridge more people will choose to travel at peak hours. I always go from DC to DE in off hours to avoid traffic. Will a wider bridge really reduce delays or will it be just as congested at peak hours and even emptier the rest of the time - a waste of money?
533.	Additional lanes would be beneficial if the number of travel lanes on the bridge match the travel lanes inland. I feel strongly that the on-ramp from 2 to 50E needs to be the start of an additional lane and not a merge to reduce the congestion on 2 and the merge onto 50E
534.	How would the additional lanes be added. 8-10 lanes is too many to cross the bay and leading up to the bridge and over it.
535.	Alternative F and G.
536.	How about rebuilding the Keybridge before you do this, that would make my commute so much better.
537.	Please please please, build a bridge in southern Maryland. We pay taxes too. You do nothing but take from us in southern Maryland. You took away the 301 bypass, you took away funding for SMRT, please do something good for once, give southern MD a bay bridge crossing.

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
538.	Alternative F or G would be preferred
539.	Alternative G South. This will not affect Sandy Point and includes more lanes for future growth. Whatever is the most cost effective!
540.	The additional lanes would be fantastic, but consideration should still be put into the congestion on local roads in both Annapolis and KI.
541.	Fine!
542.	Not sure that 4 lanes in both directions is needed except if one lane each direction is reserved for buses and hov3+
543.	Keep a constant flow of the same number of lanes from the shores to the bridge with emergency lane as option when needed.
544.	It definitely needs to be widened. They're simply is not enough room for the amount of cars going back-and-forth. Also, the terrible accidents that have occurred. I hope that safety play a big role in the planning.
545.	10 lanes. Go big or go home. It's a multi generational road
546.	Adding lanes does not alleviate traffic; it just shifts the focus.
547.	Wow. Are there other bridges that are 10 lanes?
548.	Include an pedestrian/bike path.
549.	Each direction should have six to eight lanes, to accommodate emergency switching in case one bridge is out of service.
550.	As mentioned earlier, I do live and work on Delmarva, so I typically avoid the bridge during peak periods. I think a 6-8-6 or 8-8-8 lane configuration is appropriate. I know there are plans for shoulder running at least for transit on the bridge. Maybe consider 6 lanes on the Western Shore and the Eastern Shore with shoulder running on summer weekends?
551.	Alternative B
552.	I am no engineer, but adding lanes seems like putting a band aid on a gushing wound. Drivers today have no idea how to properly merge. Express lanes would be a better idea.
553.	And where the [Offensive Language Redacted] do all these extra eastbound lanes go when they hit Kent Island and beyond? All this does is push traffic tie-ups further east. Or does Md plan on turning Rt. 50 east into 4 - 6 lanes all the way to Ocean City?
554.	Build it ASAP!
555.	8 or 10 lanes. Do it right. The first span was immediately obsolete in 1954.
556.	Alternative G South is the best option. We need the largest number of lanes for both the lead up to the bridge and on the bridge. The traffic is absolutely abysmal. Any new bridge is going to cost billions of dollars. If MDTA chooses a lessor option, all this money would be spent on something that may not solve the traffic issues.
557.	Alternative E or G would work the best for the traffic conditions with the bridge being constructed for Alternative G standards even if Alternative E is chosen.
558.	8 lanes of traffic and 2 lanes for emergency vehicles/ transit like BRT.
559.	Studys have show that adding more lanes to a preexisting area so very little to alleviate traffic congestion. It often times has a miniscule affect on the time it takes to drive those roads, but greatly increases the amount of cars switching lanes to get around slower vehicles, trucks, etc. Increasing the amount of lane switching on the current bridge from New added lanes on the current bridge could cause more accidents and backups that would make it slower than it already is. What would the MDTA be able to provide to show that the benefits of adding more lanes to the current bridge would outweight the negatives?
560.	This may create bottlenecks on both sides and not resolve the problems.
561.	Maximum lanes allowed.
562.	More is always better. It will be cheaper to do from the start than to add later.
563.	Alternative G
564.	If this bridge is to be built to last, then the more lanes the better given increased development in the regions of the bridgeheads.
565.	no
566.	Recommend options that add lanes and consider adding HOT lanes to generate additional revenue to offset the cost of the new structure.
567.	Should probably look at building bridges to connect up to Kent and Dorchester Counties first to alleviate current traffic on Rt. 50 from the bridge through Easton.
568.	Go with Alternatives F or G. More lanes are absolutely necessary. My wife and I have avoided the area for years because of traffic. We would absolutely plan vacations there if more lanes alleviated this issue.
569.	No!
570.	I know its easy to say, "the more lanes the better" but this decision should be based on 1. Predictive future traffic projections, 2. The ability of Route 50 to accommodate each choice, and 3. The ability to operate at certain critical moments if one span is closed. Doing nothing is the only option that should be ruled out
571.	Add the maximum number of lanes in both directions
572.	While I'm sure that a nice 10 lane span (5 in each direction) would be nice, as long as the roads on either side are designed with getting the cars down to the more manageable amount of lanes for the area. So perhaps going with a 4 over, 4 back configuration might be better if such can't be managed easily.
573.	Maximum number of lanes
574.	I fully support this project. The more lanes, the better.
575.	6 lanes both ways Build the ferry
576.	Please do not allow traffic to travel both directions on the same span without a physical barrier separating lanes.
577.	number of lanes for existing location should be at least 3 lanes on each bridge
578.	The number of car lanes should be the same on the bridge and on either side so you don't get slow downs of people merging
579.	This feels like a total and utter waste of resources. We know that additional lanes do not alleviate traffic. Make lane for light or heavy rail and/or rapid bus transit.
580.	Good
581.	alt D 1 bridge to rule them all :)
582.	Build as many lanes as possible on both sides. There should not be an option for two way traffic any longer. Its simply unsafe and unnecessary if new bridges are going to be constructed. A pedestrian/ bicycle path would also be great with high fences and no visibility of the water from the bridge. Less distractions from motorists.

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
583.	Alternative F
584.	Need at LEAST 4 lanes each way. 5 certainly better.
585.	There should be at least 4 lanes in each direction to better mitigate maintenance and accidents.
586.	Definitely need additional lane capacity on the Western Shore, Eastern Shore and for the actual Bay Crossing. Seems 2 more on W side, total of 8 vehicle lanes for the crossing, and 2 more on the E side would be the minimum required. Additional crossing capacity for public transit, HOV, congestion overflow and emergency vehicles makes sense to me.
587.	Need 10 lane capacity, alternative F or G.
588.	I prefer alternatives B and C. Additional bridge lanes provide flexibility, long term resiliency, and the ability to move stalled or damaged vehicles without impeding the flow of traffic. Adding lanes to 50/301 for a few miles is a false promise, as the road soon would go back to 3 lanes anyway.
589.	8 lanes
590.	the more lanes the better
591.	More lanes!
592.	Not sure what would be best.
593.	4-5
594.	Alternative A (No Build) is the best option, fiscally speaking.
595.	Each span should be 5 lanes.
596.	More lanes, more accidents! Changing lanes, speeding, fear, photos... All cause bridge accidents.
597.	There is plenty of research showing that just adding more lanes doesn't help traffic flow, so only adding 2 or 3 lanes would be a better option than 10 total lanes
598.	Eliminate the ongoing bottlenecks, add lanes for buses and bicycles and pedestrians, again having high bridges just creates more safety issues. Tunnels at the shipping lanes with low running causeways would be safer and easier to patrol and maintain.
599.	Zero lanes! the only way to fix this problem is to figure out how to remove cars, not adding lanes. Prove me wrong and show me a study where adding lanes to highways fixed the traffic problems.
600.	Experts/studies decide
601.	6 lanes only per bridge with the outside 2 lanes being shoulder lanes and/or if to be used add a proper shoulder barrier between the lane and the sides of the bridge.
602.	Do added bridge lanes merge into 3 lanes on 50? Or will 50 on land be expanded?
603.	Alternative G
604.	Either alternative F or G. Lesser alternatives accomodate past needs; build for future needs so new bridge won't be to small immediately upon completion.
605.	Sounds like a decent number combination
606.	DO NOT ADD MORE LANES FOR CARS. Widening a highway has never helped alleviate traffic congestion, in fact it always invites more traffic through induced demand. We should be using induced demand for bus/transit instead, by building a bus only priority lane. Keep 3 car ones, I'd even go so far as to say drop it to 2.
607.	D or E
608.	Adding lanes doesn't fix the problem; providing alternatives like transit can help. Adding additional lanes for cars does not reduce congestion, it instead induces additional auto demand and just increases the congestion. The span needs to include transit (e.g., light rail, bus rapid transit) as well as bicycle/pedestrian access in order to give people options besides individual vehicles.
609.	I believe that Alternative E makes the most sense. If you have four lanes of traffic each way plus a shoulder the size of a full lane, it could provide an option for future expansion.
610.	So, I would strongly suggest that you look at rewording this section and better describing it. It took me 20 minutes to figure out that you were talking about lanes approaching the bridge and not just the bridge. I read it numerous times, its not clear. I think it is unlikely that the area will slow in growth. I would recommend building a bridge that substantially increases traffic lanes, so that it will be relevant and useful in 70 years. I'd suggest options that include a total of 5 Bay Crossing Lanes, so that if traffic approaching needed to be added in the future (on land) that could be accommodated, but the bridge would still have capacity. In addition, eliminating the need for opposing traffic should be a goal.
611.	These are good alternatives. I would definitely add lanes but not sure if 3 or 5 would be preferred. For long term projections of populations and traffic I would assume 5 would provide the best long term value.
612.	Go as big as possible.
613.	Alternate A is best. I think 8 lanes is not a good option.
614.	What's the traffic projected?? That determines the lanes and approaches.
615.	Might as well go with F and G, so there is room to accommodate future traffic needs.
616.	Expanded lanes only encourages more traffic and we never keep up. Truck traffic is especially onerous. Why aren't we exploring high speed rail alongside Rte 50 from DC to Ocean City in an attempt to get cars off the road and reduce carbon emissions?
617.	G
618.	Too many lanes!
619.	More lanes on the bridge doesn't help when drivers are being funneled from 5 or 6 lanes back to 3 lanes once they get off the bridge. Why is this so obvious to normal people and not politicians?
620.	Go for the most. 5 in each direction on all spans, assuming also at least one emergency shoulder and one multi-use lane not for automobiles also on each span.
621.	This will increase induced demand on the bridges and will not solve the traffic problems.
622.	Even recognizing that traffic will likely continue to grow, D or E seem most reasonable over the next 50 years.
623.	A total of 10 lanes is the best approach to accommodate future traffic demands.
624.	10 lanes
625.	Alt C
626.	8 lanes seems reasonable, though I grow concerned about panicked drivers with the height and so many lanes
627.	While additional lanes would aide in the bridge, the Rt 50 lanes would also need to be considered as it currently bottlenecks in both directions. No sense expanding the lanes on the bridge without considering expanse of the east and west bound lanes on Rt 50.
628.	Please remember that widening roads does not solve congestion in the long term. Instead, consider focusing only on transit improvements, like a new rail bridge for MARC passenger service or bus lanes instead of those for private vehicles. The alternative with the fewest number of general purpose lanes has to be the winner

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
629.	I would like to see MDTA plan for the future and incorporate light rail into the bridge, or at least space for light rail to be put in later. I believe that that 10 lane construct, with 8 lanes for vehicles and two for light rail would be ideal. I think you could get away with 8 lanes total (6 for vehicles and 2 for light rail), but that wouldn't do a great deal to relieve existing congestion. If light rail is completely off the table (I think this would be a huge mistake, btw), then 8 lanes total should be sufficient.
630.	There does not need to be more lanes on the shore than there are on the bridge. The expansion of lanes just to have to merge back to a lower amount and creates a huge bottle neck effect. Especially not with no toll booths, it would make sense to have half of the number of bridge lanes on either shore, and then can expand at any time if there are more lanes that go one direction than another to adjust traffic.
631.	F or G
632.	Provide 3 lanes in each direction with shoulders.
633.	Need lanes for transit and bikes
634.	Not sure that many additional lanes are needed. More lanes equals more cars weaving in and out which equals more chance for accidents
635.	Strongly suppor this proposal.
636.	Alternative F and Alternative G are preferred
637.	4 lanes for each span with middle pane that can be adjusted to run either way.
638.	Alternative F or G, whichever is easier/cheaper. Build the most lanes possible. Do not base new capacity based on existing traffic volume. Many people currently avoid the bridge because of congestion or fear. A new larger bridge will relieve congestion, attracting more users. A larger bridge will also feel safer, attracting more users.
639.	Expanding the lanes beyond the capacity of what exists on route 50 would just lead to bottlenecks further away from the bridge. Expanding the lanes on the bridge for transit, emergency, and pedestrian/bike path makes sense though.
640.	Alternative E south
641.	No coment
642.	No more traffic for us eastern shore locals! I don't know what any of this means
643.	Unclear if these are all car lanes. If you don't bury it, we need a protected bike/ped space. Make this a vibrant destination, not just a car choked freeway.
644.	Only A is feasible
645.	At least 4 each way!
646.	Use one of the 10 lane models so that you can future proof this massive project as much as possible. The demand is always greater than the supply. The original planners thought that 2 lanes was enough and obviously that was woefully inadequate for the lifespan of these bridges. The lifespan of these new bridges is going to be very long. Additionally, using the 10 lane model actually lowers your "cost per lane" or cost per vehicle capacity.
647.	How was this number of lanes chosen? Where is the work? We know the bay bridge has monstrous congestion every day and it's partially because our approach to highways is very "just one more lane bro". If we add lanes to the bay bridge we're adding capacity that can't flow into arterial roadways on either side of the bridge because they don't have that capacity. Fewer lanes is a better idea, somewhat counter to our normal approach to road design for the past several years.
648.	Alternative B &C seem the most impactful; backups are being caused by the lack of bridge capacity, not approach/departure roadway capacity.
649.	Has the MDT a considered how self driving cars will affect traffic volumes in the future. It seems unreasonable to build lanes now that will be unused when AVs allow more efficient use of existing lines.
650.	Whichever option offers most flexibility into the future.
651.	The number of lanes should not be increased beyond three each direction. Studies have continuously shown that widening highways is a short term fix to the issue of traffic congestion. Widening these bridge's incentives more development on the Eastern Shore and would further erode the areas rural heritage and way of life.
652.	Alternatives B and C make sense. 10 lanes would be overkill
653.	Max lanes
654.	10 Lanes please!
655.	3 lanes going both west and east
656.	10 lanes (5 north and 5 south) would be good. However, the lanes NEED TO HAVE A DEDICATED SHOULDER ON EACH BRIDGE.
657.	Eight lanes should be constructed, ensuring that the remaining two lanes are reserved for future passenger rail service.
658.	I don't think that many lanes should be placed above the ocean. The weight might be too heavy.
659.	Adding a bunch of lanes is proven not to solve issues. Especially because it funnels down on both sides anyways. Get. A. Train.
660.	Prioritize the future by building 10 lanes. The Eastern Shore will never realize its potential growth for MD without better connectivity
661.	Go 10 lanes
662.	Alternative F or G is the best option for the long term.
663.	I think it would be a good idea to have both new Bay Bridges with 5 or 6 lanes in/out of Annapolis and the Eastern Shore. So, each new Bay Bridge structure will have a total of 5 lanes per each new Bay Bridge structure being built if possible.
664.	Whichever would be the safest.
665.	Study after study has shown that adding lanes of single occupancy vehicle traffic only serves to encourage future congestion. We can't keep fooling ourselves that we can add lanes to get out of this problem.
666.	stop putting more lanes in compacted areas. more people will speed and jump lanes and cause more accidents
667.	Since this is a once in a 100 year opportunity, build as many as you can. They allow for future growth, extra lanes for breakdown, accidents, bike ped crossing.
668.	I really think there should only be 3 lanes on each bridge otherwise there would need to be major road reconstruction as well to prevent backups from merging. Studies show that adding traffic lanes don't actually reduce any congestion. Like at 95 for example has 4-6 lanes and still gets backed up
669.	Respectfully, to much weight is a concern, please offer life jackets under the bridge for emergency usage and maybe a phone to push one button. Which will explain an emergency immediately, has the phone is touched. Think wise the other bridge was a wake call to avoid bizarre situations. Peace
670.	I do NOT support adding more lanes. Due to the phenomenon of induced demand, adding lanes to reduce congestion does not work. It is a fruitless endeavor. Please do more research on this. Many cautionary tales exist. The environmental impact is very bad as well.

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
671.	Alternative D makes the most sense because the 8 lanes already exist at the Severn river bridge. In addition adding to the north side can exten RT100 to Rock Hall.
672.	Alternative G South
673.	Please consider an alternate site.
674.	Ten lanes seems best given the likely life-span of this new bridge. Maybe there could be peak use tolls.
675.	Alternative G is my preferred plan.
676.	I support whatever the studies show is most efficient as long as there is room for protected bike Lanes on both New Bridges.
677.	If you insist on putting more lanes on the bridges where they are more lanes will be needed on either side.
678.	Tolls will almost certainly have to be increased. Using the maximum lanes as a guide what is the overall estimated project cost, and what is the projected toll increase at the bridge, and elsewhere in the state?
679.	Additional lanes will not solve the congestion problem. You must study and identify the root cause of congestion and implement traffic flow mechanisms and law enforcement policies to alleviate congestion.
680.	10 lanes
681.	Alternative F or G
682.	There will never be enough lanes. There needs to be a transit option.
683.	No comment.
684.	As the population of Maryland isn't shrinking and the popularity of the Eastern Shore is increasing, I believe the thought should be "Go Big or Don't Go!" I've seen numerous bridge expansions in my lifetime and the civil engineers and decision making authorities are almost invariably found to be short-sighted. Build a couple of new bridges that will last 60-70 years and that will capacitate 60-70 years of traffic growth. Build to last and to handle 1/2 century worth of traffic increase. So go with Alternative F or Alternative G, whichever makes most sense north or south.
685.	More lanes do not fix congestion, they move it around, creating dangerous bottlenecks.
686.	6 lanes with ability to add 2
687.	How will this help? Traffic will still have to merge onto just a couple lanes on 50 in AACounty and on Kent Island.
688.	Adding more lanes will not help relieve traffic!!! It will just cause more chaos
689.	Alternative F
690.	Need more info- this doesn't make sense without more context
691.	Alternative G . How will lanes expand from Severn River Bridge?
692.	Alt D & E make the most sense.
693.	Keep it as it is: no need to add more lanes if data has told us time and time again that it doesn't improve traffic. All it does is cost everyone more money and more time.
694.	More cars lanes will never be able to slow the congestion of traffic more than real public transportation options. Make one of these lanes a rail or at the very least a bus only option.
695.	It doesn't matter how many additional lanes are added because it still will not help with the bottleneck that occurs on Route 50 before both bridge spans
696.	Lanes is good
697.	Since widening lanes doesn't actually relieve congestion longterm, but the bridges should be replaced due to age, whichever option is the least expensive should be the preferred alternative.
698.	Alternative D and E appear to make the most sense. Going to 10 lanes on the bridge with only 8 lanes on either side will cause additional bottlenecks unless the extra lanes on the bridge are for breakdowns.
699.	Building lanes will not permanently reduce congestion. Rail service should also be provided on the bridge(s) and on both shores.
700.	I see no benefit in a 10 lane configuration, but would support it if it enabled transit or pedestrian crossing.
701.	The total number of lanes in each direction should be at least 4, or even 5. To allow for maximum flexibility for managing crashes, emergencies, bridge repair and maintenance.
702.	I strongly oppose adding additional lanes. This will lead to more traffic, experience shows it will not reduce congestion in the long term, and it is antithetical to Maryland's climate goals.
703.	Alternative B, while some additional lanes may be beneficial, adding lanes will not solve congestion alone. Adding dedicated transit facilities will provide people with options not to drive.
704.	I recommend Alternative A (No Build). If we build it, more cars and SUVs will occupy those lanes and there will still be congestion. We need alternatives to driving that will lower climate-warming gases and health-harming air pollution.
705.	Go big. Do 10 lanes now so we aren't wishing you did it 20 years later...
706.	see above.
707.	No more than six total lanes (3 on each span), unless there are dedicated lanes for transit. Widening highways does NOT reduce congestion or travel times.
708.	I fully support the construction of the largest number of lanes going in both directions. I also support widening the lanes from their current configuration. Lastly, I am against having any two way traffic on the new bridges. The two way traffic is particularly dangerous.
709.	First thought is as many lanes as possible (F,G) needed for typical traffic weight, but concern for how 10 lanes will reduce to 8 coming off both ways. Next option would be D,E. Largest concern is always for traffic choking affecting local travel abilities to emergency vehicles and those living close to bridge.
710.	See above comment
711.	8 lanes on both shores and 10 at the crossing.
712.	If a new bridge is to be built, the 10-lane option would seem the most worthwhile investment.
713.	deprioritize cars. explore mass transit alternatives: ferries, trains, subway, etc.
714.	Please use alternative C, the roadways on either side of the bridge already suffer from the massive highways turning the area into a rest stop. Additionally, building the bridge North would destroy park and woodland which the state is already rapidly losing. Choosing to destroy existing parkland instead of remodeling existing infrastructure is wasteful and destructive.
715.	Unless the roads on both ends will be 10 lanes wide, I'm not sure that 10 lanes will reduce traffic. I'd prefer 6-8 lanes plus room for public transit.

Responses to 1c. on the MDTA's recommended lane combinations along U.S. 50/301 (diagram shown on page 41):	
716.	6 three in each direction would be sufficient since there will be three routes and congestion will become minimal.
717.	Take note of the decision made by engineer Joseph Bazalgette when designing the London sewers, he doubled the size needed to accommodate for growing demand. That was in 1870, and they are just about still big enough today.
718.	Alternative F & G need to ne the minimum if no additional Bay bridge crossings are considered.
719.	Alternative E (South) with 8-8-8 lanes preferred.
720.	-
721.	To compensate for future growth and inevitable increased traffic, plans should be set to move forward with at least plans D and E.
722.	10 lanes for long term and future growth and options.
723.	Alt A would be a terrible waste of resources. Alt B & C should greatly help where congestion is its highest while limiting costs on land. Alt D & E would work but I imagine the price tag is astronomical. In the same vain, ALT F & G would be costly but would be built as a way of future proofing the corridor for the foreseeable future.
724.	Why are you ou reducing and increasing lanes. The backups occur when lanes shift down from 4 to 3, etc. Lanes on bridge need to match lanes on highway. No sharing a lane in two directions, no reducing lanes. This is a the mimimum.
725.	Adding lanes will not fix the traffic problem. Queen Anne's County does not have the infrastructure to adapt, especially on Kent Island. You are currently imprisoning local residence because you will not build another bridge in a completely different location.
726.	Any build is better then no build liking at this graph
727.	If the existing bridges are going to be replaced, then go for broke - add as much capacity as possible for the volume of traffic, with space for breakdown lanes and a bicyclist.pedestrian path off to the side.

1.d. Transit: The MDTA is considering the following public transit options as part of the proposed retained alternatives:

- **Enhanced Local, Commuter and/or Intercity Bus Service; and**
- **Transit Priority Treatments such as a 24-hour Dedicated Transit Lane, Congested-Period Only Dedicated Transit Lane, Bus-On-Shoulder operation and/or Queue Jumper Lane.**

Please provide your comments.

Answered	739
Skipped	305

	Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:
1.	I support enhanced public transit options.
2.	I absolutely want to see enhanced bus services. We need reliable, fast transit on the Eastern Shore to connect with the rest of the state. My favorite options are the 24-hour dedicated transit lane option and the congested-period only dedicated transit lane.
3.	No comment
4.	Public transit only works if there is a place to go where people can either ride or walk to several destinations without needing their own vehicle. I'd rather see several ferry options along the Bay that offer this experience. That said, the commuter bus lane with transportation into DC, MD or VA would be the exception and may open up options for people who want to live on the Eastern shore but are reluctant due to bridge traffic issues, especially if they must meet time deadlines (like flights or train schedules) on the other side.
5.	The congestion is brought on by ocean beach goers, who are unlikely to use public transportation. A dedicated transit lane would be a waste.
6.	This would be an acceptable alternative to a costly bridge expansion.
7.	We need transit options. However, no one will take transit unless it is efficient and less costly. Transit should never have to wait in a queue. I would love to see transit between Silver Spring and Eastern Shore.
8.	No dedicated lane for transit that doesn't connect to a robust existing network. Please pursue enhanced to minimize the number of lanes and private property impacts.
9.	Dedicated transit options are a great way to reduce car congestion on the bridge.
10.	Opposed to increased local, commuter or bus service. Also, opposed to any dedicated lanes for any reason. They will be underused and create more frustration among those stuck or delayed in "regular" lanes. This is often see in HOV situations.
11.	Nobody around here rides the bus, we just want the school buses to be able to operate without getting stuck on East College Parkway, with the Cheaters using the service road to avoid the backup on Rt 50
12.	Definitely support improved bus service.
13.	Why would you provide a "Queue Jumper Lane." Use of that lane should be illegal, all the time. Aren't you just encouraging more traffic backups with that?
14.	Light rail connection
15.	The bus service isn't being utilized to capacity now what makes anything it will be by adding more. It is just an empty solution.
16.	Do not think this a viable alternative and not cost effective.
17.	Good idea go with it .
18.	Add dedicated bike lane
19.	Bus on shoulder lane
20.	Bus-only lane with usage restrictions based on bus schedules, at least for peak usage times such as rush hour. NO bus on shoulder - creates safety hazards.
21.	I support enhanced local, commuter and intercity bus service and a 24 hour dedicated transit lane. The next best option is a bus-on-shoulder operation. I would like to see the bottom of the bridge designed to add future rail below it like the Benjamin Franklin Bridge in Philadelphia.
22.	Suggest providing bus lanes. Have the ability to add a railroad running under the bridge for a future rail connection.
23.	Need more options
24.	There should be enhanced local Commuter options and a 24 hour lane dedicated to facilitating it.
25.	As much as you wish people would use transit they won't.
26.	Transit would be fantastic and I support a dedicated transit lane. Please ALSO include a separate, safe way to walk and bicycle across at least one of the two spans. And please consider that any transit should include a way that many people could carry a bike on the bus or rail system. many systems in Europe do this very easily, and Montgomery County MD has a great Flash bus system that allows many people to carry a bike easily inside the buses at the same time.
27.	A congested period only transit lane is a good idea.
28.	If the span is in the SAME location as before, then ZERO of these proposed alternatives will succeed in reducing congestion. These suggestions show a complete lack of understanding of how congested that peninsula already is. The impact to the local community is already a LARGE impact. It is impossible to have "little impact on the local community" but placing the bridge in the SAME location.
29.	I fully support transit priority projects like a 24-hour Dedicated Transit Lane or Queue Jumper Lane.
30.	I would likely prefer riding a bus to the beach over sitting in car traffic. I am glad MDTA is considering transit options.
31.	None of these options address the travel needs of a large majority of the travelers.
32.	Those are all good possibilities, I gather you are not looking at a train?
33.	Definitely in favor of enhanced bus services and transit priority lanes
34.	I would be for any and all increased bus enhancement and priority treatment for buses.
35.	No comment
36.	I strongly support enhanced bus service and transit priority , especially to provide transit priority during heavy congestion.
37.	No comments.

Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:	
38.	Rapid bus transit in dedicated lanes is an excellent start.
39.	I support all transit improvements, including bus only lanes and increased or new bus services
40.	No comment
41.	Also include active transportation options.
42.	don't care
43.	I support the idea of having bus service.
44.	I personally would not take the bus to go to the beach (which is the only time I really cross the bridge) due to coolers, food, etc being easier to move via car.
45.	Good idea
46.	Sounds good to me.
47.	I support dedicated transit lanes, and please ensure the busses have racks to carry bicycles as well.
48.	LOCAL ONLY LANES ARE A MUST!It will be 20 years before this project is complete. Local residents (me) need traffic relief NOW. St. Margarets, Rowe, Richie Highway, Bay Dale are all congested with cars trying to beat the bridge traffic east bound. The Rt 50 entrances on Whitehall road and Oceanic Dr need to be closed with cars exiting for gas/food turned around back to 29A. Same with exiting at Rowe and Rt 2. Locals should get a pass/sticker and no one allowed on St. Margaret's without during peak travel times. Future plan must include local access only. It takes my wife 1 hour to drive 4 miles from her MD govt job in Annapolis to home in Amberely (St. Margarets). Sometimes I can't even get out of my neighborhood on to St. Margarets because drivers think I'm cutting the line.
49.	I support as much transit service as possible, including on the Bay Bridge. Transit should have dedicated lanes AT LEAST during peak hours, if not all the time.
50.	I would favor Congested-Period Only Dedicated Transit Lane or Bus-On-Shoulder options.
51.	That would help
52.	If the data proves this out then yes.
53.	Doubt public transit will be used much.
54.	Not sure how public transit would work
55.	I support more public transit options.
56.	Enhanced Local, Commuter and/or Intercity Bus Service should be included in some form
57.	Enhanced bus service may be helpful - they could do that now
58.	These options seem to only help a few/certain people. That is not very desirable.
59.	better transit would be great, but it has to integrate with lots of other stuff.
60.	Public Transportation sounds great, yes!
61.	The bridge should also be made transit-ready, i.e. strong enough for a potential light rail system to cross in the future as well, as rail is the most most efficient way to move people. Agree with dedicated transit lanes, especially for 24 hours. These should be protected as well with concrete barriers so car drivers to not try to move into these lanes.
62.	It would be nice to have a quick bus for people that are just trying to go to Annapolis. Or the commuter ferries. But you still need to connect to other transportation.
63.	What is the current bus service and use?
64.	Prioritize the 24 he dedicated transit lane
65.	Make a train bridge and run that sucker down rt 50 connecting DC and OC!!!
66.	I am a fan of public transit. However, I really doubt that many travelers to the Shore will take mass transit. Commuters, however, might choose mass transit in reasonable numbers.
67.	These are great ideas. I support enhanced bus service and dedicated transit lanes and congestion pricing. If you are going to add HOV lanes, please ensure they are 4+ people and do not have exceptions for electric vehicles.
68.	Queue Jumper lane is desirable; but cannot imagion how it might work.
69.	No opinion
70.	Better bus service would be great provided it connects to public transit on both sides of the bay
71.	Congested period only transit lane preferred.
72.	If economic buses can be supported then congestion period transit lanes makes sense
73.	I support enhanced commuter and intercity bus service, but I oppose a dedicated bus transit lane because even the largest of the proposed bridge alternatives is likely to become congested regularly during peak travel times, especially during summer months.
74.	..and separate bike and ped lanes. The bridge is part of a nationwide trail system and is currently inaccessible for the bridge portion. Please, please don’t give me the cost aspect and then put up signage that a bike can use the entire lane. Really? Would you ?
75.	a 24 hour dedicated transit lane would really help. It could move many more people over the same space.
76.	As long as it includes bicycle traffic.
77.	No comment
78.	Hopefully the new spans will include plans to support light rail from Kent Island to Annapolis (eventually expanding to Bowie or 495 to support connections to DC and Baltimore). Commuter transportation is severely lacking to and from the Eastern shore (eventually it would be nice to have a rail option all the way to OC).
79.	Congested-Period Only Dedicated Transit Lane
80.	Enhanced bus service to Annapolis, Baltimore and New Carrolton in conjunction with expanded commuter lots plus Bus on shoulder operation during rush hour
81.	Public transportation must be included in this build. We only get one chance for the next 50 years
82.	there should be a full time transit option
83.	Consider running an express bus from the east side of the Bay Bridge to Ocean City.
84.	I’d really love to know who thinks these stuff up. None of these proposals will help with traffic congestion.
85.	Better public transit in the area would be ideal, like rail connections to DC and Baltimore. Bus priority lanes would work as well.

Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:	
86.	About time
87.	Absolutely! Enhanced transit with well-enforced priority lanes for those buses and perhaps HOV. Implement passenger / bicycle ferries among Baltimore, Rock Hall, and other Bay ports.
88.	a bus-only lane is a good idea. It should continue on 50 to connect with the HOV lanes that are closer to DC
89.	Enhanced public service options to cross the bridge would increase access to residents on either side of the bay. It could increase employment opportunities for people who may not be able to make the commute otherwise.
90.	If buses are going to be the only means of public transit, they should not have a dedicated lane or bus on shoulder lane.
91.	No comments
92.	Would rather have a toll express lane than a dedicated transit lane.
93.	We love and use public transportation wherever available, to include the train.
94.	More bus service is probably warranted. Think about transit priority only after the bridge is in use to see if it's even needed with all the new lanes. Do not do transit priority during the weekend vacation traffic.
95.	No transit lane, this will only impede traffic.
96.	Any way to reduce signal drivers over the bridges and roadways is a great idea. Not sure a dedicate transit lane would be useful if there are few buses. It depends on the frequency and number of buses provided. The dedicated lane could be idle if the frequency and number of buses is low.
97.	Prefer Congested-Period Only Dedicated Transit Lane, Bus-On-Shoulder operation and/or Queue Jumper Lane
98.	This would be a waste of time and money
99.	Need enhanced commuter bus service and a dedicated transit lane. I am not in favor of congestion pricing.
100.	Yes, there should be a dedicated transit lane; or a congested-period only lane if the budget doesn't permit to build an additional lane for year round dedication to transit only. This should of course be not only on the bridge but throughout key portions of the route from Annapolis to Ocean City.
101.	I would strongly support more intercity bus service from Baltimore, Annapolis, Columbia, and Washington to Easton, Cambridge, Salisbury, and Ocean City as an alternative to adding capacity to the bay crossing.
102.	These options seem reasonable.
103.	I support all building approaches and policy options that encourage and incentivize the use of mass transit, including commuter buses, carpools (e.g., dedicated HOV lane, toll reductions), and other options.
104.	People typically don't use public transportation to go to and from the beach
105.	All of the mentioned options need to be prioritized over simply adding a lane. If busses (or other options such as a train) are given priority and not stopped by traffic, they can become a reasonable alternative to driving and will do an exponentially better job of moving people than any lane expansion could. A bus at 50% capacity (~20 ppl) leaving DC every hour and not being stopped in traffic on the way to OC will cut the travel time by at least 20% for 120 people over the course of a single day's rush hour and could ease the burden on both cities and drivers. When busses prove useful, more people will ride the bus and the advantages will grow exponentially.
106.	It is vital that high occupancy vehicles, bicycles, and pedestrians receive priority space on the new bridge. A practical and sustainable future does not likely include single occupancy vehicles.
107.	Please include bike/ped lane
108.	Some bus service could be good add bicycle racks to the buses
109.	Bus on shoulder would be good
110.	Any transit options should include space for transporting bicycles
111.	I don’t know how useful transit is going to the eastern shore. If people are going to the beach, they need to continue their journey and are likely hauling a bunch of stuff with them. Heading west, I don’t really know again how useful that would be.
112.	Yes.
113.	I don't think it matters. The state does not have a robust enough transit system to require dedicated transit lane and commuter lanes are rarely enforced. More importantly and less expensive is to provide lanes for bikes.
114.	I have no comment on these alternatives.
115.	Dedicated lanes for public transit are very important. This is part of a general effort to encourage people to move out of personal autos. I cannot speak to specific plans, but transit lanes should be a priority, not an afterthought.
116.	Please include a separate protected lane for bicycling and pedestrian traffic.
117.	Agree
118.	The congested-period only dedicated transit lane is a great idea and may encourage people to use transit services. The other ideas may be difficult to enforce.
119.	Bike lanes are a must.
120.	I agree some sort of transit options may be necessary. I do not have enough information to comment on these options; my impression is that most bridge users are "long distance", so a bus that only crosses from Annapolis to, say, Stevensville (for example) might not reduce congestion by much. Have to know where people are coming from and where they're going to design better transit options.
121.	I strongly support giving a priority to public transit on the new bridge to encourage the use of this environmentally friendly alternative.
122.	YES!!!! 100%
123.	yes, and include a separate bike lane like Wilson Bridge (DC Beltway) that connects to other bike/ped infrastructure on one or both sides, with parking for its users
124.	All roads should have a free or reduced HOV lane for both transit and carpool/vanpool vehicles. This lane should also have priority at the end of the bridge when lanes merge together -- the HOV lane should not have to beg to get back into traffice at the end of the bridge (as other HOV lanes in Maryland have).
125.	Support infrastructure and policy to help reduce single motorist car use.
126.	Agree with the proposed public transit options
127.	24-hour dedicated transit lane, are we sure the demand is there for that?
128.	Dedicated Transit Lane strongly supported, as long as it's not accessible for general traffic (lane jumpers and cheaters). Enhanced bus service is necessary. There needs to be a public transit option at all hours of the day.
129.	This all sounds good.
130.	Please provide bike racks on buses crossing the bay bridge.

Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:	
131.	Please include separate safe infrastructure/lanes for bicyclists and pedestrians.
132.	Transit priority treatments sound like a common sense way to alleviate congestion during high traffic periods.
133.	A separate bike and pedestrian crossing is essential for the future of the region and would be a massive boost to the region's economy.
134.	If you're going to do this, it is imperative that you include a bicycle lane and a separate pedestrian Lane
135.	Anything that can be fine to promote non- car travel has my support.
136.	What about a Ferry? I don't understand why this option is never seriously explored
137.	More transit, less private cars. All these ideas sound good.
138.	Any alternative to individual cars on the Bay Bridge spans is better than nothing.
139.	A dedicated bicycle lane would be building for the future. Bicycle infrastructure linking the bridge would also need supplemental improvements.
140.	Transit lanes work in other metropolitan areas with bridges. Concur.
141.	Yes.
142.	I would highly suggest adding a seperate bike lane for cyclists to bike across the bay bridge. What a wonderful way to enjoy the beauty that Maryland has.
143.	This should be a priority to minimize traffic. As the cost of transit continues to soar, mass transit should be factored into any discussions.
144.	I like both ideas (more transit, a dedicated transit lane).
145.	Enhanced local, commuter and inter-city bus service would enhance tourism and be better for the environment. A 24-hour dedicated bus lane sounds like a good option.
146.	in favor, I'm local!
147.	Absolutely need transit options. Buses operating in an enforced or separated bus-only lane can provide a viable transit alternative and offer people a real choice that is better for the environment and reduces congestion.
148.	Disagree to additional transit only lane. All lanes should support all traffic.
149.	I just want reliable transit from populated city centers to Ocean City, across the bay bridge. Marylanders do not want to be chained to their car.
150.	I strongly support features which promote public transportation.
151.	Absolutely there need to be improved public transit options, why not set up the bridge to be able to hold a light rail system extending from the shore communities to DC?
152.	YES to increased bus service. We need to do what we can to offload private automobile traffic. Dedicated lanes during congestion periods would make transit more attractive to riders.
153.	Concur
154.	commuters should be encouraged to use mass transit options, its the only long term solution to traffic issues. Building a dedicated bike path would allow commuters to travel particularly via e-bikes rather efficiently to/from the capital Annapolis from KI.
155.	No comment
156.	I don't have enough information to comment. does enhanced mean pay to play?
157.	Bus service should be available in non-work hours and should provide carriage for bicycles, with a safe stop where riders can mount/unmount their bikes.
158.	Congested only bus lanes
159.	Do it.
160.	Agree with transit priority
161.	What about non-vehicle options? The MDTA needs to be thinking not just about cars and buses lanes to solve transit issues...
162.	I support this
163.	Yes I highly support this plan especially if it includes pedestrian and bike lanes.
164.	I've never noticed a transit commuter problem adding to back-ups.
165.	There definitely should be public transit options! Thought not mentioned here, rail service from DC to Annapolis to the beaches would be ideal. Should that not come togeter, Bus lanes make total sense.
166.	Enhanced bus service would be great. As a cyclist, worry that bus-on-shoulder would take away a lane for cyclists. It is fine if there is a dedicated cycle/pedestrian lane.
167.	I'd reject this plan! More tax payers money being used for sloppy spending.
168.	Looking to the future, bus service would be very useful to commuters.
169.	Do not agree with it not a lot of people take a bus. You should put something on the bridge to prevent jumpers.
170.	Until public transit is designed to be cheaper/faster/more appealing than private vehicles, the only people who will use it are the ones who have no other choice.
171.	A dedicated transit lane wastes a lane. Combine with high occupancy or use bus-on-shoulder option.
172.	Dedicated Transit Lane/Shared Shoulder makes sense. If the transit vehicles get stuck in the same back-ups as non-transit vehicles, there is no incentive to use transit.
173.	No
174.	YES! Public transit should be prioritized to incentivize its use.
175.	Absolutely prioritizing congestion period transit lane and/or bus-on-shoulder operation.
176.	add lanes only for transit and bike/pedestrian
177.	WE NEED PUBLIC TRANSPORTATION ON THE EASTERN SHORE. It would be nice if we could get across the bridge using public transportation
178.	I believe the bridge spans need to include pedestrian /bike dedicated Lanes. A novel solution may be to include lanes dedicated for Transit that would be accessible to pedestrians and bikes also.
179.	Do it right and get high speed rail to OC from DC over the bridge with a stop in Annapolis.
180.	Transit Priority Treatments could come with a premium cost for those who are able and willing to pay. I also see that as a win-win.
181.	I favor both, but it depends on the details.

Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:	
182.	All good but you better plan for metro It's going to be needed.
183.	Enhance local, commuter, bus service. No dedicated transit line.
184.	Definitely need bus service to/from Eastern Shore - might include vacation/summer additional routes with stops in major cities only.
185.	Great idea
186.	Not a fan but plausible.
187.	No comment
188.	Having designated lanes for buses does not help the cars. No one comes from DC to work on Kent Island and the number of people on the Eastern Shore would not make this cost effective.
189.	Ok
190.	I am in favor of enhanced bus service and transit priority treatments. I do not own a car and this would make a significant improvement in my ability to get around the region.
191.	What about locals on the AACo side of the bridge. We end up trapped on weekends, bad weather, or when there is an accident. What will you do to support us and keep our back roads open and flowing?
192.	Enhanced commuter service makes sense because the 2 park & ride lots located on Kent Island are heavily used, proving the a number of people already commute.
193.	Don't think transit options are needed considering the bulk of the peak demand in out of state traffic.
194.	Agree with a 24 hour public transit lane. This is more equitable for elderly, kids, and disabled. Why not make part of the bridge a windmill, too?
195.	NO RAIL TRANSIT OF ANY KIND! NOT LIGHT RAIL, NOT METRO, NONE. ABSOLUTELY NO PARALLEL FERRIES OF ANY KIND! Consider express bus service to and from the Eastern Shore Communities with Western Shore Destinations of Annapolis; the Baltimore Light Rail system (BWI or Glen Burnie); BWI Employment District and Fort Meade; and the New Carrollton Metrorail, Amtrak and MTA Purple Line (future). Consider Beach Season express bus service to Ocean City and Rehoboth Beach, Delaware from the Western Shore locations mentioned above.
196.	Make a tunnel no jumpers do not put buses on bridge too many people coming through small towns that your ruining
197.	Electric bus or tram with dedicated lane would be best. Whatever option is decided upon, don't let interfere/destroy the pedestrian/bike path which IMHO is #1 option.
198.	Please be sure to add a cycling path.
199.	Please be open to increased transit with priority. I do not know what demand will be nor will we know what kinds of delays will be on a new bridge(s) but be open to giving transit priority if it is needed.
200.	My observations over a long life and having traveled the world (6 continents and 60+ countries) have found that mass transit works well in cities and in connecting bedroom communities with commercial/business centers in the cities - not in rural and semi-rural areas. This is a _____ to those who decry the use of automobiles - and I predict their ridership would be minimal.
201.	Bus lanes take away from a majority of commuters, DC traffic is worse off since adding bus lanes.
202.	Intercity buses if don't stop on KI. Commuter buses on KI had stopped or wanted to be stopped by state so why enhance - make up your mind.
203.	With our aging population and dependence on healthcare services and food banks and local countywide transportation to Easton and Annapolis, the Easternshore needs enhanced bus service including handicap capability congested-period only dedicated transit lanes would work. I used that service from Annapolis to Baltimore and back daily.
204.	Good, all enhancements should be considered.
205.	Not that many buses use to be effective, how about considering a truck lane instead way more trucks use bridge then buses.
206.	I would love to have an easy to use bus service to down town Annapolis.
207.	MTA has already REDUCED bus service to Kent Island, and the commuter bus service that's left is bad.
208.	Void of a rail system this is the best alternative.
209.	Transit would be excellent. Anything to support less cars on the road. Need to tie in bus access to Cape St. Claire and other communities so we have options other than cars.
210.	No build
211.	We still need more capacity to make any of these feasible.
212.	N/A live on the Eastern Shore.
213.	Strongly disagree with congested period pricing.
214.	I think these resources are great for the bridge but you need to solve the porblem for Kent Island first.
215.	Not sure public transit will be used enough to warrant it.
216.	No bus on shoulder - hazard. No dedicated bus lanes.
217.	Bus should share the lanes with cars and trucks.
218.	Enhanced local, commuter and/or intercity bus service.
219.	Who would use this and why? Where to?
220.	All are required to extend usefulness of roads with less congestion. Congestion only lanes may be problematic on anything less than 10 lanes.
221.	Public transit should be made available for residents of the Eastern Shore who work on the Western Shore. This suggest weekday mornings and evenings and contractor busses/shuttles to hospitals, schools,...
222.	People tend not to use the public transportation so unless the state is going to change peoples habits do not designate a lane for mass transit.
223.	So we get to pay more because you decide to increase the already over burdened roads in our communities.

Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:	
224.	VDOT recently did a survey for HOV lanes at their downtown tunnels and determined they would create more issues than they would solve. I will note that when I've used the HOT lanes around DC while traffic may move better around DC and down I 95 until we get to where the HOT lanes have to remerge into the regular traffic lanes and long back ups occur. Worse yet, we get to pay to sit in traffic.
225.	No dedicated lane
226.	okay
227.	Yes! I used the commuter bus once from Stevensville Park n Ride to Baltimore and it was nice. I feel a dedicated bus lane (and more time routes) would increase the likelihood of local use.
228.	The 24-hour dedicated transit lane should only be considered if there is a constant flow of buses on it, otherwise you ar effectively losing one lane for cars and trucks.
229.	Enhanced bus service and transit priority treatments should be included in any build alternative which moves forward. All day bidirectional bus service to major western shore destinations such as Annapolis, Baltimore, New Carrollton, and Washington DC should be provided. Transit should receive priority treatments to ensure high quality service at all times of day, whether that is in the form of peak bus-on-shoulder use, a reversible transit-only lane, or dedicated 24/7 transit lanes. Provisions for a future rail crossing of the Chesapeake Bay should be included in any selected build alternative, despite having been rejected during earlier project scoping. Any build alternative which moves forward must comply with the state's goal to reduce VMT per capita by 20% by 2050, and must emphasize a shift to non-car modes.
230.	The best solution would be leave route 50 alone and create 4 lanes on each new bridge. Keep one lane each way on the bridge for times when there's a reason a lane has to be shutdown that is usually used. I don't see how any kind of bus service would work.
231.	no comment
232.	I believe that bus services would need to identify where commuters from the eastern shore travel (DC? Baltimore?) to before it can be justified. If there is sufficient demand, a bus to DC metro and/or Baltimore light rail stations may be valuable. I generally do not like dedicated lanes for special purposes beyond bus operations.
233.	See prior comments - I know it's hard to oppose mass transit as a political matter, but is the cross-bridge traffic REALLY the type that would use mass transit in a major way? If analysis truly indicates such an option would be cost-effective, then yes do it, but please apply the same level of rigor and objectivity to this issue as you do to commercial and passenger vehicle forecasts.
234.	Extremely in favor of dedicated space for public transit to serve the Eastern Shore communities and beaches.
235.	Local commute
236.	I think the congested period dedicated transit lane is best. I don't feel the bus-on-shoulder is a safe idea.
237.	Public transportation needs to be significantly upgraded throughout Anne Arundel County. Connections from Annapolis to both Baltimore and DC are completely inadequate. If this network can be bolstered, a dedicated transit shoulder on land during peak hours and lane on the bridge can assist in discouraging car dependency in the region. However, people need to be able to get from where they live to where they work and find entertainment, and we cannot currently do that via public transit. I do believe that Eastern Shore residents should be able to connect to important job and entertainment centers on the Western Shore and having the infrastructure in place will help encourage that.
238.	An increase in lane never decreases traffic—for climate resilience and an inclusive workforce, public transit must be part of the plan. Also, the bridge should have protected walking and bike lanes.
239.	Yes
240.	Waste of money, lane space and access having a 24 hr. dedicated transit lane. Who comes up with these ideas? Guess Queue jumper would be good for contract types or wealthy to get ahead of the rabble.
241.	Oppose the transit options.
242.	The number of lanes should accommodate these requirements. My concern is that any of these options would make a bad situation worse. These needs could be fulfilled using a full time emergency lane, but allow transit option vehicles to move the the main lanes if any emergency arises.
243.	This is not needed. Mass transit only works when there are many connections providing service to multiple locations so people using it don’t need a car. And then, you need many large parking lots to house commuters so again, this is not a good solution.
244.	NO ONE is going to take public transportation across the bay bridge. How will they get anywhere once they cross the bridge? We are primarily talking about Ocean City traffic. How are you going to use public transportation to go on vacation to Ocean City. More money to waste on something that no one will use. NO
245.	No - that will never work and people get frustrated. One thing that will help now. Stop the bridge police from being jerks and doing lane shift at crappy times. They have an amazing ability to further clog traffic and create chaos. Also marking the left lane as Red X for miles before the bridge merge.
246.	All of these could help, but is it really a good idea to dedicate a lane to a transit service that is not operating during some periods/days? When not operating leave the lane open for the use of EV's or under 10K lbs vehicles or something similar. Just don't let a lane not be usable!
247.	I like this options
248.	Bus transit for locals/eastern shore should be a priority.
249.	No comment
250.	yes please, public transit must be a part of any modern infrastructure, it's worth the cost
251.	yes, a 24 hour dedicated transit lane is a good idea
252.	It's ridiculous how little transit is supported in Maryland. These new bridges should absolutely include a transit lane for a bus service from places like Baltimore and Annapolis to Easton, Cambridge, and Ocean City. I'd be very in favor of a 24-hour transit lane. People would ACTUALLY USE TRANSIT in Maryland if the state encouraged its use with routes that saved time and energy over individual car trips. It's crazy I can't take a bus from Annapolis to Baltimore in under an hour, for example. A transit lane on I-97 would also make so much sense.
253.	Dediated bus lanes are a good idea. Future proof for possible traisn many years in the future.
254.	No. Not enough demand for any bus services will always require deep subsidies, i.e. taxes
255.	Absolutely! Public transit is a necessity. Major employers on the western store (NSA, DOD) could benefit from dedicated bus service on the new bridges.
256.	Do you really think drivers are going to obey dedicated transit lanes, bus on shoulder & queue jump lanes, the answer is NO. Whose going to stop them....you, no you don't care!
257.	Good idea.
258.	These are excellent options and should stay in the project. The study predicts that a bus system will only remove a small number of cars, but that is based on today’s prediction of usage which does not consider changed behavior once these options are available. “If you build it, they will come.”

Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:	
259.	I think both are ideal.
260.	Commuter buses from Baltimore and Dc with stops in Annapolis
261.	This sounds like a very well thought out plan to assist with local traffic.
262.	yes
263.	Buses always are first to have funding cut - doesn't work.
264.	Go transit! But where does it connect to? Is there a network they are connecting to?
265.	How far would the public transportation travel once over the bridge? Would public transit travel to Chestertown?
266.	What is cost for public transit options?
267.	Need public transit opportunities.
268.	No way. Most vehicles are not commuters, they are traveling home. This would increase congestion.
269.	Buses are nice in theory but I don't think it is a major factor in this situation as we are more suburban to suburban than urban to urban.
270.	Support dedicated transit lane
271.	Yes, to reserved lanes for priority and local bus service.
272.	Bus services seem to be the most accessible and emission reducing option for public transit across the bridge.
273.	I think these are good ideas and some form of public transit should exist, but I think some sort of rail system would be amazing! Ensuring some sort of reliable public transit is present is really important!
274.	24 hour dedicated local lane - 1 Emergency lane We need PUBLIC TRANSPORTATION - What is the matter w/us Bus to OC
275.	Waste of money.
276.	using a shoulder as a transit lane would be helpful
277.	Critically important to include. One person in a car doesn't make sense any more.
278.	Design the new bridge for future transit rail loading in addition to the traffic loads, similar to the Tappan Zee bridge
279.	Please provide space for bus service and a bike/pedestrian lane.
280.	This issues are summer beach traffic from VA/DC
281.	Bus service will not be heavily used. Dedicated lane will not be necessary on a 8-10-8 configuration
282.	Future rail like WWB
283.	Probably beneficial slightly for those who live in the area, but the biggest issue is travel/vacation traffic from those who live too far away to benefit from the public transit. Nothing but another sister bridge or more lanes will help the congestion. Plus a separate bridge would be wise in the event there's a boat incursion such as what happened with the key bridge.
284.	Agree
285.	Maryland needs more rail lines ! Southern Maryland has such poor public transportation and the creation of a new Bay Bridge would allow for the ball to start rolling on a cross-state rail line. Please think about accounting for rail infrastructure when you develop this bridge!
286.	If you solve the capacity problem, I don't think you need special lanes for the busses. That's only relevant for urban corridors when you want the busses to bypass stop-and-go traffic. In the 2-phase approach described in 1a., busses can use the reversible lanes.
287.	I am a strong supporter of the 24-hour dedicated transit lane
288.	these considerations a worth incorporating
289.	I favor a dedicated transit lane as long as it doesn't take away from a normal travel lane. The transit lane should be open when necessary, and closed when it is not.
290.	I use my vehicle for work in Annapolis, but I live on Kent Island so I'd still need a crossing for those days. I do support and would very likely use enhanced public transportation. Something as "simple" as transit priority treatment would be something I support as well. I do wonder if it is possible to create a lane that cannot be merged from until a certain point (for long range drivers who do not need an exit until a certain point)
291.	Yes, please provide infrastructure for public transportation!
292.	Sounds like a great idea for those who arnt capable of driving.
293.	Not enough people will use it
294.	Transit is vital, and the MDTA should do everything it can to support it. I'm in favor of enhanced bus service along with 24-hour dedicated bus lanes. Those of us who are interested in going to the beach but don't want to sit in bridge traffic should have the option of bypassing it on the bus. There should be an easy bus route from Baltimore to Ocean City. Bus lanes would also facilitate access to jobs for those living on the Eastern Shore and Delaware.
295.	Over passes are needed at Rt 213 and 404 to keep the traffic moving and keep it off the side roads like 662 where people do 60 in a 30 mph zone to bypass the traffic lights.
296.	No comment on these. I favor lane for electric vehicles, as long as you need a gov't pass to use
297.	Yes please do add public transportation - no need for dedicated but having transit from downtown Annapolis to park n rides would be a huge benefit
298.	Public transit should absolutely be a key part of this work. Currently there is no way to get to the eastern shore via bike or without a car. This means sustainable vacation, transportation, etc is impossible, leading to higher impacts on roads, etc. moreover, the eastern shore is an ideal place for bike tourism due to the sites, towns and flat landscape.
299.	Enhanced bus service coupled with a bus only lane would reduce car traffic and thus emissions. It would also provide a safe more pleasant commuting option for many people, and create a more equitable transportation setup for people who do not have car access (such as people with low incomes, disabilities, or both).
300.	Frequent public transit with a bicycle rack or under-bus space would be great
301.	only if can be supported by demand.
302.	I support additional transit access with the bridge redesign.
303.	While the Maryland Transportation Authority (MDTA)'s consideration of enhanced public transit options is commendable, the proposed alternatives may not adequately address the broader challenges or potential negative impacts. Here's why:

	Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:
	Dedicated Transit Lanes and Bus-On-Shoulder Operations: Introducing dedicated transit lanes or bus-on-shoulder operations could reduce the overall capacity for general traffic, potentially exacerbating congestion for drivers. This might lead to frustration among commuters who rely on personal vehicles, particularly in a region with limited alternative routes. Transit Priority Treatments: Implementing treatments like queue jumper lanes or 24-hour dedicated transit lanes could require significant road modifications, leading to costly construction projects and disruptions during implementation. Additionally, their long-term efficacy may be limited if ridership demand does not meet expectations. Enhanced Bus Service: While enhanced bus services can improve connectivity, they may struggle to gain widespread adoption without addressing the underlying barriers to public transit use, such as accessibility, reliability, and convenience. Without parallel investment in multimodal infrastructure, these options could underperform. Instead of focusing solely on these transit treatments, a comprehensive strategy that includes improving infrastructure, incentivizing public transit, and fostering sustainable urban planning may be more effective.
304.	Bus service provided by state and local transit agencies.
305.	This all sounds good if it works out.
306.	pedestrian ferry from Calvert County to St Michaels would be nice.
307.	No bike lanes or walking lanes
308.	Will there be park and rides for people opting to use public transpotastion? Would busses run all the way to popular beaches? How frequently would they run? Would they be affordable yet attractive? Who pays for this plan?
309.	Suggest you contact NY State Thruway Authority how they handled this when they built the New NY Bridge over the Tappan Zee. A HOV lane should be incorporated; this would handle buses and other mass transit vehicles.
310.	Maryland needs more transit to reduce the number of cars on the roads and the burden that comes from forcing people to own cars just to access basic services. Forced car ownership makes our communities poorer and is a drain on local and state finances as we are seeing now.
311.	My only input on this would be to include bike carrying capabilities on the buses used for these public transit options.
312.	I like it.
313.	Encourage use of public transit overall
314.	Have not given transit much prior thought.
315.	This is dumb. Unless there are terminals and destinations at each side. Focus on cars through traffic.
316.	24 hour dedicated transit lanes seems wasteful since they are only needed a fraction of the time. Doesn't is make more economic sense to use shoulders during peak travel times?
317.	Agreed
318.	n/a see above
319.	I support no transit accommodations. They are costly to manage and provide little benefit to "reduction" in total volume.
320.	Is there data on projected usage? Particularly on the Eastern Shore - the destinations are many and varied. How much use/ridership could be expected?
321.	Bus Rapid Transit should get a preference on the bridge and highways so riders get the benefit of a faster, more predictable trip. This will encourage ridership and thereby reduce SOV volume.
322.	No priority should be given over the average citizen who needs to cross the bridge.
323.	no comment
324.	I would like to see more bus and other mass transit support across the bay
325.	certainly should be increased more accessible public transportation between the shores.
326.	Buses, no thanks
327.	While the AACo/Annapolis Ferry proposal is not part of this project, it is also a public transit option.
328.	I am against the 24-hour transit lane. Public transit in this area is not widely used and therefore not an appropriate use of funds.
329.	Is there demand for this? How often are the commuter buses used now? Years ago I use to take a bus into DC and the buses were on the decline as schedules were being reduced.
330.	Do everything to minimize emmissions, including special treatment for EVs.The congested period trial done last summer proved that it worked. Did MTA get Waze Navagation to correctly guide travelers in compliance with the detours during weekends and holidays. Need this to be permanent and extended.
331.	Not sure a dedicated lane needs to be 24/7 but rather as needed. Intercity bus service may be an improvement but only if parking and/ or other transport modes are connected.
332.	Just don't create lanes and not let us use them like Virginia did. Its so frustrating to sit in traffic and look at tax dollars spent on roads you can't use.
333.	great idea! how far would the buses go? from Annapolis? from DC? to Easton? St Michaels? Cambridge? Salisbury? Ocean City?
334.	I don't know enough about mass transit usage going across the bridge. I have not noticed many buses crossing at all. However, I don't believe that mass transit would place a dent in families using their own vehicles going to the beach on extended weekends.
335.	I believe there should be a train option- something that doesn’t share lanes with the bridge.
336.	Bus service would not be used by the existing communities on the Western shore.
337.	A Dedicated Transit Lane would not be a good idea, for one a new bridge is needed to limit the backups we currently have and a Dedicated Transit will take away a lane, just as an example, look at the failure in Baltimore City's effort to relieve traffic in the city by adding bike lanes, it didn't force commuters to take mass transportation and as far as bike riders, I have been going from Baltimore County to, Johns Hopkins Hospital, Baltimore Veterans Hospital and The University of Maryland Medical Building several times a month since 2009, which is well before the bike lanes, since the bike lanes were put in place the traffic is worse and I have only seen one bike and one scooter using the bike lanes. Dedicated Mass transit lane will lead to traffic backups, especially if there is one east bound and one west bound. My opinion, not a good idea.
338.	This should already be available
339.	Current Bus service is limited so this is a broader question of what other bus infrastructure would be added on both sides it Bay
340.	Yes. I support transit prioritization on the bridge. (Related… can we get a train?!! I would love to be able to take a train from Baltimore/Annapolis to the beach. I realize that’s a pie-in-the-sky dream.)

Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:	
341.	Public transportation will be most effective when it can be made attractive even to those who could drive (own a car, etc) but will choose not to because a better alternative exists. These steps are in the right direction but the nature of the specific bus service (stops, schedules, comfort) will really determine the effectiveness.
342.	Not entirely clear on this or why 'Bus-On-Shoulder' is needed if the project is supposed to increase travel lanes to handle future/predicted traffic congestion.
343.	What about a bike/ped lane?
344.	see 1c
345.	Dedicated transit lane
346.	Why would anyone take a bus? This is more inconvenient. We are not in a city. Add more lanes and make it easier for the locals to live on their island.
347.	Enhanced local no queue jump
348.	If the bridge is built large enough, these options would not be necessary. Also, public transportation is of minimum importance to these communities as the majority of the populous uses personal vehicles for transportation.
349.	Yes, transit should be supported with dedicated bus lanes and other priority measures for commuter bus and intercity bus services.
350.	If the existing 3 lane span is not maintained for bus rapid transit and emergency use, I would opt for alternative F.
351.	Provide dedicated emergency service & bus lanes. Add shuttle service across bridge for pedestrians and bicycles.
352.	I would love more reliable public transit options between cities.
353.	Transit should be prioritized, I support a 24 hour dedicated transit lane
354.	Keep the crime on the western shore public transit will increase it
355.	Good options
356.	I support enhanced transit service and transit-only lanes as part of the no-build alternative.
357.	MDTA should implement enhanced local, commuter and intercity bus service with MDOT/MTA. Congestion-period transit priority should be implemented as policy. Neither of these policies require a new bridge, please implement immediately.
358.	I don't utilize transit in this area so I cannot provide recommendations or comments.
359.	The only one of these that I think would be useful is a bus service from the eastern shore [set up a park and ride somewhere close to the eastern end of the bridge} to the New Carrollton Metro station.
360.	What about establishing a ferry system?
361.	I support Transit Priority treatments at a minimum of Congested-period Only Dedicated Transit Lane along with local and/or intercity bus service.
362.	If you're insistent on building this, make sure there's dedicated business lanes with regular service
363.	None
364.	It should have traffic thru lanes both way so that heavy traffic times wont affect local drivers. A bypass lanes passed Kent island and also passed Cape Saint Claire
365.	Why not build a rail crossing on the same supports as the vehicle bridge? Local commuter bus improvements are fine, but the target demographic for those improvements is incredibly small. A rail line to the coast would be incredible and could benefit most Marylanders. At peak times (the summer) we could reduce auto traffic greatly on the bridge, make the rural communities en route to the shore safer, and reduce traffic in coastal communities while providing increased safety and speed, decreased greenhouse gas emissions, and lower stress for people who decide to skip the drive and take the train to Ocean City. The Western terminal would be on US-50 somewhere prior to the bridge and have a large parking structure. The Eastern terminal would be along Coastal Highway somewhere with bus service. The route could follow 404 so all of the drivers could watch the train blow past them and wish they were on it. Dream bigger, MDTA.
366.	Please consider SHA adjacent park and ride lots as future transit hubs for these transit priority treatments. Currently, MDTA and SHA customers utilize these park and ride lots for carpooling, van polling, and public and private transit to go over the Bay Bridge.
367.	I don’t think this will help solve the core issue which is there is not enough lanes per bridge span for the current and likely future amount of traffic on the bridge.
368.	This is the way: induced demand will only fill up the lanes; give priority to public transit options.
369.	Most people still need their cars because most traffic occurs on holidays
370.	Yes, enhance local, commuter, and/or intercity bus service and add transit-only lanes, but don't add extra car lanes.
371.	Should be NO Congested Period
372.	I am in favor of bus lanes if the bridge were to be built. We need more incentives for people to utilize public transportation as a means of reducing our cabin footprint
373.	Please consider rail as well. The right-of-way still exists, and a MARC (or Amtrak) line to Eastern Shore line would do well (even if seasonal).
374.	Both of these ideas are wonderful. Options are a good thing.
375.	Enhanced bus service should be encouraged failing buy-in/state support for transit connections shouldered by local transit systems in affected/surrounding counties for BRT/rail options. If intercity/commuter buses are to be encouraged then more popular western terminuses need to have more prominent stations/more prominent advertising to that effect in order to make the transit worth it. In regard to the second bullet, only the first two options (24-hour or congested-period only transit lanes) make sense given current transit usage and future if only enhanced bus service is to be used.
376.	If you had transit systems that had priority on both sides of the bridge you might be able to cut down on people wanting or needing to drive if they were both 1) frequent enough and 2) faster or just as fast as driving
377.	Giving mass transit a priority will be vital to reduce congestion....Not just vehicular (bus) but also rail variations (monorail may prove less expensive than track light rail or traditional railroad). These options can be designed to serve multiple locations on both the eastern and western shores. Also, consider the option of new generation ferry boats. It is not out of the realm to turn to dirigible, lighter-than-air craft as well.)
378.	Enhanced bus service is always a good idea, but not additional "special" lanes, as those only create congestion at the other end of the bridge when the "special" traffic has to merge back in
379.	Public transit should be integral & accessible to any bridge project
380.	An exclusive lane for emergency transit and local residents is needed on the western shore. From Annapolis to Arnold.
381.	Sounds good

Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:	
382.	Increasing access to public transportation is critical, particularly for residents of the Eastern Shore who have little to no transportation options available to them. We must work on providing public transportation options between the Eastern Shore and urban centers.
383.	Build the new bridge nearer Baltimore with dedicated lanes for buses.
384.	Transit priority treatment sounds amazing. Hopefully it can run from Salisbury to DC or Baltimore and make stops in Easton, Kent island, Annapolis, and Bowie.
385.	Fine, as long as the new bridges have bicycle/ped paths.
386.	Dedicated transit lane would be nice, but needs barriers since already people will go on the shoulder to pass the standing traffic
387.	Won't work.
388.	I can agree with them adding a bus service over the Chesapeake to several cities and ocean cities. However, a transformable shoulder lane can be scary.
389.	I think they should add a bus service over the chesapeake bay to several Shore Points.
390.	Absolutely, one of the additional lanes should be a dedicated transit only lane, the second should be for HOV vehicles . Should be built to accommodate a Light Rail service to the shore communities.
391.	Transit nit practical Too many destinations on western shore.
392.	Bus in shoulder operations.
393.	I do not think there should be separate transit lanes. They are expensive to build and don't get used. Transit can share the road with autos. build the 10 lane option.
394.	See answer to next question.
395.	bus does not matter unless there is other transportation once you cross. do NOT provide for two way traffic. too dangerous.
396.	Nothing is more baffling about living in DC than the absence of ANY bus or train service between the District and the Eastern Shore; I can't really believe that you've dropped an intercity train from consideration, but at least make it possible for regular bus service to safely cross. That said, absolutely nothing should be done with the shoulder other than using it as a shoulder. No moving traffic in a shoulder, which should only be for emergency use.
397.	No
398.	Bikes must be considered in the planning
399.	Increase bus options but do not create dedicate lanes.
400.	Waste of time ride the bus over the bridge then what? Where's your car over there?
401.	I live North of the Bridge, and only use to get to beach/Eastern Shore. This maybe helpful to local residents.
402.	What about a train from B'more or Annapolis or DC, that goes both across the bridge, but also across the Delmarva, so the traffic could be lessened all the way through those communities and make it easier to get to / from the beaches? It could be a commuter train during the week (E-to-W in the AM, W-to-E in the PM) and a tourist train on the weekend (a couple a day W-to-E Fri and Sat, a couple a day E-to-W Sun and Mon) Definitely support making public-transit / carpool easier / faster than single-person vehicles. Maybe a motorcycle lane (a half-width lane) could help them zoom through without weaving through cars? (Related: Have there been any studies on the most common cause of accidents on the bridge? Will the new plan work to obviate them?)
403.	This is a good thought,but again does NOT fix the issues!!
404.	No to both
405.	Public transportation is viable and a vehicle Ferry south of the current location about 20 miles
406.	If you aren't going to provide dedicated space for rail don't even bother. MDTA would really need to enhance the existing services (are there any?) before carving out a dedicated lane.
407.	Suspicious of dedicated transit lanes - feels unlikely to be enough utilization. Perhaps a lane where there are less exits, and its a higher toll, for people willing to pay for a faster ride from DC area to the beach - a toll lane.
408.	Need to know more.
409.	Definitely a bus/truck lane would help and a dedicated transit & dedicated "fast track" lane would help
410.	Adding transit service is essential to reducing congestion and improving access.
411.	I'm a big believer in transit but this is not an appropriate place for a 24-hour dedicated lane. The other options might make sense for commuter bus service.
412.	I like the congestion transit lane and bus improvements and service on the new bridge.
413.	Love the idea of a local only lane that would be determined by their individual EZpass.
414.	Yes, more bus service.
415.	No Bus Lanes -
416.	Tunnel system
417.	Most people going to the ocean do not want to be stuck there without a car to travel to other landmarks.
418.	Enhanced Local, Commuter and/or Intercity Bus Service. 24-hour dedicated transit late *or* congestion-period only dedicated transit lane
419.	I would never use transit in this corridor. But local bus service from Kent Island or Queenstown through Annapolis that ran all day to the New Carrollton Metro station in Prince George's County and to Cromwell Light rail, BWI air terminal and the BWI rail stations seems like a reasonable approach. During beach season, long haul express bus service from Baltimore and Washington, D.C. to Ocean City and maybe

Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:	
	Rehoboth (if Delaware would contribute) should be considered.
420.	It's nice to see transit as a consideration, as there's currently minimal options for transit from the DC area to the eastern shore. However, I think it would be beneficial to show commensurate effort in actually developing the transit options that would user this space as well. Ultimately, a consideration for rail from DC to Annapolis and our to the Eastern shore would be the most beneficial option, as busses probably primarily benefit commuters, while rail would provide other commuter transit and regional transit.
421.	Added transit lanes will offer future transit capacity improvements within the built structure. Adding more daily busses is easy. Adding more automotive capacity is not.
422.	Sounds good
423.	Public transportation lanes for buses between DC and Ocean beaches would be great, also to Salisbury State
424.	Provide enhanced bus service
425.	LMAO the accidents will be none stop, people wreck on the bay bridge none stop
426.	The new bridges should incorporate a passenger rail line. We should be looking to expand mass transit options, connecting Baltimore, DC, Annapolis and the Eastern Shore.
427.	It is extremely disappointing that MDTA is not considering rail transit on the bridge and strongly implore reconsider. Expansion of rail transit throughout the state and country is crucial efforts to reduce driving and mitigate impacts to climate change. Studies have repeatedly shown that adding traffic lanes does not reduce traffic over the long term but rather induces demand. Transit options, especially rail transit, is the only tried and true method to reduce traffic and climate impacts from transportation. The current bridges are outdated as transportation planners in the 1950s and 60s failed to consider future traffic and transportation demands. I implore MDTA to not repeat that same mistake and construct the new bridges for the needs of the next 50 years, not the last 50 years. This can be done by including rail transit right of ways on the new bridges. At minimum, the bridges should include truly dedicated, grade separated bus rapid transit lanes. At very minimum, there should be
428.	I would definitely support at least one of the public transit options. As mentioned above, I'd like to see public transit accommodations, such a pedestrian and bicycle lanes, included as well.
429.	bus on shoulder option - I see an issue with enforcement though
430.	Yes
431.	No thank you.
432.	Additional transit is fine but should not reduce the number of lanes available for regular drives/commuters.
433.	I'm for either. Is this an either/or proposition, or are *both* under consideration?
434.	If additional lanes are added, they should be designated for transit or cycling. Support 24/7 transit priority.
435.	Enhanced bus service is needed no matter what decisions are decided. No on a dedicated lane, it would mean expanding both bridges (East and West). I can see changing traffic patterns during congested periods only since busses would have to get through. Bus-on-Shoulder and Queue Jumper lanes, I don't understand enough to comment on.
436.	I don't have a quarrel with a bus lane, but i don't have a strong opinion on it.
437.	As someone who doesn’t own a car, I would appreciate enhanced bus service and believe it would allow for more equitable access to the area.
438.	I think busses in the regular right lane, or busses on the shoulder when the shoulder is open for everyone during peak times is fine. The new EV busses accellerate faster, and there are no stops on the bridge itself, so they are not going to create a backup in their wake.
439.	The study document states "Rail would remove roughly 0.3% to 0.6% of vehicles driving across the Bay Bridge. Rail would not make substantial improvements to congestion or travel times in combination with a new bridge." Please provide more detail on this finding. If the rail line was built in a vacuum, of course these low numbers would be expected. But we don't build rail lines in vacuums just like we don't build highways in vacuums. We'd connect the rail lines to the residential communities in Queen Anne's and the commuting destinations in Anne Arundel.
440.	Absolutely transit should be included. Connecting rail to the eastern shore should be a priority, considering the massive tourist impact it could have. If that isn't possible, 24 hour seperated transit lane for Bus rapid transit should be the bare minimum.
441.	Bus service is an okay option, but a better option will be rail. Dedicated tracks and terminals that will serve people regardless of the location. There is already an old rail infrastructure here on the shore that can be revived and provide everyone the opportunity to go almost anywhere in the state of MD without having to drive or wait on a number of buses, vans or other transit options.
442.	I think its a good idea to have bus services. Unsure if it really would make a difference.
443.	What is a Queue Jumper Lane? Provide a span or protected lane for bicyclists.
444.	N/A
445.	Do not expand the bridge project that adds delays
446.	None
447.	Public transportation that I can be guaranteed to bring my bike on (not limited to certain times of day, etc) would be amazing.
448.	Build one 5 lane bridge and maintain the current three lane bridge or both bridges and make them both east bound. Or make the current south bridge pedestrian and public transportation.
449.	Having ferries in addition to the public transit options listed will add capacity to the crossing of the bay, can be accomplished more quickly, and can serve as a back up means of transportation when needed.
450.	Dedicated lanes for transit (bus now, design for rail loads later) is ESSENTIAL. DEDICATED SPACE FOR BIKES AND PEDS IS ESSENTIAL.
451.	Yes!!! This is the way.
452.	Great options
453.	Do not prefer 24hr dedicated transit lane. Bridge shoulder is an already under utilized lane and can be used for bus-on-shoulder and Queue-Jumper.

Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:	
454.	More transit is always good! Especially on such a bottleneck. There's no way the bridge will ever be big enough if we rely on cars for transit.
455.	24-hour dedicated transit lane would remove that lane from use for regular traffic, defeating the purpose of adding lanes. I don't like the Queue Jumper Lane option because not many people know what that is.
456.	N/a
457.	THIS is the top priority - Less vehicles are a real possibility with real leadership
458.	Although these are good ideas...A better idea is building rail service along these routes...cheaper in the long term and can carry more people/ computers.
459.	Expanding public transportation options, especially between DC, Baltimore, and Ocean City, would further alleviate traffic congestion, decrease emissions, and make the area more accessible to a broader range of visitors. A well-integrated system of public transit, combined with improved bike and pedestrian pathways, supports long-term economic growth and environmental preservation. This approach prioritizes sustainability, connectivity, and quality of life for everyone who lives, works, or vacations in the region.
460.	I support this since it could reduce traffic congestion.
461.	I highly support mass transit options
462.	MUST have separate dedicated bike and walk lanes.
463.	No Bus route over the bridge.
464.	Don't feel this is necessary.
465.	Mass transit needs to be the answer. Build a dedicated span for HOV 24/7. Let the summer visitors pay a large fee to cross.
466.	Public/mass transit improvements such as adding consistent and reliable bus service should 100% be implemented for the existing and new bridge to reduce congestion and the pollutants being added to the air.
467.	No bus increases should not be included. This is just a way that politicians are gonna delay the bridge needing more money for new bus service. This bridge is for commuters that drives cars.
468.	I would prefer to see an HOV/efficiency lane as I do not often see busses on the bridge. I also would prefer to see bridges built with a potential future for rail incorporation, but I know that's unlikely. If bus service is enhanced, a dedicated bus lane would be good.
469.	I agree with a congested period only dedicated transit lane.
470.	The collapse of the Key Bridge has caused some vehicles to detour around Baltimore City. A few years ago, a truck went off the side of the Bay Bridge. The both spans of the bridge were closed for a couple of days . The detour for this was to go around the bay or use the Chesapeake Bay Bridge Tunnel. A detour in excess of 100 miles. Consideration should be given to adding another crossing in a different location. I believe a crossing in the Baltimore area would be a good idea. The District of Columbia is roughly 40 miles from Baltimore. Traffic from DC and Baltimore could use this crossing and lessen traffic congestion in the Annapolis area. Perhaps I 702 could be extended to go over the bay. Also, the bay is narrower north of the existing bridge.
471.	Must have a dedicated transit lane.
472.	Sounds Good
473.	Priority transit lane should be a requirement. Encourage transportation use.
474.	10 lane bridge 4 lanes truck 5 lanes cars 1 lane buses...
475.	Maintaining is cheaper
476.	Congested Period only dedicated transit lane sounds reasonable
477.	No comment.
478.	24 hour dedicated transit lane, which could also be a shoulder lane.
479.	If not rail we need to increase public transportation of any kind.
480.	Yes to enhanced transit service and 24 hour dedicated transit lanes. If our city/state are to grow we need transportation to be more efficient and transit is the best way to increase efficiency in moving people.
481.	Good with whatever as long as it doesn't I'm part commuter traffic. You really need a Commercial truck lane
482.	A local/commuter lane would be nice but is much harder to enforce than a bus/transit lane where the vehicles are distinguishable at a glance. I believe having a bridges with 3 lanes each to match route 50 will provide the smoothest traffic option
483.	Liberal mentality of making something appear beneficial, with little to no upside. Stop toying with 'small group attention approach'. Be wholistic.
484.	Car/Truck traffic only please do not cry poor and add minor use stuff. You can vary tolls to reduce traffic from peaks.
485.	Don't bother. Residents don't want a bus there are only a few select folks who would want to take the bus. If you live on Kent Island and need to take a bus East. You are living in the wrong place.
486.	I'd like to see a dedicated lane for vehicles over a certain weight. That includes RVs, trucks, oversized transporters, and vehicles towing other large crafts.
487.	Demolish the bridges.
488.	Ferry would be nice for those of us not in a rush to cross
489.	No one is going to use buses as Public transportaion locations are very few, Dedicated lanes are just going to cause those not included to be backed up in traffic. Bottom line is there is no ability to Funnel current traffic so not sure how that is going to be solved
490.	Enhanced local, Commuter and Intercity bus service. Let's make this bridge useful to everyone, not just car owners.
491.	No comment
492.	Buses yes. Make them free to the rider, paid for by tolls, so the buses get used.
493.	With 4 lane bridges one lane on each should be dedicated HOV. Transit does not exist at volume to warrant own lane service. HOV would cover this need.
494.	Absolutely opposed to any of these suggestions or proposals. This just adds to the congestion and costs. More importantly, NO ONE is going to use these proposals. The main purpose of this whole thing is the increase summer time traffic to Ocean City. Ocean City cannot handle additional traffic. NO ONE is going to travel across the Chesapeake Bay via public transportation to go to Ocean City. Strongly opposed.
495.	This is a bad idea if it is connected with how much you pay (as exists now in VA). Invest in a fleet of vehicle ferries instead!
496.	Do they still do the Bay Bridge walk? If so consider a sidewalk?
497.	No public transportation! Keep the eastern shore nice!

Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:	
498.	YES for local, commuter and Intercity public transit options. BUS TRAIN LIGHT RAIL
499.	The state needs to get more serious about the public transit for it to work. Rail commuter style with transit stops around existing development to promote density where the eastern shore can support it with future sea level rise. Just wonder if Ocean City + Rehoboth had a larger scale public transit access options beyond bus.
500.	I would not change prices, just a standard fee. I would like to see a ferry option for those with anxiety for travelling over this type of bridge.
501.	HOV-3 and EV lanes.
502.	Yes, please provide dedicated lanes for buses but make it so that these lanes can be used for general traffic if an accident happens or if traffic is really backed up.
503.	Having one or more of the alternatives above is a good idea. Not sure which would work the best.
504.	I would add public transit, both enhanced service and a dedicated transit lane
505.	Don't think public transportation should be added. Won't be needed with lane expansion.
506.	How about a double decker bridge with dedicated lanes on one level?
507.	i dont think a bus service would help or a bus on shoulder operation
508.	Locals, commuters, commuter buses should have some benefits like a commuter/transit lane. The Bay Bridge is bogged down by distracted tourists, terrified/insecure drivers, and last second lane changers. Give those who travel the bridge the most, and who do so safely and confidently, some kind of lane perk.
509.	No comment.
510.	no transit lanes!!!
511.	Transit worthwhile only if it gets travelers where they want to go. If you're running a train all the way to OC, maybe.
512.	Absolutely prioritize mass transit through one of these means.
513.	I am in favor of both enhanced service and transit priority treatments.
514.	have a designated emergency lane to move vehicles onto or if there's a jumper, a lane where crews can work off of vs. on the main bridge and block traffic circulation
515.	This does not seem necessary given the seeming lack of volume of this traffic. While anecdotal, I do not see many local, commuter, or intercity buses on the bridge, so devoting a whole lane for this purpose seems wasteful, especially 24/7.
516.	Ok to add public transit but only queue jumper. Dedicated bus lane is the same as not adding a lane
517.	what about shoulders for breakdowns and accidents
518.	We need to be planning for and incorporating as many mass transit options as possible
519.	Yes! Bike and bus lanes on the 2 lane span to allow bike adventure travels
520.	I don't think people will use a bus We need a train
521.	I'm skeptical that there will be robust usage of bus service over the bridge. Keep it simple and have 4 open travel lanes in each direction.
522.	Agree with any and all enhanced public transportation options.
523.	Let's not get lulled by bus only lanes making a significant contribution to traffic management. Eastern shore users are so diverse in departure locations and destinations to make this wasteful. With options F and G, HOT lanes can be used (at a higher toll for passenger vehicles. Appropriate truck controls can also be utilized.
524.	Enhanced public transportation for commuters to the DC area and over the Bay Bridge is needed. I commute in both directions. Not having a train such as metro or MARC in Annapolis proper is difficult for commuters.
525.	No, pay to use additional lanes as the bridge is already pay to use. Treat everyone equally, not the rich getting a separate lane
526.	Most people will reject the public transportation options, just as they currently do because we don't feel safe on public transportation.
527.	absolutely no busses.
528.	Not interested in local public transportation
529.	These are both critical additions. It is stunning that there is currently no reliable way to get from one side of the bay to the other without a car. As a matter of equity as well as a matter of traffic reduction, prioritizing transit should be a top priority.
530.	I believe bus service is a good idea i don't think they should have a designated lane.
531.	All these are a waste of resources. Add a shoulder (1 lane) and use this in the event of an emergency.
532.	This would be good but busses are not heavily utilized. You will get a 30-40% increase in utilization by going to rail instead. Such a system should be connected to either New Carrollton or BWI via Annapolis.
533.	all lanes open to everyone all the time
534.	Transit is proven to fix traffic. Include transit facilitation as part of the project
535.	N/A
536.	Mass transit Like a Dedicated rail line From Central MD to OC/ Eastern shore is a missed opportunity with this whole proposal.
537.	I think transit is critical as many people fear driving across the bridge and also for people who regularly cross for weekend travel/it would get more cars off the road if you had connecting transit more regularly on both sides of bridge. Ultimately better for the health of the Bay
538.	Congested only
539.	Bus on shoulder operation may be a good idea. Limiting lanes use for other vehicles will only add to congestion. Which this project is supposed to be working to reduce.
540.	There needs to be a bike and pedestrian trail across the new bay bridge, linking up with the Broadneck Trail and Kent Island Trail. The Bridge should also be designed to allow Rail to cross it in the future.
541.	This should only be done if the 10 lane option is selected.
542.	Band aid on a sucking chest wound. Not helping.
543.	Rail lines must be incorporated into the spans. Vehicle traffic cannot be the only capability in dealing with the growth of the eastern shore from a ways, means, ends perspective. [Initials and Email Address Redacted]
544.	No. If transit lane built should be open for any cars with more than one person. Hov2
545.	I agree with this, but where are funds coming from. Tolls are already high enough.
546.	If you do 3 lanes you could make one dedicated for Buses during restricted hours (peak travel times).
547.	NO BUS SERVICE. People use the buses already to go back and forth from the park and ride. KEEP THE SHORE RURAL. That's the whole entire appeal of the shore. WE DONT WANT TO BE "UPGRADED". Also having buses isn't going to help the traffic! Where are they

Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:	
	going to have a bus stop? You need a car to get everywhere on KI?! We have NO TAXI SERVICE and we like it that way. You want to scream about the environment and how you can't build another span but then want to dump and add more congestion on the shore? Get real.
548.	Commuters who live on the shore should have priority to using the bridge.
549.	Local commuter lanes will allow more people to live on eastern shore.
550.	Please include transit options especially BRT. The overview says this would replace less than 1% of cars - that means it's a bad transit design being considered. If it goes where people want to go and is better then driving, it will get used. I was surprised at the comments of transit and BRT being worse for the environment - that again presumes it's a bad transit design that's not used. Build something useful and it will be good for the environment!
551.	The only way a dedicated lane will benefit is if it had a median or automated enforcement. Cars already use the X lanes leading to the bridge to try to get ahead.
552.	MD does not use public transit. I can't imagine bus service being worthwhile.
553.	Just max the lanes while you have the chance.
554.	How about rebuilding the Keybridge before you do this, that would make my commute so much better.
555.	Please please please, build a bridge in southern Maryland. We pay taxes too. You do nothing but take from us in southern Maryland. You took away the 301 bypass, you took away funding for SMRT, please do something good for once, give southern MD a bay bridge crossing.
556.	Have a HOV lane or toll lane.
557.	Yes. A regular Easton-Annapolis and a Denton- Annapolis route is needed and/or both continuing to New Carrollton for MARc, Amtrak and metro Conn
558.	All of that sounds very good!
559.	No dedicated lanes. We live in a democracy and no special interests should be served
560.	Of course mass transit should be included but all the way to OC?
561.	Include a pedestrian/bike path.
562.	It would be useful during the "rush" hours to have a dedicated lane for buses.
563.	If you build a bridge/tunnel lower down the bay, they can eventually be integrated into the DC metro/Maryland light rail/Amtrak system by adding a train lane across
564.	I think there should be a few options for transit along this corridor. There should be bus service from Annapolis (and possibly Baltimore/Washington) to Kent Island/Queenstown (and possibly Easton) to park and ride areas. This would at least alleviate traffic concerns for commuters who use the bridge daily. Regarding dedicated transit lanes, I would suggest having a congested period wide shoulder for buses to use, similar to the new Tappan Zee Bridge in New York. A more lofty idea might be trying to encourage more transit access between Annapolis/Baltimore/Washington and Ocean City in the summer months.
565.	They have commuter buses and they aren't full. Expensive to ride.
566.	Dedicated lanes to the least amount of traffic is unfair to the rest of us who have to deal with Route 50 nightmares 5 months out of the year. Fix the majority of the problem which is the majority of the traffic.
567.	I don't see heavy demand for that, but who cares, just build it.
568.	Not needed
569.	Extra lanes dedicated to buses or priority treatment for commuting will only cause the other lanes to have more cars/traffic. Every lane should be optimized for the maximum number of cars possible at all times. There should not be dedicated lanes for a bus or cars paying extra to be in that lane. If there are 5 lanes both ways, they should be open at all times to any car.
570.	There should be some buses to get some traffic out of cars.
571.	One lane each direction should be dedicated to transit and emergencies. Future proof with enough room for potential bike/ pedestrian use etc.
572.	The state as a whole needs better Local and Intercity transportation, and if this is the initiative that gets it started, then so be it. Focusing on better public transit will help with pollution costs, livability and safety. This is a net positive.
573.	This may help commuters but would the number of users cover the cost or result in a reduction in traffic?
574.	I like this idea
575.	No comment
576.	no
577.	Not sure it's necessary when the highest traffic volumes are Friday afternoon and Sunday evening, and then during the summer months.
578.	Extend Amtrak to provide rail service to Ocean City with stops in places like Cambridge and Salisbury.
579.	To consistently dump in the same communities is both unfair and negatively impacts our way of life. In Easton the traffic is so bad during the summer it is difficult and dangerous for those who live in developments along Rt. 50. If you build a true bypass like those in Salisbury and Middletown, DE has - then that could be a viable option for residents.
580.	Definitely enhance service. With hybrid schedules, it is possible to stay on the Eastern/Western shore for longer if it is easy to go into DC for a day or two here and there. Having an express bus designed for this purpose would make this possible. We might stay for 2-3 weeks instead of 1 if I could easily go into my office one day a week on an express bus into DC. An HOT lane would be ideal, like what Virginia has on their toll roads. Buses use it all the time, others can pay to skip traffic, and thereby provide funds for construction and maintenance.
581.	This would incur additional costs, not solve the issues of the existing aging infrastructures.
582.	Don't spend too much thought oemr money on linking it with mass transit options that are murky and probably unnecessary. Building enough lanes keeps many options open once it is finished
583.	I go with new bridge right by the old one
584.	No dedicated transit lanes. Use a demand-based transit lane. Avoid bus-on-shoulder to minimize stalled-vehicle congestion.
585.	No real opinion on the matter as I don't live near enough that Transit one way or the other will be of help to me.
586.	Enhanced local and commuter, dedicated transit lane
587.	I fully support this project.
588.	Build the ferry
589.	There should be a dedicated bus lane to encourage the use of public transportation. There needs to be additional service routes added to make the most of it.
590.	No enhanced bus service

Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:	
591.	Transit priority lanes are a great ideal, but rail is the only way to accommodate for our state population density and growth.
592.	N/A
593.	Would this to have a speed lane for those who would like to pay extra like we have on 95 north of Baltimore and around 495 in VA? I live in Annapolis, I would love a regular bus to MD/DC Metro Rail/Train stop(s). Local Commuter lanes would be ideal for locals, how would you restrict/enforce?
594.	A bus lane or commuter lane would be great for weekday traffic. These services should not be used during heavy weekend beach traffic. There should also be enough space on the new bridge for a bus or tractor trailer to pull off on the side without causing major delays.
595.	These are great ideas
596.	more public transportation is a good investment for workers
597.	I don't think this crossing is amenable to public transit.
598.	Enhanced transit options should be considered.
599.	Yes, plan for all of the above, and Emergency Vehicle capacity.
600.	Just make 10 regular lanes for all traffic.
601.	Enhanced transit, from selected Easter Shore locations to Annapolis, Baltimore, and DC would make sense.
602.	I don't know how effective any busing is going to be. This is just my impression, but folks love to drive to Ocean City and Delaware Beaches.
603.	I think a dedicated 24 hour/7 days per week public transit lane makes a lot of sense. No amount of added car lanes will solve traffic congestion in the long run, but a bus/public transit dedicated lane would be the easiest to scale up throughput of passengers/commuters/travelers. Few people will take a public transit option that gets stuck in car traffic, which will mean more people opting to use their cars instead of taking a public transit option. Would ideally be similar to trip throughput numbers similar to what the Lincoln Tunnel in NYC gets.
604.	Need Public Transport
605.	Having a Dedicated Transit Lane would be good, with the option to charge an exorbitant toll for those that wish to Queue Jump and use the Transit Lane.
606.	Better transit is a necessity and has been lacking in the area
607.	Think safer, eliminate bottlenecks, add permanent lanes, end the confusion of traveling on the bridge
608.	This is a a great option! Please explain where the public transportation starts and where it ends. Is it only for local commuters? which is still a great option but it does not change the vacation traffic, unless public transportation goes all the way to the coast.
609.	Tr
610.	People don’t take buses. Most people don’t carpool. Creating a lane for those is just creating useless space.
611.	If buses of any sort are to be considered, then one 10-lane bridge is an imperative.
612.	Where would they go? Busses are traffic, too. Our school busses already get locked in traffic.
613.	Against large amount of additional public transportation, smaller plan would make more sense
614.	We absolutely need enhanced bus services. If we are to encourage more ridership, both commuter and recreationally, we need to expand bus coverage, both times and locations, make sure there are bus shelters at stops, and transit oriented development that will make it more convenient to just walk outside and hop on a bus instead of driving. A 24 hour transit priority lane should be installed in both directions, with flexible protected bollards separating it from the car lanes.
615.	Seasonal (Summer) bus lane.
616.	Yes, transit needs to be included in the crossing. Frequent service with dedicated (no cars) lanes will provide high level of transit service and offer people an incentive to choose transit over cars.
617.	I favor transit priority treatment rather than a dedicated lane.
618.	It seems as though the HOV lanes on 50 are really only used by people choosing to use them without 2+ people in their vehicles. HOV and or Transit only lanes I believe would only increase traffic on the remaining lanes and be an enforcement issues. I do not support any transit only lanes.
619.	The best transit is rail.
620.	Okay.
621.	I dont like any of these options. Congestion pricing is just a tax on the poor disguised as an economic nudge to change behavior. Id support eliminating the toll altogether
622.	enhanced local service is better
623.	Ever think of monorails.??
624.	Any Bay Bridge project should definitely include mass transit options. Whether or not to have priority treatments, depends on the use.
625.	Buses are a poor option. We need rail service to get people off the roads. We continue to build yesterday’s infrastructure.
626.	dedicated tracks for trains or trolleys running every 15 mins or so. make it an electric trolley or train and plug that baby into a solar farm and make it free for marylanders to use.
627.	Okay.
628.	This doesn't help the catastrophic traffic that already exists at the bridge and will only get worse. It just lets buses and frustrated drivers that will use the lanes get a free pass
629.	Perhaps for the shoulder lane.
630.	Rail absolutely must be considered. None of these options will solve the induced demand issue because no one going on vacation wants to take the bus. You will get more interest in people taking a train to the eastern shore. A train would also be more viable for daily commuting.
631.	No traffic on shoulder!
632.	Allowances for high occupancy (2+) lanes should be made during peak traffic hours.
633.	Agreed, but I also think commuter ferry consideration should STRONGLY be considered given job growth and affordable housing in AACo and a population flux on Kent Island and the near Eastern Shore.
634.	Alternate public transit is always a good option, but consideration should be made to how far the transit takes one (i.e., to Eastern Shore, northern DE, etc.)
635.	I think a dedicated bus lane would be incredible for future bus improvements. During the tourist season, a “skip-the-traffic beach bus” could be run successfully.

Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:	
636.	Do not put a bus service in - no one likes buses except government who don't want to pay for services that people would actually use. A light rail connecting Annapolis to the Eastern Shore, and eventually to DC, Baltimore, Ocean City, Salisburg/St. Michaels, Richmond, etc. would be amazing, and would revitalize the Eastern Shore remarkably. PLEASE DON'T WASTE OUR MONEY WITH BUS LANES.
637.	These aren't great descriptions to say what any of those mean. Commuter lanes for those who live and work on opposite sides will be a benefit, as to keep them from sitting in vacation traffic. There is not a need for bus specific lanes. The bridge is not walking distance from any major city.
638.	If that many buses go over the bridge it makes sense for them to have their own lane. This lane can also be shared with cars during high periods of traffic.
639.	congested period dedicated transit lane with new and more frequent service from Kent Island / Kent Narrows to annapolis, downtown dc, bwi and downtown baltimore
640.	Need lanes for transit and bikes
641.	It would be extremely shortsighted to not set aside dedicated ROW for heavy transit (trains) on this route.
642.	Sounds good
643.	Need more information.
644.	A 24 hour dedicated transit lane and congested period only dedicated transit lane are good ideas
645.	Last bullet is most viable.
646.	NO! There is no viable mass transit system on either side of the bridge and it not practical to build one. One of the main drivers of bridge volume is beach traffic. No one is going to take mass transit to the beaches. Don't waste taxpayers' money building things they don't want to satisfy a vocal few.
647.	Both of these options are an improvement over what we currently have and at least one of them should be implemented.
648.	Bad idea. Inner city bus transit will do nothing more that cause extra congestion and crime.
649.	Is it possible to use the old bridge for a train line. To allow for a train to take u from dc/ Baltimore to the beach communities.
650.	No comment
651.	Congested period only
652.	Yay transit
653.	Can't afford it
654.	Great idea !
655.	I don't think that a dedicated bus lane is needed. I think people would abuse it and that and just drive on it themselves.
656.	I disagree with the idea of BRT, or even rail projects, having additional environmental impacts compared to the present condition, which is thousands of cars idling on a bridge with heavy congestion every day. When we consider where we will be in the not-far-off climate future, it is essential to have real public transit options and reduce cars. EVs won't save us. If you really can't muster rail, that's fine - again I think it's silly and shortsighted, but sure, I love a bus, buses are great. But if you honestly mean to suggest park-and-ride for a bus that doesn't have a dedicated lane, you're not thinking this through. Dedicated lanes are a requirement for bus operation on the bridge. Otherwise it's useless and you're just trapping more people in a big metal tube for hours, and that just doesn't make sense. If buses are on the bridge, they need permanent dedicated lanes, with physical barriers to prevent car traffic from getting in them. Full stop. Nothing else will work. The moment a car enters that lane, the value of the bus drops significantly. Conversely, when buses have priority access and zoom across the bridge, you're going to enhance the public transit network for many, which will drive people to use it more and put MD on-track for a public transit growth spiral (better service - more ridership - better service - etc)
657.	ANY alternative to a single car/single passenger will improve capacity. Build something thang can adapt to the different traffic weekday/weekend traffic patterns.
658.	It is essential to provide facilities that allow mass transit priority over personal vehicles. We need to get people out of individual cars, and this critical link needs to accommodate transit.
659.	Rail alignment should be included as well as dedicated pedestrian/cyclists and bus infrastructure. Use the States complete streets manual!
660.	I do not see the value of these for much of the bridge travellers who do not live in the area
661.	Ferry service that transports cars with people
662.	A rail line could potentially decrease vehicle traffic if properly incorporated to DC and Baltimore rail systems.
663.	This will not help as congestion comes from commuters and vacationers. Without a more advanced public transit system in place I'm Maryland already, this will not help ease the situation.
664.	Bus and Train option!
665.	Rail commuter line
666.	Have a bus service that not only serves the bridge but also travels longer distances past the Queenstown split.
667.	Ruling out heavy rail for transit is a huge mistake, as this would be a perfect opportunity to start making the necessary infrastructure changes to bring passenger rail to eastern Maryland. I take specific issue with 2 of the reasons given for why heavy rail was excluded. 1. "Rail would have extensive environmental impacts and additional cost to provide the new infrastructure." - To this, car related infrastructure has been shown to cause much more environmental damage than rail infrastructure. Could you please share how an 8 or 10 lane wide highway is environmentally acceptable, but passenger rail is not? 2. "Rail would not make substantial improvements to congestion or travel times in combination with a new bridge." - Without doing any detailed analysis, I can almost guarantee that passenger rail will provide higher capacity and (if designed with higher operating speeds) faster travel times. How soon would this new bridge reach capacity from the induced demand? It is far easier to add capacity to rail transit lines than adding additional lanes, and it has been proven time and again that adding "just one more lane" does not fix traffic. Failing to include heavy rail for future passenger rail service will doom us to a future of traffic. If it was included, we could much more easily link Annapolis, Baltimore, and DC to the eastern shore and ensure a vibrant beach tourism economy for areas such as Ocean City.
668.	Sure.
669.	Public transit in any form needs more representation. Any plan involving public transit would be great. Maybe HOV lanes as well?
670.	All options should be studied and considered. Let's see the data.
671.	Don't care

Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:	
672.	We wouldn't use public transit. We travel with a lot of stuff and pets coming from Germantown to OC at least 10 to 15 times a year. The current delays are terrible even when we try to avoid the bad times. Fast track this.
673.	I have taken the commuter bus for a years. No issues with it but mixed jobs. The metro is too slow to get out there. The only thing worth it would be a train that would pass through near Kent island, Annapolis/davisonville and links up to new Carrollton and the new purple circle line. But the cost would not be justified.
674.	Definitely lanes for mass transit and for trucking!
675.	Yes! For me the most useful transit option would be an eastern terminus in Ocean City on a route without transfers and without too many stops along the way. My journey starts in Baltimore, but I'd consider starting my transit journey at a park and ride near Annapolis.
676.	no...
677.	Infrastructure for public transportation that is easy to use is one of the best ways to reduce congestion. Bus service and commuter lanes. I would recommend an east bound express lane, or two, that you enter after the 97 RT50 merge. It takes you over the bay bridge no exit prior. And/Or a local lane that is express to RT2 exit and Cape St. Claire.
678.	I think having a lane to open only for congestion traffic would be good, a carpool lane would be ideal that would give incentive to carpool therefore reduce amount of cars
679.	Transit allowance should be a top priority. Instead of adding lanes you could enhance transit options, which may reduce congestion.
680.	This will only make the situation worse.
681.	Bus on the shoulder only.
682.	This is a waste. Consider car ferry that would take people further by boat because this does not eliminate congestion before and after the bridge
683.	Could use some kind of tram/car carrier option for timid drivers.
684.	Bike path
685.	Public transportation is inefficient at best. Dedicated and priority lanes seem the better option.
686.	I would love to see promoting of public transit such as bus service. Busts on shoulder sounds interesting but I'm not sure what it is, but I trust that MDTA will make the right decision based on studies.
687.	Add a rail line and bring MARC service to the Eastern Shore.
688.	Public transportation options should help reduce congestion, provided there's evidence it will be used as planned. What surveys give evidence these options will be used ?
689.	It is absolutely crucial that a new bridge include structural provisions for railways to be installed in the future. Rail connectivity to the Eastern Shore has great potential, and to invest in this enormous bridge project without spending just a little more money to open that future possibility would be an absolute tragedy and surely doom any chance of such a rail connection ever happening.
690.	There needs to be better public transit options from Annapolis to other major hubs like DC, Baltimore, and Silver Spring. The current options are sparse and unreliable
691.	Transit would be nice but right now we need more lanes to move traffic. Inside a plan for future transit but dint let that slow althea project down
692.	This is the most important thing. They're absolutely must be a dedicated 24 Hour Transit Ln. and intercity bus with real options in real times when people actually want to go so you can get to the Eastern shore and back using transit.
693.	Concur.
694.	It's severely disappointing to not see passenger rail as an option for this project. That said, any and all bus lanes must be enforced with cameras, with tickets for obstructing being severe. If the MTA has committed to specific and increased bus service, this is a barebones solution to a much larger issue, but a solution nonetheless. If MTA hasn't committed to new/increased bus service, this is MDTA posturing to meet a "public transit" labeling quota for the acquisition of state and/or federal money it won't actually use for increasing transit use to the Eastern Shore, and in fact increasing personal car usage.
695.	More public transportation
696.	Please have a dedicated lane for those that live on Kent Island!!! (we can have stickers or something else to identify us.
697.	I vote for a Transit Priority option
698.	Not helpful as there are already park and rides in Grasonville and Kent Island in use
699.	What would bus route be? Response depends on how useful bus might be
700.	PLEASE MAKE THIS A TOP PRIORITY. EXPANDING LANES ALONE WON'T HELP
701.	Are the number of commuter there that would actually use it instead of driving their own car?
702.	This is what we need, not another lane. We the people cannot elaborate enough that we don't need more lanes, but rather less cars on the road to alleviate traffic. These public transportation/ride share incentives are the key to improving traffic.
703.	Yes, yes, yes! This is the only solution to traffic issues. Strong towns, a book and organization has multiple studies on this!
704.	I think including public transit in the design of the new bridge is essential. I wish the MDTA was more ambitious and included rail in the design of the new bridge. If that is out of the question, a dedicated transit lane with reliable enforcement is absolutely key for the success of any transit options.
705.	NO special lanes for MTA
706.	A 24 hour lane for buses in fine but nobody is taking other transit back and forth
707.	Where would these bus routes begin and end? Should there be HOV lanes?
708.	Dedicated HOV-3 and bus lane.
709.	Commuter rail should be provided. Replacing a Bridge that only provides motor vehicle options will doom the state to a future with only motor vehicle transportation options.
710.	I would support dedicated transit lanes. The State should also consider dedicated AV lanes. Encouraging cars to switch to adaptive cruise control or equivalent when on the bridge should dramatically improve efficiency without additional expensive lanes.
711.	I support dedicated space for transit and incentives to carpool.

Responses to 1d. on the MDTA considering public transit options as part of the proposed retained alternatives:	
712.	Commuter trends into DC/Baltimore appear to have changed since COVID. Bus service, if provided, should be cost effective and not overly subsidized by tax dollars. Dedicated lanes will likely serve just a small portion of the population. And the worst bridge backups are on weekends, not commuter hours.
713.	A dedicated 24 hour transit lane will be fantastic for commuters and get people out of their personal vehicles, further adding capacity.
714.	Priority access for mass transit makes sense. Consider carpool lane?
715.	I strongly support the alternatives outlined above augmented with pedestrian / bicycle ferry service.
716.	Definitely no queue jumper lane... But I like the idea of congested period only dedicated transit lanes. Lanes that can flex with the needs of the traffic. I imagine buses would mainly be used by resident commuters, rather than beach tourists.
717.	Yes. I'd like Public Transit since that's the only way I could use the bridge. I'd love to go over to the Eastern Shore and see Harriet Tubman Museums, etc and to explore the bay.
718.	bus won't run frequently enough to matter. Even if you could, crossers are not going to a single concentrated area. T/hey are going to Annapolis, DC, Baltimore, and others....can't service that.
719.	Enhanced bus service and 24 hour dedicated transit lanes (as one of three or four lanes in each direction)
720.	Would buses be used? Isn't the problem mostly from people going to the beaches in their own cars?
721.	I support public transportation options only if the maximum lanes are available.
722.	Not enough familiarity with details of these yet to comment. I live in area just off bridge so current traffic issues heavily affect local travel.
723.	Yes! More and better bus service. That is much more inexpensive and better environmentally than continuing to add more lanes for cars.
724.	This is crucial! Dedicated transit lanes are a must if the population without a car should have access to the opportunities on the Eastern and Western Shores. To add lanes but not incentivize the use of transit would be a massive mistake for generations.
725.	Bus is not sufficient. There needs to be a train.
726.	Please build a dedicated transit lane in order to encourage public transit use to cross the bridge. Anything other than dedicated, protected transit lanes frequently get snarled up by lane jumpers and other impatient drivers.
727.	Both of those sound good. Were trains/light rail removed as options?
728.	Public transit can ride in the same lanes as everyone else!!
729.	An eastern shore residents lane is a MUST. Summer traffic cripples AACo and QACo weekly. Add a train line while you're at it. Direct from DC/Balt to OC, one stop on KI, one in Easton, no other stops.
730.	No comment other than we need a TUNNEL, not another bridge.
731.	MTA in the past provided transportation from Kent island to Baltimore and Baltimore to Kent island
732.	Some of the new lanes should bypass Kent island entirely with the first exit being at the 50/301 split. This allows for a smoother commute or trip to the Ocean while helping alleviate traffic on Kent Island.
733.	HOA lane, local lane, multi axle only lane, government vehicle only lane
734.	The majority of the worst traffic delays happen on weekends, and those commuters would not use public transportation. If you are targeting weekday commuters or people who commute for work, you would first need to survey them and those who park and ride and commute with a shared ride. If enough would participate, you would then need to provide park and ride facilities.
735.	Recreational use if possible. Maybe even for just the beginning portion of the bridge on each side.
736.	A transit lane is an important step to reduce congestion while giving people more options to get to work. Short of rail, this is a vital inclusion in the project.
737.	None of this will fix the traffic problem. Build a bridge in Dorchester county
738.	Ok long as there are more then 4 lanes each bridge
739.	I think a congested-period only dedicated transit lane makes sense to make the commute easier and more attractive for commuter bus riders on the Eastern Shore transiting to Washington and the Western shor in the morning and home in the evening.

1.e. TSM / TDM: The MDTA is considering the following Transportation Systems Management / Transportation Demand Management (TSM/TDM) options as part of the proposed retained alternatives:

- **Interchange Consolidation;**
- **Congestion Pricing;**
- **Park & Ride Lots; and**
- **Part-time Shoulder Use.**

Answered	679
Skipped	365

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
1.	I support interchange consolidation, congestion pricing, and Park & Rides Use. I oppose part time shoulder use - except for buses.
2.	Park and ride lots with large covered, heated shelters and bathrooms would be ideal.
3.	As long as commuter pricing reductions are not sacrificed, I'd be in favor of TSM/TDM options.
4.	I think a combination of all of these provides excellent solutions for different contexts. I defer to what was learned in the study.
5.	Congestion pricing is a good idea and would possibly spread out the traffic load. Part time shoulder use could also work, but only if effective management of flow at the bridge itself is prioritized. Interchange consolidation would not reduce the overall traffic count.
6.	These would all be an acceptable alternative to a clostly bridge expansion.
7.	I highly support Park & Ride lots and part-time shoulder use. I'm not sure how interchange consolidation will improve congestion. I think congestion pricing can be beneficial if it will encourage carpooling and transit.
8.	No comment
9.	Park and ride is an easy way to get more people on a transit option. 10 people in a bus take up way less that 10 cars crossing the bridge!
10.	Opposed to all these systems. Interchange consolidation will make it HARDER for local residents to navigate home. Congestion pricing will most affect local residents. A park and ride will only increase traffic in the area and become a mecca for truckers to take their required breaks. Parttime shoulder use sounds like a disaster in the making and a severe safety concern to me.
11.	None of that will help or make any sense
12.	Congestion pricing the number one method the MDTA can shape demand on the bridge. Friday/Saturday/Sunday tolls should be set at $25 each way simply as an added cost of going to the beach. There are plenty of ways to protect the local population from beach traffic tools. Also, the tolls should be set at a daily minimum (when combined with the Delaware 301 tools) to be GREATER than the Maryland / Delaware tolls on I-95 - as there is greatly increase N/S traffic since the opening of the Middletown, DE bypass
13.	Part-time shoulder use just re-creates the situation as it stands today.
14.	Congestion pricing
15.	The only suggestion here that make sense are the park and ride lots.
16.	Do not agree
17.	Excellent go with it.
18.	Part time shoulder use
19.	NO shoulder use, unsafe. YES to congestion pricing
20.	I support interchange consolidation and congestion pricing.
21.	Congestion pricing good idea as are Park & Ride Lots. Don't agree with part-time shoulder use as it may cause confusion/accidents.
22.	Won't improve commute
23.	Congestion pricing is unfair to commuters. Park n ride to where? Part time shoulder use is bad idea during peak for emergency vehicles.
24.	YES to congestion pricing and park and ride lots. I am not sure what interchange consolidation means, but I personally DO NOT like it when you switch lanes and have traffic coming toward me on the same span. It is really scary. I do know know what part time should use means
25.	Part time shoulder use seems unsafe. Otherwise these are good ideas.
26.	Part-time shoulder use is incredibly dangerous. Congestion pricing is unable to make sense for this location because it WILL be congested at all times, due to the fact that it is already the current state of affairs. Park & Ride Lots is an interesting idea, but due to lack of consistent public transportation in many parts of MD, I don't see a lot of commuters being open to that option, because they'll think that they'll need their cars once across the bridge.
27.	I support congestion pricing! We need to reduce the amount of vehicle miles traveled and encourage the use of public transit.
28.	Park & Ride would be a good option
29.	None of these provide significant capacity improvements
30.	These are all good options. Especially congestion pricing and park-and-ride.
31.	in favor of them all
32.	Interchange consolidation and park & ride lots are a good idea.
33.	No comment
34.	I would support congestion pricing, park & ride lots, interchange consolidation, and other design features that would help mitigate congestion.
35.	No comments.
36.	Park & ride lots would be valuable in conjunction with a rapid bus system. The bus system would need to support bikes for last mile travel once across the bridge. Use congestion pricing to steer people away from private automobile use if they can.
37.	I absolutely support these measures, especially congestion pricing if the fees go to funding transit and multimodal options
38.	No comment
39.	Agree
40.	Congestion Pricing
41.	park and ride lots could be useful
42.	Sounds good to me.

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
43.	Transit should be a priority
44.	There is no mass transit for park and ride. Part time shoulder should use should be for LOCALS only. Put up temp barrier and not allow re-entry.
45.	No shoulder use please. It's terrifying on a structure like that. I support congestion pricing. I don't know what Interchange Consolidation is.
46.	In general I am against congestion pricing, what alternatives are there for users during heaviest use periods? This would also apply to park-and-ride lots unless studies show the lots would be used. I would reserve part-time shoulder use as a future option and not plan it in at the beginning, allow for future growth.
47.	Good
48.	Strongly disagree with congestion pricing. Congestion pricing is a bad idea because it can disproportionately impact low-income individuals who rely on driving, potentially causing financial hardship, and may not be readily accessible to alternative transportation options; additionally, concerns exist about the complexity of implementation and potential negative impacts on businesses located in heavily congested areas, especially if public transit options are not sufficient
49.	No comment
50.	All seem logical.
51.	no congestion pricing that is not good for people with lower income and cannot afford as other upper income families
52.	I fully support this recommendation.
53.	Park & Ride lots on west coast may be useful - already exist on East coast.
54.	This sounds like "make things better for rich people".
55.	Absolutely agree with congestion pricing, this should be implemented.
56.	If congestion pricing, then please have a special rate for locals, live in Grasonville, have to cross the bridge for work, Sams club, and Home Depot. Bad enough I have to deal with beach goer traffic, closed exit ramps, and then charge me more! Totally unacceptable. And the commuter pass is not an option, bc if you don't meet that number of trips you are charged so much more that it is not worth it.
57.	Do whatever gets the most cars off the road
58.	Shoulder use?
59.	Congestion pricing seems a good idea. It might be a good idea to establish that with the current crossings in order to ease the overload problem.
60.	Park & Ride lots are a good idea, I would be interested to know where these would be built. Building out the bus network should be a high priority.
61.	Not sure what interchange consolidation is. I'm always a fan of an economic solution to a problem so congestion pricing definitely makes sense. I don't think shoulder use should ever be part of a plan. Shoulders should be left for emergencies and other contingencies.
62.	Do not agree with congestion pricing. This is the only option for most people.
63.	I do not support any form of toll payment on the new bridges.
64.	Park and ride lots and congestion pricing makes sense of reasonable and that congestion is not due to road work and accidents
65.	Since there are no realistic alternative routes for those traveling between the western and eastern shores of the Bay, I oppose congestion pricing charges and interchange consolidation. I also oppose part-time shoulder use because of the safety implications. I would support additional park & ride lots.
66.	Congestion pricing would be good.
67.	No Option
68.	No comment
69.	See my comment above about support for light rail. The Metro should have built a line around the beltway (495) with feeder lines at key points - now they have gone with pay lanes, which is unfair to lower income commuters and adds congestion. Think to the future here... give folks an option to driving.
70.	Congestion Pricing
71.	Enhanced commuter bus and light rail service combined with parking is key to reducing single passenger vehicle congestion.
72.	Congestion pricing based on taxable income.
73.	Not viable,
74.	I support congestion pricing and park & ride lots.
75.	Congestion pricing, Park and Ride Lots, AND HOV / Bus lanes are critical. The P&R Lots should include bus stations. The bus routes should take riders to Ocean City and other desireable destinations. The buses can be subsidized with the money saved by not building new bridges.
76.	I think congestion pricing would be the most effective way to decrease vehicle volume. I do not think park and ride lots would be used unless there was a financial benefit to the drivers. I also believe that part time shoulder use would be dangerous and cause car crashes; people would use it at their will and speeds would increase across the bridge.
77.	All of these options have poor outcomes except the park and ride lots.
78.	ez pass
79.	PT shoulder use sounds dangerous.... we need open shoulders. Congestion pricing will flood alternative routes. Probably mostly young people car pool and would use the lots. Probably a waste of $$ related to use, and we don't need any more impervious surfaces than absolutely necessary.
80.	Shoulder use is a bad idea; breakdowns should not impede expected traffic flow. Park and Ride is a great idea, especially on the eastern end.
81.	All of these options are good.
82.	Part-time shoulder use is confusing and dangerous. Congestion pricing sounds very logical but given there are no reasonable alternatives to crossing the bay it does not sound fair. We need more than one alternative to crossing the bay. Having one crossing is a single point of failure to providing access to MD Eastern shore.
83.	No use to me
84.	Part-time shoulder use seems to work on I-66.
85.	Congestion pricing will raise a lot of money.

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
86.	If we cannot begin to invest in a light or heavy rail across the bridge, then maybe park & ride lots could be useful as a bridging solution until 30 years from now when we can consider rail across the bridge. Congestion pricing can be used but please pair it with the 24-hour / 365 days dedicated transit lane or congested period only lane.
87.	I think that congestion pricing would be the most effective of these and, in combination with improved transit, would eliminate the need for additional capacity.
88.	I'm not sure what "Part-Time Shoulder Use" means.
89.	Increasing the availability of safe and convenient Park and Ride lots near or adjacent to bridge entrances seems valuable and may increase carpooling or mass transit use. I will leave the other options to traffic engineers and math modelers.
90.	Interchange consolidation and congestion pricing are the best options and should be paired with an increase in public transportation options. If congestion pricing is used to subsidize bus service(s) it will provide both a carrot and stick as the bus service(s), if managed correctly, will then provide a better alternative to driving and will be more cost effective while congestion pricing will deter people from driving during peak hours and encourage them to consider other options.
91.	If 8 lanes isn't enough, it's not likely part-time shoulder use will help, and that's dangerous. No part-time shoulder use!
92.	No Tolls
93.	All of the above okay
94.	Congestion pricing seems reasonable. As does part time shoulder use.
95.	No extra $$$.
96.	The more expensive it is to drive, the better. I support congestion pricing.
97.	I have no comment on these alternatives.
98.	Please include a separate protected lane for bicycling and pedestrian traffic.
99.	Agree
100.	Does the Interchange Consolidation refer to accepting different types of toll payments? (I thought most places in the U.S. accept Ezpass). Many places use congestion pricing, though I'm not sure it positively affects vehicular travel, it does add money to the transportation department. Park and Ride lots are a fantastic idea for commuters. Finally part-time shoulder use could help traffic flow.
101.	Bike lanes are a must.
102.	Bicycle lanes
103.	I support all of these!
104.	yes, and include a separate bike lane like Wilson Bridge (DC Beltway) that connects to other bike/ped infrastructure on one or both sides, with parking for its users
105.	I favorable but congestion pricing as it already is expensive to cross the current span.
106.	Free/reduced tolls for HOV and/or and HOV only lane.
107.	Agree with what is listed with the consideration that part time shoulder use doesn't adversely impact first responder access.
108.	It would be beneficial to add TSM/TDM options to the new bridge
109.	Interchanges should be safe and able to handle traffic. Strongly against congestion pricing, a flat fee is the easiest to manage and the most fair. Park & Ride lots are great. Shoulders should be free at all times in the event someone breaks down, so they can get safely out of the way without causing more congestion.
110.	Is congestion pricing like a fast lane? This is a good idea for revenue generation to pay for the project.
111.	Please include separate safe infrastructure/lanes for bicyclists and pedestrians.
112.	These all sound like great ideas.
113.	A separate bike and pedestrian crossing is essential for the future of the region and would be a massive boost to the region's economy.
114.	I'm not sure what part-time shoulder use means. I think there should be full-time bicycle lights
115.	These all look good.
116.	NO shoulder use Congestion pricing ok
117.	Yes to congestion pricing.
118.	I like park & ride and congestion pricing options.
119.	Congestion pricing is unethical as it is essentially a tax on the poor. The rich will not care about the price but it may drastically adversely affect the less than rich. I don't understand how this is not so obvious.
120.	Need the criteria for Congestion Pricing. Seems what New York City is doing with the Manhattan vehicle fees.
121.	Would like to see public transportation access over bridge.
122.	I don't know what the first means. The second seems like a good idea. For the third, how much use do current Park & Ride lots get? The fourth seems like a bad idea...people will forget and there will be crashes.
123.	Consolidation and Park & Ride Lots are a good addition.
124.	Park and ride lots would help protect the environment giving people the option to use public transit partway.
125.	PT shoulder use!
126.	Yes, congestion pricing is a must. Heavier vehicles should pay more. Peak times should cost more. Transit needs to be encouraged through adaptive congestion pricing.
127.	Disagree with congestion pricing. Money grab.
128.	No comment.
129.	Absolutely in favor of all of these. Congestion costs money and the users should pay for it or support ways to reduce it.
130.	Congestion pricing is not likely to reduce demand, though it does raise revenue. Part time shoulder use makes sense to reduce congestion.
131.	Concur
132.	please provide separate pedestrian/bike path
133.	No comment
134.	No part-time shoulder use. Idiots already believe the shoulders are lanes. Let's not further confuse drivers.

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
135.	Yes to congestion pricing. Although since there are no good alternatives to the bridge, it's hard to see how that will reduce traffic without greatly inconveniencing people.
136.	FULL time bike/walking lane
137.	Congested pricing; part time shoulder if experts claim it can be done safely
138.	NO shoulder use.
139.	Ok with all
140.	Please consider alternatives to the above such as train, light rail or ferries. This above is just using a bigger stick to manage the issue and will not solve the congestion issues long-term.
141.	Congestion pricing should be included as a requirement. Traffic will fill all available capacity and the state needs a way to control traffic congestion.
142.	Due to limited route alternatives I do not support congestion pricing
143.	Yes I highly support this plan especially if it includes pedestrian and bike lanes.
144.	Neither solution would help much. Park and ride would be helpful. Suggest fee express lane for busy times.
145.	Yes
146.	Park & Ride lots and part-time shoulder use would be great for cyclists, thanks
147.	Can't see this helping in real time summer rush, I'd reject this proposal. I do think there should be a lane saved for first responders.
148.	I agree all these should be investigated, for their efficiency and cost benefit.
149.	Part-time shoulder use on both sides is a good idea. The gridlock for local people in Stevensville, Chester and Arnold is horrific because of Baybridge traffic or accidents or jumpers!!
150.	Again, the focus is on how to improve private vehicle experience over other options. If these are instead of public transit investment, then it is pushing public transit as a viable option further from reality.
151.	Congestion pricing is a smart idea, as is part-time shoulder use!
152.	Shoulders should be reserved for emergency vehicles and breakdowns. Also, there needs to be much better enforcement of approaching lane closures, especially eastbound. With the new yellow then red overhead "X" lane closure signs, motorist typically ignore this and ride the "newly closed" lane all the way to the end, forcing a sudden merge with no merge area and creates major traffic back-ups. Suggest this be enforced by cameras and signage -- having police pulling people over just creates worse problems. But camera assisted fines, with appropriate notice -- "Traveling in Red "X" marked lanes result in $100 fine" or something like this will incentive motorist to adhere to the yellow/then red "X". Finally, EB 50 backs up at Oceanic Drive merge area. Suggest strong consideration be given to controlling with on-ramp signalization -- the EB On-Ramp from Oceanic Drive. This will allow merging, but it will be very limited and thus disincentivize motorists from using it. If EB traffic is moving after new Bay Bridge constructed, Oceanic Drive users can easily, with a couple extra minute drive, head west on WhiteHall Road to slip-ramp just east of Cape-St Clair overpass and then merge onto the EB 50.
153.	Need congestion pricing and part-time shoulder use.
154.	Yes to congestion pricing, park & ride, and part time shoulder use!
155.	I DO NOT LIKE THE IDEA OF CONGESTION PRICING. If we have an appointment on the Western Shore we have no option on crossing the bridge. I agree with the other options mentioned above.
156.	These solutions should be studied to decrease the impact on the surrounding communities. The cost and frustration to local businesses and residents cannot be overstated. Currently, Thursday through Sunday in Annapolis and Arnold and St. Margaret's is unacceptable.
157.	I'm not a fan of Congestion Pricing (unless the price is decreased, but that would lessen state revenue, which is definitely not ideal). However, Park & Ride Lots are a great thing and encourage ridership among more affluent people, which I think is great for public transit in general. No opinion on Interchange Consolidation or Part-time Shoulder Use.
158.	Park and ride and part-time shoulder use would be my preference. Congestion pricing is not high on my list - I don't have a lot of choice on when I go. Interchange consolidation may work; I'm not sure how much it will help.
159.	All good.
160.	No congestion pricing. Yes part-time shoulder use.
161.	Park and ride lots are a good idea.
162.	Circled congestion pricing and part-time shoulder use.
163.	OK
164.	No comment
165.	Agree with these options.
166.	Congestion pricing is circled.
167.	Again what will you do for locals. My 20 minute drive home from work shouldn't take well over an hour because of bridge traffic.
168.	I am in favor of Park & Ride lots. They have already gained wide acceptance. I am not in favor of Congestion Pricing because it does not encourage any desirable behavior, rather they are used (and abused) mostly by folks who can pass on the bill to others (their employer, etc.) Part-time shoulder use only adds confusion to drivers; moreover, many people are afraid of narrow lanes and proximity to the guard rails. I strongly believe that Bay Crossing today is slow because of proximity to the guard rails to the traveling lanes. I encourage you to think about the following analysis: In the U.S. today, approximately 10% of Americans have "Fear of Bridges" (which is also called gephyrophobia). In addition, 5% of Americans have thalassophobia (Fear of Water) which could amplify the anxiety of driving on a bridge above the water. Therefore, if any any given time there is 100 cars on a bridge, one can expect that at least several people will drive significantly slower to cope with their fear. This is sufficient to slow down the Bay Crossing traffic in the absence of shoulder lanes. This supports my recommendation of 8 lanes Bay Crossing (Alternatives B & C)
169.	Closing of east or west entrance points greatly improves local traffic congestion for safety during peak times. Keep that practice going. Congestion pricing should be implemented. Park and ride lots should be included or shoulder parking as at Bay Dale Dr. Shoulder use for driving creates safety concerns in case of breakdown.
170.	We don't need more parking lots. That is not climate friendly.

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
171.	Congestion Pricing - YES - I am a daily user of MD-200 and the tolls are a great value in terms of time saved. All of these are worthy except the last, part-time shoulder use. It did not seem to work that well in the I-66 Corridor in Northern Virginia (Fairfax County and Prince William County) and required a lot of VDOT Safety Service Patrol resources to operate.
172.	No build a tunnel study Virginia Beach
173.	If you do it right you shouldn't need congestion pricing. This isn't big city, dense urban area. Park/Rid lots - yes. Temporary shoulder use or designated parking areas yes - just don't destroy the pedestrian / bike path in the process.
174.	Please be sure to add a cycling path.
175.	Certainly congestion pricing should be used to distribute demand temporally.
176.	Probably a positive.
177.	Congestion pricing circled. Has congestion pricing been studied for use on existing bridges to help alleviate the worst congestion prior to new bridge being completed?
178.	Congestion pricing is unfair to those who cannot choose their work hours and must cross during this time.
179.	Definitely need congestion pricing today! Charge more at peak summer hours to encourage folks to time shift. This seems like very good short term opportunity.
180.	I recommend that any revenues from congestion pricing are paid to the residents of Kent Island. For the record, I live in Centreville. I think that interchange consolidation or automatic exit closures at peak travel times should be considered. KI traffic is bad.
181.	Interchange consolidation is good idea. In the case of natural disasters, there doesn't appear to be places for truck parking. That would be a big issue.
182.	Good all enhancements should be considered
183.	Absolutely no congestion pricing no one but the state gains you hurt the Eastern shore residents. I highly recommend interchange consolidation use only 2 exits on Kent Island make service road over thompson creek.
184.	Prices should be more on weekends for non-locals.
185.	What does congestion pricing look like for locals who have to cross the bridge? Why should I be penalized for tourists?
186.	Interchange consolidation. Enforced with a EZ-Pass type of ID on exiting 50/301.
187.	Congestion pricing - no. Interchange consolidation - mixed feelings but unfortunately really can't express. Park and ride - yes. Part time shoulder use - No.
188.	Congestion pricing is a tax on local commuters since there is no alternative option. It will not reduce traffic meaningfully during congested times. All other congested pricing toll models are from examples where there is an alternate route. Locals need exemptions.
189.	All of these make sense, especially park & ride lots and part-time shoulder use. And we really need bike/pedestrian access to the bridge. That would be a huge plus to the community, as well as encourage exercise for healthy living.
190.	No build
191.	I know this goes hand in hand, but we need more capacity first.
192.	Do not agree with Congestion Pricing. When you have to get to BWI, I don't want to get caught up on congestion pricing.
193.	Again - strongly disagree with congestion pricing.
194.	Same as above.
195.	Congestion pricing is a great idea! I like the idea of having a shoulder for emergency vehicles.
196.	We have a lot of traffic problems in the summer due to bridge traffic overflow. We need permanent tools to manage it.
197.	Congestion pricing is crossed out.
198.	Circled park and Ride. Weekend congestion pricing ok, but not during week. Not to shoulder use.
199.	No not like congestion pricing. Circled part time shoulder use.
200.	Park and ride lots - great idea! Part-time shoulder use - great idea!
201.	No on congestion pricing. Yes on Park and ride lots. No on part time shoulder use.
202.	Congestion pricing - bad idea.
203.	All are needed, especially with 6-8-6
204.	Congestion pricing: Absolutely not!!!
205.	Congestion pricing so that visitors to the Eastern Shore pay for the privilege.
206.	Interchange consolidation limits residents of the Broadneck Peninsula. The others should be implemented.
207.	I'll be dead before you even get started. The amount of money spent on studies over at least 25 years is ridiculous. Did you graduate last in your class (or think we did)
208.	I would support part time shoulder use, but the other options have limited appeal.
209.	Congestion pricing - Great idea - residents of Eastern Shore - that commute should be exempt.
210.	Congest pricing at peak hours
211.	Interchange Consolidation - good Congestion Pricing - no Park & Ride Lots - effectiveness Part-time shoulder use - Why part time?
212.	Increasing the toll for out of state vehicles, part-time shoulder use (ez-pass lane/HOV?)
213.	Congestion pricing will penalize people who live on the eastern shore for daily travel across the bridge. Part time shoulder use would probably result in more car accidents, given people'smskill and attention span while driving.

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
214.	I strongly support variable rate congestion pricing as a means of reducing congestion on both the existing Bay Bridge and any future replacement span. A new Bay Bridge span should not subsidize exurban development on the Eastern Shore. Tolls should be priced appropriately to shift demand away from peak times, significantly higher than the existing toll rate. Interchange consolidation and park and ride facilities should be included in any selected build alternative, frequent all day transit service should connect these park and ride facilities to major western shore destinations.
215.	Park & Ride lots would work. Part-time shoulder use would work. No congestion Pricing but a break to commuters would be nice (this probably already exists but while I regularly use the bridge I don't commute).
216.	park and ride lot on western shore. There is already one on Kent Island.
217.	I believe that removal of the entrance at Baltimore Annapolis Blvd (but still allow exit) and removal of the entrance/exit at Whitehall (exit 31) are needed for safety reasons. I am opposed to congestion pricing. I believe that any build currently should not require part time shoulder use during the first 2-3 decades of bridge operation, but this option should be retained for the 30+ year time horizon.
218.	Congestion/dynamic pricing works, no reason not to try it; easily abandoned or altered as experience will show.
219.	Unsure what interchange consolidation is. I think park + ride lots in the project area are too close to the bridge to be meaningfully effective. Those would be better sited near existing mass transit hubs, such as the New Carrollton Metro. Congestion pricing and part-time shoulder use would probably be more effective in alleviating demand.
220.	Interchange consolidation
221.	I know there has been some work on interchange consolidation. Park & ride lots are good. I like congestion pricing, but only for dedicated express lanes. Really dislike shoulder use.
222.	Interchange consolidation and congestion pricing for beach traffic are the best options. We should utilize the automatic gate system on entrance ramps during extreme volume. We should not penalize daily commuters with congestion pricing when they have zero other options than to cross the bridge to get to their job or home. Part time shoulder use poses risks of dangerous driving without proper enforcement. Park and ride lots could be a good system to help boost bus ridership as well.
223.	Ok
224.	BS on Congested Pricing. Just gives access unfairly to those on contracts or relatively wealthy. We will ALL be paying for these bridges whether we want them or not.
225.	Congestion pricing
226.	No comment.
227.	Interchanges should have the same number of lanes as the roads leading to / leaving each span. Congestion pricing seems to add another level of complexity to an already complex traffic management situation. Is there enough commuting traffic to warrant park & ride?
228.	There should be an RDIF sticker for residents east of the bridge that give us priority use on exits on Kent Island and also a dedicated bridge lane if you don't do the smart plan solution of building a northern crossing.
229.	You are creating a larger problem to which there are no answers. NO
230.	Congestion pricing will help dissuade regular travelers to a point. But there should be increased pricing for high travel times to support maintenance. Not crazy high, but maybe $8 vs $4 or something like that. Absolutely no public/private partnerships like the nightmares in VA. $40 or $50 a trip is insane and goes in corporate pockets.
231.	Providing incentives for people to travel during low price and/or low traffic and off-hour times seems like a good idea, but should not be part of the bridge location decision.
232.	I'm not agree with Congestion Pricing.
233.	-Congestion pricing, interchange and explore Peak hour PT/Shoulder use.
234.	No comment
235.	yes please for park n ride lots to enable car pooling
236.	part time shoulder use sounds like a bad idea if there is an accident
237.	Please don't include more park and ride lots. Those parking lots never actually fill up. I'm not in favor of pay-to-use schemes that cost relatively very little for the wealthy and are very restrictive for lower-income people.
238.	Park and Ride lots are a good idea to encourage carpooling. Congestion pricing is a bad idea. There is no alternative and this is just punishing especially to those of use that live near.
239.	Good ideas, should do these.
240.	Congestion pricing: if this means paying extra during high traffic times, then no. I don't agree with that. Park and Ride lots circled.
241.	This area is already very congested, and additional traffic lanes is not the answer, and you plan to have parkway lots - where, our driveways?
242.	Park & Ride Lots = good idea. However, I don't fully understand other considerations so I will reserve comment.
243.	Excellent options for encouraging the public to name efficient choices. These should stay in the project.
244.	Agree
245.	Good
246.	This is an excellent plan except it might change the traffic congestion times to the less costly travel time.
247.	yes
248.	These are good ideas.
249.	Congestion Pricing: No! Those of us who live in this area have the right to not pay a fortune because of those who are cutting thru! It is also impacts those who are not wealthy - not ok. Rich people will pay - others can't - pure discrimination.
250.	Interchange Consolidation
251.	All good.
252.	Park and ride could be beneficial. How much would congestion pricing be?
253.	Reasonable considerations
254.	Not sure any of these would have significant impact.
255.	-? -Yes, good idea -No, don't think there is a demand

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
	-Not sure what this means
256.	Congested pricing might encourage people to rethink their travel times
257.	Supper all of the above.
258.	Out of three options, congestion pricing would be most efficient in reducing traffic, however is more of a burden to those of low-income.
259.	No comment.
260.	Part time should use for cars with more than 3 people.
261.	congestion pricing would be problematic considering it's never been used before.
262.	Favor congestion pricing tied together with 1D above.
263.	Eliminate Park & Ride lots; Congestion pricing will not work because the bay crossing is the only option to get to the beaches. MDTA will only spread out the traffic to different times of the day, rather than encourage commuters to take alternate routes; Part-Time shoulder use is a good option to retain that will help in case of accidents on the bridge
264.	Of no values. Traffic issues are summer from Dc/VA
265.	Congestion pricing? Us local residents should have free access to compensate for the congestion we currently are forced to deal with because this bridge project is 20 years overdue! We are prisoners in our communities at times. The MDTA should have seen the current nightmare congestion coming the minute the Delaware RT 1 / 301 connector was conceived. FHA website clearly states it was built to relieve congestion on I-95, sending more traffic over the Bay Bridge. Just get going
266.	No shoulder use!
267.	No comment
268.	Agree
269.	No comments
270.	Interchange consolidation: Avoidance of taking private property for additional right of way is the highest priority, but it will be necessary to have 4 thru lanes both directions between 2/450 Ritchie HWY and the US50/US301 split in Queenstown. Nothing that will make the highway wider than that--no service roads, no separated exit lanes. When transitioning from 4 thru lanes to 3 thru lanes, make the rightmost lane exit only at Ritchie Hwy North.
271.	I am a strong supporter of congestion pricing
272.	these considerations a worth incorporating
273.	Congestion pricing would be a good way to encourage travelers to use non-peak times for the bridges. If you want to cross at the height of traffic you should pay more. Part-time shoulder use is confusing and will cause even more congestion if there is a breakdown and nowhere for the vehicle to be moved. Build a sufficient number of travel lanes and keep the shoulder for disabled cars and emergency use only.
274.	Even knowing I'd very likely be in this position I support all including congestion pricing. I do not believe this would fix what needs to be fixed
275.	I favor interchange consolidation and park & ride lots.
276.	No comment.
277.	Try anything and everything to improve traffic
278.	part-time shoulder use
279.	-I'm definitely in favor of congestion pricing. It would encourage people to ride transit, help pay for transit, help recover the cost of the bridge, and encourage needed maintenance. -I'm also in favor of park and ride lots to facilitate using transit to cross the bridge. -I'm *not* in favor of part time shoulder use. Shoulders should be preserved for incident management. They are not wasted space. If you're going to do any part time shoulder use, make them bus only, but I would prefer legit bus lanes. -No opinion about interchange consolidation. It might be appropriate on the Eastern Shore, with a high volume of little ramps, but I don't see much to do on the Western Shore.
280.	People want to use their own car. Put overpasses at 213 and 404 to keep the traffic flowing on Rt 50.
281.	Against shoulder use. Against congestion pricing.
282.	Add Park n rides
283.	Anything to reduce cars on the bridge is truly important. Again, the easier it is to drive, the more likely demand for sprawl on the shore will be. Yet given climate change, existing infrastructure and farmland preservation, there is little capacity. This would likely increase housing prices and actually create additional demand for the bridge as workers would search for housing farther out.
284.	If you have express lanes of some kind you won't have to consolidate interchanges/make life harder for locals. Congestion pricing is a good idea if you can charge through traffic. Figure out how to NOT charge locals more since they can't change their lives/work schedules to avoid congestion hours. Program EZPass modules for locals?
285.	Congestion pricing is a bad idea because it will only adversely effect residents and commuters. It will not deter tourists.
286.	yes to all
287.	I support park and ride lots and congestion pricing.
288.	The Maryland Transportation Authority's (MDTA) proposed Transportation Systems Management (TSM) and Transportation Demand Management (TDM) options have notable drawbacks that could outweigh their potential benefits: Interchange Consolidation: Consolidating interchanges may reduce access points for local residents, forcing them to take longer, less direct routes to reach their destinations. This could increase travel times and frustration while disproportionately impacting nearby communities that rely on these interchanges for daily commutes and errands. Congestion Pricing: While congestion pricing aims to reduce traffic during peak hours, it can place an undue financial burden on commuters, particularly lower-income individuals who may have fewer flexible travel options. This could create inequities and provoke resistance from those who rely on personal vehicles for work and other essential activities.

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
	Park & Ride Lots: Park & Ride facilities require significant land use, which could encroach on open spaces, neighborhoods, or environmentally sensitive areas. If not properly integrated with efficient public transit options, these lots may fail to achieve the intended reduction in overall vehicle traffic. Part-Time Shoulder Use: Utilizing shoulders for travel during peak periods could create safety risks, as these lanes are typically reserved for emergencies. This change could lead to confusion, increased accidents, and reduced access for emergency vehicles during critical situations. While these measures aim to address congestion, they may fall short of providing long-term solutions and risk creating unintended challenges for residents and commuters. A more holistic approach that combines sustainable transit investment, strategic land use planning, and community engagement may offer better results.
289.	No Part-time Shoulder Use. Too dangerous.
290.	What are these new bridges going to cost the people?
291.	No shoulder use
292.	Great. What factors are the committees biggest priorities?
293.	There already are (free) park and ride areas up and down 50/301 on the Eastern Shore. A few more of these couldn't hurt, especially closer to any of the (current/future) bridges. Shoulder use already happens; don't think this could be changed. There should be discount pricing for commuters and other transportation entities who use the bridge on a regular basis. I have a DE EZ Pass which doesn't give me a discount on the CBB. I tried the MDTA EZ Pass, but it was terribly expensive; Worse than my Delaware EZ Pass. Possibly an EZ pass for those of us on Delmarva would be a good idea for those of us who LIVE and WORK here. Rates can be changed depending on the time of day or week so commuters and regular travelers can see what works best for them. Check the tolls around the Capital Beltway. They change according to which way commuter traffic is going.
294.	Congestion pricing is something the state should enact now to reduce peak traffic. This is a solid idea and one that does not have to wait for a new bridge.
295.	I believe the Park & Ride Lots, combined with Congestion Pricing may be effective ways to cut down on the peak commuter traffic issues, but I'm not sure they will benefit for beachgoing traffic. I am not familiar enough about Interchange Consolidation to offer comments.
296.	Sounds good.
297.	Interesting. Congestion pricing would surely impact traffic patterns.
298.	YES on Park & Ride Lots; and Part-time Shoulder Use.
299.	I would be OK with pricing that was based on congestion or even just time of day to try to better distribute traffic to less expensive times.
300.	Agreed
301.	n/a see above
302.	Interchange consolidation just passes costs to the locality and the associated roadway infrastructure. Congestion pricing - sure! Park and Ride lots - definitely. Part-time shoulder use -- official or "UN-official" ... shoulders are used everyday by those with little patience and lots of entitlement ... and the police provide ZERO enforcement.
303.	Congestion pricing excellent idea.
304.	Yes, congestion pricing will help spread the traffic across less busy times. You can provide a break to daily commuters.
305.	Other than shoulder use, thee others should not be considered
306.	no comment
307.	I agree
308.	NO congestion pricing. Park and Ride lots as long as there is public transportation - and/or commuter lots If there is a part-time shoulder use there would be no access for emergency vehicles, so no part time shoulder use. If there is public transportation it has to go from at least Annapolis to the ocean.
309.	I only needed for commute.
310.	I like the idea of an interchange consolidation, and part-time shoulder use for when there is an accident, or lane closure for another reason.
311.	I don't agree with the congestion pricing unless it's charged only to non-residents or to a specific lane.
312.	Do it all and Retain the route changes that were so successful last summer at East College Parkway
313.	I agree with the exception of congestion pricing. I live on KI AND WOULD NOT APPRECIATE A PRICE INCREASE.
314.	No congestion pricing, please. It's unfair, and should be unlawful, to penalize drivers who need to use these roads especially when there are no other road options, at congested times and charge them more. EZPass already has a monopoly chokehold on east coast states and is unfair to the poorest residents of the state with exorbitant fines. Keep fees flat and easy to understand.
315.	FYI part time shoulder always turns into full time.
316.	These suggestions are temporary solutions. Let's concentrate on longer term realities.
317.	I don't like not having a shoulder. I don't know what is meant by interchange consolidation.
318.	Part time shoulder use and congestion pricing would be the least likely of these alternatives to produce organized community protest on the western shore.
319.	Interchange Consolation. NO. Congestion Pricing. NO! Park & Ride lots. These would work for the people who are afraid of bridges, someone at the park & ride could drive them in their own vehicle across the bridge to the park & ride on the other side. Part-time Shoulder Use. Disabled vehicles only.

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
320.	Agree with congestion pricing
321.	I am leery of congestion pricing If it is used it should be for pre announced days and hours and not vary by actual road conditions
322.	I very much support congestion pricing and park&ride lots. I don't know what "interchange consolidation" means.
323.	Why even propose Part-time Shoulder use if the basis of project is to expand travel lanes to handle increased traffic. Seems like that would only be needed in case of emergency or traffic accidentals. What are the 'new' fees going to be to cross the new bridges?
324.	I do not support congestion pricing
325.	Congestion pricing
326.	Tolls do not help Maryland. They hurt the people that live here. Shoulders would be good, but adding more lanes needs to happen first.
327.	Yes for Park n ride No to shoulder use
328.	Congestion pricing does not make sense giving that this is the only available crossing in MD to the Eastern shore. This would essentially "tax" commuters which has negative impacts on the local economy and local businesses.
329.	Yes TSM/TDM including decongestion pricing should be used.
330.	No to congestion pricing. Maintain commuter pricing or free commuter pricing for Kent islanders.
331.	Park & ride lots yes! This way we can drive the last mile if we want, but otherwise use reliable public transit
332.	I support congestion pricing and park and ride options
333.	The shoulder needs to be there because of accidents for First Responders because the area is so congested anyhow even if you make it bigger it's still going to be congested you need an alternative route
334.	Good ideas, but more data should be be collected to confirm needs
335.	I support congestion pricing and park and ride lots.
336.	* Interchange consolidation - neutral, this can be detrimental to communities * Congestion Pricing - please implement and use this to pay for the addition transit * Park & Ride Lots - negative, park and ride lots are eyesores, largely empty most of the time, create run-off, terrible land use. * Part-time Shoulder Use - negative, this is unsafe
337.	I recommend the following: (1) Provide an enhanced lane management system on the new bridge to allow MDTA to close lanes and inform drivers in real time of incidents on the bridge (see Washington State DOT Active Traffic and Demand Management). (2) Provide three full-time lanes in each direction, and two reversible lanes to accommodate peak flows. SHA would then have the option to extend this to I-97 in Annapolis and the US-301 split in Queenstown to accommodate peak flows on their facilities. (3) Designate the reversible lanes as "express"/HOT lanes dedicated to high occupancy vehicles (by using EZPass Flex), clean fuel/electric vehicles, and/or residents of Queen Anne and Talbot counties (based on EZPass account address) during peak periods. General purpose vehicles could also use these lanes by paying a toll (in addition to the base toll) based on congestion pricing.
338.	Park and ride lots yes. Do not agree with the others. Congestion pricing would perhaps unfairly affect commuters whose travel schedule is dictated by their work.
339.	I support congestion pricing to charge users to maintain the structure and fund transportation improvements.
340.	None
341.	Part time shoulder use and bike lane
342.	No congested pricing that is for a lack of better terms Highway robbery.
343.	Part-time shoulder use not for emergencies may cause conflicts on US 50/ US 301. The shoulder may distract vehicle operators. Please reach out MVA MHSO, local State Trooper, for stats. Shoulder use on adjacent roads might be an alternative. Park and Ride lots may need to be expanded for these purposes.
344.	I don't think this will help solve the core issue which is there is not enough lanes per bridge span for the current and likely future amount of traffic on the bridge.
345.	Only with public-transit priority lanes, even during the heaviest traffic.
346.	Congestion pricing should be done right now.
347.	None of the above is going to Help.
348.	Not Shoulder use unless entire span, increases congestion at merge point.
349.	Be bold. Be innovative. Nothing should be off the table.
350.	Congestion pricing and park & ride lots are found to be effective and should be encouraged to reduce car traffic for local residents (they still driving and park & riders using transit to popular destinations such as Ocean City) and to increase state revenue during busy vacation seasons by tourists (including state citizens traveling from western half.)
351.	Park & Ride Lots for Commuters or a shuttle system to connect people with the shopping centers and attractions on both sides of the bridge is not a bad idea. Congestion Pricing and Part-time shoulder use sound like bad ideas.
352.	Please do not create "Lexus Lanes".
353.	Please see comment #1 above
354.	no pref
355.	Local residents and emergency transit must have a reserved lane during pick hours and days.
356.	Good start
357.	They are not needed if the new bridge is built near Baltimore.
358.	Interchange Consolidation is a must as well as say Congestion Pricing on HOV lanes.
359.	May provide some minor relief during peak hours but likely not effective to manage the high volume particularly during summer.
360.	I think they should improve interchanges around the US-50 & 301 corridor and widen roads to improve traffic
361.	Yes to all of that except the shoulder use.
362.	Park and ride already exist. Shoulder use an option

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
	One price. Price change will not help. Most problems are caused by poor drivers and speeding.
363.	I don't know what Interchange Consolidation is.
364.	why plan to use the shoulder? build the bridge large enough now. Get the $8.4B and do it.
365.	It seems like needing so many possible traffic reduction efforts, tells a story in itself. Perhaps providing another bridge in another local would solve these problems and needs.
366.	I don't know what interchange consolidation is. congestion pricing ok park and ride lots, no bus service not realistic unless there are other means of Transporation once your cross PT shoulder use. OK
367.	All of these are good ideas except for part-time shoulder use. The shoulder should be used as an emergency pull-off and to provide a buffer between drivers and a plummet into the Chesapeake Bay. Any other use is madness.
368.	- Interchange consolidation: no add over/underpasses at interchanges - Congestion pricing - support this as long as those with commuter plans are not effected - Park and ride lots - don't believe this would make a significant impact for the space requirements -Part time shoulder use- yes please
369.	park and ride lots would require additional bus options, which is fine, but where will the lots be? And which locations will the buses go to? This idea has potential, but needs to be more well thought out. the other options are not great.
370.	So more toll money when it's crowded?? No thanks I'll drive north and go thru Cecil county and come down via Delaware.
371.	Additional lanes and Shoulder should help with this.
372.	Support congestion pricing, and/or a super-toll / express lane (like 495 has in NoVa). Support Park and Ride and encouraging carpooling. Support a shoulder with red-X / green-arrow for usage during maximum load.
373.	How on Earth do any of these fix the maun issue-- they do NOT!
374.	Again, you can plan for the next week, year or 10 years. The predatory actions of state govt related to the historically Af. American community of Skidmore has had enough. We stand on we under no circumstances will have the state steal our ancestral lands as they have done in the past.
375.	No to both
376.	Shoulder usage is essential
377.	Lets do it.
378.	These all seem reasonable to consider.
379.	Need to know more. It is congested enough, especially with sandy Point near by. Need to know more details to answer with any type of critical thinking.
380.	Good
381.	Part-time shoulder use will only induce more demand for drivers. The focus should be on multi-modal transit options.
382.	No opinion. I'd like to learn more.
383.	Yes, we need to improve interchanges and add Park & Ride Lots for the bus service. Some may not be fond of congestion rise rate pricing but its fair since there isn't going to be congestion on the bridge year round.
384.	Part-time shoulder use. But locals to Kent Island should not have to pay congestion pricing if they have to get over the bridge to get home. Locals are not traveling to the beach.
385.	No opinion yet!
386.	No Congestion Fees
387.	That's great. Charging more for services once you get to the ocean is not what I think most people would be happy about.
388.	Interchange consolidation, congestion pricing (both east & west), and park & ride lots
389.	Interchange consolidation - especially west of the crossing - seems like a good idea. Time-of-Day tolling to somewhat smooth peak demands in the summer beach season (and maybe at other times of the year) should be considered. Use the experience with MDTA's own time-of-day tolling with MD-200 and I-95 ETL projects to start with. I am not aware of MDTA ever having done this, but the revenue impact of providing free or discounted tolls to HOV-3+ traffic should be examined. To complicate matters, there are two HOV markets - "traditional" commuter travel to the metropolitan areas west of the bridge as well as weekend and holiday beach traffic. It might me smart to only extend the HOV benefit to regular

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
	users, since beach traffic appears to have a higher average vehicle occupancy number. Are the commuter lots east of the bridge even getting much use now? I am not a fan of shoulder use, based on personal observations of the (now removed) part-time shoulder lanes on I-66 in Virginia. More police and freeway service patrols (VRUs) would be needed for this.
390.	Part time shoulder use mostly leads to confusion. Maryland drivers already have an unusual propensity for illegally using the shoulder as a travel lane,asking it a part time travel lane seems ill advised.
391.	Park and ride options with built in transit supports future growth.
392.	Sounds good
393.	Please put in bike and pedestrian path
394.	Congestion pricing is absolutely critical to offset induced demand from additional lanes and should be part of any bridge replacement plan. Park and ride lots can help spur transit use and ride sharing and are also supported. Interchange consolidation is only helpful if pedestrian improvements are completed also. Part time shoulder use is dangerous and I strongly recommend not employing it as a traffic mitigation measure. Part time shoulder use should
395.	park and ride lots would be beneficial as well as interchange consolidation
396.	No thank you.
397.	Interchange consolidation is needed to prevent traffic on route 50 from using local roads. Congestion pricing would be an improvement as well. Please do not build any park and ride lots because this would require additional land and new access roads making local traffic more complicated and worse. Please do not consider part-time shoulder use but instead, design and build the extra lanes needed to increase capacity, without shortcuts like shoulder use.
398.	Yes to interchange consolidation, congestion pricing, and park and ride lots, *especially* congestion pricing. Don't know how I feel about part-time shoulder use
399.	Would support congestion pricing, as well as park and ride lots.
400.	Park & Rides are good. I think there needs to be some kind of incentives so more people would use them (like an Easy Pass type thing). Congestion Pricing - does this mean people going to the beach and clogging everything up will pay more for the aggravation? Interchange Consolidation sounds expensive and not environmentally 'friendly?' Part time shoulder use - No.
401.	If the bridge is made nice and wide with a lot of lanes, i don't know why it should need congestion pricing. It should be made with a lot of lanes so that congestion pricing or shoulder use is not needed.
402.	Yes to part-time shoulder use. Also the driver service is important to some who have a fear of heights. There should be dedicated driver pick-up and drop-off areas. You could make the leftmost lane HOV/HOT. I don't like real-time, unconstrained, unpredicatable congestion pricing, and it would not make sense here, because there it is not actionable--a driver cannot decide to take side roads. But you could do defined peak pricing based on time of day, like 50% higher, which allows one to predictably time shift.
403.	interchange consolidation or congestion pricing. congestion pricing only makes sense if there are other modes of transportation to cross the bridge, which there aren't right now. I would love to take a train to DC and skip traffic.
404.	Park and ride lots are helpful, especially for those who carpool. It's not safe to use the shoulders to park. Congestion pricing will not alleviate the congestion - instead it will upset travelers, but it could help to pay for projects. Interchange consolidation is more welcome on the Western side of the Bay. On the Eastern side it wouldn't fit.
405.	flat rate, or reduced rate off season makes sense. congestion pricing seems like a money grab.
406.	Please do not allow shoulder use and make sure the lanes are sufficiently wide. Too many highways are narrowing lanes to fit more in. This is dangerous. I don't know what interchange consolidation is.
407.	N/A
408.	More taxes on congestion pricing. Just build the bridge
409.	Interchange consolidation. NO congestion pricing. No park and ride lots. Yes part time shoulder use.
410.	Build one 5 lane bridge and maintain the current three lane bridge or both bridges and make them both east bound. Or make the current south bridge pedestrian and public transportation
411.	All of these options should be considered.
412.	congestion pricing is sensible AS LONG AS YOU PROVIDE A MASS TRANSIT ALTERNATIVE FOR lower income users.
413.	This is a good idea. More lanes just means more traffic
414.	Make 5he best and safest bridge possible. Just get it built in 5his century.
415.	Do not prefer to congestion pricing, traffic is already a deterrence to peak hour crossings . Would prefer no toll. Do not prefer part time shoulders, just make them lanes.
416.	More transit is always good! Especially on such a bottleneck. There's no way the bridge will ever be big enough if we rely on cars for transit.
417.	No congestion pricing!
418.	N/a
419.	Yes to all
420.	Shoulder use should be used by Emergency Vehicles only. Study after study shows such is correct action. Park & Ride lots are good idea only if dependable transportation from said entities is available. Interchange consolidation is good ideas...as long as neighborhoods have "jug handle" access like those available in New Jersey (see Rt(s) 17 & 4 that are some of the heaviest traveled roads in the US) Re: Interchange consolidation.

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
421.	These measures balance the need for efficiency with environmental and community considerations. If implemented thoughtfully, they can provide a more sustainable, multimodal transportation network that meets the needs of both residents and visitors.
422.	Park and ride lots would provide parking for cyclists and pedestrian using dedicated infrastructure on the bridge, so I support them.
423.	Part time shoulder use is generally a bad idea. The other options could work.
424.	MUST have separate dedicated bike and walk lanes.
425.	Park and rides are a good idea.
426.	Not for congestion pricing! You unfairly burden people that have no choice but to cross at that time.
427.	High fees for out of state weekend travelers is a good idea. Do not make Maryland residents who must use the bridge pay the most.
428.	Would support congestion pricing or park and ride as alternatives.
429.	This shouldn't be considered
430.	I personally would not recommend part time shoulder use and would like to see it stay as a dedicated shoulder. Congestion pricing would be appropriate if revenue is guaranteed to go right back into bridge maintenance and nothing else. If bus service is provided or enhanced, I imagine park and ride lots would be a good option, particularly if the buses take the riders from the lots to beach destinations such as Rehoboth and ocean city, rather than just across the bridge.
431.	I agree with either option.
432.	No shoulder use. Congestion pricing is necessary.
433.	YES
434.	Congestion pricing is a great idea
435.	10 lanes 4 trucks 5 cars 1 bus
436.	Maintaining is cheaper
437.	No comment
438.	Opposed to part time shoulder use for safety reasons. Need a dedicated shoulder.
439.	Congestion pricing would be an effective way to encourage taking trips during alternative times. I would say don't permit part-time shoulder use for vehicles as it increases maintenance costs and encourages more vehicular travel. A full-time transit lane would provide more consistent travel times for transit users/providers and serve as a visual reminder for others that transit is an option across the bridge.
440.	Keep shoulders clear. Congestion pricing OK. Park and Ride OK. I don't know the impact of interchange consoidation.
441.	I strongly support adding park & ride lots. No strong opinions about the other options.
442.	Park & ride & part time shoulder use is good.
443.	The shoulders should only ever be used by emergency vehicles. Park and ride lots would be useful.
444.	Have no idea of the what/why/how of Interchange Consolidation means. Options 2 & 3 are penalty/punitive and are just "the other side, 'feel-good' responses to the counter-proposal side". Stop trying to make motorists/passengers do something that motor vehicles shouldn't be doing otherwise. Option 4 - ???? Sounds like it's another 'throwing a bone' counter-proposal.
445.	Park & Ride Lots
446.	Interchange Consolidation, not really explained, but guessing this will delete or remove some on/off ramps which could help. Congestion pricing doesn't do anything other than raise more money for the transit authority, so don't do that. Park and Ride to where Kent Island that makes no sense. Part Time Sholder use = dangerous. How about dedicated lanes for beach traffic and dedicated lanes for local traffic.
447.	I'm not in favor of this.
448.	Nope. Get rid of both bridges!!
449.	P/T should use would help alleviate congestion at peak hours.
450.	Park and rides lots are full already
451.	Park and ride lots would be useful. Part time shoulder use could negatively affect bike/ped infrastructure.
452.	Good idea
453.	Yes to park and ride lots.
454.	No space for park and ride lots, I don't want more land being used for paved lots. Shoulder use can be dangerous on an already precarious crossing for some people. Congestion pricing may harm economic growth within the state, preventing people from commuting and harming low-income people more significantly. Making it so only the rich can drive during typical driving hours is inequitable. Make locals have cheaper prices based on ez pass registration location within anne arundel and the eastern shore counties.
455.	Firmly against.
456.	Bad idea. It will only benefit the rich. Most of us cannot afford this option.
457.	No comment here except to say you won't need a service for people to drive the cars of nervous drivers across the bridge anymore!
458.	No
459.	A Shoulder would help with less visibility of the expanse of water and height
460.	Not congestion pricing. Generally not a fan of part-time shoulder use as it is never kept clean enough for safe passage (example: Route 4 as it approaches Suitland Parkway)
461.	A new highway to service new bridges
462.	Not congestion pricing but all other options.
463.	I think there should be one toll price no matter what time of day traveled.
464.	I use the Express Lanes from time to time in VA, having that option would be a good idea.
465.	Interchange consolidation will likely improve traffic flow for local. I'm in favor of park&ride lots and part-time shoulder use (as a distant future option to reduce conjestion)
466.	Not needed with lane expansion.

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
467.	No to congestion pricing, yes to part time shoulder use
468.	how is congestion pricing going to help people who live on the eastern shore and need to commute to the western shore its penalizes the citizens who live on the eastern shore
469.	Congestion pricing would not be beneficial if it negatively affects those who live here and commute.
470.	This would not be ideal as citizens on the eastern shore have to commute to work on the mainland. This would cause citizens to potentially move and eventually cause a decline in tax revenue to already struggling communities.
471.	part time shoulder use
472.	Absolutely no problem with variable pricing, and wish they could implement it on existing spans.
473.	Park and ride lots and an emergency pull off area should be considered.
474.	I am in favor of congestion pricing and park and ride lots. I have no opinion on interchange consolidation. I am concerned that part time shoulder use could be unsafe.
475.	ferry too.
476.	I support any of these if deemed necessary
477.	No congestion pricing - Ok on all others
478.	No congestion pricing. No other viable options so the goal of this project should be to reduce that congestion to next to zero by constructing as many lanes as physically possible. Hard to avoid an area based on congestion prolong when there are no other reasonable options for crossing the Bay
479.	Need pull offs just in case. Add LED lights the bridges are dark and ugly
480.	I agree with the part time shoulder use but I don't think congestion pricing will do anything I think it will just make traffic bad at all times
481.	Rt. 50 needs to be a limited access highway from Rt. 2 to the 301/50 split in Queenstown. Have dynamic EZ pass pricing for both East and Westbound - I would genuinely willing to pay $50-$80 to cross the bridge during high congestion times if traffic was moving at the posted limits.
482.	All seem to have merit but even with interchange consolidation, new thinking by the state for interstate expansion is needed.
483.	Park & ride lots and congestion pricing are both needed.
484.	No, people should have the ability to live on one side of the bridge and work on the otherside without a penalty.
485.	Congestion pricing is ridiculous. The MDTA creates a poor plan and the public is expected to pay more because the congestion wasn't resolved by the poor plan?
486.	no no no, part time shoulder use could be good but thats going to cause accidents cause humans don't understand when to zig and zag. Hey lets also start designing highways like other states...like virignia and use butterfly loops and standardize everything please serious.
487.	If built properly would not need part time shoulder use except emergencies. Park and ride yes
488.	Park and ride lots are a good idea as long as they don't undermine the viability of public transit. Congestion pricing is a sound and proven technique both for managing the flow of cars and for helping finance the project.
489.	Congestion pricing should only be used if you build the biggest bridge possible. I would pay more if I knew there wouldn't be an issue BUT decide to build the smallest bridge and I am against. Part time shoulder use. Yes. Not sure what you mean by interchange consolidation
490.	You're putting lipstick on a pig. Give us more options besides just automobiles. Engineering-wise we can only fit so many cars on our roads; we need to build alternatives to automobiles like they have in Europe.
491.	no congestion pricing
492.	Good
493.	No congestion pricing!!! I know people in Kent Co that have to drive everyday for medical treatment in Annapolis. People would not be able to afford that. There is no alternative routes like most congestion pricing is based on. Park and ride lots are great!
494.	PT Shoulder use Park and Ride Interchange consolidation
495.	All good ideas for consideration.
496.	I strongly oppose congestion pricing. Working people do not get a choice on the time they need the bridge. Please do not punish our working citizens, by building the right bridge there will not be any congestion anyway.
497.	Stop stealing my money! Money won't help the traffic problems along Rt. 50!
498.	Band-aid solutions that only kick the can forward in small temporal periods. This course of action could by time or temporary relief in the construction of new spans. This COA Will not address the congestion problem growing exponentially the longer a long term solution is delayed. I think scaled pricing for commercial traffic could be used to incentivize the private sector using rail or other route options (especially relevant given FSK bridge scenarios). [Initials and Email Address Redacted]
499.	Would love a ferry option and park and ride also makes sense.
500.	Interchange consolidation yes
501.	Part time shoulder use? People use it already lol. Tolls are high enough, would consider dropping those prices during congestion if that's what is being referred to for the congestion pricing.
502.	Keep it nominal like $2. ($4*2*5 Days*52 weeks=$2,080); the average person is just able to save that much each year towards retirement.
503.	Congestion pricing is just making everyone who HAS to travel pay extra for using the bridge. It isn't fair to charge more for people because they have to travel at that time. Once again taxing the people to pay for something else. It's not going to stop people from using the bridge during prime time.
504.	Commuters who live on the shore should have priority to using the bridge.
505.	Most people need their vehicle once crossing the bridge. Would not want to park and ride. The bridge definitely needs shoulders. That bridge is scary!!

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
506.	NO congestion pricing! Park and Ride lots off the main road would be great to decrease the amount of vehicles using the bridge. They really need to add another bridge in a different area too going to the Eastern Shore. Don't rely on just these two bridges!
507.	These all make sense. Congestion pricing should not be a surprise amount but a fixed schedule. There are not alternative routes so people need to know what toll to expect based on the chosen travel time.
508.	I am strongly against congestion pricing. If I work across the bridge and it is congested each Friday, I am being punished for the vacation goers going at the same time. A park and ride would be beneficial I believe depending on its location. I do not think part time shoulder use will be long term beneficial.
509.	Use the shoulder only during emergencies so traffic can hopefully keep moving. Keep the pricing simple while vacationing people can control the time they leave others may not. Based on the recent backups, people may get caught in unfair price hikes all because they have been stuck in traffic due to issues on the bridge.
510.	No, just make it 10 lanes.
511.	How about rebuilding the Keybridge before you do this, that would make my commute so much better.
512.	Please please please, build a bridge in southern Maryland. We pay taxes too. You do nothing but take from us in southern Maryland. You took away the 301 bypass, you took away funding for SMRT, please do something good for once, give southern MD a bay bridge crossing.
513.	Congestion Pricing Part-Time Shoulder use.
514.	Sounds good. More options snd flexibility.
515.	Shoulder use, on a bridge, hundreds of feet above the water. Gee, how could that go wrong.
516.	Include a pedestrian/bike lane
517.	I feel strongly that those using the bridges during "rush" hours should pay a little more, and those using the bridges outside of "rush" hours should pay a little less.
518.	NO NEW TAXES!!!
519.	Interchange consolidation is definitely a good idea for this corridor, especially on the Eastern Shore. My understanding is that US-50/301 on the Eastern Shore was basically the evolution of a divided highway, but there's A LOT of exit and entrance ramps with limited spacing, which certainly causes some uncomfortable situations with traffic rapidly slowing or rapidly speeding up to/from these interchanges. Congestion pricing is a bad idea for this corridor. This puts a burden on those who live on the Eastern Shore who need to access services on the Western Shore or to reach literally endless destinations further away (for example, my in-laws live in Wheeling WV, the Bay Bridge is the easiest way to get on our way there). Bear in mind that the Bay Bridge is the ONLY way west off Delmarva and alternatives add significant travel time. Not all traffic using this bridge is tourist traffic. This would be seen as a major act of bad faith on the part of the State of Maryland, as instead of building appropriate infrastructure for the Eastern Shore, those Eastern Shore residents have to pay significant costs just to get home. Park & Ride lots should definitely be considered, whether for those on the Eastern Shore who are commuting to Annapolis/Baltimore/Washington or for those on the Western Shore who are traveling to Eastern Shore destinations (presumably summer tourists to Ocean City and the DE Beaches). I'd recommend park and rides for the bridge at possibly the Sandy Point State Park area on the Western Shore and in the Kent Island/Queenstown area and possibly the Easton area on the Eastern Shore. Part-time shoulder use/shoulder running seems reasonable on the Western Shore and Eastern Shore approaches, but I'm not sure how I feel about it on the bridge itself. Spanning such a large body of water, having no shoulder during peak times would be intimidating.
520.	Maryland residents should get stickers that register a "discount" then up the fees so out of state cars pay a price for the inconvenience of their visit. This sounds harsh but Eastern Shore Locals are often inconvenienced during warmer months.
521.	Congestion Pricing should NEVER be used. There should be a set price to cross the bridge so people know how much it costs. Why would the price change based on how much traffic there is? Also, the bridge should be large enough to prevent traffic back ups so MDTA should not change prices to discourage people from crossing.
522.	There should be interchange consolidation to have all traffic enter with minimal interchanges therefore speeding up car traffic.
523.	No part-time shoulder use. Congestion pricing needs caps but would help reduce peak times. Potentially offer local daily commuters a congestion reduction. Perhaps 50% the increase.
524.	Congestion pricing is the worst possible idea anyone has ever thought of. Punishing the citizen by raising the price of a toll they HAVE to pay just because the infrastructure won't allow for better management of traffic is, frankly, idiocy of an absurd level.
525.	I don't like congestion pricing
526.	Park and ride can be of assistance, however I am against congestion pricing. That can be addressed for free by contacting major employers and providing incentives to having shift changes offset from high volume time periods.
527.	no
528.	Congestion pricing is fine, no shoulder use (emergencies); how about rail? Nothing beats rail when it comes to the most people being moved in a period of time.
529.	A true bypass with no traffic lights around the town of Easton like they have in Salisbury would be a positive fit that area. None of the above would really work.
530.	I don't think congestion pricing for the whole bridge is good. But I would like to see 1-2 lanes in each direction as HOT lanes, where buses can always use them, and others can pay to skip traffic in the regular lanes. The price must be set with no maximum so that it can effectively control traffic based on variable rates. Usually, the goal is to keep traffic moving at 45 mph or higher. I strongly support part-time shoulder use, park and ride lots, and interchange consolidation. Exits and entrances just before and after the bridge needlessly slow down traffic. Consider a local and express division like on 495/95 South going over the Woodrow Wilson Bridge.
531.	See my previous response
532.	Interchange consolidation is good, congestionpricing is a no, park and ride is good, part time shoulder use could be ok
533.	Interchange consolidation and congestion pricing make sense but require time to study direct and indirect effects. Park and ride lots may not alleviate much congestion...how much commuter traffic crosses the bridge, and will the "ride" component be viable? Avoid shoulder use to minimize stalled-vehicle congestion.
534.	No opinion on the matter.
535.	Congestion pricing for non-Queen Anne's or non-Anne Arundel county residents. Fixed pricing for residents of the two counties

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
536.	I fully support this project.
537.	No congestion pricing
538.	I strongly support dynamic congestion pricing without limits.
539.	No congestion pricing
540.	park and rides and shoulder use are great ideas
541.	No to part-time shoulder use. Shoulders should be there in case cars need to pull over. Park & ride lots would be good to use in conjunction with bus lanes & pedestrian/bike lanes.
542.	Great, but park and rides need to be convenient for public transit. I'm unfamiliar if congestion pricing makes any tangible difference in traffic. It sounds like a way to get more money from people who have to cross the bridge, or just de-incentivize bridge travel which only further disconnects communities in the state.
543.	Part-time shoulder use is a solid idea
544.	Surge pricing is not ideal for locals. Will there be a locals only status/lane? Park and rides are a good idea if easy to access Part time lanes sound like an expansion to handle more traffic then originally designed for. Creating all new spans should be designed to handle the anticipated levels of traffic. Bottle necks will be pushed around on either side of the bridge.
545.	I think shoulder use should only be used in the event of a hurricane or emergency evacuation. Congestion pricing would be nice to have as people can pay higher prices to go quicker of the span. Lastly, park and ride lots would be great for the weekday commuters to use to eliminate some traffic on the spans.
546.	Wonderful
547.	can there be staged pricing so that it doesn't put a burden on the poor and middle class?
548.	I don't know what interchange consolidation is. Congestion pricing won't change anything except make people mad. Park and ride only works for a small number of people. Part time shoulder use might help but it just makes things worse if/when [Offensive Language Redacted] happens.
549.	Congestion pricing has has proven to be hard to manage in VA and the lack of information to drivers is a problem. I suggest it's avoided.
550.	Yes, plan for all the above.
551.	Do not have congestion pricing. Just 10 normal lanes with the same fee at all times.
552.	Congestion pricing and park and ride lots could both serve to even things out. People make a choice to commute long distances.
553.	I like the Park and Ride idea, and the part-time shoulder use, those both sound like good ideas. The congestion pricing sounds good too. It might encourage me to travel during off-peak times.
554.	Park & ride sounds like a lot of wasted space on a parking lot near water front property. I would highly prefer congestion pricing option that would partially reduce the price of taking the above public transit option. Part time shoulder use sounds dangerous from a EMS standpoint, not sure if there would be alternative paths for EMS vehicles to take?
555.	Congestion Pricing and Part-time Shoulder Use are both good ideas that make fiscal sense.
556.	Congestion pricing is not a solution here. The bridge is the only way to go from the Delmarva peninsula to Baltimore or vice versa without adding an additional 2 hours to a trip. No amount of a higher toll will make people change their route here. The bridge is the only feasible option.
557.	Sure, raise the price and make it convenient for rich people. Or use the very popular corporate dynamic pricing stradgy and suck more money out of people, like gas stations.
558.	Transit priorities
559.	None
560.	Raise rates of out of state drivers and add congestion pricing. Rt 2 and 50 causes major congestion. Allow shoulder use to bay dale during congestion times
561.	The first 3 of these 4 alternatives should be considered. Part-time shoulder use should not be considered for safety reasons. Just another reason for why 10 lanes are needed.
562.	Again, this won't address the incredible congestion that traffic plus construction will create. There is so much thru traffic from all over the region that a park and ride won't work.
563.	For sure against congestion pricing.
564.	I am in support of congestion pricing, as it decreases subsidy of the bridge and increases accountability for those using the bridge everyday. I also support park and ride lots BUT only as a stepping stone towards more transit oriented development, which is much more productive both in terms of land use and in terms of the quality of life and travel for people.
565.	Part-time shoulder use is a bad idea. Keep them clear for breakdowns and emergency vehicles, especially on the bridge.
566.	Yes, park and ride lots can help. Dynamic congestion pricing is a great way to incentivize better options like taking transit or traveling during off-peak hours.
567.	Congestion pricing would appear to be the best for evening out traffic flow. However, some of the summer congestion is dependent upon rental availability times of the day. Needs study but I think there is merit.
568.	Congestion pricing?
569.	There was a WTOP article recently about a family that paid $660 in VA tolls on a single drive with their camper during congestion pricing. I support a consistent toll that families can plan for. I do think a park and ride lot should be included. People already line the edges of the Bay Dale Dr as an unofficial "park and ride."
570.	Avoid complex solutions that need to be managed.
571.	No interchange would be best. Having 3 lanes go down to 2 on the approach to the eastbound span causes backups. People ride the 3rd lane up then jump in at the last second slowing everyone down. Not a problem that is unique to the bridge area. Also having the traffic merging on in that area causes a similar problem from people who are trying to get ahead of the others who waited on 50/301.
572.	Interchange consolidation seems like it might be a good idea. I hate all the other ideas and dont think they should be pursued.
573.	i like park and ride lots
574.	Automatic toll lanes. Can't just support great increases in traffic count. Have to plan for public transportation like monorails.
575.	Anything that is geared toward getting cars off the road is a good step forward. Congestion pricing seems to be an inequitable solution.

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
576.	unclear
577.	NO to congestion pricing.
578.	Yes, of course you're looking for a way to charge more money. It still doesn't fix the problem that you're trying to put more cars on a road that's way over capacity.
579.	By this time you need a shoulder in both sides of each 5 lane span if you're planning ahead responsibly.
580.	Congestion pricing is a good idea.
581.	I would oppose congestion pricing. Most people cannot schedule their trip to avoid what would be a congestion period so it it won't alleviate congestion; it unfairly penalizes drivers, and just makes the bridge a cash cow
582.	Part time shoulder lanes and improvement of existing approach access is needed. Congestion pricing is not appropriate as it punishes people who need to travel within specific time frames. Park and ride lots are appropriate to encourage higher vehicle occupancy.
583.	No to congestion pricing and part time shoulder use.
584.	No congestion pricing need same price
585.	Hike up the price, incentivize ride shares. Offer further public transportation options (ferry!)
586.	No comment
587.	No comment.
588.	Do not inflate the prices during congestion periods. You are already most likely to raise the fee to drive over anyways. Park and rides may be useful, but it may be a waste of money. Most people who meet up with others to ride across park at a house or farther from the bridge to avoid traffic.
589.	No to congestion pricing. The bridge improvements should alleviate congestion.
590.	I think congestion pricing is a great idea to help with traffic volumes and generate additional revenue for bridge maintenance
591.	support all
592.	Congestion pricing can be used to support transit and bikes
593.	In favor of congestion pricing to increase revenue streams and hopefully manage peak congestion.
594.	No!!! The bridge is confusing enough without adding issues to consider
595.	Need more information.
596.	Park and Ride lots are a good idea
597.	All good ideas
598.	1. I don't know what this is. Please explain. 2. No. This is just another tax. People need to use the bridge when they need it. They can't commute to work at midnight. 3. Yes. People who work together will use these. 4. No. Build enough lanes to handle maximum demand. Leave shoulders for disabled vehicles so there aren't major backups every time someone breaks down.
599.	Residents that live on the eastern shore of Maryland and the counties surrounding the bridge should be exempt from any congestion pricing if implemented. We have no choice but to use the bridge as opposed to tourists and seasonal travelers. Locals should be charged a lower fee and this could easily be implemented using ezpass/video tolling to look up the address of the vehicle registration.
600.	Park and ride is a must and don't agree with shoulder use. Will cause more accidents then benefit
601.	No comment
602.	Congestion pricing but not for Eastern Shore residents. I work in college park but live in Denton and wouldn't want to pay more
603.	Retail, please. Stop building huge seas of cement without giving people the basic courtesy of access to coffee and somewhere pleasant to sip it while they wait on their ride.
604.	Can't afford it
605.	Keep pricing simple!
606.	Use Park & Ride lots and Part time shoulder use. Don't bloat the project up with other unnecessary features that are going to overrun the cost estimates. Don't add another regressive tax by raising the toll rates.
607.	I think a bigger shoulder is needed in order not to be so close to the side of the bridge. Maybe some sort of blinder or shade device can be placed on the bridge to block the high altitude site from the bridge.
608.	Park and ride is only a legitimate option with dedicated bus lanes. Carpooling is a cheap tactic to make cars seem eco friendly. If I'm driving on the bay bridge with my friends it's because I always planned to do that.
609.	Stay flexible but Build and Maintain bike/ped crossing. Don't cheat like the Harry Nice bridge this time!
610.	The key to effective transit on the bridge will be what happens when you get to either end. Just having Park and ride Lot is not adequate and there should be connections to existing transit and additional transit or bike lanes to make the transit facilities on the bay bridge effective.
611.	PT shoulder use sounds like it would offer flexibility. I'm also for a congestion rate that will help pay for the project and future maintenance.
612.	These are both great ideas! Make the tolls extremely high to discourage commuting from the Easter Shore
613.	These are complementary services but not really impactful
614.	Park and Ride lots yes. No to others. Especially shoulder use-NO!
615.	See above comment
616.	No congestion pricing! Didn't work for NYC. Everything else ok.
617.	Locals should get a discount. Easy pass for eastern shore Maryland should charge less.
618.	Really, congestion pricing? This isn't NYC, but I get the reason why.
619.	Congestion pricing should be used to fund better public transit options (such as passenger rail).
620.	Not part-time shoulder use. That wouldn't be safe.
621.	Congestion pricing just takes advantage. Offers little incentive, people already have the incentive not to sit in traffic
622.	Congestion pricing takes advantage of those who commute and work regular hours
623.	Against congestion pricing
624.	Part time shoulder use is good. Extreme congestion pricing is not good, it does not work to relieve anything in VA. Won't work here.

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
625.	There should be a FULL TIME SHOULDER, with emergency phone boxes placed at intervals.
626.	The only one that activity discourages congestion is congestion pricing. Part time shoulder use just means a congestion slowdown when merging back in down the road.
627.	agree with park and ride lots
628.	Part time shoulder use? In this day and age, people use it whenever they see fit. Park and ride lots should be added, upgraded along with bus lanes on the bridge to prioritize mass transit and make it more attractive.
629.	Park ride lots I feel like in those areas would get stolen or broken into unless it had a price or gate
630.	No comment
631.	This only inhibits the infrastructure and demoralizes users of the bridge.
632.	I support interchange consolidation to improve efficiency. I do not support congestion pricing. I support part-time shoulder use for buses during peak commuter times. At all other times, there is no usage.
633.	Wasteful resources
634.	Congestion pricing and part time shoulder use both seem reasonable.
635.	Include congestion pricing
636.	Park and Ride lots are practical and popular. Congestion pricing would be an unfair burden for those who would not have the option of timing their bridge transit. Shoulder use has potential for abuse and becoming a safety hazard.
637.	I am completely against congestion pricing. Everyone should be treated equally. Just because a person has more money does not mean their time is worth more.
638.	Congestion pricing does nothing but punish people for traveling across the bridge at normal commuter times.
639.	Shoulders should be reserved 24/7 for emergency use only. Congestion pricing would be great if there was any available alternative to driving.
640.	Please don't use congestion pricing. It would adversely impact those that travel to work daily over the bridges.
641.	Congestion pricing is not fair for local residents! Most people traveling through aren't going to care or change plans for congestion pricing. All that does is cost local residents more money. And what are you going to do with that extra money? It's already expensive to cross the bridge
642.	We need a ferry and we need buses
643.	Concur.
644.	Part-time shoulder use should be reserved ONLY for buses, maintenance, and emergency vehicles. Personal vehicles that disobey what should be clear and obvious signage should be fined severely. Congestion pricing should be used in concert with coordinated measures with MTA to facilitate increased use of buses to get from Annapolis/DC/Baltimore to the beaches.
645.	Park n ride
646.	Please don't penalize the people who live on Kent Island… we can't afford to pay more and we need to cross the bridge for jobs, healthcare etc. Please implement a plan for us where it is $20 a year like you do for those that need the tydings bridge.
647.	I vote for Congestion pricing
648.	Park and rides are already in use. People aren't going to switch if it lengthens their commute time. Most people already have a pretty long commute
649.	We already have park and ride. Shoulder use could make sense for beach traffic
650.	Park & Ride lots could help. Congestion pricing may be considered taking advantage of most commuters who probably can't afford it.
651.	All are prima facie beneficial for alleviating traffic. MDTA must research these methods and peer review with other proffessionals in the field in order to maximize the benefit to Marylanders.
652.	This is the option that is only being brought up when we don't want to invest the money into real other options. Let's not settle when we have the opportunity to create real traffic change.
653.	I'm very supportive of Park & Ride Lots as long as they are connected to good transit options. I think bidirectional congestion pricing on the bridge (possibly with a discount for high-occupancy vehicles) is a great idea.
654.	Locals should get a discount, out of state should pay more. Higher rates on Friday-Sunday and holidays
655.	All fine
656.	Anything that will ease congestion now and in the future should be considered.
657.	All make sense and will likely be needed.
658.	I support park and rides and increased tolls. Maryland tolls are significantly too low across the state. They don't meet budgetary needs and are well below other states' rates in the region.
659.	A good example of use of "part time shoulders" would be the current roadway design of WB rt 50 approaching MD rt 8. Modifying the Duke St entrance could allow folks to access the shoulder to then access MD Rt8. But the entire project should be designed to try and alleviate these long traffic backups.
660.	Congestion pricing will provide the best option to dissuade people from traveling at the same time over the bridge
661.	I don't know what Interchange Consolidation is. Congestion pricing is a partial solution, but it has limited effect on vehicle pollution. Park and ride lots along with priority for HOV lanes would encourage car-pooling, which is good. Part-time Shoulder Use will make shoulders unavailable for broken down vehicles and would increase traffic.
662.	Good ideas
663.	Park-and-ride lots should frankly already be in place so those should definitely be included in the new plan. Part-time shoulder use also is a good idea to maximize the built structure.
664.	I'm sure Park & Ride lots would be beneficial to Transit Riders going back and forth to work, etc.
665.	anything helps.
666.	Not sure what "interchange consilidation" means. Ok with congestion pricing. In favor of park and ride lots. Opposed to part-time shoulder use.
667.	Congestion pricing is a good idea.
668.	All of these items make sense, other than the Congestion Pricing.

Responses to 1e. on MDTA's consideration of specific Transportation Systems Management / Transportation Demand (TSM/TDM) options as part of the proposed retained alternatives:	
669.	Not clear what "interchange consolidation" is. Is "Congestion Pricing" a discount when traffic backs up miles? Only helps traveler, not the locals trying to get around their home area. What is the help expected with "Park & Ride Lots"? AGAINST "Part-time Shoulder Use". These need to remain open for emergency vehicles and there needs to be more punishment for those that shoot over highway exit/entry points to jump ahead before there is a fatality! I feel like it's more locals committing this than travelers!
670.	Congestion pricing is a very good idea. If people want to travel at peak times, they should pay a premium. It would help spread out demand.
671.	No comment
672.	No extra fees just normal tolls we already pay enough to travel and live in Maryland.
673.	YES. But only congestion pricing for tourists, not those living in Talbot Co or QACo
674.	Congestion pricing should only be used in an express type lane as so many people are forced to use the bridge and would be unfairly penalized.
675.	What is 'Interchange Consolidation'? NO to Congestion pricing - it's not fair to the local commuters. YES to Park & Ride Lots - more people would share rides if parking were easier. NO to part-time shoulder use as it only opens up traffic prior to the inevitable merging into two (or three) lanes.
676.	Interchange consolidation makes sense to reduce friction in the flow of traffic. Congestion pricing may be a step to far in terms of public opinion but a time-based pricing model, similar to the ICC, would help reduce traffic during peak periods by encouraging off-peak travel. Park & Ride lots would also encourage use of transit, especially if transit-only lanes were implemented. Part-time shoulder use would not be wise as it would reduce emergency response capabilities and pull-over areas for broken-down motorists.
677.	Congestion pricing is just another Maryland money grab. Our title fees doubled with no benefits to be seen. Either more lanes locally or add another span north or south.
678.	None of this will fix the traffic issues build a bridge in Dorchester County
679.	Not bad

1.f. Shared-Use Path: The MDTA is considering a shared-use path for bicyclists and pedestrians on a new bridge crossing as part of the proposed retained alternatives.

Answered	924
Skipped	120

	Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:
1.	I strongly support a shared-use path for bicyclists and pedestrians. I feel the new bridge should be FULL SERVICE and not limited to motor vehicles.
2.	The new bridges need to include at least one 6-foot wide separated bike lane and at least one 6-food wide pedestrian path traveling in both directions. Ideally "separated" means that the bike/ped lane is above the grade of the car traffic on raised path/sidewalk. Ideally there would be a 6-foot wide sidewalk, then a 3-foot wide buffer, then a 6-foot wide bike lane, then a 6-foot wide buffer, then the traffic lane (running in both directions across the water). Cyclists and pedestrians want to feel comfortable and safe when traveling near congested traffic or fast cars. A simple barrier is not sufficient. Additionally, shade structures would be amazing! Let's make it an enjoyable destination for people! Even opportunities for foliage would be beautiful. https://inhabitat.com/pedestrian-bridge-by-atrium-will-grow-trees-above-highway/
3.	Please add a pedestrian and biking lane. Let's connect b and a trail and broadneck trail with the trails on Kent island!
4.	I think the Bay Bridge in any configuration is too long for safe pedestrian/bicyclist access. Changing weather conditions alone create enough problems already.
5.	Plese for the future!
6.	I think I'd rather see opportunities for ferry use in multiple locations along the Bay for what I see as a more recreational use- it is not practical for a commute due to weather/wind factors, time, and potential safety measures that would have to be maintained.
7.	A bike and/or pedestrian path will only increase the traffic jams on the approaches to the Bay Bridge.
8.	A shared use path would be too expensive and unnecessary. There are numerous bike and walking paths in AACO and the State.
9.	I absolutely support a shared-use path for bicyclists and pedestrians. If you build a new bridge, it would be a travesty to eliminate this from the project. A path will provide a critical link to the Eastern Shore for those of us who live on the western side of the bridge. It also provides a critical link for those who live on Eastern Shore to get to Annapolis. Most modern bridges are including shared use paths, e.g. Golden Gate in CA, Woodrow Wilson in DC, NY City bridges. Build it and people will use it. eBikes are more prevalent and thus allow folks to go longer distances with less effort, so a 4.1 mile bridge is not as daunting. This would be a real tourism draw, too. I do not have any cons; however, it is important that there be bicycle facilities on both sides of the bridge that connect to existing facilities so that the bridge path is not a path to no place. A shared use path would add much more value to quality of life and economic development than the cost of building it. Do not build a new bridge without a shared use protected path.
10.	Absolutely.
11.	Shared use is a great way to ease car congestion on the bridge. We need to give people alternate ways to travel across the bay.
12.	Not at the cost of a travel lane. Repurpose one of the existing spans to do this or ensure that design completely separates a dedicated lane. (i.e. it is suspended below the travel span).
13.	All for cyclists and walkers, which we already put our life in our hands just trying to walk in our own neighborhood that has no shoulder whatsoever
14.	No comment
15.	Persons able to access the bridge with the restriction of a vehicle that MUST remain in motion. How better to promote the main death causing issue that is never reported on this bridge.... Stupid idea. Let them ride during the Bay Bridge Fun Run... Otherwise, get a bike carrier for your car.
16.	Yes a bike path is a good idea
17.	Absolutely should be a shared path but that won't happen even though the people want bike lanes.
18.	Concur with a shared pedestrian and cyclists path
19.	Design wind partial shield to protect pedestrians and cyclists. Allow for light service gator type emergency vehicles access zones
20.	Yes. Much needed especially to help build the east coast green way.
21.	Please add bike and pedestrian path
22.	This is a great idea! It's a bit long of a span for most pedestrians out for a stroll, but I'm confident bicyclists and perhaps runners would use it. To my knowledge, the eastern shore is currently inaccessible by bicycle unless you come from the north end of the peninsula. This would open up a world of accessibility and promote local recreation and tourism.
23.	Good idea.
24.	A bike lane would be great for transportation and bicycle tourism. A dedicated lane would provide safety for pedestrians and bicyclists alike.
25.	Transportation options should be for everyone and not just car/truck-centric. This is a once in a lifetime chance to get this right and provide a self-powered option for a shared-use path across the Bay. Too often this modality is neglected when we design water crossings and deemed too costly, but this is the chance to make do this right. As an avid cyclist, I would be thrilled with the opportunity to use such a facility.
26.	YES for shared use path. If the Maryland Transportation Authority (MDTA) pursues any of the alternatives to build a replacement Bay Bridge (Alternatives B-G), the new bridge needs to include a safe shared-use path that allows people walking and biking to cross the bridge and the bay. The shared-use path should be wide enough to comfortably accommodate mixed bike and pedestrian travel in both directions, span the entire bridge, be separated and protected by physical barriers from motor vehicles, and include a fall protection system
27.	I support this. But the shared-use path should have a designated area for bicycles and a designated area for pedestrians.
28.	Provide separate bike and pedestrian infrastructure or pedestrian and bike infrastructure with painted indicators for separation.
29.	Not safe
30.	A safe and protected path for walking and bicycles should be included.
31.	No bike no peds.
32.	Yes - please allow for such a shared use path.
33.	YES YES YES YES YES but please make it safe for many people to bike and many people to walk at the same time.
34.	Please do include lanes for bicycle and pedestrian use that are physically separated from vehicular traffic.
35.	I like this idea.
36.	I fully support a shared-use path that would allow for great bike riding opportunities to the eastern shore.
37.	A bike lane on the new bridge would boost tourism and support new business on both sides!

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
38.	Shared use path for bicyclists and pedestrians would be a great addition!
39.	A protected shared user path is a must! This would especially benefit bicycle tourists wanting to visit the Eastern Shore. The path itself would be a destination in itself for its views of the Bay. MDTA must build such a facility while the opportunity is available, since the decision will affect travelers for many decades in the future. Connectivity to cyclable and walkable roads on either end, and parking for hikers and bikers, need to be part of the project.
40.	The SUP lane is a wonderful opportunity to enhance opportunities for Marylanders.
41.	I strongly support that any new bridge include a safe shared-use path that allows people walking and biking to cross the bridge and the bay. The shared-use path should be wide enough to comfortably accommodate mixed bike and pedestrian travel in both directions, span the entire bridge, be separated and protected by physical barriers from motor vehicles, and include a fall protection system.
42.	Absolutely! Please do provide a Shared use path for bicyclists and pedestrians. It would be used! This is a huge opportunity to put one in as it's being built. Please do not do what happened to the new Nice Bridge. It's an absolute travesty that the shared use path was yanked at the last minute.
43.	Yes please Separate bikes and pedestrians
44.	A bicycle / alternative mobility path is imperative and provides access to tourism opportunities on the Eastern Shore, as well as through-routing of long-distance routes.
45.	sounds great!
46.	I think this would be an asset to our increasingly walkable and bike-friendly environment.
47.	I support shared use paths for bicycles
48.	If the Maryland Transportation Authority (MDTA) pursues any of the alternatives to build a replacement Bay Bridge (Alternatives B-G), the new bridge needs to include a safe shared-use path that allows people walking and biking to cross the bridge and the Chesapeake Bay. The shared-use path should be wide enough to comfortably accommodate mixed bike and pedestrian travel in both directions, span the entire bridge, be separated and protected by physical barriers from motor vehicles, and include a fall protection system. The Woodrow Wilson Bridge (MD) and Frederick Douglas Memorial Bridge (DC) are both fairly recent examples of modern bridges that provide options for multi-modal transportation, connecting communities on either side of the bridge. The MDTA needs to take advantage of this once in a lifetime/multi-generational opportunity to include a shared-use path that will support multi-modal travel, support active transportation connections to communities on either side of the bridge, support sustainable modes of travel that also support economic development goals, and promote recreational uses & tourism. Please do not squander this opportunity to include active transportation and trail connections across the Chesapeake Bay that will also provide a transformational opportunity for the statewide trails network.
49.	I am in favor of this. Please think of the needs of bicyclists and pedestrians when designing this important crossing. We don't need much - a protected path of modest width compared to that dedicated to car traffic will go a long way. Thanks.
50.	Yes. Build it and they will come.
51.	Out of all the proposed changes here, the one I and my family are most excited about is this multi use path. I encourage adequate space for pedestrians and cyclists and full jersey barrier protection.
52.	Including a shared-use path for pedestrians, cyclists, and micro-mobility would greatly enhance the usability of any new bridge option.
53.	I support a safe, separate biking and walking facility over the new bridge.
54.	Really good idea
55.	A shared path would be great. I used to live in Copenhagen and we could ride our bikes to the beach in the summer. Having an alternative lane will cut down traffic on the bridge and give people the freedom of choice beyond just driving.
56.	Yes please provide bike/ped options.
57.	A shared use path would be an incredible enhancement to non-motorized transit, opening access to the eastern shore to thousands more without increasing car traffic.
58.	A shared use path or a separate bicycle and pedestrian crossing must be built since there is currently no way for bicyclists or pedestrians to cross the bay!!! It must be protected and separate from vehicular traffic, and safe (no possibility of jumping off), but provide views of the bay especially for photographers.
59.	yes, need a path for bicyclists.
60.	I support the idea of having a shared-use path for bicyclists and pedestrians on a new bridge crossing.
61.	I think that a shared use path may lead to fishing off the side of the bridge which could pose a hazard for boats
62.	I love this.
63.	That would be great if MDTA is considering a shared-use path for bicyclist and pedestrians on the new bridge crossing.
64.	Please include a traffic-separated, safe walking & biking path as part of this project, and please ensure it is at least 14 feet wide with space for rest areas and overlooks along the way.
65.	Great idea! connect the bike path to B&A trail and eastern shore.
66.	Yes, yes, yes, yes, yes, a thousand times yes. Please do not build another piece of infrastructure anywhere in Maryland that doesn't accommodate walking/biking.
67.	This is a good idea, but the path should be wide enough to accomodate bicyclists and pedestrians.
68.	YES! Short-distance recreational cyclists could include locations on both sides of the bridge. These would include a variety starting/ending, point-of-interest locations. An Annapolis to Kent Island ride would be possible. This would remove an impediment for long-distance cyclists and provide a second access to the easy cycling on the Delmarva peninsula. A shared-used path should also connect to, or be used by, other existing cycle routes, including existing (or new) rails-to-trail routes, a new branch of the East Coast Greenway, or an alternative cross country connection that actually starts at the Atlantic Ocean (and routes through Annapolis, DC and on through Pittsburgh and the northern tier). This additionally would enable new routes not yet considered as there is no Eastern Shore access.
69.	Like the Woodrow Wilson bridge that would be great. Which would require more lanes and stable structure that doesn't sway when it's windy.
70.	Future bridge construction should include bike and pedestrian lanes because it promotes active transportation, enhances accessibility to key destinations, improves public health, reduces traffic congestion, contributes to environmental sustainability, and is often more cost-effective to incorporate during initial construction than adding them later on.

	Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:
	Key reasons to include bike and pedestrian lanes on bridges: Increased physical activity: Dedicated lanes encourage people to walk or bike instead of driving, promoting better health outcomes for the community. Improved connectivity: Bridges with bike and pedestrian access provide better connections between neighborhoods, workplaces, schools, and recreational areas. Traffic reduction: By providing alternative transportation options, bridges with bike and pedestrian lanes can help alleviate traffic congestion on roadways. Environmental benefits: Reduced car usage due to increased cycling and walking contributes to lower greenhouse gas emissions. Equity and social justice: Including bike and pedestrian lanes on bridges can improve accessibility for people who may not have access to a car. Economic development: A well-connected network of bike and pedestrian pathways can attract businesses and residents to an area, boosting economic activity. Cost-efficiency: Integrating bike and pedestrian lanes during bridge construction is usually more cost-effective than adding them later on.
71.	Strongly support!
72.	This would have to be physically separated from traffic. Love the idea! Seems like it would be very expensive for the numbers of people who would use it. Isn't bike riding on the limited access Rt 50 on either side of the bridge illegal?
73.	YES - see my comments above- ABSOLUTELY
74.	i would like to see a bike lane to cross the bay along the bridge
75.	Yes, please. there is much demand for pedestrians and cyclists to cross the bay here. This is a high priority and should be included in all options. There is currently no good way to cross the bay as a pedestrian or cyclist.
76.	I am most interested in this recommendation. Please include an option for bike and pedestrian access. I would use it often and it would create options for alternative uses that will be awesome.
77.	That is a great idea for recreational use and commuting! These lanes can be used for the Bay Bridge run event with limited impact on drivers.
78.	A shared-use path for bicyclists and pedestrians should be included
79.	No bicyclists or pedestrians - will just entice more jumpers and accidents
80.	This is highly desirable. The only other alternative is miles to the north. This would make the bridge usable by more Marylanders.
81.	It would be amazing and wonderful to be able to make this crossing on a bicycle. Please do add a shared-use path to the new structure.
82.	this is why I came to this survey. yes, definitely include a SUP!
83.	This is of course a great plan. What amazing views, and encourage safe, healthy, environmentally sound tourism and transportation through the area!
84.	Absolutely yes! I would love bike lanes in both directions, protected by concrete barriers as well as sidewalks for pedestrians. It would be great too if there were wider turnoff portions for peds and cyclists to stop and admire the view while crossing the bridge, or to get some water and take a break.
85.	After using some shared use trails in Bethesda (capital crescent trail and rock creek) the bicycles go so fast it is dangerous for the runners and walkers. Add the hills on the bridge, and it won't be safe to have combined.
86.	This is a waste of resources.
87.	There should be a dedicated protected lane for bikes and pedestrians
88.	I would absolutely use this. Perfect connection to the expanding bike system west of the bridge
89.	Yes. This needs to happen
90.	I heartily support this. One lane, about half of a motor vehicle's lane width should be adequate to handle cyclists and pedestrians going in both directions.
91.	This would be amazing and heavily used! Almost 20,000 people completed the bay bridge run this year, which was cold and cloudy!
92.	It is a great idea because it is ecological friendly method because of the exponential growth of the electric bikes and scooters. E cars are great - electric micromobility is better. Why waste engery pushing thousands of pounds of batteries around. Plus regular bicyclist would also use it. But planning for electric micromobility trully shows forward thinking engineering.
93.	Yes, please do the due diligence of providing a researched viable concept that shows the pros and cons of a shared-use path over the Chesapeake. This is a once in a lifetime opportunity to connect to the eastern shore outside of a vehicle and it would be a shame to not do what we can to make this a safe, viable option for Marylanders and visitors. It will make Maryland and the Eastern shore an even more profitable vacation destination and build on our mission to be more multi-modal and better connected. I had a friend take her life on the Bay Bridge - if this is something a person is going to do, they are going to do it if there is a path or not. We should not build with fear, we should build with pride.

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
94.	I would love to see a dedicated space for pedestrians and cyclists to utilize the bridge. This would be great to connect the two shores in a car-free manner and I believe would be extremely popular. With events such as the bay bridge run, this would be an attraction for folks to practice running on the course. Additionally, I believe it would be a good tourist attraction to see the beautiful bay from a different perspective to view Sandy Point, the lighthouses and downtown Baltimore.
95.	Definitely include a shared use path option when rebuilding the bridge. It is important that all users have access to this critical link.
96.	Yes please
97.	There is already a large user base of walkers and cyclists on the Western shore (in the Annapolis area), and two lovely existing mixed-use trails on Kent Island (the Cross Island and South Island trails). Plus, the annual Bay Bridge walk is a very popular event which sells out every year. If there is a plan to renovate and update the bridges, it should include a means of connecting the two. In addition, the US DOT recommends adopting a "Safe System Approach" when roadways are being renovated, so that active transportation use can be encouraged.
98.	This would a make a big difference in my use of the bridge. I am a cyclist and a walker, and being able to use a separate and safe route approaching the bridge and on the bridge is necessary to provide safer travel options for cyclists and pedestrians.
99.	Good idea. You should encourage it because it promotes healthy living and tourism. Keep in mind, Allowing bikes and pedestrians on the bridge might be dangerous because speed is a problem. Slow down traffic.
100.	Totally in agreement with this one! Please look into keeping one of the existing bridges to serve this need!
101.	this would be awesome!!!
102.	Agree 100% with shared use path.
103.	I 100% support adding a shared-use path for bicyclists and pedestrians for any new bridge.
104.	Having a shred use path for bicyclists and pedestrian would be very desirable for the bridges and feeder roads
105.	I strongly oppose a shared-use path for bicyclists and pedestrians on the new bridges. As a Kent Island resident and daily bicycle rider and walker, I appreciate the importance of these primarily recreational activities along the Bay; however, I don't think the demand for or use of a bike/ped path on the bridge would ever come close to warranting its inclusion in the limited space of this new structure.
106.	Best idea ever!
107.	That would be awesome. If you build it, we will come. The path would be a destination ride as well as used by locals and visitors. The path should be big enough that it can be divided into both pedestrian and bicyclist use since their speeds are so different.
108.	Yes. GREAT IDEA. There is no way to get over the bridge. A shuttle would also be a good idea.
109.	This is an important addition to the bridge plans. Please add it to the future plan.
110.	Need separate bike and pedestrians paths
111.	All for it!
112.	The Shared use path should go all the way across (I saw reports that it might only go half way)
113.	I support the shared use path
114.	Probably not a bad idea, the San Francisco bay bridge has pedestrian areas.
115.	Seems like it would get very little use.
116.	No bikes or pedestrians on the bridge.
117.	This MUST be a part of the new bridge
118.	Yes. This is needed. A lane for non-motorized transport - either pedestrians or bikes.
119.	Absolutely not.
120.	I strongly support prioritizing bicycle and pedestrian paths as part of this project.
121.	This should be a mandatory requirement. Given the speed differential between bicycles and pedestrians, there should be separate lanes for bikes and pedestrians.
122.	I support a shared use path. That would improve transportation alternatives.
123.	Please create and support for a safe, separate biking and walking facility over the new bridge.
124.	Very much need a shared use path to encourage and support walkers and cyclists.
125.	Yes - I and many others would be delighted to be able to ride my bicycle to the Eastern Shore. People using these facilities would be adding another car to the congested traffic.
126.	A shared use path for non-motorized users should be prioritized in the design. I consider it critical, and I don't want to see it dropped, which is what happened with the ICC and the Nice bridge.
127.	This would be a great addition to the bridge and would allow better connectivity for bicycles and pedestrians on either side of the bay. This would increase access for residents and could serve to increase tourism to the area without increasing car traffic across the bridge.
128.	Great idea as we move towards more people walking and biking to save fuel.
129.	There has not been a demonstrated demand for such a path and unless it is fully connected to bike lanes beyond the bridge it just creates a dangerous situation for pedestrians and bicyclists.
130.	A shared use path should be included. Actually dedicated bike lane and a seperate dedicated pedistrian walkway going both directions would be great. Would avoid pedestrian/bike interfaces and would be safer.
131.	This is a fantastic idea and needs to be included. Please consider where it ends and perhaps incorporating safe passage by foot and bicycle over highway 50 in Kent Island as part of the plan, so that pedestrians and bicyclists can safely access businesses on both sides of HWY 50 via this new crossing/trail system.
132.	They would see plenty of use, I'm sure, but there have to be physical barriers between automobiles and those on bikes and foot.
133.	This is essential-- it would be a big attraction, would enable coast-to-coast cyclists to go through Maryland, thus increasing economic impact, and would enhance Maryland's reputation as a cycling-friendly state.
134.	This would be great as long as the cyclists/walkers have protection/barriers from the vehicle traffic, for safety.
135.	This is a fantastic idea!
136.	A shared use path would be greatly appreciated. Maryland and the Eastern shore is car centric enough now. Having a bike and pedestrian makes sense fo the future. As far as a bus lane goes I don't believe there is bus service on the Eastern Shore. If you are talking about commercial tour buses there are not enough of those to commit a seperate lane to now.
137.	Yes!!!! Needed
138.	Agree fully with providing a shared-use path for bicyclists and pedestrians on a new bridge crossing. Would also like observation decks like the ones on Woodrow Wilson bridge on the Capital Beltway from MD to VA. Access to the shared use path from Sandy Point or a nearby park and ride would make this path on the bridge more accessible.
139.	Adding one or two segregated shared-use paths for walking and bicycling is mandatory.

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
140.	Now this is a great idea! It would become a wildly popular destination.
141.	Yes!! This is a definite must!
142.	I think having a lane for bicycles/pedestrians would be beneficial for wanting to find alternatives to vehicles. Pittsburgh has lanes on several of the bridges crossing the various rivers in the city which makes commuting easier.
143.	2 Marylanders here voting for a nice bike path across! Make it wide enough to pass of course. That would make a nice ride across to the Eastern Shore. Safe access roads/trails on either side coming and going of course
144.	This is brilliant and needed. Thank you for including this.
145.	I strongly support the path
146.	Yes, we need this shared use path. For bicyclists and users of micro-mobility, 13 miles across this gently sloping bridge surface would make getting to both shores valuable for commuters as well as tourists who want to stop along various towns and cities on their way to Ocean City or elsewhere west of Annapolis.
147.	Please provide a shared-use path for any new bridge crossing. As well as benefiting local bike and pedestrian commuters, it would be a great tourist draw. The views are great. I biked across the bay bridge with my son as part of a Bike Across MD ride (in 2003 ?) when one span was closed to accomodate the ride. It was the highlight of the week's rides.
148.	It would be preferable to have a separate bike lane, not to be shared with pedestrians or cars. That way it will be safer for everybody.
149.	Please consider a hike/pedestrian over the bay. This will expand bike routes to include the opposite shore when planning trips. A wonderful tourist attraction.
150.	I think it is essential that if changes are made to the bridges that they incorporate a safe, separated path for walking and bicycling across the bay. There are well developed trails on either side and this is a once in a generation opportunity to create a bike/ped connection.
151.	there absolutley should be bike lanes and walking paths on the bridges existing or new construction.
152.	I am a cyclist/pedestrian, so I am in favor of shared-use path, as long as it's not shared with vehicles. It would be nice if it was partially enclosed to protect from rain and wind.
153.	I am strongly in favor of including shared-use path for bikes and peds
154.	This would be fantastic!
155.	A separate bike/ped facility over the new bridge is imperative.
156.	If retaining the old bridge is not an option, a shared use path for biking and walking is a good idea, and I strongly support it.
157.	i support this
158.	I wholeheartedly support this idea, and suggest that it be designed in such a way as to ensure safety for the bicyclists and pedestrians, while simultaneously being available for vehicle use in the event of emergencies, such as mandatory evacuations.
159.	YES YES YES - please allow for bike and pedestrian traffic.
160.	This is critical to include. The best way to deal with congestion is to provide alternatives. Allowing people to bike or walk across the bridge will only be able to help the communities directly adjacent to the bridge (due to the length and reasonableness of traveling distances with these forms of transportation) but adding any alternative to driving can reduce the number of vehicles and do a better job of aliviating congestion.
161.	Yes, this is vital and forward thinking. Build this bridge to serve the most citizens for the longest period of time in the most sustainable way.
162.	Please include a bike/ped lane on the new bridge.
163.	12 foot wide please on the less windy side if only on one side. Both sides would be better
164.	Its very important to have access across the Chesapeake Bay for bicycle/pedestrian use. Connecting the shores of the two counties over the Chesapeake Bay with a SUP on a new Bay Bridge would provide connectivity for pedestrians and bicyclists between the Eastern and Western Shores and allow users to cross the Chesapeake Bay without the need for vehicular assistance. It helps meet the mobility needs, and environmental needs of the study. Maryland's Woodrow Wilson Bridge is a great example for how a SUP can be incorporated leading to widespread mobility and and other gains.
165.	Dedicated bike or shared lane with physical barriers providing protection from vehicles is needed
166.	Yes please! Don't miss this one in a lifetime opportunity to expand recreational cycling and the economic uplift that it can bring to the Eastern Shore
167.	Its a high speed zone and shared bike and motorist is risky. But a separate bike/ped facility over the new bridge would be a safe and environment friendly option. It will increase attraction of the local living areas for younger individuals who may want to choose cheaper living on Eastern shore and commute across the bridge.
168.	Yes this is absolutely a requirement! Although I suspect not that many pedestrians would routinely use the 4+ mile span, bicyclists certainly would. And if there were a shuttle option at either end to return a pedestrian to their starting "side", that would be fantastic!
169.	Would be awesome. I'm a cyclist
170.	I am not a fan of pedestrians and bicyclists sharing lanes. I do support having separate lanes for pedestrians and separate lanes for bicyclists.
171.	Agree that a shared use path must be considered. This is a once in a century opportunity.
172.	I think this is a fantastic idea. People would greatly enjoy seeing our beautiful Bay from this perspective- walking, on bike, or running across the span. Driving is quite a different experience, white-knuckled for some. It only makes sense to provide a different, not car-centric, way to cross from the western to eastern shore (and vice versa) as part of a larger rebuilding project. Do it now!
173.	The inclusion of a shared-use path should be non-negotiable.
174.	This is a great idea. Please include a lane for bicyclists and possibly pedestrian use. Having a bike lane would help ease congestion. Lots of people I know would use it instead of taking their car.
175.	Absolutely necessary. A safe and secure separated route for humans on foot or on bicycle is necessary. People should not have to rely on a shuttle.
176.	Please include a separate protected lane for bicycling and pedestrian traffic.
177.	Yes. please do!
178.	Yes, yes, yes, yes. This should definitely be included and is important for multiple users!
179.	Strongly agree
180.	I LOVE this idea!!! Being able to cycle or walk across the bridge would be amazing! In addition, it could connect to the Kent Island path. Please, please, please do this!!!
181.	Bike lanes are a must.
182.	Biking on the bridge similar to the golden gate bike path on the bridge!

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
183.	We absolutely should have a shared use path on the new bridge. This will open up opportunities for cyclist and pedestrians to cross without having to add more cars to the crossing. We recently rode across the entire state of Maryland (West Virginia to Ocean City, ~350 miles), and the Bay Bridge was one of only TWO places in the state where we had to put the bikes back in the car. A way to cycle across that bridge would open many opportunities for local and long distance cycling. Don't Hogan the Bay Bridge (i.e., what happened to the Nice Bridge - and now we're stuck with that decision for 50+ years).
184.	Transportation options should be for everyone and not just car/truck-centric. This is a once in a lifetime chance to get this right and provide a self-powered option for a shared-use path across the Bay. Too often this modality is neglected when we design water crossings and deemed too costly, but this is the chance to make do this right. As an avid cyclist, I would be thrilled with the opportunity to use such a facility.
185.	Maybe shared with runners/walkers, but NOT with cars. Sounds very dangerous (to the cyclists). I'd like to see the proposal(s).
186.	No bicycle lanes no new bridge
187.	The lack of a crossing over the Bay Bridge for cyclist and pedestrians has kept the public from being able to cross the bay. This leads to more traffic and less public enjoyment of the recreation opportunities that many bridges provide for cyclists and pedestrians (e.g. Golden Gate Bridge, Brooklyn Bridge, etc.). This is a once in a century opportunity to provide such a crossing and I strongly encourage you to include this in the design.
188.	I strongly support including a shared-use path for bicyclists and pedestrians on the new bridge.
189.	YES PLEASE!!!! This is so forward thinking.
190.	YES. An awesome addition would be new bridges that support a safe, separate biking and walking facility over the bridges.
191.	yes, this is mandatory, we have a once-in-a-generation opportunity to include a separate bike lane like Wilson Bridge (DC Beltway) that connects to other bike/ped infrastructure on one or both sides, with parking for its users
192.	Excellent option offering climate friendly transportation and recreation alternatives.
193.	I would very much like to see a pedestrian/bike path added to one of the spans like the one on the new Mario Cuomo bridge that crosses the Hudson. We cross the Mario Cuomo bridge a few times a year when we travel to New England, and we have always seen people walking/biking on it. Even this Jan 2 when we were driving south in windy/cold weather we saw a couple of pedestrians on the path. My husband has biked to OC from Ellicott City quite a few times in the past and had to pay a special taxi or have me meet him to take him across the bridge. That inconvenience is not that horrible, but it meant that it was a big deal to cross the bridge and severely limited the frequency of him doing it. The existence of the pedestrian/bike path connects the communities on the two sides of the bay in a way that adds a whole different ambiance to the bridge. It becomes part of the communities instead of just a way to get across the water. Being able to easily walk/bike across the Bay, stopping to take in the view in the middle of the bridge, would be a wonderful thing. We used to participate in the Bay Bridge Walks which were great but not available on a daily basis. When we travel, we love to see bridges that allow people to cross without motor vehicles (i.e. Golden Gate Bridge) even when we don't use that capability. It makes us think this would be a great community to live in. It's a wonderful thing for the communities and for people visiting the communities.
194.	Failure to include a shared-use path would be an embarrassment.
195.	Would strongly support shared use path for bicyclists and pedestrian on any new bridge... Cuomo bridge in NY is a good model ... This will improve opportunities for bicycle tourism in MD
196.	I strongly support this. It needs to be contiguous from shore to shore, safe from wind, protected from motorist travel lanes and wide enough to accomodate usage in both directions at the same time (depending on how the lanes/path is built).
197.	Agreed. Marlylanders would benefit from a new bridge that includes a separate bike/ped facility over the new bridge.
198.	A shared use path for pedestrians and bicyclists would be a huge tourist draw for the region and Maryland. I think people would come from all over the country to experience it. A shared path already exists on the eastern shore side of the bridge that the new path can tie into.
199.	This would be fantastic. It would be a tourism draw of the highest level
200.	STRONG SUPPORT for a shared use path. The bridge has long been a barrier for walking or biking to/from the Eastern Shore, and this is a once-in-a-lifetime opportunity to close that gap. I walked across during the Bay Bridge Run last November, and it's an amazing experience. It should be well separated from traffic. The glass barriers on the Wilson Bridge are an excellent way to reduce noise and stress for pedestrians. There should also be parking for people who want to start/end their crossing at either end.
201.	YES PLEASE!!!!! I hate that there is only one day a year people can walk across this bridge. SO many other bridges in our nation have walking and riding plaths. a path to the Eastern Shore is a great idea. As a local bicyclist, I would definitely appreciate a way to ride across to the Kent Island and the Eastern Shore.
202.	This sounds great, but I know that "serious" bikers tend to go pretty fast on the B&A trail sometimes comprimising safety. Not sure how that would work on the Bay Bridge.
203.	This is much needed for bicyclists, please do include a pedestrian/bike path across the bay bridge.
204.	Please include separate safe infrastructure/lanes for bicyclists and pedestrians. Ensure that the lanes have space for pedestrians and bicyclists traveling safely together.
205.	The region and the country as a whole needs this! It's a once in a lifetime opportunity to bring generations to come a durable connection. A separate bike and pedestrian crossing is essential for the future of the region and would be a massive boost to the region's economy.
206.	Should absolutely include this shared use path!!!!
207.	A shared use path would be amazing. I enjoy recreational cycling and there is a major disconnect between the eastern and western shores for bicycles.
208.	I am highly in favor of a dedicated shared use path. This could be a tourist attraction and economic driver similar to the Golden Gate Bridge or bridges in NYC. Great idea!
209.	If you do not do this, you should not spend taxpayer money on this project
210.	Absolutely in favor of this plan. However, separating bikes and pedestrians on the path would improve safety.
211.	MAKE THIS A PROTECTED PATH!!! "shared" open road on a congested path is a recipe for death for Pedestrians and bicyclist
212.	YES YES YES. I want a shared use multimodal path for bikes, pedestrians, wheel chairs, scooters, etc. On it I want a viewing platform to see Fort Carroll. I want power posts to charge the ebikes at both ends of the bridge. I want colored lights on the bridge too. Make it fun.
213.	I am commenting to show my support for a shared-use path for bicyclists and pedestrians on the new bridge crossing. As a cyclist and avid long-distance walker, this would be an amazing benefit for both myself and the biking/walking communities. It would help so

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
	many people to recreate on the Eastern Shore, and would help connect Maryland. Expanding a long distance, safe network of tails is wanted and needed in MD! Thanks!
214.	This feels like an important investment with this once a generation build
215.	As I indicated above, YES to a pedestrian/bike path on any new bridge structure.
216.	This would be great--to cycle across and ride around the eastern shore w/o having to worry about using a car
217.	It is unlikely that walkers would use the bridge as it will become an expensive a long walk. Cycling however would be easy. Shared space would necessarily be large as cyclists and walkers do not mix well due to the difference in speeds and that both walkers and cyclists tend to walk in pairs abreast to each other. Mixing the two will result in deaths. Check the history of the W&O Trail. In the end, walkers will only use the first several miles at most while cyclists will complete the crossing.
218.	Yes! We need a path for bikers and pedestrians. Please provide this. It would be an iconic ride. Thank you for taking our input.
219.	This is the most important new feature - more lanes is just more lanes. A bike path is actually something new - and would give me reason to cross the bridge and spend money on the other side. Drive across the bridge - don't need to, don't want to. Bike across the bay - that's a great weekend!
220.	This is CRUCIAL. While there are a few ways to drive across the bay, there is still no way to bike over without traveling many miles north. The counties and state have invested strongly in amazing bike infrastructure immediately on both sides of the existing bay bridge, and these facilities are popular. It would be a boon to businesses especially on Kent Island and would enhance the area's reputation as a destination for those who enjoy the beauty of our state. Once built, it would be used IMMEDIATELY and require very little cost for upkeep since bicycles and humans are much much lighter than buses and trucks. Let's do this please!
221.	ABOSLUTLY! A shared use path is a MUST!
222.	Yes! A safe bike/pedestrian path across the Bay Bridge is needed.
223.	Yes! Although the path should be separated. Pedestrians will move at a slower pace, perhaps looking around more. Cyclists (especially if going "downhill") will be zippier and I don't want pedestrian-cyclist crashes.
224.	Please provide a bike lane to allow access to the Eastdrn Shore. It's hard to have no options to get across, other than a car.
225.	ABSOLUTELY. Considering the minimal crossing opportunity for the bay, any shared-use would be welcome.
226.	A shared use path for walking and bicycling is a good option — protecting people and the environment— although walking and bicycling paths could be separated from one another, as well.
227.	The BEST idea here!
228.	This is a wonderful idea! Reduces car traffic.
229.	The need for both a pedestrian and bike path is extremely important to all Maryland residents...it makes total sense in today's environment of active and fitness minded Residents...it will also help reduce the need to use a car to drive across the bridge to access all the Eastern Shore has to offer...
230.	Absolutely, this is a must! Look at the former Tappan Zee Bridge near Nyack, NY, for a nice implementation of a bridge bike lane. Commuter parking lots and transit hubs on both ends of the bridge will increase the use of the bike/ped lane for health, recreation, tourism, and commuting.
231.	a shared use path for bicyclist and pedestrians is a great idea. This would provide a tremendous recreational opportunity. there is a large amount of people that like to make a bike trip to eastern shore and now the bridge is the biggest impediment
232.	I agree with the shared use path for biking/pedestrians.
233.	A safe and separated shared use path would be beneficial to commuting across the bay and recreation.
234.	Yes, yes, yes! Lots of benefits to the community and population. Health, economic benefit, tourism, alternative transport options, and low cost to create. Look at success of other bridges like Golden Gate. People are hungry for options like this... . look at the crowding on B&A trail or WOD in Washington.
235.	I VERY STRONGLY SUPPORT A WIDE SHARED USE PEDESTRIAN PATH ON THE BRIDGE CROSSING.
236.	YES! both for transportation around the local communities and for recreational opportunities.--I'm a cyclist and will definitely use this facility. Great idea.
237.	The biggest mistake of the existing bridge is the lack of a dedicated pedestrian and bicycle pathway across the bridge. Now, with new modes of personal transportation like EV bikes, scooters, skate boards, etc... The need for a modernized bridge that accommodates current and future modes of transportation across the Chesapeake is necessary. This type of capability would be a real asset to the State of Maryland and the surrounding communities.
238.	YES! please provide separate pedestrian/bike path
239.	yes!!! Being able to bike or walk across the bay would be amazing.
240.	Yes! Please include this. Not everyone wants to travel by car.
241.	Please include safe pedestrian and bike lanes in the new bridges plans.
242.	The shared bike/walk plan is important to me. Please That the new bridge plan.
243.	Yes, bicycle lane similar to the Wilson Bridge over the Potomac
244.	Fully Support Bicycle/Pedestrian dedicated lanes along all new bridges.
245.	I wholeheartedly support a shared-use path for bicyclists and pedestrians on a new bridge crossing. I hope that this can happen!
246.	YES! Protected lanes for bicycles and pedestrians are worth the investment.
247.	You should do this, pedestrian and bike path. Do not build a new bridge without this.
248.	Absolutely yes. The shared-use path should be protected from the roadway.
249.	Yes, this needs to happen. Do this.
250.	We 100% need a bicycle option for this bridge. There is currently no way to cross this body of water without it. This would enhance the overall attractiveness of this area for bicycle touring and bring revenue to local businesses
251.	I very much support the inclusion of a shared use path for cyclists and pedestrians on the new bridge crossing.
252.	I strongly support this! The public deserves every possible opportunity to use alternate safe transport across the Bay Bridge. Many other major bridge projects have done this successfully. ie. Golden Gate, George Washington, Woodrow Wilson, etc.
253.	Please do this! Cycling and pedestrian infrastructure would be a great boon to people looking to get across without lethal environment-killing cars
254.	Any new bridge build should include provision for pedestrians and cyclists as an absolute requirement. It is unacceptable that I remain one of only a few thousand cyclists who have crossed the bridge on bicycle as part of a single cycle across maryland tour ride in the 1990's. This capability must be included as a permanent feature going forward.

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
255.	Absolutely include a shared use path on the bridge, right now everyone has to get a service to make the trip across the bridge. Plus it can be used for the bay bridge run.
256.	If you build a new bridge it MUST provide a lane/path for bikes and pedestrians.
257.	This should absolutely be included, but "shared use" should still mean that the portion for pedestrians is separate from the portion for cyclists. This shared use path should also be completely protected from cars.
258.	This is tricky. While I am interested in health and wellness, bike for exercise, and actually swim across the Bay annually, I do not know how frequently people would take advantage of a dedicated shared lane. It would be ten miles both ways. While a good idea; what are the estimated numbers of crossings, safety of shared use during congested times, and additional costs for such an activity? If the users had to pay, I think there would be minimal use and would question the rationale.
259.	Much needed for transportation to and from Eastern Shore
260.	Yes. More of this please.
261.	The addition of a bike/pedestrian path would eliminate some car traffic and provide another outlet for exercise. A parking lot on each side would allow people to park and bike or walk to the other side. Restaurants and stores on each side would benefit from this also. It could become a destination for people to park, walk/bike and shop or eat.
262.	Definitely yes, please include.
263.	An excellent idea! As an example the Arthur Ravenel, Jr. bridge over the Cooper River in Charleston, SC incorporated this and its used daily. Just read the reviews on Google Maps...
264.	The bay is a beautiful place and this will enhance the quality of life in the area. Bike and pedestrian paths should connect to existing infrastructure to provide access to restaurants, beaches, shops, other trails, etc.
265.	Great ! Tourist attraction!
266.	I strongly support a shared-use biking and walking path
267.	Yes!
268.	Great idea. I've gone over several large bridges with P/B paths.
269.	Any new crossings should include separate hard separated lanes for pedestrians and non-powered (including e-bikes) forms of transportation.
270.	Including a shared use path would be enhancement for cyclist and if paired w a park would create a tourist attraction brining additional local business.
271.	We absolutely should have a shared-use path for bicyclists and pedestrians.
272.	Yes, please include a shared-used path for bicyclists and pedestrians on a new bridge. It would be wonderful for cycling to the Eastern Shore and for long distance cycle touring. Thank you!
273.	Providing a shared path for cyclists and pedestrians would be a game changer and an asset for everyone. I enthusiastically encourage that the MDTA include this option in the plan to provide access and an environmentally sustainable alternative to crossing the Chesapeake Bay.
274.	I strongly support a shared use path for bicyclists and pedestrians. Other iconic bridges across the United States have safe, shared use lanes and it would be appropriate for a bridge of this magnitude to include this infrastructure as well.
275.	YES PLEASE! This is such needed infrastructure and will allow for pedestrian and bicycle connections well into the future!
276.	would love this as long as sufficient barriers are in place to protect cyclist and walkers
277.	It's not worth the money and space to have this, I've crossed W. Wilson Bridge for years sitting traffic thinking the extra space/lane could have been used for traffic (pedestrians were never on the bridge).
278.	I agree
279.	I do Not support bike or pedestrian use of any new bridge models.
280.	Absolutely not you have more important things to worry about for the state of Maryland
281.	Yes! We need to invest in bike/ped infrastructure. If not now, when?
282.	YES!
283.	The two way hiker/biker trail would be nice, but would need a solid — maybe opaque or at worse plexiglass — wall on both sides of hiker/biker trail — to protect from traffic generated wind and wind from over the Bay. And it would need to have a fenced top to prevent jumpers from climbing up and over.
284.	No
285.	This is 100% necessary in any option. Biking and walking is about building infrastructure for people to use, then you see people use it, not the other way around. If you build it, they will bike/walk!
286.	YES, this is so needed for accessibility to/from the eastern shore. It would be a huge benefit to the community and wider state.
287.	Please provide a safe route for bicyclists to bike to the Eastern shore. I know many bikers who would use this route.
288.	Absolutely necessary to make this bridge something that can sustain what the future looks like. The demand to walk/bike to the shore is massive!
289.	I strongly support this proposal. This would increase tourism and also encourage some of us to cycle from DC/Annapolis/Baltimore to the Eastern Shore
290.	If a shared use path is truly considered, will the height of the bridge be sufficient to avoid injury from the stacks on shipping vessels passing beneath the bridge?
291.	A barrier should be in place if shared-use path is constructed. I like the idea of being able to cross the bridge walking or riding a bike. That would really extend the Cross Island Trail
292.	This is a must. The Annapolis transportation board, an independent board created by the city of Annapolis, has voted to support this option. It just makes sense.
293.	YES
294.	I think that would be fine. Bicyclists and pedestrians have had shared-use paths in many places for as long as there have been bicycles. Another win-win.
295.	Finish the East Coast Greenway first (South Shore Trail, crossing over the Little Patuxent). This idea is nonsensical. The bridge is for cars.
296.	This sounds good, especially if it can be used as a bypass in case of emergencies or wrecks.
297.	Must happen!
298.	I'm okay with bike use.
299.	Not sure this feature would be used enough for the cost of it.

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
300.	Definitely bike/pedestrian path.
301.	Bad idea; waste of resources
302.	GREAT IDEA. Would offset many problem pains.
303.	Maybe.
304.	Absolutely not this is a waste of time and space. We have 12 - 15 mile back ups during the summer despite your INACCURATE numbers!! The numbers on your board are seriously inaccurate!! Especially hearing you skewed the numbers by "tossing out outliers"
305.	GREAT idea! The existing trails [both sides of the bay] would make great feeders.
306.	I am strongly in favor of bicycle and pedestrian options on the bridge. Biking is my primary mode of transportation (I do not own a car) and I feel strongly that this bridge should be accessible and usable for all (especially climate-friendly modes of transportation like biking).
307.	A waste. How many people are really going to walk or bike over the bridge.
308.	This would be nice to have but I would be interested in understanding the incremental cost to provide this feature.
309.	YES, please! Bridges need to be accessible to all road users, not just cars. A bicycle lane and pedestrian path are crucial.
310.	For safety it should not be shared due to the posted speed limits.
311.	Yes, this is a MUST!
312.	Yes to protected bike and pedestrian paths. They could have solar panel covers.
313.	Yes. This is a great idea. Use the Woodrow Wilson Bridge and the Tappan Zee Bridge over the Hudson River on the New York State Thruway as design examples.
314.	No pedestrian are allowed on highways why would you want them on a busy bridge NO
315.	Absolutely yes! And if this option gets added, then don't half/[Offensive Language Redacted] it just to say you did it. Do it right, make it wide enough for both walkers and cyclists and labelled accordingly. This is only bring MORE tourists and people to your area!
316.	Great!!!!!
317.	A shared use path MUST be included. There are complete bike networks on both sides of the bridge(s) and this would complete a very difficult link for local and long distance cyclists. I know for a fact because I personally provide rides across the bridge many times a year for visiting cyclists. Furthermore, this would make a statement linear park with views of the Chesapeake not available anywhere else. There is a reason the old Governor's Bay Bridge Walk (prior to 9/11) was so popular and this would essentially create that available at any time. There is great precedent for this kind of a park on the Cuomo Bridge over the Hudson River. I have experienced that personally and it is fantastic. It will be inexcusable to make cost arguments against adding a shared use path given the total amount that will be spent on this infrastructure.
318.	The Bay Bridge is 4.2 miles long and connects Annapolis and the Eastern Shore with the largely rural, agricultural Eastern Shore. What will the volume of bicycle traffic and pedestrian traffic be? Again, as in my response to 1d, not very much. We will cost the taxpayers of the stat millions of dollars to accommodate a very small population of users.
319.	Excellent idea. Significant for MD tourism.
320.	Jumpers happen too frequently already - it would make this easier.
321.	Yes, definitely. Shared use path could be used for bridge painting and maintenance when needed. huge tourism opportunity. Also need to provide pedestrian and bike access lanes on all overpasses. Currently Eastern Shore has NO pedestrian overpass lanes...on an Island that is poor design and needs to be fixed.
322.	Not needed - need to assure that school buses on KI, Grasonville run w/o bridge traffic blocking roads to ambulances and fire trucks are not impeded.
323.	I love this idea and recommend that it be a notable consideration in future planning.
324.	That's a good idea.
325.	Would like to see the cost-benefit analysis of adding this to the two spans.
326.	Totally not needed dumb idea purpose of bridge is for vehicular traffic.
327.	Yikes!
328.	Not worth the trouble or expense.
329.	Personally I do not see the need for this on a bridge that is 4 miles long and does not connect cities. There is no where to bike either north or south of the bridge on Rt 50.
330.	YES! YES! YES! - this is very important!
331.	The bridge is too long for this. If there is extra capacity, it should be used for additional lanes or a shoulder to aide in keeping 6 lanes operational under all circumstances.
332.	No build
333.	I personally don't think this is something needed unless that path has other uses as far as emergency access to the other lanes.
334.	Good idea.
335.	Great idea - please implement.
336.	Again I think this is a great accessory or feature but its promoting additional traffic to the eastern shore. Easier access more people, more congestion.
337.	This is a wonderful idea!!
338.	It would be a complete waste not to do this. We have put a path down college pkwy. Find the money to do this!
339.	Yes!
340.	Waste of money. If do, only if provide parking and access from both ends.
341.	A bike shared path lane would be good.
342.	Better make them wide so nobody gets runover.
343.	Keep shared use path!!
344.	I believe any funds for this would be better used to move cars across the bay.
345.	Yes! It is a minor use, but cannot catch on if it is not there to start with. It is a loss leader for the future of our region - must have!
346.	*MUST DO* the lanes on the new Tappan Zee Bridge are PACKED with walkers, joggers, and cyclists every time I go over, as are the lanes on the Ravenel Bridge in Charleston SC = MUST HAVE PEDESTRIAN AND CYCLIST LANES
347.	No comment
348.	Great idea. Connect all the trails from Baltimore to O.C.
349.	They already have enough suicides (incidents) on this bridge want more?

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
350.	If there is a demand for walking or bike access, I'd recommend keeping one of the current bridges to allow that access to totally separate bikes and pedestrians from interstate traffic.
351.	Love it.
352.	Yes
353.	Separate lanes would be better/bikers can be very dangerous for pedestrians.
354.	I think this is a good idea, however, when you come off the bridge on both spans the roadway system isn't save for pedestrians and bicyclists. Again, a holistic approach must be taken, adding more lanes, public transportation, and ped lanes are great but it will not solve the issue if the roadway system is not addressed.
355.	Can one existing bridge be kept for the pedestrian and bicycle pathways? This may result with one addtional car lane on the new bridge. Would not have to pay for demolishing one of the existing bridges.
356.	I strongly support the inclusion of a shared-use path for pedestrians and cyclists as part of any selected build alternative. The shared-use path should be high quality and the input of local cyclist advocacy groups must be considered in the final design.
357.	They did this when they built the South Capital Street Bridge in Washington D.C. It works great and is regularly used by both pedestrians and bicyclist.
358.	NO SHARED USE PATH. Not everything has to have a walking path or bike path. Unnecessary expense.
359.	I am in favor of connecting the Broadneck Peninsula Trail (western shore) with the Cross Island Trail (eastern shore) if feasible. Even unfinished I see significant use of the Broadneck Trail, and at the western end will connect into the highly used Baltimore and Annapolis Trail. With the existence of Sandy Point State Park, the future Holly Beach Farm National Park Trust site, and the potential of the Whitehall property being included in the proposed Chesapeake Bay National Recreation Area having connectivity between the eastern and western shore for pedestrians and bicycles would provide additional ways in which to experience the Chesapeake Bay. (As a note: I am not in favor of the Chesapeake Bay National Recreation Area - I fear it will allow the National Park Service to intrude into what should be local decisions by Maryland and Anne Arundel County when in proximity to the Chesapeake Bay).
360.	This just doesn't make sense. The demand for this is tiny and there's no reason to think it will grow materially. See prior comments.
361.	So this is a no-brainer for the region, and I support this in the strongest terms possible. It's why I'm completing this survey. Local use comes to mind immediately — imagine walking over the bridge after a day at Sandy Point to dinner on Kent Island. But I also encourage you to consider the economic opportunity for long-distance bicycle touring. I have completed a number of long-distance bike packing trips, including across the United States, and I would offer that this connection could represent a significant economic opportunity for Eastern Shore communities. The distance from DC to the beaches is perfect, maybe 150 miles, which is a few days of riding each way. Bike to the Beach has already socialized the region to the ride itself. And best of all, the DelMarVa peninsula is effectively flat. It's a tourism and economic development layup. And building this shared use path on a new Bay Bridge unlocks it for Maryland. Look at lodging and communities along the Katy Trail in Missouri, the GAP trail in Pennsylvania, or the C&O Canal trail — some of them are sustained in part or majority by their proximity to the trail. Long distance bike touring is a somewhat niche but its participants are low maintenance and spend money. They'll do as much or more for Eastern Maryland communities than the beach traffic. The full vision would require bike infrastructure outside the scope of this project. But this is the keystone of it.
362.	As long as it has a divider that separates traffic and pedestrians use
363.	Yes please! Lots of comments on a prior survey about how unsafe hiker-biker trail on the bridge, but it can be done safely and out of traffic (One example is the Arthur Ravenel Jr. Bridge in Charleston, SC.) Connections from the B&A trail via the Broadneck Peninsula Trail to Sandy Point to the west and the Cross Island trail (Kent Island, MD) to the east would make about a twenty mile segment.
364.	This needs to be a mandatory component of the bridge's construction. We already missed out on a shared use path on the Nice Bridge over the Potomac. Considering the expansion of the Broadneck trail network and Kent Island trail network, these two absolutely need to be connected via the Bay Bridge.
365.	Yes to walking & bike paths.
366.	Ok
367.	Ok if not invasive to auto lanes, ie. Cantilever lane build outside of auto lane.
368.	Do not endorse shared use as that would mean 10 lanes
369.	Oppose.
370.	As a cyclist I would be all for a shared-use path, but given the added construction expense it would not provide a great ROI. Also, what happens if when a bicycle breaks down mid-span or a pedestrian has an emergency mid-span?
371.	Not needed
372.	Maybe.
373.	No. The few people who would use this do not justify the cost, building headaches, and longterm problems. Length of bridge and surrounding area will limit the use to fitness jerks and random crazy people. Plus increase of jumpers that will create safety hazards and tie up bridge.
374.	A lane for emergency vehicles should be required. When not in use sharing it with bicyclists and pedestrians seems feasible with consistent/proper management.
375.	Agree. Should bring more tourism to the Bay
376.	What safety net/crosswind protection will be explored and at what cost.
377.	OK, if it doesnt take away a auto lane
378.	Yes, yes, yes! Please provide pedestrian and bike lines, like other bridges have. It would be short-sighted not to.
379.	yes! please add a bike/walk path for this beautiful view
380.	Seems interesting, but it could also be a safety hazard? Could this path be on a separate level from vehicle traffic? I feel like having it wouldn't add much cost to the overall project. If that's the case, I'm in favor if it.
381.	NO!!! NO!!! NO!!!
382.	Yes, do it.
383.	I'm not sure this would be used enough to justify the cost and/or possible obstruction of the viewshed.
384.	That sounds great, except how many folks do you think are going to use it. How long would it take to cross via foot or bike? Is it going to be handicapable?

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
385.	Great idea!
386.	A shared use path should definitely be included. It would provide connectivity to existing and under construction trails on both shores, would provide the only feasible connection for existing and planned long distance trails (ADT, ECG, etc), and provide access for maintenance and emergency vehicles.
387.	Excellent choice!!! Any bridge built today should include a shared-use path. Understand that this project will get national attention given the length and significance of this crossing. It should follow current best practices regarding SUPs and should set an example for structures of this caliber.
388.	Strongly oppose.
389.	Just build the bridge already, no, more BS
390.	No - too dangerous
391.	Because of the wind and other weather factors, I don't think this is a good idea. I have driven across the bridge during high winds and during storms side by side with folks towing large boats and tractor trailers. I would never want to be on a bicycle in those conditions.
392.	yes
393.	This is an excellent idea!
394.	Make it completely suicide jumpers proof. There are constant jumpers - nearly 1 a week.
395.	Totally support.
396.	As long as there are barriers for suicide prevention.
397.	Okay - one span only.
398.	I would use it. 10k pedestrians and 6k bicyclists use the Golden Gate Bridge Daily.
399.	Please no. We need to move motor vehicles; consider providing rides for bikes & peds. There are few of these compared w/ cars & trucks.
400.	YES!!! Love the new path along Mario Como Bridge.
401.	Bicycles & pedestrians = wider deck
402.	Would there be enough usage to justify the shared use path?
403.	Strongly support. Has been very popular on the Arthur Ravenel Bridge in Charleston, SC
404.	Yes, support the SUP! Full length, please!!
405.	This is a great idea! As long as these paths extend west and east bound so they are accessible w/o having to drive to the bridge.
406.	PLEASE have a full-length, separate shared-use path!
407.	Not 40-50 foot higher? Most people are terrified at existing heights thus accidents. have 1 bridge for HOV/recreation
408.	This is dumb. Few people will ride their bikes or walk across the bridge.
409.	Waste of money. Bridge is too long.
410.	a shared use path would be helpful, but it need to be protected to avoid jumpers
411.	Favor.
412.	This is a "nice to have" feature, NOT a "need to have". Not many trails to traverse on the eastern end of the bridge, unless they are newly built. Bridge security is also a big concern with the on-going issues of jumpers. If shared use path is provided then extensive bridge security measures need to be incorporated into the design.
413.	See above and please include a bike/pedestrian lane
414.	Sure
415.	Yes great idea
416.	YES!
417.	Believe on such a large, high, and long crossing bridge it's not efficient or would generate a large enough use for the additional costs involved.
418.	No comment
419.	Must Have
420.	The shared use path needs to be SEPARATED FROM TRAFFIC! No one will want to use a bike lane that is directly next to 10 lanes of traffic, so please consider spacing it out from the traffic to make it safe and enjoyable for bikers to use.
421.	Sure. Consider "hanging" the shared use paths under the new South span so the roadway serves as as sun/rain cover and also separates the path users from roadway noise and emissions. You will also be able to contain the path floor to ceiling with fencing to mitigate suicide jumps, and the path only needs 8 feet or so clearance, so it won't eat into your new bridge height standard for the ship channel.
422.	I am a strong supporter of including a shared-use path for bicyclists and pedestrians
423.	seems like an extravagance, what is the cost of adding the SUP lane ?
424.	I am in favor of this as long as the approach roads also have a dedicated path/lane for bicyclists and pedestrians. There's no point in having a shared-use path if people can't get there safely.
425.	I'm heavily in support of this, I know people and believe people would have no problem biking across the bay; even being roughly 4.5 miles. I noticed the construction for the bike/pedestrian path is being extended next to the highway on E college parkway; this can now be easily connected to the bridge corridor.
426.	That would be great!
427.	Absolutely not. No need for people to cross as it may be an easier option for self injury.
428.	That is a good idea
429.	if it can be safe
430.	I absolutely support this. Don't just include this to check a box - make it inviting. Give it generous width (20 feet) to allow bikes/peds to pass each other, allow people to stop for photos, etc. (Alternatively, you can do two 10-foot trails, one on each span.) I know you're considering safety in determining whether to include this, given the wind. My response is to apply the same standard that you would for cars. Instead of not including such a facility, you would design it for resilience. The same standard should be applied for the shared use path. I know that some expressed concerns about suicides. My response is to use the balcony of the Empire State Building as your guide for preventing this through design. Also, include signs with hotlines to call.

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
431.	Sure why not have bicycles. Put overpasses at 213 and 404 to keep the traffic flowing on Rt 50.
432.	Great, but rather use existing spans for this purpose
433.	Shared use would be good for people to bike or walk but with how steep it is aren't bikes brakes failing dangerous?
434.	This would be pretty exciting. Currently there is no way to cross the bridge for a cycling holiday on the eastern shore. Although there are bike paths on both sides that could be connected, a car is required to complete the journey (which can be taken via bike from dc or Baltimore). This could create a low-impact expansion of tourism, creating opportunities for multi-day bike packing trips to the eastern shore.
435.	Bicyclists and pedestrians sound like opportunities for accidents and death! They should NOT be on the bridge! Offer small high speed ferries for them. Take hints from the Seattle area!
436.	The more travel options we can provide, the more people we can get traveling by things other than cars, and that would reduce emissions, if only by a little. Obviously, this shared use path would need to have some separation from the car lanes and also connect to a greater bike/walk network- just the path with no connection would not be used.
437.	Please do not provide a pedestrian path. It will entice more jumpers.
438.	Shared use as long it's as wide enough for both simultaneously.
439.	yes high priority. increase in ebikes
440.	I hope that you add in bike and pedestrian access to the new bridge!
441.	This would be nice but I don't see how this alleviates any of the issues you are trying to solve and seems to only be a way to appease "sustainable options" while building multiple new lanes/bridges.
442.	The bridge is 4.3 miles long and realistically there is not much population on a 10+ mile section of US-50. Therefore very little use by bicyclists and pedestrians. Bus transit routes should be designed to mee that need.
443.	I think room for the cyclist and pedestrians is a good idea. Will these lanes be protected by anything?
444.	Absolutely not. Just causes more accidents
445.	That is a long span for both walking and biking. Would there be a comfort stop somewhere mid-bridge? Would this be patroled? Other than designated bridge or walk bike ride, how often would those be used? Would users pay for use with EZ PASS?
446.	The only time this wouldn't work would be during inclement weather; this would have to be closely monitored. Its a mixed bag, especially if someone is going to jump. Shuttles on either side would be a better option
447.	Given there are parks and dynamic trail systems on either side of the bay at this site, a share use path would bring a huge return on investment for tourism, outdoor recreation economic, and as an alternative for local residents and visitors.
448.	I am strongly in favor of the shared-use path. It's my main impetus for providing input on this survey. I am an avid cyclist both for recreation and work transportation. I hope that there is strong consideration given to a shared-use path with definite separation and protection from the motor vehicle traffic.
449.	I don't understand what purpose this serves given the likely high cost. There are no "destinations" on either side of the bridge (maybe outside of Sandy point park). Commuting into AACo (where the likely economic engine is) from the western shore is really only viable for about 8 months out of the year and a very long ride for a daily commute. Consider investing in better bike lanes in both AACo as well as Queen Annes county. Or upgrade the approaches to alleviate already dense traffic.
450.	I don't think you want to invite more people to be walking on that bridge. Really! Think of those who are not stable and have already tried to take their lives on the bridge. This is crazy!!
451.	Now would be the time to do it but not sure how many would use it because it's so long. Suggest a survey be conducted and engage the biking community. Would need anti-climb railings to prevent people from climbing over (suicide prevention).
452.	Applaud this. Thank you!
453.	Excellent!
454.	YES.
455.	This would be great but would require locations on either or both ends of the bridge to park to access this amenity.
456.	Agreed
457.	n/a see above
458.	Yes, please provide a bike and pedestrian path unless the cost is too high.
459.	Very, very, very high cost for a very few. Will have zero affect on "current" or projected vehicular volumes which drive the fundamental need for this improvement.
460.	Nice idea but serious safety concerns.
461.	The comment about "bridge vibrations" during the Zoom says it all - a few bicyclists and pedestrians should not be driving, let along holding up progress on this project.
462.	Most major new bridges across the U.S. include this. We will soon have major trails on both sides of the Bay which connect to broader trail networks. This would be an iconic crossing for people on foot or bike while also providing an emergency lane. The issues of wind, barrier, grade have all been addressed on other long spans. We must do it here as well!!
463.	Absolutely NOT. It's going to be tremendously expensive as it is, this will only complicate and add expense
464.	A bike lane seems silly, unless it has a physical separation from the automobile lanes. Also, since rt3 50 does not allow bicycles...how would the bicycles enter the bridge. Why are you considering a bike option?
465.	this should not be optional. Enable bicycle lane.
466.	I support
467.	If there is room and money, a shared-use path for bicyclists and pedestrians would be ideal. It seems to work well on the Woodrow Wilson bridge in DC.
468.	Walking or bike lane agreed.
469.	Shared use path on at least one of the spans would be a great benefit to the community, especially for individuals who like to participate in the bay bridge runs, or those who wish to see the view.
470.	I love this idea and hope its extends across the whole bay!
471.	We should encourage non motor vehicles to reduce emissions.
472.	I'm not in support of this; seems to dangerous.
473.	This would be terrific, and provide significant positive economic impact due to tourism and local use. On day 1 it would be an invoice and unique attraction. MDOT should pull in the Commerce Dept. (tourism) staff to provide data on economic benefits based on similar bike/ped bridge access in other states.

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
474.	Sounds nice!
475.	I hope we do NOT get a new bridge. but if we do, might as well throw in a shared use path
476.	...mentioned above
477.	Yes. Please allow other than motor vehicles the opportunity to cross. There are paths on both sides of the bridge that should be linked.
478.	This option would be a tremendous way to allow Marylanders to enjoy both the bay and newly connected communities by bike! Suicide prevention measures should be included.
479.	Only if it does not take away any traffic lanes, maybe something like the Brooklyn Bridge in NYC or the Golden Gate Bridge.
480.	Agree with this option!!
481.	Since well developed bike trails now exist on both sides of the bay this seems an obvious need Please consider also engineering a safe way (cycling bridge) over 50 at queenstown outlets
482.	Yes please! It should be physically separated (barriers, not just paint or flex posts). It would be a joy to feel safe walking or biking across the bridge.
483.	This is absolutely crucial. It will be a boon to economies especially on the eastern shore if recreational cyclists can access that part of the state without having to get in a car. Let's make something which can be a draw and something for us all to be proud of.
484.	The shared-use path for bicyclists and pedestrians is a fantastic idea!
485.	This is essential. The Broad neck trail will end at Sandy Point State Park by year end 2025. The Kent Island (Cross Island) Trail can be linked to the eastern side of the new bridge. It is cheaper to build now than try and add later.
486.	Not if it reduces lanes for vehicles
487.	NO! The bridge is not for taxpayers to contribute to walkers, cyclists, and people to jump off the bridge. Make it impossible for people to commit suicide and leave the bridge for just commuters trying to live their lives! Kent Island life is hard enough with all the traffic.
488.	Keep bikes clear of roadway
489.	This is an incredible opportunity to increase recreation in the area. Safety measures do need to be in place as this would potentially increase the volume of bridge jumpers. However, the positive impacts of cycling/walking the bridge are great for the state and communities surrounding the bridge.
490.	Yes definitely we should add a shared use path. This should be the only capacity expansion added - besides management of existing travel lanes.
491.	My recommendation is to maintain the historic original bridge for pedestrians and bikes. Failing that, I would support a shared use path on the new span.
492.	Shared use paths would create additional problems. Need additional manpower to monitor or police them. May increase the potential for jumpers. A shuttle service for bicyclist and pedestrians may be more appealing.
493.	Hazard
494.	A protected shared use lane would future proof the bridge. Thank you for considering this! Bridges are long term infrastructure so you want to make sure you're ready for whatever changes are coming
495.	This is critical. Bridge must have bike and pedestrian access.
496.	Please no this is just crazy the winds get so bad and we already have enough problems with people going and jumping off the bridge this is the stupidest idea
497.	No comment
498.	I strongly support a shared-use path, but everyone knows what happened to the promised shared-use path on the Harry W. Nice replacement bridge.
499.	Highly positive towards a shared use path. Currently there is no way to bike to the Eastern Shore. Queen Anne's county has built some nice bike paths and Anne Arundel county is making great progress on their path network. A fully protected multi-use path across the Chesapeake would, in and of itself, become a tourist attraction for Marylanders and even regionally. This would add significantly to the appeal factor of a new bridge. (Note - as to the bullet on the slide that the path might only be partial distance from one shore: this would be a travesty and such a waste to make it solely a sightseeing end-point and not true path connecting central Maryland to the Eastern Shore.)
500.	I recommend a shared use path on one span, as long as it has high enough rails to prevent jumpers, and appropriate facilities on either side such as a small park and parking lot.
501.	I think this would be a waste of money and would be hardly used. If you pursue this then an essential element would be a parking lot and access from near each end of the bridge. The current broadneck trail has no public parking within 2 or 3 miles of the bridge. very few people are even going as far as sandy point by bike or walk let alone across the bridge and back.
502.	Please provide this option for anyone who wants to safely bike across the Bay to the Eastern Shore. As a Maryland resident who bikes frequently, I can envision making a multi-day bike trip along the B&A trail, across the Bay Bridge to the existing Cross Line Trail in Chester, and staying the night, and biking back the next day.
503.	Oh gods no
504.	Yes bike lane
505.	No pedestrian crossings. There are many suicides already and this will make it more easy unless precautions are put in place.
506.	Cyclists would love this and it would be incredible to hike the bridge even though it would take hours.
507.	Great alternative for sustainability. An enclosed pedestrian walkway alongside the Bay Bridge is a great opportunity to connect to bike and ped paths across the bridge. Ben Franklin Bridge Pedestrian Walkway in Philadelphia is an example of a longstanding bike-ped path. However please keep enclosed for safety, however also enough space to breath in the fresh air while walking, running, or biking. The path should have open and close times, to better control the movement. May have one side for biking other side walking and running.
508.	I think this will lead to many accidents and injuries and should not be adopted. There are plenty of other areas for people to ride their bikes.
509.	I support a protected bike and walking path.
510.	Needs to have netting to prevent jumpers
511.	It's not safe to have bicycles and pedestrians in a long bridge like this. There are trails leading up to the bridge both ways. That's good enough
512.	If a new bridge will cost less than maintaining the existing bridge, then of course include a shared-use path. Not only will it encourage ebike usage between the Eastern Shore and Anne Arundel County, but the bridge itself will become a destination.
513.	No bicyclists or pedestrians..Just Traffic
514.	I am in favor of a shared use path should the bridge be constructed.

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
515.	Nice to have, but I'd rather see rail. ~5 miles is a lot for bikers and pedestrians.
516.	Wonderful idea.
517.	Yes, a bibycle crossing would be very useful.
518.	A shared-use bicycle and pedestrian path would be beneficial to encourage local tourism economies between solely the spans of the bridge. However, suicide nets and regular MDTA police patrols by boat for those in crisis situations would need to be considered a part of the costs.
519.	Shared use is an interesting idea, but other than people potentially using it for exercise are there any other benefits? Access to other amenties, shops sights?
520.	Shared use is fine, but funneling crossing thru only the current points will result in a constant need to widen, expand facilities. Multiple crossings will not have that result.
521.	This is a GREAT idea!!!!!
522.	This only makes sense if there are connecting paths on both side of the new bridge. From Annapolis to Kent Narrows.
523.	Absolutely! What a terrific span to cross and a great experience available to anyone.
524.	Too dangerous
525.	Sounds good.
526.	This might be very risky if not implemented properly. Such a shared-use path would have to be implemented beyond just the bridge and on either side of the crossing. Seeing as neither side is designed for pedestrians, this seems like it would result in needless deaths.
527.	That is fine too for the new bridge near Baltimore.
528.	If the shared use path has so type of separation from the vehicles and the pedestrians/cyclists this would be perfect.
529.	YES. THIS.
530.	A danger to people/bikes as well as distraction to the drivers. So no a fan
531.	Low priority.
532.	I think they should make it a bit wider for the bridge making it less harmless for pedestrians, animals, and bicyclists.
533.	Absolutely, any new bridge should include options for bicyclists and pedestrians, this to link up with the East Coast Greenway.
534.	No pedestrians too far to walk to any destination. Bicycles are great on city bridges for short commutes, commutes are too far in thus area. There is also a lot of interstate traffic.
535.	Would be nice as long as it doesn't diminish the number of lanes for automobile traffic.
536.	I think this is fine but is unlikely to be used very often. I think this is more useful than transit as it takes up a lot less space.
537.	no comment
538.	no. it is too long and too step a grade for most. this would be used by a very small part of the population, and contribute to congestion, coast by adding lanes, etc.
539.	Anyone walking across a bridge that length and height should have their head examined. Bicycles should stay off highly used roads like this.
540.	No. I support dedicated walking/bike path and believe it would be a great addition but please, no type of sharing with cars
541.	this is a good idea as long as there is sufficient protection so the bicyclists and pedestrians cannot enter the vehicle lanes, jump from the bridge, or fish from the bridge. Anyone crossing by bike or on foot must agree to a large fee to be rescued if they cannot complete the crossing for some reason.
542.	Absolutely not to many distractions as it is on the bridge no need to add to it
543.	Although this might be used by local traffic, this is a risk in my mind. Drivers get easily distracted by many things, and this would just add to that. There is also a physical risk to increased individual accidents, people falling off of the bridge. Proper protections would need to be in place to avoid those dangers.
544.	Love the idea of supporting biking and walking. Not sure how many people could commute that way, but certainly some, and recreational and tourist cyclists might enjoy the opportunity. How much is the shared-use lane on the new Wilson bridge utilized by bikers and walkers? What lessons have been learned from it? Personally, it seems like the view would be cool but the traffic noise would be annoying. Also, what sort of suicide-prevention designs will be in place, while preserving the view?
545.	Seriously, how many people do you really think are going to walk or bike ride the bridge daily? This still does NOT fix the major issue!!
546.	Unnecessary.
547.	Use the existing 2 lane bridge
548.	A!bicycle lane is good but a vehicle Ferry is better
549.	I'm all for pedestrian connections but this surely would only cater to the most dedicated athletes biking or walking/jogging across the bridge. I seriously doubt anyone is walking over the bridge for leisure.
550.	YES
551.	I think this is very important to consider. A well done shared use path, perhaps connecting to the parks on either side would be a "draw" unto itself and provide stunning views and great exercise. I know sometimes these shared use paths get nixed because of special interest groups - notably suicide prevention. These special interest groups have a point, but at the end of the day, we should build major infrastructure to serve the main, healthy population. Healthy productive citizens should not be denied an amazing bike path over the Bay just because of concerns relating to a small part of the population health issues. Obviously any shared use paths must be built with safety as a first principle but don't let this shared use path be killed because its not "safe" for the mentally ill/blind/deaf etc. Make it as safe as possible - but don't let it be eliminated.
552.	This would be a great addition to the public. However, not at the expense of safety or space usage that needs to go to cars.
553.	As long as it is off the roadway and enclosed to keep safe from the vehicles it sounds like a good idea. Maybe even fencing/some sort of higher barrier to keep people from jumping god forbid
554.	This is essential for improved travel options and would act as a catalyst for development as visitors would travel here for great views, hikes, and bike rides. Similar to the Walkway over the Hudson.
555.	While it would be cool to walk or bike across the bay, I honestly don't think it will be worth the cost.
556.	Yes I can agree with adding a shared use path for cyclists and pedestrians
557.	A shared-used path would be wonderful for the new bridge. The trails on Kent Island would make a continuation for walkers and bike riders.
558.	YES

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
559.	No. The bridge is already dangerous due to driver anxiety. Keep bikers off the bridge.
560.	Bicycles have no place on a major highway - Pedestrians allowed on the bridge would only facilitate suicide - Stupid Idea
561.	Email: [Email Address Redacted]
562.	Make bridge wide enough to make it feel like parkway. This is great idea
563.	The majority of people using the bridge are not doing so with a bicycle or walking. They want to go to the ocean and you need a car for that.
564.	Yes, please include a shared-use path for bicyclists & pedestrians on any new Chesapeake Bay Bridge
565.	If done as part of new bridge construction, then the marginal cost should be reasonable and should be done. If the cost is not too terrible, then at least one of the new bridges should have a shared path. For a path that gets a good amount of traffic, the width should be similar to that used by Maryland and Virginia for the Woodrow Wilson Bridge Trail. Alternatively, I have seen recently new shared-use paths that have width of as much as 5.5 meters (18 feet) in Stockholm, Sweden (this is an extreme case). More common in Sweden is a width of 3 meters (a little under 10 feet). MDTA should be aware that a path on a long and majestic structure such as a new WPL Bridge may draw tourists and visitors to walk or ride on the bridge, and as such there should be parking near the bridge for this use (as an example consider the New York State Thruway Authority's relatively new Tappan Zee Bridge (I-87 and I-287) which has parking spaces for this purpose). I do not know if the spaces are owned and maintained by the NYSTA or some other entity. Please design in precautions to deter jumpers from attempting to use the path!
566.	I highly support a shared used bike path, and encourage this to be a primary consideration in the design. Maryland has a wonderful set of biking trails and related infrastructure, and connecting this across the bay would be a huge benefit to the region
567.	I like the idea, but foot or cycling use will always be a niche. Both transit and shared use capacity will be expensive, so transit should be the preferred additional capacity option.
568.	Not feasible, pedestrian and bike would be too costly, would there be tolls for pedestrian and bike?
569.	Yes please, biking to the beach is popular for multi day bike trips and this link is key
570.	Very important. Proceed with the replacement bridges only if bike and pedestrian access is provided for at least daylight hours 365 days per year. Provide parking and access to the ped/bike lane at each end of the bridge.
571.	NO WAY! This will cause fatals to the pedestrians on a good day people cant drive
572.	This is a MUST-HAVE.
573.	A shared use path for pedestrians and cyclists is absolutely critical. I implore MDTA to include a shared use path in the bridge design.
574.	Definitely. I believe this is an important considetation to include. Shared use demands, particularly for bicycling, have been steadily increasing. This is a much needed transportation alternative that should be promoted more, particularly since there are such limited options for a non-motorized vehicle operator to get across.
575.	Agree
576.	Yes, a great option
577.	Yes this should be a priority.
578.	No thank you. (Sounds like an invitation for jumpers)
579.	Please include a shared-use path in any new bridge design your propose which would connect to the new shared-use path being built adjacent to College Parkway. This is very important. All modern bridges today include a shared-use path for cyclists and pedestrians.
580.	Yes, please do it
581.	This must be a part of any alternative. Cycling and pedestrian paths should be sufficiently wide (10-feet+ each)
582.	Bicycles and pedestrians on the bridge??? Who is the fool that came up with that idea?????
583.	this would be good ..... but why not use the nice original span for bike/ped? this would preserve the history of the bridge.
584.	Yes!!!!! I would love a bike option - it would also reduce traffic and pollution.
585.	With the rise of ebikes, it will be feasible to bike across the bridge. Consider hanging the shared use paths underneath the roadway. This has several benefits: It alows the roadway to provide sun and rain cover, it provides a noise barrier, and it separates users from vehicle emissions. Make the paths at least 2 lanes in each direction, and allow Class 3 ebikes on the inner fast lanes. Hanging the multiuse trail below the roadway does not compromise ship clearance because the trail height only has to be 8 or 9 feet--not sure, but much lower height than the roadway clearance because there are no tall trucks. You also can cage in the trails floor-to-ceiling to mitigate suicide jumps.
586.	This shared use path is a must.
587.	This would be great!! But MUST be fully protected from traffic. Would love to have native trees/grasses along any trail made.
588.	Really important. The peninsula is ideal for bicycling since it's so flat, but there's no way to get there by car except going through Baltimore.
589.	absolutely a great idea. Preferably 12-15 feet wide. Maryland has a massive cycling community and it would be great to make the crossing more accessible.
590.	No. The bridge is already an elevated surface many feet over the Bay. It is not wise to share a lane with peds or bikes. Look at the Indian River Inlet Bridge in Delaware. They have a separate bike/ped lane that is far enough from traffic that it doesn't bother motorists.
591.	safety first- that path way will need retaining walls-a added expense. walking would be for sight seeing, obviously. Riding your bike is ok but not with cars- that's already a disaster.

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
592.	Yes to a PROTECTED shared-use path for bicyclists and pedestrians or retain one of the old spans for this use.
593.	Yes I would use this.
594.	Support!!!!
595.	Why a bicyclist cannot ride on 695 so no need for lanes on bridge
596.	No
597.	I would love this! I don't drive, but would love to be able to cross the bridge via bike! It would open up whole new worlds for me.
598.	Make the current two lane bridge like the high line in NYC. Can be both pedestrian & bike lane.
599.	Ferries are a great way to provide transportation for bikes and pedestrians!
600.	ABSOLUTELY CRITICAL. do NOT proceed without this.
601.	Yes!!!!
602.	Wonderful
603.	The spans are 4 miles long and I don't see it being utilized very much. Nice to have though.
604.	That would become such a great place to ride or walk. Just like the Brooklyn Bridge.
605.	N/a
606.	A must-do for our climate and health future. We already lost the Nice Bridge opportunity don't make that mistake here
607.	Allow pedestrian and bycycle access if behind gaurdrails away from vehicle traffic.
608.	Love this!!! Enhancing pedestrian and bike infrastructure on the existing bridge would encourage healthier, eco-friendly transportation options, benefiting both locals and tourists. This could also increase accessibility and enjoyment of the bay area, fostering a stronger sense of community and promoting tourism.
609.	Yes! I think it's important to create bike and pedestrian infrastructure linking the cycling infrastructure already present on the "west" shore and the eastern shore. Currently the logistics of biking to the beach involve either complicated car shuttles, or even asking strangers for a ride. Please provide this infrastructure!
610.	YES! Any new project that doesn't have pedestrian and bicycle use incorporated is a dinosaur. Please, please include! And consult actual cyclists on the bike accommodation.
611.	MUST have separate dedicated bike and walk lanes. Bikers and walkers CANNOT share a lane or path with motorized vehicles. They deserve their own lanes. Period.
612.	No pedestrians or bike lanes.
613.	I am for this as long as an appropriate number of car travel lanes are maintained.
614.	Having bicycles and pedestrians on the bridge is a bad idea unless they are separated entirely from the traffic. The average speed crossing the bridge now is 65mph
615.	Would be very interested in seeing a shared use path for pedestrians and cyclists on the bridge.
616.	A path would be nice but not necessarily if it delays the bridge
617.	Yes PLEASE!! To both! I would LOVE to see this come to the bay bridge! Just imagine the draw from the public- residents and visitors alike- wanting to take in the sights from the middle, highest point of the spans and have time to enjoy it. Professional photographers would also really appreciate the ability to take photos of the bay, the bridge and passing ships from these areas as well. A dedicated, sectioned off (concrete walls or solid bollard) bike lane would be another major attraction point for many people as well
618.	I agree.
619.	This should be required as a minimum.
620.	Not a good idea UNLESS there's safety fence or something from keeping people from jumping the bridge
621.	A shared use path for pedestrians and bicyclists should be required
622.	No bicyclists or pedestrians on any State road Hwy period
623.	Too dangerous for traffic and bicycle riders
624.	Maintaining is cheaper
625.	That would be useful but dangerous
626.	Go for it. Works in Brooklyn NY
627.	Good idea.
628.	If a shared-use path is constructed, MDTA should also consider areas of rest along the route due to the long crossing, call boxes, and emergency service response. Also, sound protection for bike/ped users from vehicles should be included in the design as well so the crossing is not hostile.
629.	The number of people who would bike or ride across such a long span is minimal. It would be a waste of money. Allow bicycles on the bus/rail and provide stops on both sides of the bridge.
630.	Absolutely, having a path for bicycles and pedestrians will greatly increase the quality of life of those living near the bridge allowing more areas for active transportation and physical activity.
631.	A good idea, but how much use would it actually get?
632.	Bicyclists - yes Pedestrians - HAHAHAHA!
633.	Stop wasting money! How would this pay for the bridge? Cars and trucks only.
634.	Why? How many cyclists will use this on a daily basis? This is a dumb idea, use the shared use space for another lane of traffic.
635.	I'd like to see this but it depends on cost. We don't need the impact on the environment or potential liability.
636.	No new bridge. Leave the Eastern Shore in peace. You ruined a beautiful and idyllic place by flooding it with traffic, and unwelcome western shore people!!!
637.	Absolutely NO!!! You think there are accidents NOW? Just wait until bikers start slowing down traffic and/or worse yet get hit and tossed off the bridge. RECIPE FOR DISASTERS!
638.	NO BIKES ON BRIDGE
639.	Absolutely.
640.	Good idea to allow mix transit
641.	A pedestrian/ cyclist shared use path would be wonderful.
642.	Could one of or part of the old bridges be repurposed into this use? If on the new bridge it should be completely protected from vehicular traffic - whether above or below the roadway. This will encourage more use of the bridge and local parks, further enhancing

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
	the local importance for the health of the bay and its inhabitants by promoting a healthy lifestyle and spurring new economic growth options in the area.
643.	Bike paths would be nice but they will only increase the danger of adding bikes on a bay bridge that will already be congested with vehicle traffic. Bikes and motor vehicles never mix. The danger only increases.
644.	Absolutely a shared use path for bicyclists and pedestrians needs to be included in all options.
645.	Yes, good idea.
646.	Good idea. It should be separated from the drivers by a gated or safe barrier
647.	Cool
648.	Only is they were contained in own lane and bikes did not become part of the traffic flow
649.	As long as these are made safe enough to avoid the cyclists and pedestrians getting hit by cars.
650.	This should be provided and connect to the Kent Island Trail System.
651.	Do not put bike lanes on existing bridges but add them to a new bridge
652.	This would be nice but must have a large tall barrier separation from vehicles for safety.
653.	No bicycle or walking paths on the new bridges
654.	I'd like to see the existing bridge used for this.
655.	A very good idea.
656.	This would be greatly appreciated and would likely serve as a tourist draw.
657.	Not needed.
658.	I would use this, a bike/pedestrian lane (with physical barriers) would be superb.
659.	no bicyclists or pedestrians should be on the bridge have you seen the way people drive over the current bridge it would just add to traffic issues
660.	No. The bridge is too long for this. For shorter bridges, yes, but I think that would be a HUGE safety issue that would bring more problems than good.
661.	No comment
662.	no bike paths!!!!!!
663.	Waste of money.
664.	It's a very long bridge for pedestrians, but emergency walkways make sense. As for bicyclists, will there be connections on the ends for them? Where on land will they ride?
665.	I love the idea of a bike lane allowing more transportation options. If pedestrians are allowed on the bridge then there should be a separate lane for them. Bikes and cars should be a priority to prevent congestion and allow safe travel.
666.	That is a long bike/walking path.
667.	I am in favor of a shared use path, but would want to learn more about the safety features to protect bikers and pedestrians.
668.	no, that is ridiculous and a way for more people to jump off and is asking for bike and car accidents.
669.	I think this is a waste. I imagine all but the most devoted pedestrians and bicyclists would utilize a 4+-mile path. It would also add another burden for first responders should there be a collision, etc. Additionally, if it will be taller than the current span, as I assume it will be, it will be even more grueling for pedestrians and bicyclists. This would be a complete waste of resources to mollify a vocal minority that does not live in reality.
670.	That's a waste - it's a long bridge
671.	Wait, 8-10 lanes of cars and you want bicycles not a great idea
672.	Absolutely a must!
673.	Yes please
674.	This would be cool
675.	To me, this seems like a safety concern.
676.	Excellent idea but I worry about potential suicides with pedestrians and bicyclists on the bridge.
677.	Do not do this. Enough drivers have difficulty in navigating the bridge that this would lead to tragic accidents. Moreover, pedestrians and bikes are not allowed on the highways leading to and away from the bridges. Contract with private companies to ferry bikers for such fees as they might charge. Relatedly, the bridge walk/run is an artifact of an off-season at the bridge that no longer exists.
678.	No, I do not think it is safe to have cyclists, pedestrians and vehicles crossing the bridge at the same time. A separate bridge should be build for cyclists and pedestrians.
679.	One of the few positives in the plan.
680.	It's a nice idea, but given the height and threat of a suicide person, I would have to say no. A park on both sides of the bridge would be a good compromise as walkers/bikers can use the park for recreation and admire the bridge.
681.	no sorry. we don't need bikers and peds on a 3 mile bridge across the bay. People are already jumping off there....this is absurd.
682.	Done safely
683.	This should be the number one priority. It would be transformative for there to be a way for people to walk and bike over the bridge. It would be a huge boon for tourism throughout the Annapolis and Eastern Shore areas. The bridge would become an internationally known destination for cyclists and walkers. Combined with the existing bicycle infrastructure on Kent Island and the overall excellence of both Anne Arundel and the Eastern Shore as places to bike, the Bay Bridge would lead to an explosion of bicyle tourism in the area. You have only to look at the Woodrow Wilson bridge to know that it would also become a daily destination for thousands of people in Annapolis and Kent Island to walk and cycle. Moreover, remember that not everyone in Maryland owns and drives a car. A massive piece of infrastructure like the Bay Bridge, perhaps the single most important piece of infrastructure in the state, should be accessible to everyone - not just drivers.
684.	I'm not sure that is very safe. Seem dangerous.
685.	Again, only if you are able to build the 10 lane bridge AND this option.
686.	Give me a break. I'm an avid cyclist but no one in their right mind is going to bike or walk on a bridge with vehicles traveling 55mph. Even with a separated bike path this sounds like an awful idea. To fully give people transportation freedom you need to give us viable options besides automobiles.
687.	should do dedicated bike path
688.	If it's safe, include a path
689.	This is a good idea for bicyclists and pedestrians.
690.	Sounds Great

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
691.	Absolutely wonderful for future thinking so long as it doesn't add tremendous cost.
692.	No bike or pedestrian
693.	I love pedestrian and bike friendly transit ways. However, they should not be implemented at the expense of any vehicle lanes.
694.	There needs to be a bike and pedestrian trail across the new bay bridge, linking up with the Broadneck Trail and Kent Island Trail. The Bridge should also be designed to allow Rail to cross it in the future.
695.	I support a bike and pedestrian lane as long as appropriate safety measures are included to keep bikes and pedestrians separated from traffic, and to suicide proof the new spans.
696.	Again, stop with the spending!
697.	Great idea
698.	I don't think that should be prioritized. It would be cool but not at the sacrifice of vehicular traffic.
699.	Would be nice
700.	Have shared crossing
701.	Bad idea, do not allow people to walk or bike across.
702.	YES, YES, YES!!! Just make it wide enough for both, divide it so one side is for pedestrians and the other for bicyclists, or mandate that bicycles operate in manual mode when crossing the bridge. These motorized bicycles are a hazard on "shared trails". They almost should be required to be in the traffic lane. Or, be required to switch to manual speed when sharing paths with pedestrians (if they can...I don't own one). When I went on vacation in NY, I was more worried about getting run down by a motorized bicyclist than getting hit by a car. Consider East/West traffic flow. Do you want east traffic flow on the south side and west traffic flow on the north side. Vice bi-directional on one side. Finally, any pedestrian crossing needs something in place to prevent the pedestrian from falling in the bay when the wind blows. (I'm actually not kidding about this. When I lived in Chicago, I thought oh how cute they have little live preserves decorating their bridges. No, they actually had to use them every year to recue folks from the river. The first time I heard someone fell into the river I thought what was wrong with them. Then I went for a job interview near the river on a windy day, the kind that makes a grown man walk in place and was blown towards the river. They had safety ropes up to catch you so all I got was rope burns across my hands and belly. The cross winds on those bay bridges can be vicious. Allow for them in your design). You want to allow for protection while also allowing for pedestrians to be able to enjoy the view. Maybe a cement structure a couple of feet up with fencing 12 feet up or the like. Something attractive that won't compromise the structure by creating a "sail" for the wind.
703.	Please accommodate bicyclists. We can't get across now.
704.	NO & NO. Jumpers are already a problem on the bridge and you are inviting more people to join in. Where are people biking to? A highway and another highway? Where they shouldn't be biking anyway? It just adds to the congestion. The last thing we need is a person riding a bike in a travel lane because they didn't know or someone getting hit and shutting the bridge down. WHY MAKE IT MORE COMPLICATED WHEN IT DOESNT HAVE TO BE? Why don't you listen to us? Why is our input never listened to? A new span has to be built elsewhere.
705.	Yes to the bike lane!!!
706.	Yes. Add 8 lanes for vehicle crossing and walking/biking seperate lanes caged
707.	Absolutely NO bikes or Pedestrians on the bridges! We already have enough people trying to jump from the bridge. At least if their car is abandoned on the bridge, you know someone needs to be rescued. People on the bridge would also be very distracting to drivers. It would increase accidents. This would NOT help traffic at all.
708.	Yes to both
709.	Yes please! It should go over the entire bridge. This would be a tourist attraction and a site of community engagement (imagine a regular Annapolis to Kent Island e-bike ride). Like transit, it should be well built to include useful connections off the bridge - don't make people need to drive a few miles to a place to ride a bike.
710.	I have never once thought someone could take a bike over the bridge. This concept would be a great idea though for events like the yearly bridge run/walk so that the bridge does not need to close. Depending on the implementation it also could possibly be utilized as an extra lane in heavy congestion. The only concern with bikes and walkers crossing the bridge would be the risks of people jumping off the bridge.
711.	Sounds dangerous. Nobody rides their bike to work now.
712.	This would be a nice idea.
713.	Cool, but put those under the driving lanes. Too dangerous as shoulder lanes.
714.	How about rebuilding the Keybridge before you do this, that would make my commute so much better.
715.	Please please please, build a bridge in southern Maryland. We pay taxes too. You do nothing but take from us in southern Maryland. You took away the 301 bypass, you took away funding for SMRT, please do something good for once, give southern MD a bay bridge crossing.
716.	This would be an excellent tourist opportunity and public exercise opportunity. Also will enhance local outdoor activities
717.	This would be awesome but how would it affect bridge security?
718.	This would be a really neat feature, as long as it is safe enough. Would be interested in seeing design ideas on how to safely separate pedestrians from vehicles, as well as prevent/discourage jumpers.
719.	Yes
720.	That would be great! I would love the opportunity to walk across the bridge. I think there are safety issues involved, particularly those who have mental health issues, which I hope you will also think about when you make decisions about it.
721.	This is preposterous. It's nice once a year to walk the bridge but during the heavy season there should not be pedestrians or bicyclists. Just more opportunity for fatalities.
722.	A shared use path for bicycles and pedestrians would be highly welcomed by cyclists and those would would enjoy walking or running over the bridge. This might require some accommodation for wind protection to avoid injury during high wind events. Currently, those wishing or needing to cross the Chesapeake Bay have to either arrange for someone to drive them over the bridge or make a nearly 150 mile, 13 hour detour to cross north of the bay - It's not fair to ask Marylanders to pay for a bridge only usable by selected modalities of travel. Please don't cancel another shared-use path in favor of cars.
723.	Yes! Do this!
724.	I like this idea
725.	This would require public parking on either end of the bridges. Perhaps the MDTA could price this addition as a "with or without" a shared-use path.
726.	I think a shared use path would be a nice idea on the bridge, similar to that on the new Tappan Zee Bridge in New York. I have walked on that path and it was impressive.

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
727.	Bike share?? Have you seen how these people drive on the highways? How many people are feasibly going to ride across the bay? From where? To where?
728.	This would be a wonderful addition!
729.	Have you considered the use of a pedestrian and cyclists shuttle service (scheduled or on-demand) as an alternative to providing a path over the most difficult part of the crossing? Two simple bus-like vehicles modified to carry bicycles between two unloading/unloading areas at each approach could be used, and seasonal variations would minimize cost. Operating costs should be minimal. It would really work well with a tunnel!
730.	Great idea.
731.	Not needed
732.	Having a dedicated walking/biking lane is going to add costs that are not going to improve traffic at all. Both immediate sides of the bridge do not have heavy development that would warrant someone needing to walk or ride a bike to work as an alternative to driving. The bulk of traffic is not because people are going from Kent island to Arnold or back. The bridge is also 4 miles long, it would take almost an hour to walk across before you even began to go anywhere else. Once you walked across where are you going to walk to next? The only real reason to have a walking/biking lane would be for recreation not as an alternative to driving. Use the Tappan Zee bridge in New York as a case study. They built a bike/walking lane that no one uses. Also whatever the cost is to put a recreational trail on the side of the bridge, would be better used for recreationall purposes somewhere else.
733.	There should be a shared-use path on the new eastbound span wide enough so no lanes on the Bay Bridge can be closed for the Bay Bridge Walk and Run.
734.	Agree that bike/ped lanes are needed. Please don't make them an afterthought so folks are uncomfortable being sandwiched between vehicles and a skimpy barrier.
735.	I think a new walking and biking path would be extremely helpful and provide people with no cars a way to travel across the bridge safely.
736.	I like this option.
737.	Bike paths are useful, but of limited value
738.	no
739.	The height of the bridge makes it impractical for most bike riders to use the bridge. The length of the bridge makes it unlikely pedestrians will get much utility out of it.
740.	Yes, bicycle and walking would be great. Not everyone has a car, and car culture is not a positive thing.
741.	Not viable as families that are crossing to go to beach are not going to walk or bike across. Neither are commuters. It would be a waste of money.
742.	So long as this does not come at the expense of additional traffic lanes, I support a shared-use path as part of the project. It would be quite fun to walk across. But we must get at least 10 total traffic lanes, and then the shared use path. Do not use a nonsense "road diet" approach here. Just additions.
743.	For safety's sake, there shouldn't be any pedestrian nor bike paths on the current or proposed new spans.
744.	Wasted time, effort, and a lot of money for something that is just too big, long, and hi. Offer ride choices and assistance as that would be safer and cheaper
745.	Not a great idea…too dangerous
746.	Please keep pedestrians and bikes off the bridge unless unless you close the bridge for a specific bike or pedestrian event
747.	Assess whether a 230-foot span is practical for most pedestrians or cyclists. Winds and inclines may keep demand too low to justify the cost.
748.	Would be nice especially if the pedestrian/bicyclist lanes were underneath the road surface so there is no vehicle/pedestrian interaction.
749.	Pedestrian or bicyclist crossings present significant risk unless fully separated from vehicle traffic, such as above or below.
750.	I fully support this project.
751.	No bicycles No pedestrians are you crazy?
752.	I would prefer dedicated bike and pedestrian lanes, where
753.	NO
754.	great idea
755.	A pedestrian/bike lane would be great. In conjunction with a park & ride, people can use the lanes to see the view.
756.	Yes. Prioritize public use and shared-use paths. Add green space. Make it walkable. Have bathrooms. Fishing areas. Places to sit. Make this into a walkable, bikable park. Not a painful, hot, long, drag.
757.	No need for this. Additional cost for little use. I see it with bike lanes being developed in Howard County all the time. We create these additional lanes for walking/biking and they are rarely used.
758.	Yes, yes, yes! Would love to have bike path included. I run the bridge every year when we are allowed & would love to plan a long bike ride anytime
759.	Totally agree for both sides of the span. The more space on the bridge the better.
760.	Fantastic idea
761.	How many people bike or walk across? it is so far?
762.	I bet all 12 people who would regularly use this would be thrilled.
763.	Definitely!
764.	That would be a nice feature, if we find an extra few million dollars between the sofa cushions.
765.	Bike/pedestrian path not needed.
766.	The shared use path is in the nice to have category, primarily because the roads leading to the bridge are not exactly safe for cycling or walking.
767.	Oh yes PLEASE! I love that the Ben Franklin Bridge in Philly and others in NYC are cross-able by pedestrians. I have also done the Cross the Bridge 10k on the Bay Bridge and it was awesome. This might be a good way to promote running, walking, biking, and local tourism.

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
768.	If the lanes are caged in as we don't need people jumping. It's sad and bad enough when someone stops a car and does it.
769.	I think this is an excellent idea. Even better if it could be covered in some way to help protect from the elements.
770.	I am in full support of bicycle/pedestrian use of a new Bay Bridge crossing. I live in Annapolis off Rowe Blvd near 50 and I would welcome the opportunity to ride my bike on the eastern shore without the need of a car.
771.	Required
772.	Bicyclists and pedestrians should not be allowed on the Bay Bridge in any format.
773.	If there can be a safe path, especially if there can also be a shoulder, this would be a wonderful addition
774.	I am sorry, what? who are the 50 people that are going to walk back and forth over the bridge? Is this a joke?
775.	Dangerous idea for the bridges, which make many drivers nervous to begin with. Bikes and peds a real distraction. Institute a Ferry Crossing for peds and cyclists AND NERVOUS DRIVERS.
776.	No this would be too dangerous.
777.	Pedestrians and bicyclists do not need to travel the bridge with cars
778.	This is a good idea, though naturally with it going to be higher netting or safety components will be needed given the high incidence of suicide attempts.
779.	Unsafe being so high up!!
780.	Bicycles and pedestrians are a road/driving hazard. Do not permit or accommodate UNDER the driving bridge.
781.	This is an excellent idea. So is a ferry.
782.	Against
783.	ABSOLUTELY add a bicycle path. I would suggest a separate bike path from pedestrian path, and make the bike path a little wider than the standard 10ft, in case someone needs to pull over for whatever reason. Maybe a shared use path on one structure and a bicycle specific path on the other. I think this is a good investment and another way to encourage less car travel on the bridge.
784.	OK, as long as it's completely separate, fenced off, from the roadway.
785.	Yes, this absolutely needs to be included. It is crazy that it is even a question. Look at the further Tappan Zee bridge in NY for a successful implementation of a bike/ped trail providing alternative transportation and recreation.
786.	This should be feasible and is desirable. Again, see the Wilson bridge for a model.
787.	That would be nice for those that wan
788.	A shared bike/walking path sounds great. I was living in NV when they build the Tillman Bridge that bypasses Hoover Dam. The original plans for that bridge also included a net/fence to ensure people did not jump from the span. As the plan neared completion, it got dropped. The number of people who jump from that bridge is significant and adding barriers after the fact would now affect traffic/access etc. Include a barrier to prevent suicides. The impact that will have to area first responders would be significant.
789.	Sounds like more opportunity for people to jump off the bridge.
790.	Absolutely a requirement. Bike path must be included.
791.	Sounds like a terrible waste of taxpayer money for a very few people who would utilize it for its intended purpose.
792.	I think for a span of this length and with the type of communities that surround the bridge I think both these ideas are a waste of time/money and should not be pursued.
793.	It would be good if there would be safety stations provided.
794.	Yes!
795.	Can't imagine walkways or bicycles. Have public transportation shuttle them across.
796.	This is absolutely a must and has to be designed to protect pedestrians and bicyclists from traffic. It can't simply be a path along the shoulder.
797.	Yes! Great idea.
798.	please add spaces for fishing, bird habitat, and IDEALLY please add a Bungee Jumping station in the middle. I have ALWAYS wanted to do a bungee jump off the bay bridge, there is little to no adrenaline tourism on the east coast, it could be a draw to the state tourism wise as many an adrenaline junky seeks something high to fall from. a platform with bungee ropes and a state staffed tax payer funded tourist attraction bungeeing off the bridge.
799.	Okay.
800.	Yes, let's add more distractions on the bridge so there will be more accidents.
801.	Yes I mentioned this. By now widths are hypothetically 96' minimum or maybe double decked 48'.
802.	This would be incredible
803.	No cyclist in their right mind would cross the bridge as currently constructed, and if the new one is higher, it would take a very brave cyclist to do so.
804.	Perhaps this is a bit grim, I would support a bike lane with concern but not pedestrian path. The current rate and scale of accidents on the bridge would put both groups at serious risk of harm from inattentive and reckless drivers
805.	Shared use path for pedestrians and bicycles are appropriate and encourage alternate transportation means as well as recreational opportunities.
806.	Only if it's divided from car traffic by more than a white line and some flimsy markers.
807.	pefrect
808.	Sure
809.	No too dangerous
810.	Yes, but height of the bridge is concerning and how pedestrian traffic/bicyclists would impede the flow of traffic.
811.	Great! Please make it wide enough so it doesn't feel like I'll fall overboard, and PLEASE don't add massive ugly fences on each side
812.	Of course you should do this. Why wouldn't you, aside from the cost? 100% this is a no-brainer.
813.	Are you stupid? DO NOT allow cyclists to use the same bridge as motor vehicles. Cyclists cant even be on the highway so why would you allow them on the bridge? If you leave an existing span, you can dedicate ONE lane of that bridge to cyclists and pedestrians, and still have the other 2 open for emergency vehicles or to reroute traffic in the even t of an accident on one of the new ones.
814.	Pedestrians don't need to walk over this bridge. If you make a bicyclist lane, it needs to be completely separate from the car lanes—not just a lane next to cars.
815.	I think a shared use path is a great idea, it would be nice to connect the trails to the parks on both shores. A barrier between the shared use path and vehicles is critical, and I am also concerned about bikes running over pedestrians if they are on the same path.
816.	YES YES YES

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
817.	Need dedicated bike lane
818.	Bikes and pedestrians will create additional problems and drain on resources. Not a good idea.
819.	In favor of including a SUP as part of the new bridge. Just ensure that there is sufficient vertical & horizontal separation from car traffic.
820.	No!! Too dangerous for pedestrians and bikes. That's a crazy idea!!
821.	Strongly support this proposal.
822.	I support this idea
823.	Not a good idea
824.	NO! There is no reason for anyone to bike or walk on the bridge. It is completely impractical for commuting and unnecessary for recreation. The are plenty of very nice walking and biking trails on either side of the bridge. Do not waste money on this.
825.	This is a good idea, though it may be used in frequently. Where would people be walking/biking to? Once they get across there are no sidewalks or bike lanes.
826.	The worst 8dea anyone could ever consider. This is nothing but a dangerous situation fir both bicyclist and pedestrians. However, what about putting in a lane for motorcycle transit only. It would provide safety for all and 2 motorcyclists could share a lane saving time and congestion issues
827.	This is a horrible idea at the current height of the bridge. This increases the risk of pedestrian falls astronomically.
828.	The Golden Gate Bridge has a good design for biking and pedestrian crossing. It's also designed that the view over bridge at car height is a bit obscured so its feels less scary to cross. The current sides of the bridge going westward is too scary especially at the bridges highest point. U can see right over edge into water. That really unsettling.
829.	I like this option
830.	Sounds like a marvelous way for tourism but also dangerous
831.	Yes
832.	Yes please! Would use. Would bring a bike up from MoCo specifically to tour this.
833.	Can't afford it
834.	Great idea!
835.	That would be nice if there is a reasonable cost for these features. Those will get limited use. If the cost is too high, calculate what it is going to cost "per walked or pedaled crossing" and ask yourself if a citizen actually had to pay that amount themselves as a "toll", would they actually make that crossing. Otherwise we are just asking the public to pay that cost prohibitive "toll" for them to make that crossing which is a cost the average citizen wouldn't pay for themselves. That isn't really an equitable way to spend public dollars.
836.	I concur.
837.	Yes. Please.
838.	Should be Mandatory; will increase tourism/recreation on both sides; look at the Cuomo Bridge in NY.
839.	This is a long crossing and I doubt you're going to get much bike or pedestrian traffic over it on a routine basis. The only exception would possibly be for commuters.
840.	Yes as long as they are and feel safe. And those safety structures are not an eyesore.
841.	A shared use components should be prioritized over lane widening
842.	Yes, consider building similar to the Arthur Ravenel Jr. Bridge in Charleston SC which has a pedestrian, bicycle lane use
843.	Yes
844.	Yes, a well planned mixed bike path would be a new way to encourage tourism with scenic stops overlooking the bay, as well connect both sides of the bay with another form of transportation.
845.	Is this necessary? Focus on the problem. We need a second set of bridges or transportation across to the eastern shore from another point in MD where out of state travelers have thw option of routing to.
846.	Sounds great!
847.	No
848.	Too dangerous for the pedestrian aspect if there's 8-10 lanes
849.	A shared use path must have acceptable road noise/debris protection.
850.	Sure. I like that.
851.	Anything to make a community more pedestrian/bike friendly is great
852.	Yes, that should be prioritized
853.	Bike path is a good idea
854.	Too expensive for the small number of people using it.
855.	No. We have enough jumpers as it is. No bike path or walk path.
856.	A small I'm and on each new Bay Bridge structure will be nice to see and people and bicyclists can also use the bicycle/pedestrian lane at the same time
857.	Yes, both. Just be aware of jumpers!
858.	Sounds dangerous and a waste of Money. People are not riding bikes to the shore.
859.	A bike and pedestrian path is an important aspect to retain in any new design.
860.	I like the as a potential option for those who live nearby, but I feel this option isn't useful to my travel needs.
861.	no...keep bicyclists off the bridge...
862.	This is essential and an opportunity that can't be missed. You have bike trails on both sides. One part of several national routes. You have a park on each shore. Thus would allow residents who live on either shore to commute to jobs. It would be beneficial for lower income individuals. It would also be a tourism draw. Another facility to allow people to lead healthy lifestyle by having an attractive venue to exercise at.
863.	Having a bike path is a terrible idea, especially since it would need to be 200ft in air to accommodate for ships. It's just asking for accidents and people up get killed
864.	Good idea

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
865.	This is a rather novel idea that I fully support.
866.	That would be nice. What additional security measures would need to be taken to secure mental health crises on the bridge? Fencing, CCTV, and increased MDTA Police on the bridge on bike patrols/UTV to ensure that folks are being checked. Look at the Golden Gate Bridge Patrol model for pedestrian access.
867.	Too dangerous!
868.	Might be dangerous to do with how long bridge is.
869.	This would be great IF safety was ensured.
870.	Yes, definitely install a shared use path for bicycles.
871.	Shared use is imperative. We must promote non-motorized transportation networks.
872.	I love this idea! Please do this. It would be so nice to promote none vehicle alternatives.
873.	Yes.
874.	Excellent idea. It's a must have.
875.	Cycling and pedestrian paths are mandatory, in my opinion. Cyclists should have their own path separate from pedestrians.
876.	Yes, but only if they don't retain one of the older spans.
877.	That's fine, just have a barrier for bikes, pedestrians. Changeable decorative led lights on it would be cool, like they do in NY
878.	Sure.
879.	Do not concur. These spans are miles long. There is no reason a person or cyclist should be on these roads without a vehicle.
880.	Yes please.
881.	These paths must be protected from traffic with both physical and sound barriers, but would be a good way to increase use.
882.	No
883.	NO!!!!! Too dangerous and will cause more accidents and traffic!!!! Drivers will be distracted. No more distractions!
884.	This is great!
885.	I'm not sure the crossing would be conducive to regular pedestrian or cycling traffic due to the length and cross winds. I am a cyclist and do not think it's viable to make the crossing in a regular basis.
886.	The pedestrian and bicyclists lane must have extremely good barriers that would prevent cars from going thru and hitting pedestrians/cyclist. People can't drive in 2 way traffic without hitting another vehicle let alone a person with little to jo safety gear on.
887.	Absolutely yes please!!
888.	Path would be great and would connect with cross island trail on Kent Island
889.	YES! PLEASE
890.	Definitely! Perhaps build it UNDER the new bridge so there is no risk of vehicle/pedestrian accidents.
891.	It is imperative that the hurdle between communities is not the possesion of a motor vehicle and a license. A shared use path will help strengthen the feeling of community between the two ends of the bridge, and Maryland as a whole.
892.	This is the kind of attraction that people want. Yes and amen!
893.	Absolutely not! There are already too many rubbernecks checking out the view, bicyclists and pedestrians will only increase it and we would have more jumpers and climbers
894.	That's a long [Offensive Language Redacted] bridge for pedestrians to go across and bicyclists that doesn't even make sense
895.	I think that is too dangerous. They should use the public transport to cross.
896.	Great idea.
897.	Fully in favor. Please build.
898.	If a shared use pathw as created, it makes sense to only spend the money to do this on one bridge, but not both. But this path should be linked to the trails under construction in AA Co, as well as the Cross Island/Kent Island trail system in QAC.
899.	I support a shared use path for cyclists and pedestrians.
900.	This will be fantastic! So many people will be able to connect from the path along College parkway and access the eastern shore. A barrier including some kind of greenery would be a nice buffer
901.	Nice idea, especially if integrated into existing park access like Sandy Point State Park
902.	Absolutely. There should be ways for people to travel by bicycle or by walking. The greater use of electric bicycles only encourages this use, but these lanes should only be available for class 1 and 2 bicycles which are limed to 20 mph. Class 3 bicycles are more like electric motorcycles and can travel up to 28 mph.
903.	This would be an incredible resource for the community! And also possibly provide business growth for businesses on Kent Island near the bridge (which are now frequently passed by). It feels like a missed opportunity to not include this in the design, especially given how popular the Bay Bridge Run is every year.
904.	I doubt that I'd try biking across that bridge.
905.	No room for it. There are not enough people and destinations at either end of the bridge to warrant 4 miles of extra width. If it was directly in to a city, sure, but it's rural.
906.	In favor of this.
907.	Bicycles and pedestrians don't belong on a 5 or so mile long bridge. That's what bike carriers are for in the first instance.
908.	I am not in favor of including pedestrian and bike lanes unless they are built below the main road. If that is not possible, these additional lanes should be fenced off so that they cannot interfere with auto traffic.
909.	NO! ABSOLUTELY NO! NOT! NO CHANCE! NO REAL GOOD REASON FOR THIS! There are drivers that cross the bridge that are nervous enough without inserting another thing to see. Also provide MORE options for jumpers!
910.	I think it's a terrific idea and should be part of the plan.
911.	This is a must, along with a mass transit option.
912.	Please consider building separate bicycle and pedestrian paths on the bridge. This decision does not accurately take into account the increased usage of motorized bicycles, which are significantly heavier and move more quickly. Accidents between pedestrians and bicycles can cause serious injury or death. This decision unfairly imperils both pedestrians and cyclists.
913.	Make this available off peak, and use it as an overflow lane when busy.
914.	No
915.	This is a bad idea based on the length of the bridge. Also, motorists are very easily distracted on this bridge for some reason. If necessary, bike and pedestrian lanes would need to be very separated from traffic lanes.
916.	A shared use path would be of tremendous value at this location. However, bridge security considerations have to be incorporated to the design.

Responses to 1f. on the MDTA's consideration of a shared-use path for bicyclists and pedestrians on a new bridge:	
917.	YES!!!!!!!
918.	It's a nice concept as long a highest safety measures are in place.
919.	Yes!
920.	A full-time shared-use path should be included.
921.	Recipe for disaster. Run them underneath or overhead of the spans.
922.	What a waste of money. Where are they going to go once they walk or bike across the bridge without costing more money and infrastructure. Make it make sense. Build a bridge in Dorchester county. Use common sense for once.
923.	Absolutely not
924.	This is a great idea - the new bridge crossing should include a path for bicyclists and pedestrians to give people a chance to view the beauty of the Chesapeake Bay and the Bridges. Please consider adding an all-weather viewing platform to the plans.

QUESTION 2:

If bus service enhancements were made, would you be more likely to use a bus service instead of driving?

Answered	951
Skipped	93

Answer Choices	Responses	
Yes	29.55%	281
No	52.26%	497
Not sure	18.19%	173

QUESTION 3:

Which of the following environmental features are most important to you? Please select up to three.

Answered	927
Skipped	117

Answer Choices	Responses	
Natural Resources (Bay, streams, wetlands, water quality, forest, floodplains, sensitive species and wildlife habitat)	80.80%	749
Environmental Justice and Equity (impacts to disadvantaged, minority and/or low-income communities)	32.04%	297
Land Use	26.86%	249
Community Facilities	16.18%	150
Economic Impacts to Local and Regional Businesses	37.32%	346
Greenhouse Gases and Climate Change	35.81%	332
Air Quality	26.11%	242
Noise	19.31%	179
Hazardous Materials	19.53%	181

QUESTION 4:

Which Open House did you attend? (Check all that apply)

Answered	933
Skipped	111

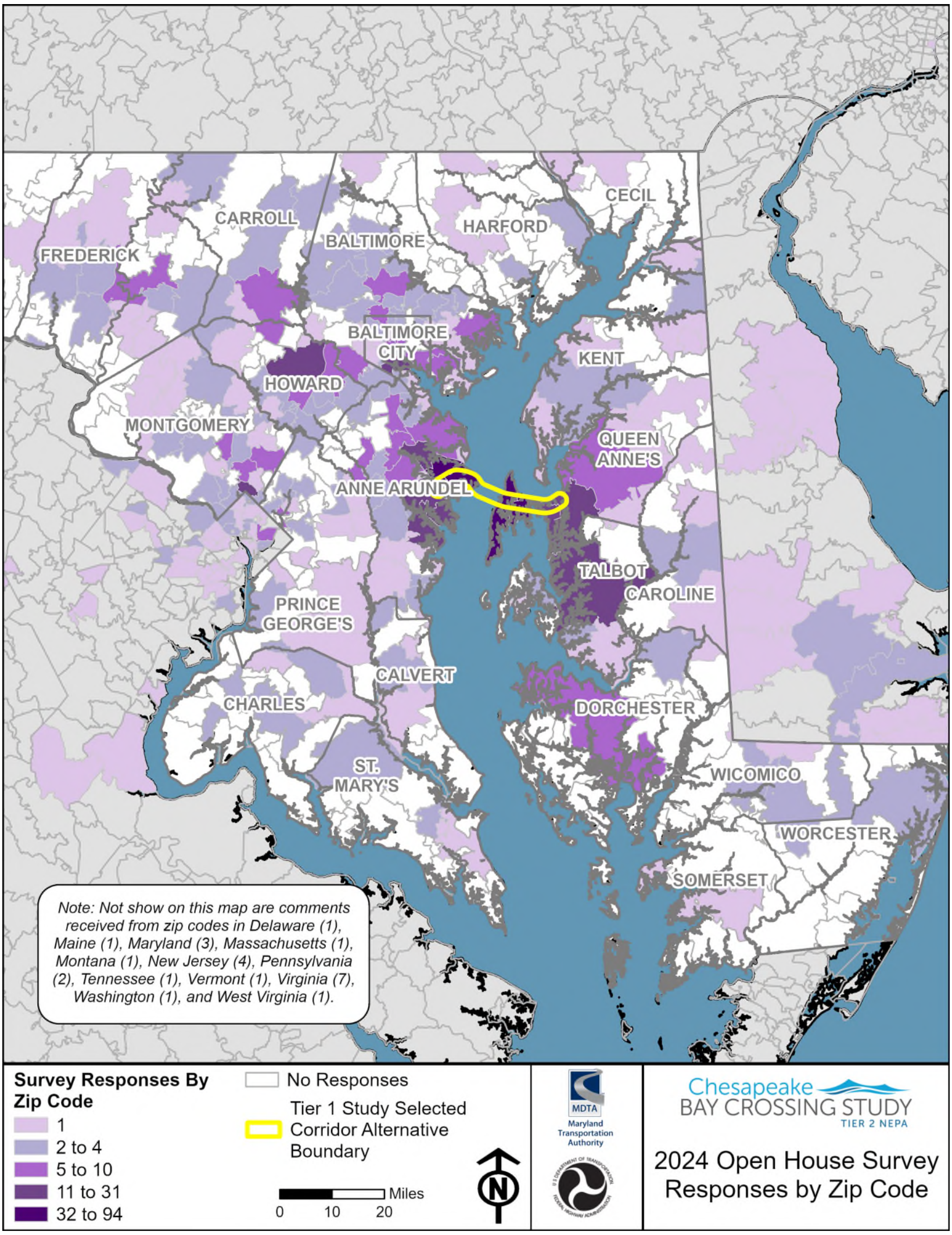
Answer Choices	Responses	
Virtual	18.45%	172
AA County - Broadneck H.S.	8.80%	82
QA County - Kent Island H.S.	5.47%	51
Did not attend an Open House	70.17%	655

QUESTION 5:

Please check the Zip Code you live in.

Answered	966
Skipped	78

	Answer Choices	Responses	
Anne Arundel County	21012	3.73%	36
	21401	3.21%	31
	21403	3.00%	29
	21409	9.73%	94
Queen Anne's County	21619	3.42%	33
	21638	1.97%	19
	21658	1.35%	13
	21666	5.80%	56
	Other (please specify)	67.81%	656



Question 5: Of the 965 responses to this question 656 individual responses were 'Other (please specify)', some of which listed multiple zip codes.

Zip Code Provided for "Other (please specify)"			
21108	20781	20814	21093
21215	21230	21801	20861
21218	20878	20814	21042
20882	21230	19966	21136
21037	21042	21914	20765
20850	20634	21231	21146
21122	21093	21209	21231
19947	21617	21209	21043
21218	22207	20707	21212
21208	21032	21773	21209
21201	20904	21774	21784
21502	21146	21207	21212
20902	21032	21132	21108
20782	20882	20785	21226
21202	21211	21046	21620
21771	19106	20776	21146
21784	20191	20902	20010
20016	22213	20910	20002
20902	21228	21108	21654 and 20008
21220	21037	21042	21701
21146	21214	20781	21403
20010	20781	20817	21208
21532	21613	20770	21617
21122	21286	20874	20910
20861	21801	22031	20009
20785	21211	21222	08742
20781	20850	21157	21035
20646	20910	20815	20904
20015	20748	21044	07920 - but visit the area very often
20814	21613	20902	07042
20877	21210	21701	21617
20737	26726	22206	21617
21234	20770	21113	21601
21227	20781	21146	21601
20910	21771	21036	21037
20659	21769	21044	21108
20009	21918	21234	20619
21214	21044	21204	23503
02144	21122	21044	21668
21286	21222	20877	21061
21228	21030	21211	20016
21218	20733	21230	20009
21093	20906	21231	19950
21716	21036	21218	21043
21236	20723	22101	22302
Work in Maryland (including Annapolis) for the East Coast Greenway Alliance	21788	21113	21044, but use bridges to frequently travel to Delaware
21223	20003	21042	20779
20853	21053	20904	21612
20905	20904	21228	20733
20744	21223	21206	21146
21230	21061	20910	21220
20689	21218	21215	37830 (I lived at 20850 - Rockville, MD - in the 1970s.)
21601	21209	21146	21405
20777 and 21663	21029 and 21784	20901	20653
21702	20782	20878	20817
20910	21108	21146	21009
21042	21230	21075	21228
21222	20613	21032	21842
20816	21784	20871	21757
21114	21146	20759	08540
21042	21152	21090	21911
21078	21122	20815	22181
21716	98102	21113	20007
21701	21054	21037	21219
21209	23322	20853	21635
21044	20814	19968	21623
17025	21212	21029	21202

Zip Code Provided for "Other (please specify)"			
21663	21228	21009	21204
20016	20190	21122	20002
20601	20904	20721	21163
20002	20002	20910	21601
23225	21224	21811	22201
20639	20751	21075	21043
21037	21234	21042	21066
19904	20003	21520	21224
21620	21217	21128	20639
21146	21218	21152	21804
21043	20912	20850	22203
21108	21146	19975	21703
20720	20720	21821	21054
21663	21146	20852	21043
21146	20190	21201	20833
21620	20001	21146	21217
20765	21601	21774	21657
21037	22304	20765	21076
20902	20011	22101	20751
20707	21146	26947	21035
21601	21030	21850	05068
21613 and 21228	21037	22310	21216
21227	20017	21037	21236
21146	21811	21146	21056
21210	20902	20723	21231
21842	22042	21617	21629
21784	20002	21629	21629
21122	21037	20816	20853
21035	21221	21222	21787
20714	20007	21113	21601
21643	21146	21084	21009
21601	21704	20010	21915
21037	21042	22554	19973
21212	21224	20910	21146
21114	21601	21654	21640
21797	21230	21754/19930	21286
20841	21061	21654	19977
21093	21146	21054	22066
21122	21224	21117	20601
20740	20765	21032	22611
21286	21701	21076	21146
21229	21140	20024	19966
21037	21157	21032	22306
21223	21787	22046	21037
21215	21673	20002	21093
20906	21076	Arlington VA and Rock Hall MD	20009
20707	21218	20744	22205
20912	22031	21601	20012
20003	21211	21037	04401
21136	20772	21078	21220
21210	21230	21617	22311
21713	21703	20872	20637
21114	20012	21220	Formerly of Maryland. Now in 59901 but interested.
21224	21225	21204	21217
21617	21601	21222	21146
21122	19966 traveling to 21222	Live in Va work in Md. Work/Pleasure travel.	20137
21090	19945	20781	21801
21043	21613	21632 but work in 21202	21701
20005	21225	20646	21108
22306	21074	21771	22911
21075	21114	21108	20853
21784	21128 (Eastern Balt Co all my life - 60 years)	22046	20723
21236	21601	21060	22026
21046	21208	21113	21037
21617	21601	21237	21140
community affected	21047	20603	21093
21804	21218	21074	20910
21045	19967	21601	20121
20910	20882	20902	21035
21146	20759	19966	21224
21061	21912	20902	21230

Zip Code Provided for "Other (please specify)"			
21060	20779	21702	21601
21045	21222	20740	21661
21060	22202	21029	20678
21769	21639	19901	22003
21042	20902	21601	20659
21784	19933	20165	21617
19934	21912	20165	21234
20711	20853	21113	21678
20832	22312	20646	21224
21643	20715	20110	21217
21122	21014	20639	21146
21217	21042	20601	21210
21222	21601	20747	21218
21228	21601	21220	21030
21850	21613	21211	20906
21061	21094	20832	21042 - I travel frequently to the beach at various times during the year.
21146	21230	23322	21044
21029	20754	21224	21228
21231	20754	21875	21231
20764	21617	21044	21202
21209	23310	21117	20716
20619	21045	22508	21230
21784	20815	21037	21122
21230	22406	21045	19947/21650
21128	21220	20707	20910
21037	20876	21032	21871

QUESTION 6:

Did you find the Open House displays to be informative?

Answered	443
Skipped	601

Answer Choices	Responses	
Yes	73.14%	324
No	26.86%	119

QUESTION 7:

Was the MDTA staff able to answer your questions?

Answered	380
Skipped	664

Answer Choices	Responses	
Yes	66.32%	252
No	33.68%	128

QUESTION 8:

How well did the Open House meet your expectations?

Answered	383
Skipped	661

Answer Choices	Responses	
Not Well	16.97%	65
Somewhat Well	21.67%	83
Well	37.60%	144
Very Well	17.23%	66
Extremely Well	6.53%	25

QUESTION 9:

How did you hear about the Open Houses?

Answered	626
Skipped	418

Answer Choices	Responses	
Newspaper	14.88%	93
Social Media	28.96%	182
Online Ad	9.60%	60
HOA/Community Association	4.64%	29
Friend/Neighbor	8.00%	50
Postcard Mailer	9.44%	59
Other	24.48%	153

Question 9: "Other"

Responses to 9. How did you hear about the Open Houses? Other (please specify)	
1.	HOA/Community Association
2.	Baltimore Banner
3.	Bike Maryland
4.	Bike Maryland
5.	All of the above
6.	Listserv
7.	dd not attend
8.	Was not aware of it.
9.	Bike Maryland email
10.	email from mdta
11.	Bike Maryland advocacy group
12.	email from Bike Maryland
13.	bike maryland
14.	None
15.	Email
16.	MDTA email
17.	Email
18.	signed up
19.	email group
20.	Tv news
21.	did not hear about it.
22.	Received email from Bike Maryland organization.
23.	Bike Maryland
24.	Bike Maryland
25.	Bike Maryland
26.	Bike Maryland
27.	Bike Maryland and Chesapeake Bay Foundation
28.	Bike Maryland
29.	Bike Maryland
30.	Bike Maryland Newsletter
31.	Bike Maryland
32.	The Anne Arundel County Fair had people representing your organization, didn't it?
33.	Bike maryland
34.	Did not hear
35.	e mail newsletter
36.	Bicycle group
37.	Bike Maryland
38.	I didn't hear about the Open Houses.
39.	Email
40.	Bike Maryland
41.	Bike Maryland
42.	n/a
43.	N/A
44.	Email
45.	Bike md emsil
46.	email
47.	Bicycle Advocates for Annapolis & Anne Arundel County
48.	BikeAAC

Responses to 9. How did you hear about the Open Houses? Other (please specify)	
49.	Can't remember
50.	WABA
51.	WABA email
52.	Website
53.	News article online
54.	Didn’t
55.	Internet
56.	Eblast
57.	Eblast
58.	Newspaper, social media, HOA
59.	Virtual
60.	I regularly visit the Bay Crossing website
61.	WABA
62.	Email
63.	Newspaper, social media, online ad, HOA, postcard
64.	HOA, friend/neighbor, postcard mailer
65.	MDTA Eblast
66.	Google search on "Chesapeake Bay Bridge".
67.	Stuart Pittman
68.	Congressman
69.	Richard Harris email
70.	Link from MWCOG "Regional Roundup" email
71.	email and postcard
72.	Online
73.	Email
74.	search for new span
75.	Email, Social Media and through local library ads
76.	E-mail
77.	The Scoop email newsletter
78.	E-Mail
79.	Broadneck Council of Communities email
80.	email
81.	Annapolis Pride event booth
82.	email from Bay Crossing Study
83.	Email
84.	Via EMail
85.	Google search
86.	As part of listserve
87.	Baltimoreans for People-Oriented Places
88.	I lived at the foot of the bridge on college parkway.
89.	Online news article
90.	Reddit /r baltimore
91.	WABA
92.	congressman
93.	NPR
94.	WAMU I think
95.	Did Not hear of any open house
96.	other
97.	Bike AAA
98.	Have not attended yet so will not comment on your materials. But plan to visit an Open House.
99.	Other
100.	email
101.	Online news article
102.	680 WCMB
103.	found out it looking for something else online
104.	email
105.	SHA website
106.	Anne Arundel County Government
107.	Online
108.	Didnt
109.	Social Media
110.	Didn't only local people were involved
111.	Pickleball group
112.	Naptown Scoop
113.	Email
114.	TV news
115.	Google

Responses to 9. How did you hear about the Open Houses? Other (please specify)	
116.	News story
117.	radio
118.	Naptown Scoop newsletter
119.	Maryland Matters
120.	Naptown scoop
121.	Email listserv
122.	Naptown Scoop
123.	N/A
124.	Email
125.	News articles.
126.	WTOP posted link to survey.
127.	I didn't even know you had open houses. It wouldn't matter anyway, you're make the worst decision about a new bridge anyway.
128.	Didn’t hear of it at all.
129.	This survey
130.	Baltimore Banner app
131.	Online article
132.	Online news source.
133.	Online news article.
134.	Friend
135.	didnt
136.	I did not attend open houses.
137.	WTOP
138.	email
139.	Web
140.	I didn’t hear of it
141.	Google news
142.	Email
143.	Online
144.	Email
145.	N/A
146.	Didn’t hear about it at all
147.	email message
148.	Many of the above
149.	email
150.	Generally interested .
151.	Email from Maryland Transportation
152.	EMAIL
153.	I didn’t

Question 9: If you answered "Newspaper," "Social Media," or "HOA/Community Association" to the previous question, please specify source below.

	Response to 9. If you answered "Newspaper," "Social Media," or "HOA/Community Association" to the previous question.
1.	Baltimore Sunpaper
2.	Linked In; Bike Maryland
3.	Broadneck Council of Communities
4.	FB and Nextdoor
5.	Broadneck Council of Communities
6.	Broadneck Council
7.	Cape St. Claire Improvement Association, Inc. (through newsletter and Facebook posting).
8.	PODICKORY Point, BCC
9.	Baltimore Banner
10.	Broadneck Community Association
11.	Pleasant Planes HOA
12.	CSCIA
13.	Why
14.	Bike Maryland
15.	Facebook.
16.	Amberley Community Association
17.	Facebook
18.	Facebook
19.	Facebook QAC postings
20.	Bicycling group
21.	email notice
22.	Maryland Bike PAC
23.	FB bike AAA
24.	email
25.	facebook
26.	Baltimore Sun
27.	AA County notification
28.	Facebook
29.	Bicycle Advocates for Annapolis & Anne Arundel County Facebook page
30.	email
31.	bike maryland
32.	FB
33.	X
34.	Bike Maryland
35.	AAA Bicycle Advocacy
36.	Bike Maryland
37.	Bike Maryland
38.	Bike Advocates of AA County
39.	Bike Maryland
40.	Bike Maryland
41.	Bay Bridge Acton alert
42.	Facebook
43.	Bike Maryland
44.	Bicycle Advocates for AAA
45.	Revell Downs Association. Also received email.
46.	MDTA web siter
47.	Email update from MTA
48.	Washington Area Bicycle Association
49.	Facebook online
50.	It was in my news feed on Google.
51.	FB
52.	MDTA Website
53.	FB/Kent Island Happenings
54.	Also friend/neighbor.
55.	Capital
56.	Facebook post - I think an article from the Baltimore Sun.
57.	Facebook
58.	Facebook
59.	Capital
60.	Facebook
61.	Bay times/Capital, Facebook, Matapeake HOA, postcard mailer
62.	Postcard mailer as well.
63.	Facebook.
64.	IG

Response to 9. If you answered "Newspaper," "Social Media," or "HOA/Community Association" to the previous question.	
65.	Facebook
66.	Newspaper, social media, mailing list
67.	Facebook/email
68.	Capital and email
69.	Facebook, HOA, friend/neighbor
70.	Cape Saint Claire and postcard mailer.
71.	and postcard mailer
72.	Facebook
73.	Naptown Scoop Newsletter
74.	Other: online presentation
75.	Daily Press
76.	Postcard mailer
77.	Next door
78.	Kent Island Happenings, Residents of Kent Island, Residents of Centreville
79.	The Baltimore Banner
80.	Baltimore Sun
81.	Google news
82.	Threads or Bluesky
83.	Capital Gazette
84.	Facebook
85.	Facebook
86.	Annapolis Capital Gazette
87.	WTOP News
88.	Chesapeake Bay magazine
89.	Baltimore Banner
90.	I think the Capital
91.	CapitalGazette
92.	Google
93.	yes
94.	Broadneck Council of Communities and postcard mailer
95.	Google
96.	Eblast
97.	BCC&CCC
98.	Cape St. Claire. Also received post card.
99.	W. Post
100.	Linkedin
101.	Facebook
102.	Naptown School
103.	https://www.mwcog.org/
104.	Don’t recall
105.	WBAL-TV 11 News
106.	WaPo
107.	Facebook
108.	Washington Post
109.	Cap Gazette
110.	LinkedIn
111.	Facebook
112.	I would ask that you publicize links for virtual again for Dec 11th because some of us had to join late or had connectivity issues.
113.	LinkedIn
114.	Facebook perhaps? Not sure....
115.	email and facebook
116.	n/a
117.	N/A
118.	Broadneck Council
119.	Banner
120.	I believe that I read about this in a local paper, though I'm not really sure.
121.	Fox news
122.	The Capital
123.	Bike AAA
124.	Facebook
125.	Facebook
126.	Washington Post
127.	Podicary Point Community Association
128.	Facebook
129.	Woods Landing HOA
130.	Facebook
131.	https://wtop.com/maryland/2024/11/maryland-considers-a-full-rebuild-of-the-bay-bridge-and-you-can-weigh-in/

Response to 9. If you answered "Newspaper," "Social Media," or "HOA/Community Association" to the previous question.	
132.	Maryland subreddit
133.	Linthicum Shipley Improvement Assocation
134.	Kent island American Legion
135.	Facebook
136.	face book
137.	FaceBook MTDA connection.
138.	The problem was when attending numerous open houses, the answers to questions was mostly not known. We are supposed to believe that the state doesn't already have ideas on the table. We're supposed to believe that we shld trust the state. The same state govt that has preyed on this community for decades, centuries actually.
139.	Facebook
140.	Capital Gazette
141.	Broadneck Community Council. (I ha referring to phase 1 open houses--not the ones coming up in December 2024)
142.	Facebook
143.	Instagram
144.	FB
145.	I saw a post from a Baltimore News Channel on a new Chesapeake Bay Bridge.
146.	Facebook
147.	Facebook
148.	Local news outlet.
149.	Facebook
150.	From WTOP radio, Washington Post and Baltimore Banner.
151.	Washington Post
152.	Newspaper
153.	Washington Post, WTOP
154.	Baltimore Banner
155.	Facebook
156.	Facebook
157.	WTOP News https://wtop.com/maryland/2022/06/maryland-launches-next-study-for-new-bay-bridge-span/
158.	Baltimore Banner
159.	WABA email
160.	WABA email
161.	Google
162.	Naptown Scoop
163.	Facebook
164.	Facebook
165.	Facebook
166.	WTOP
167.	Facebook
168.	Internet
169.	None
170.	Facebook
171.	Facebook
172.	Capital gazette
173.	Facebook
174.	www.chesapeakebaymagazine.com
175.	Baltimore Banner, Baltimore Sun
176.	WBAL
177.	Facebook
178.	Facebook, News outlets, Bay environmental orgs.
179.	Banner
180.	US Navy "NAVFAC Daily News Summary for November 14"
181.	Naptown Scoop newsletter
182.	never heard about the open house
183.	Wtop
184.	Naptown Scoop
185.	Either Facebook or Xitter. Not sure which.
186.	Facebook
187.	CAPE ST CLAIRE
188.	Naptown Scoop
189.	Kent island happenings
190.	RADIO WTOP
191.	WBOC
192.	Naptown Scoop
193.	Naptown Scoop
194.	Naptown Scoop
195.	N/A
196.	The Baltimore Banner

Response to 9. If you answered "Newspaper," "Social Media," or "HOA/Community Association" to the previous question.	
197.	Google feed
198.	Bay times
199.	Facebook
200.	Fb
201.	Facebook
202.	WTOP
203.	Chesapeake Bay Mag Instagram page
204.	Post
205.	WTOP
206.	Baltimore Banner
207.	The Baltimore Banner
208.	Facebook
209.	Don't recall
210.	Facebook
211.	WTOP News online
212.	Baltimore Banner
213.	Social media
214.	Baltimore Banner
215.	The Landings
216.	Flipboard
217.	Baltimore Banner
218.	WTOP
219.	Baltimore Banner online article
220.	Baltimore Banner
221.	Facebook
222.	Facebook
223.	Star Democrat Newspaper via Facebook
224.	Facebook
225.	WTOP Article
226.	ArlNow.com
227.	Baltimore Banner
228.	Baltimore Sun paper newspaper
229.	Facebook
230.	Baltimore Banner
231.	Baltimore Banner
232.	WTOP
233.	Baltimore Banner
234.	AOL
235.	WJLA
236.	WTOP
237.	Google news
238.	Online
239.	News
240.	Facebook
241.	Baltimore banner
242.	Baltimore Banner
243.	Twitter
244.	Reddit r/Maryland
245.	Facebook news article
246.	Banner
247.	facebook
248.	Facebook
249.	Baltimore banner article
250.	online news
251.	Facebook
252.	direct email headlines from Baltimore Banner
253.	Facebook sadly but I try to share whenever I see the posts
254.	The Baltimore Banner
255.	Baltimore Banner
256.	Facebook
257.	Reddit
258.	facebook
259.	Bay City HOA, Facebook, Baltimore Sun
260.	Online Newspaper & social media.
261.	Friend’s posting.
262.	Next Doir
263.	Baltimore Banner

Response to 9. If you answered "Newspaper," "Social Media," or "HOA/Community Association" to the previous question.	
264.	Baltimore Banner
265.	Baltimore Banner
266.	Baltimore Banner
267.	Amberly HOA
268.	Baltimore Banner
269.	Baltimore Banner
270.	Baltimore Banner
271.	Baltimore Banner
272.	Baltimore Banner
273.	Facebook
274.	N/A
275.	Email

QUESTION 10: ADDITIONAL COMMENTS

Answered	396
Skipped	630

	Responses to Question 10: Additional Comments
1.	I just read many of the public comments from previous years. Why ask for comments and then ignore the overwhelming consensus from residents along the affected corridor? The loud and clear opinion from those most affected by the plan, which guarantees more traffic running through the Annapolis area and Queen Anne's county, is either don't build or build another bridge in Southern AA county or north of AA county. Ritchie Hwy and Arnold neighborhoods were not meant to handle the current volume of shore traffic. GPS will suddenly route drivers on a short cut through the middle of West Annapolis on a Saturday afternoon, disrupting an otherwise serene and walkable community! Sure, people who live somewhere else just want another bridge built so they can scoot over to their beach home with less hassle. Since there is no interest in considering the impact on the local residents who will suffer the most, sitting in beach traffic Thursday through Sunday (that's 4 days a week!), I say NO BUILD. What a pathetic waste of time and energy asking for public input and ignoring the results. And why did gov Hogan have such sway in the final decision??
2.	If Maryland replaces the existing spans, it's very important that the new bridge provide for transit and a separate bicycle and pedestrian path.
3.	Please prioritize public transit and pedestrians/cyclists! Please make it beautiful! Please make it an enjoyable, low-stress experience!
4.	Noise impacts along the US50/301 corridor especially from St Margarets Rd to Log Inn Rd are already unacceptable---is noise mitigation being considered?
5.	Thank you for giving the community such a great opportunity to let their voices be heard.
6.	The traffic congestion in the Broadneck area from Thursday through Sunday is intolerable. I believe that adding more capacity on the Bay Bridge and its approaches will only serve to encourage more vehicle trips from the Washington DC and Northern Virginia areas, and it will not solve existing the problems. I reside just south of Route 50 Exit 28, and I avoid Route 50 on weekends. St Margarets Road has become nearly as difficult to navigate on weekends. Additionally, the noise caused by Route 50 traffic is very audible at our residence two miles south of 50. Noise barriers are much needed.
7.	I did not know about this until I received an email from Bike Maryland. I probably go over the bridge less than 5 times per year. However, I would love to go more often, but I do not like to drive. Bicycling and transit options would make me more likely to use the bridge.
8.	We are very concerned about private property takings and impacts to Meredith Creek. Please work to minimize impacts on the environment and private property owners.
9.	Build it somewhere else!
10.	Please help us save our once quiet able to navigate communities
11.	I do not believe the analysis that determined the location where this project is planned took into account the proper span of time as well as the immediate and short term impact of the overall traffic flow over those timeframes. Splitting traffic off of the generally area had to the most advantageous in the long run. Particularly, relieving the pressure from the surrounding states to reach the eastern shore and the coast should have been more heavily weighed in the process. Giving Northern VA and the areas South and West of Washington DC should have been more highly considered. The growth in these areas, which are outside of MD but still impacted, will just continue to put pressure on an unreasonable bottle-neck.
12.	Allow and plan Community center us rest stops at both East and West portions of the crossings that will readily adapt to Ferry Services linking Baltimore Peninsula to this important transportation node . Thereby as a new node it will connect to Upper Bay ~ Philadelphia via CD canal and Norfolk in the South.
13.	Excited to see how this unfolds
14.	Thank you for the opportunity to comment.
15.	Just get it done and stop wasting time. Do what is right. The public is not educated enough to make engineering decisions that what you get paid for.. be conservative on price, least impactful…
16.	The decision to reject the other 6/7 locations for a potential new bridge was intellectual malpractice. According to Albert Einstein "Insanity is doing the same thing over and over again and expecting different results."
17.	Thank you for soliciting the public's input on this important topic.
18.	I don't own a car, so getting around outside of the city is challenging in America. Providing other alternatives that are less car forward reduces traffic and gives people more freedom of movement.
19.	Why does "Question 2" of the Open survey section not include an option to select for residential housing impacts as being a concern? There is an option for business impacts, but not residential?!
20.	I heard about this survey through the group Bike Maryland.
21.	need more bicycle lanes/paths
22.	I believe that a quick rebuild as to reduce the effects on summer travel, as well as more traffic capabilities is what is going to be most important to the average constituent who uses the bay bridge. Environmental concerns are also of utmost importance and any preventative measures that can be taken without detracting from the traffic issues, should be pursued.
23.	This is a critical opportunity to provide a shared use path crossing, not just for the two sides of the Bay, but to create a link in the statewide trail network, the Eastern Shore Trail Network, Anne Arundel Trail Network, and a future trail loop up to the future Lower Susquehanna Greenway Crossing and the East Coast Greenway across the state.
24.	Locals need traffic relief NOW!
25.	Thank you
26.	None
27.	Facts/data should dictate what to do. I do hope any changes would help quality of life of folks who live close to the bridge, without damaging existing parks, airport,etc.
28.	Public Transit and pedestrian/bicycle facilities should included in any design
29.	I didn't go to most recent Open House but went last year. Doesn't seem a point in going as decision as already been made to just impact Kent Island more. Need to really consider adding new bridge(s) further south than Kent Island.
30.	Thank you for gathering input!
31.	Didn’t attend the meetings, did review the plan online, so coming with understanding of the plan.
32.	Thank you!
33.	Please design a bridge that keeps traffic calm, visually reduces the stress of the heights (tall barriers and large lanes). Many people I know are terrified of crossing the bridge due to the heights and chaotic traffic (speed and aggression) but do it out of necessity. Adding bike

Responses to Question 10: Additional Comments	
	And pedestrian lane would help in that regard as traffic would need to slow down. If you could research methods to make it less stressful it would be progress and something Maryland can be proud of.
34.	I was not informed about Open Houses. I do not live near the bridge, but I use it and would like to be informed.
35.	Thank you!
36.	I read all of the materials provided online by MDTA. I believe your traffic projections extended to 2045 and showed that the new 10-lane bridge alternative would be adequate to meet those projections; however, construction isn't expected to begin until 2032 (best case scenario, I expect), so the 2045 traffic projections might well be insufficient to assess the appropriate capacity needs of the new bridges. For that reason, I strongly believe the largest of the proposed alternatives should be selected.
37.	Please don't leave bikers nd peds behind again ala Nice bridge. Signs stating bikers can use full lane. Would you ride across the one lane each way bridge in the middle of the lane. Death wish
38.	Thanks for that.
39.	Don't ignore the Annapolis corridor between I 97 and the bridge. Don't just look at the road between the Severn River and the bridge!
40.	I would like to see the ferries that ran in the 1990s make a comeback. They operated from Baltimore to Annapolis/ Rock Hall. An important change would be an express bus service from the east side of the Bay Bridge to Ocean City.
41.	Considering the high cost of building new bridges and demolishing existing bridges and the state's fiscal constraints -
42.	A new northern span in AcesKey Bridge collapse and the subsequent long term consequences. No one is looking at this from a systems engineering point of view that includes both the Key and Bay Bridge corridor into Baltimore. Shouldn't Maryland be more street smart about critical transit corridors that provide key economic drivers?
43.	Good luck!
44.	We did attend the bike symposium in Annapolis in 2024. VERY informative.
45.	I visit family and friends on the Eastern Shore side of the bridge. Any improvements and long term planning are most welcome. Thank you for including pedestrian and bicycle infrastructure.
46.	I think we should focus on better managing the existing capacity with pricing and transit, but if a new bridge is built it should include a bike/ped path and not widen the adjacent roads.
47.	This bridge is a vital link to transportation. Please make sure that rubber bollards are installed around all supports
48.	Thank you for soliciting public feedback
49.	I will try to find a recording of a virtual meeting
50.	Please include a separate protected lane for bicycling and pedestrian traffic.
51.	Thank you for giving us the opportunity to comment and give our opinions.
52.	I wish I would have known about the open house, but did not hear about it until now.
53.	I'm only interested if you put in bicycle lanes. Otherwise I will oppose.
54.	I remember hearing that the proposed bike path proposed as part of route 200 was nixed for environmental reasons. It's hard to believe that this was a good long term view, but it seems more crucial to include this as part of the Bay Bridge plan now. It seems like the only way to incorporate a pedestrian/bike path would be to include it with the initial build. My husband and I will probably be too old to enjoy this path by the time the new bridge is built since we are in our mid-70s, but we hope our children and grandchildren will be able to take advantage of such a wonderful thing. In my mind it would elevate the state of Maryland in people's minds--they could envision personally crossing the Chesapeake Bay on foot/bike. What a wonderful experience to think about and have.
55.	It's important to provide safe, efficient climate and environmentally friendly transportation options when considering updates to the current crossing.
56.	include a separate bike lane like Wilson Bridge (DC Beltway) that connects to other bike/ped infrastructure on one or both sides, with parking for its users
57.	The failure of MDTA (and MDOT) to even consider HOV incentives is astounding. It has been proven to reduce congestion and pollution in cities across the world. Enforcement can be as simple as periodic AI review of toll camera footage.
58.	Thank you for taking our comments and suggestions into account
59.	Bring your best engineers and ideas. This is a great opportunity!
60.	Please provide bicycle access to the Eastern Shore by including a multi-use path across the bay bridge. Thank you for considering this.
61.	A separate bike and pedestrian crossing is essential for the future of the region and would be a massive boost to the region's economy.
62.	How many times can I say it, without bicycle Lanes, I do not support this project
63.	Ignoring Bicyclist kills them. We are the only transport rarely (if ever) considered. Its not fair as we do, in fact, own property in the state and pay taxes
64.	Stop encouraging private car use. It's disgusting.
65.	Thank you for your work in collating these comments. I hope that the state can be forward-looking and not just build more lanes for more cars, which we know from history and countless other projects does very little to alleviate congestion and does a lot to accelerate the destruction of our natural resources.
66.	Did not attend open house(s).
67.	A dedicated pedestrian/bike lane would make a significant impact for Maryland communities. Please consider it.
68.	Thanks. Good luck!
69.	Did not hear about open houses.
70.	I appreciate this opportunity to comment on this vital and massive infrastructure project.
71.	Please include a bike/ped lane
72.	The Nice Bridge missed opportunities to plan for 100 years. It's time alternatives to reach the shore be considered.
73.	Multi-modal transportation! I would like to be able to get to the Eastern shore without driving, via a combination of bus and bicycle.
74.	Shared use for walkers and bikers if sufficient use, safe, and cost consideration. I think there would be minimal use at best (because of length and return being a total of 9-10 miles) and charging would lessen the use considerably. While I am a biker and SWIM across the Bay each summer, I think only a handful of Marylanders would use this in final analysis. If

Responses to Question 10: Additional Comments	
	comments demonstrate that >25-50,000 persons would use on a regular basis, then it should be considered. Costs must be taken into account
75.	MDOT must provide for bikes and pedestrians.
76.	The inclusion of a method to cross the bay other than by vehicle is critical in a new bridge design. Pedestrian and bicycle lanes are needed. Non-vehicle users need to be considered in any design as they need to cross the bay too. At the least dedicated scheduled buses should be available to shuttle people, bicycles and etc. from a non-vehicle only accessible parking lot on each side of the new bridge.
77.	Like the opportunity for public involvement and MDTA outreach. Now is the time to get this bridge project done so we still have this very important transit option.
78.	Did not hear about open houses but did hear about Bay Bridge construction and wanted to add dedicated bike and pedestrian lanes
79.	Take a good look at the GW bridge in NYC. They do a good a job as one can expect with the volume of traffic there is.
80.	thanks for the chance to comment
81.	I watched the virtual presentation last week. From lots of personal experience, I would vote for at least three lanes thru each way plus at least one (if not two) extra lanes/shoulders each way to provide for emergencies and breakdowns. At least the number of thru lanes as on the approach roads. The two-way hiker/biker trail would be nice but, would need a solid – maybe opaque or at worse plexiglass – wall on both sides of the hiker/biker trail – to protect from traffic generated wind and wind over the bay. And it would need to have a fenced top to prevent jumpers from climbing up and over. Addressing needs westward to Route 2/450 makes sense. The SB Route 2 to EB 50 too-short merge causes problems for both EB 50 and SB 2. Need a much longer CD-type ramp eastbound to have a much better merge flow. Lots of room between current merge and off-ramp for Bay Dale Drive. Currently merge seems way too short. I disagree with ending study area at 50/301 split in Queenstown. I would say at least 90% of EB traffic from EB Bay Bridge continues to the split late Spring to early Fall. We regularly have 5-miles or more rolling back-ups (with motorists trying local roads as a way to get around the Rte. 50 traffic) because EB 50 drops from 3-lanes to 2 at the split. And really gets hammered because of the signal at the Outlet Entrance and the at-grade signalized intersection of Centreville Road (MD 213). Everyone around here is asking for a simple bridge over 50 with eastbound on and off ramps to and from the bridge to handle the light traffic seeking ingress/egress from the outlet center. Also, there is new development (I've heard a Royal Farm fuel and convenience center and more beyond that) coming on the south side of 50 across from the Outlet Entrance. An at-grade intersection there will kill traffic flow, so needs to be addressed sooner than later. Same request for a simple bridge carrying MD 213 over 50. My experience is very light traffic on MD 213, but the signal to accommodate the few vehicles on MD 213 really creates huge back-up on 50 (both ways) – even in the off-season. If they can get rid of these two at-grade intersections, and also put a fly-over ramp carrying two-lanes of EB/SB 50 (Ocean Highway) to 2 lane Eastbound 404, that takes four lanes on SB 50 – south of MD 213 interchange – and sends 2 lanes east on MD 404 and 2-lanes Southbound on Ocean Highway (Route 50) and no traffic signal. The bigger scope was added to a smaller initial project Woodrow Wilson Bridge project years ago, leading to improvements all the way to Springfield. If you add needed capacity to the Bay Bridge, it's just a short band-aid but does not solve the traffic problem from Annapolis to 404 unless you go all the way to 404. Comment provided to team member 01
82.	Overall a good presentation, the turn out was good, the local associations are very, very concerned about added peak time traffic and noise conditions already much worse than anyone ever thought! We are all in for a bigger, better, new bridge but remain skeptical that years of planning such a task will make our concerns mostly forgotten. We will be very interested in the noise studies forthcoming. Mailed survey 02
83.	Mailed in comment 01
84.	Thank you for your thorough examination of the current situation and solutions for the future.
85.	You need to do whatever it takes to fix the Baybridge traffic for commuters and local citizens in Arnold and Stevensville Maryland. You need to build the second & 3rd bridge in northern Maryland and Southern md. It's horrific taking one to two hours to get home from your job because of traffic or a bridge jumper when it should take you 10 to 15 minutes. You need to allocate whatever it takes to do a second bay bridge not build a whole new bay bridge!!!!
86.	Bridge should be built near Crisfield, which would alleviate a lot of traffic. Otherwise, keep existing bridges repaired and build a new one in between them, possibly with two levels. No modifications to existing approaching roads, to avoid further damage to environment in Queen Anne's and Anne Arundel Countys, and future urban sprawl on Eastern Shore, especially Kent Island, Chester and Grasonville.
87.	Pedestrian access is so important and it would be a huge missed opportunity if pathways are not created for pedestrians. It is clear there is a huge demand by way of the running race every year across the bridge!
88.	Consider an independent study comparing property values on Kent Island versus AA County for no build versus build. This would likely demonstrate that under a build condition property values on KI and the Eastern Shore would increase, showing Eastern Shore residents the benefits of a build alternative. They tend to not support a build alternative now but would probably change their minds. [Name, Email Address, and Phone Number Redacted]
89.	Please ensure bike, pedestrian and public transportation is prioritized!
90.	Need more transit/bike/pedestrian opportunities across MD and especially the Bay Bridge.
91.	You need to look at bridge traffic all the way to 404. An overpass at 213 and 404 would keep traffic moving and nothing is being worked on for this problem. The money needs to be allocated for overpasses at 213 and 404/
92.	The study area has to include the roads in and around Annapolis for traffic mediation measures. For instance, Rowe Blvd becomes gridlocked when there's eastbound traffic backups for the bridge. The naval academy bridge has lights that govern the traffic that are broken and don't adequately process the traffic, so these lights cause even more gridlock. Ritchie highway comes to a standstill with traffic headed east and the overpass from Ritchie highway to route 50 East has got to be re-engineered. Recently, MTA has been

Responses to Question 10: Additional Comments	
	blocking off the access Roots to 50 along Whitehall Road and along the road headed to Sandy point park. These have to be upgraded and not closed. Additional lanes are needed for local residents, but these roads are needed to keep access to 50 when there's blockages. Currently, residents have to go 2 or 3 mi out of their way in order to get to a local store simply because of the new traffic patterns from Thursday to Sunday because of bridge traffic.
93.	I am "Not Sure" if I would use a bus service instead of driving over the bridge because it would depend where I'd be parking and where the bus would go. I'm on the mainland and tend to find myself on the Eastern Shore only when I'm going there for tourism purposes. That said, a bus line would be a great consideration for me as a mainland tourist if it went directly to a commercial center and/or commercial beach.
94.	Again, the long-term maintenance obligations and future replacement cost of the new structures is not being factored in. Keep the Eastern Shore a low-density ecological buffer to compensate for the Western Shore/Natl. Capital Region's density. It would be better to rebuild the Governor Bridge over the Patuxent and improve infrastructure in that riparian area as it is much closer to DC and serves a much larger job base- instead of further spreading out people who will live on Kent Island and further.
95.	Thanks for the info, and for asking for input from the public.
96.	No one ever thought they needed a metro to Leesburg, VA or to Dulles Airport, but it was built. Don't be so arrogant as to NOT plan for it!!
97.	Design a bridge statewide that can be constructed quickly and not drawn out for 20 years!
98.	Consider 2 crossover options from one span to the other for emergency use.
99.	One: Tolls on each side. Losing money on the Western Shore drive. No curve in the bridge.
100.	I think in addition to the bridge there needs to be a discussion on overdevelopment. People moved to KI to enjoy nature and escape the over building elsewhere. Now shaving a big bridge at KI and Western Anne Arundel detracts. KI future - more nose higher tolls, more dirty air while the other state residents get a pass!
101.	Please do something. Thanks.
102.	Strongly feel that Kent Island residents who would be most impacted be given special accommodations such as lower or free tolls. Way to keep beach traffic off local roads during summer weekends. Current interchange closures are somewhat helpful but have still seen gridlock on Rt8 and 18 too many times. Real concern around emergency situations during these gridlock situations.
103.	We all know that our input has no bearing and you are going to do whatever you want. But this is our life and I think if you lived here you would GET IT!! Summertime Friday through Sunday our back roads are jammed so if there was an emergency ambulance or fire trucks can not get through. This is a tremendous risk to life and property. We need a 2nd bridge farther south to diver VA traffic.
104.	Be careful when doing traffic studies that rely on existing and projected traffic volume. Today, there are close to 5 million people who live within a 40 mile radius of Annapolis (source: ChatGPT). On nice weekend days (spring, summer and fall), this vast pool of people are tempted to head to the beaches of DE and MD. That is a fact. The only limiting factor to how many people actually do make it to the beaches is the hassle of traffic. My point is that there will always be congestion on the bottleneck area of such a popular traffic route, no matter its size. In other words, a larger number of lanes will simply have the effect of attracting more traffic to the point of saturation. Therefore I support the minimum number of travel lanes which is your Alternatives B & C.
105.	With the collapse of the Francis Scott Key Bridge, truck traffic along the route 50 corridor has become higher in volume and % of traffic. Considering the traffic studies that were done in 2022 , it appears updating is needed. Also, the western study point does not consider all the approaches that feed the bay crossing. The future project presentation slide does not indicate any improvements to the Severn River Bridge, I-97, 2, 648, 450, 179, 50, not to mention all the local roads impacted from overflow traffic once State Road capacity has been exceeded. Hopefully this project can be completed quickly as the local traffic flow has become unbearable at times.
106.	There is another place where a new bridge is badly needed - that would the added express lanes on I-495 over the Potomac River and an westward extension of MD-200 to the Virginia shore of the Potomac River.
107.	As someone who will likely move to the area shortly, and a very active person, projects like these have huge long-term impacts on the quality of life.
108.	I think the open houses are a good idea. I suggest that more direct involvement and consulting of communities should have occurred before the present decision was made.
109.	Congestion pricing? Really? The longer I sit in traffic the more I pay? Please no!
110.	If the bridge lanes decided upon include any merge lanes, the red "x" lanes only cause more of a back up because there is no enforcement and/or consequence in disobeying the "x"
111.	1. Shared use path very beneficial for tourism over bridge. 2. Noise from roadway very bad at Kent Narrows as noise travels over marshes. Consider noise barrier walls. 3. Should factor in consideration for new driving tech like self-guided vehicles forming "trains" that would drive "en masse" using auto radar tech. Auto "trains" could be 20-40 cars long with synched tight formations, reducing congestion. 4. Kent Island has NO pedestrian access on any overpasses. It's an Island with no way to get across Rt. 50. Very poor design, needs to be fixed on all existing overpasses.
112.	What is date to begin rebuilding or do we have to wait for Red Line to be built which would only serve a few. Our lives are seriously impacted by beach traffic not just summer. Thanksgiving Saturday was a mess and no help from state was provided.
113.	Concerned about when the spans would be close down because of regional evacuations due to hurricanes and tornadoes, etc. Truck traffic would be shut down. No place to park. Evacuations on Maui, HI broke down causing many people burned to death. Could happen here as well. Second issue. How are you designing bridge abutments to withstand future ship collisions? How are you preparing for high water in Kent Island and Grasonville. The existing water table is right at ground level.
114.	I would like to see local access roads on North and South of Rt 50 on Kent Island. Residents are held captive on summer weekends.
115.	You need to find an alternative to congestion pricing unless you can figure out how to exempt locals. With no alternate route, it will not reduce congestion. This structure works where an alternative is present because drivers can make a decision. The only travelers this would impact would be casual/vacation traffic, who already aim to avoid congested times. It will only serve as an abusive tax to locals who have no other options, without meaningfully reducing traffic.
116.	Thank you for protecting and enhancing our beautiful Chesapeake Bay and improving the Bay Bridge.
117.	No build, but if you do build, make local reefs out of the old spans.
118.	Kent Island/Grasonville area is in need of relief from the heavy traffic.

Responses to Question 10: Additional Comments	
119.	Has there been any consideration to using the rubble from the demolition of the 2 bridges as a "reef" in the area of the bridges (not near the shipping channels) to help the strained populations of the Bay inhabitants, and to increase fishing areas in the upper Bay. This could also be less costly than having to dispose of the material similar to what they are doing with the decking being replaced no (2024), but making it in the vicinity of the bridge.
120.	Are there stats from EzPass on travel to Ocean City from the Western Shore? Is there a breakdown of locals, tourists and event attendees in Ocean City. Please project past 2045 and keep the new bridges safe from shipping traffic too.
121.	Get the [Offensive Language Redacted] bridge built ASAP!
122.	This has not provided any additional information than we already know. Many of us here are specific to the roadway US 50/301 going through Kent Island to Queenstown, MD these meetings should be prepared with info specific to this location. Again, the information is regurgitated, scripted, and nothing informative to help our community understand the impact and considerations. Hopefully we get these questions answered before the public hearings so we can be prepared for these.
123.	We have an opportunity to do something architecturally significant that puts Maryland and Annapolis on the map other than for traffic jams. Lets take advantage of it.
124.	On your list.
125.	I vote for option C i.e. North 6-8-6
126.	Please consider impacts to local neighborhoods!!!
127.	Just build new bridges. Stop! Stop! Stop! the studies. By the time construction starts or ends - I'll be dead. I'm 61 now.
128.	Must give much more detail with the effect of congestion pricing as a way to deal with traffic. May make the difference in the choice of 6-8-6 or 10-8-10.
129.	Wonderful to see civic awareness and involvement, esp. given the rancor of the recent election - I only hope funding will stay on point.
130.	By compartmentalizing the traffic issues of the future into "projects" - like the Bay Bridge replacement - you are losing sight of the macro issues like (a) how much will car traffic increase generally without overwhelming all the roads in Maryland? and (b) what impact will the stabilization of the Maryland population and the higher percentage of older people have on traffic generally and cross-Bay Bridge traffic in particular?
131.	Projected population increase for VA-DC-MD area is not being met by adding bridge lanes. Need new crossing to meet traffic. 1. End of MD Rt 4 PA. Ave 2. End MD Rt 10/100. Reopen discussion - prove added crossing is not answer. Know Eastern Shore issues.
132.	The fact that the Rt. 50 Severn River Bridge is not included in the study is ridiculous! The lanes are too narrow and the pitch (incline) becomes a major problem in the summer. Stop lights at the outlets, 404, Easton and Cambridge need to be addressed now.
133.	They amount of time and money being spent and wasted on this study in insane.
134.	I believe that with the exponential growth in this area over just the past 10-15 years alone, that an outlook of only the next 20 years (to 2045) is much too little. I recommend the panel needs to look ahead 30 to 40 years. There is still much land on both sides that could be developed (townhouses, apts, single-family houses) which would dramatically increase congestion.
135.	The project needs to limit entrance ramp access for 5 miles before the bridge so merging doesn't slow traffic or cause accidents.
136.	Recommended for consideration: If the bridge spans are to be higher in order to accommodate larger ships (cruise and/or cargo), they should be apportioned a higher port/transit fee to offset the additional cost of the higher spans.
137.	As a resident of Cape Saint Claire, no matter how many lanes are constructed, people will get "off" the highway and use local roads to "beat" the traffic. On both east and west bound roadways - The work around is not a simple service road - it's local roads going to schools, supermarkets and the # of beach goers clogging these roads is out of control. Anyone thinking they can save 1 minute get off. The design needs to consider ways to prevent people from getting off to avoid bridge traffic, which even according to your data will always be an issue in summer.
138.	Hopefully no more studies. I've lived in CSC 20 years and this is the 3rd study build the bridge. 6-8-6 configuration. If traffic gets worse, build south - St Mary's County. PA & Harford County can go through DE. Hopefully you'll pick a company that will replace the bridges like they did on 495 between MD & VA.
139.	the sooner that the US 50/301 lane widening, and its impacts on frontage roads and businesses, the more community support you'll receive. I live in St. Margaret's Landing. Will the JMAL shopping center be eliminated? The frontage road (Whitehall) is already a nightmare in the summer. We need to know whether or not my home will be on US 50.
140.	Which contractor would serve as the general contractor in charge for all the companies involved in the bridge construction? Is this role to be done by the MTA? Learning from the Key Bridge disaster, what are the plans to actively prevent a ship, or a speedboat loaded with explosives from crashing into the columns or pilings?
141.	Could not attend any of the open houses because of..... traffic!!
142.	Please don't create a merge area on route 50 by having more lanes on the bridge in use than route 50.
143.	Traffic Statistics --- On Board 21 “Number of Lanes” it is stated that the study has taken into account “weather impacts to two-way operations.” As someone who is often impacted by weather impacts to two-way operations, it would be very valuable to know during winter weekday periods what kinds of backups occur when contraflow is not used. For example, just within the last 10 days spanning the period with the presentation at Broadneck High School there have been at least four days where contraflow was not able to be used during afternoon rush hour, with at least three days backing up past the Cape St. Claire exit. I have been driving Route 50 to the Cape St. Claire exit for the past 20+ years and it is common to see these kinds of backups during the winter when nor’easters and stiff north winds impact bridge operations (I would estimate on average once every week to ten days between November and April), with nor’easters being about 33% of the cause and winds being 66%.

	Responses to Question 10: Additional Comments
	Prior to COVID these backups regularly reached the Severn River Bridge and sometimes even extended into Annapolis. The advent of work-from-home and video tolling has substantially improved this since COVID but I have noticed in the past 18 to 24 months that volumes have begun to increase again during winter weather events. Would it be possible to get the present day volume statistics for regular days vs weather impacted days during the winter time period? This impact will only increase over time as eastern shore development continues and commuter volumes continues to increase. Land Requirement Data --- As someone that lives near the impacted corridor, in order to properly evaluate the preferred alternative I feel it is important to better understand where the impacts to commercial and residential properties are. At present I understand that this is still being developed, however getting a good understanding of: 1. What areas are the biggest impacts (eastern shore, western shore; between which interchanges; generally north side, south side, or equally divided; etc.) would be very valuable. 2. What percentage of the impacts are likely to be to structures vs non-structure land (such as parking lots, vegetation, etc.) on commercial and residential properties? Approach Length for Lane Configurations --- During the presentation boards (Alternatives B and C; Alternatives F and G boards) indicating that the approach width (say in an 8-10-8, the starting point of the 10 lane section) could be as early as Cape St. Claire road. In order to better understand this impact can more details on this be provided? For example a 10 lane bridge that converts back to 8 lanes near Sandy Point is far less impactful than a 10 lane bridge that converts back to 8 lanes near Cape St. Claire Road given the closeness of residential neighborhoods on the north side and proximity of commercial zones on both the south and north sides. Interstate --- Interstate I-595 extends from the DC beltway to Rowe Blvd. in Annapolis, just west of the Severn River Bridge. 1. Is there any benefit from a federal funding standpoint to bring the study zone up to interstate standards and identify it as I-595? 2. Would upgrading it to interstate standards result in additional land required for construction due to shoulder and geometry requirements? 3. From what I have read, I do not believe that the Severn River Bridge meets current interstate standards so this may not be viable. Bridge Lane Marking --- I find that the current proposals look at the short term (what meets immediate requirements) without looking at the long term (what will be needed to handle traffic in 20, 30, 40 years). Given that any new bridge built would have a life expectancy of 75+ years, the bridge should be designed for long term volume rather than for immediate needs. That said, 10 lanes today is overkill, but a 10 lane bridge with less than 10 lanes for normal traffic flow may be considered future proofing the build. In other words, would it make sense to: 1. Build a 10 lane bridge 2. Mark only 8 normal travel lanes 3. The remaining 24 extra travel lane-feet could be either designated as extra shoulder or lane marked for something such as busses with the intention of increasing the number of marked normal travel lanes to 10 after 20-30 years. This is beyond utilizing shoulders during peak travel periods which I understand is being studied.
144.	Great that you are soliciting public comment. It would be good to see some data about the TYPE of trips (commuters who live on the Eastern Shore and work in DC or Annapolis; or commercial services; or large deliveries (to/from where?), or beach or vacation home owners, etc.) Obviously traffic is seasonal and that might tell you something about the potential effectiveness (or not) of dynamic pricing; might also enable you to forecast growth more accurately. Thank you
145.	Hope to see this built with a bicycle/pedestrian shared use path in my lifetime.
146.	Please start the construction of this new bridge it will create so many new jobs and it will also help with the horrible traffic we suffer in everyday with our daily commute
147.	There should be a Red X lane camera for both east and westbound traffic. The signs for lane closures hold no weight, and it adds to the congestion.
148.	Think this whole concept needs to be rethought. Old Louie G had at least the right idea to use current bridges and add another away from them to disperse traffic more evenly.
149.	Appreciate the openness of the process. This is a difficult decision with many stakeholders. I hope the selection process, and the resulting construction project, can be completed in a timely manner, as increased traffic demand won't slow down - and the frustration levels will no doubt increase.

Responses to Question 10: Additional Comments	
150.	Make a smart decision and build a northern bridge. It's the ONLY DECISION that will reduce congestion, offer bay crossings if there is an accident, jumper or other emergency that shuts a lane down. Then after the new bridge is built, you can replace the existing bridges one at a time as there will be less traffic on the current bridges. Don't make a political decision to keep the new bridge in the same location. It's bad for the residents who live in QAC and bad for vacationers using the bridge during the summer.
151.	Thank you for conducting the research. I am interested to know if data is collected on the home location of travelers, frequency of use, and travel times (beyond the obvious). The new bridge should be built based on home location of travelers, either north near Baltimore or well south to help DC folks. Most important is that the plan works for regular folks and does not result in corporate profit with limited impact. There must be long-term planning that involves alternate options for folks. Any expansion of Rt50 will be offset by increased commuters.
152.	It often seems like the planning for this and similar large projects steers away from the basic Mission Statement with supporting Goals and Objectives. The result is a solution or complimentary solutions that do not fully address those key factors, thereby resulting in facing the same situation in the not too distant future. Additionally, the defense department does not appear to have had any input to this process. Could it be that two bridges right next to each other is a security risk?
153.	For economic stability of the state a bridge to accommodate traffic load for 40-80 years should be considered from 2040 years. An alternative location North should be added North of Patapsco River (Hart Miller Area) with a low profile bridge at 50-70 ft, while a higher location for the C&D Canal channel only. This should alleviate traffic from northwest more directly while population from the south grow in MD, DC, VA.
154.	please please consider other alternatives. We love where we live but are very negatively impacted by bridge traffic on a regular basis
155.	Please do not just engage with residents who are over the age of 50 and can regularly attend these things. Age discrimination is a real thing. Opinions of younger audiences should also be listened, too, not just 65 year old home owners with multiple cars.
156.	I have lived in MD for 24 years and this is as close as you have come it is disappointing that it will take another 25 years.
157.	Excellent open houses, very well prepared and informative.
158.	Staff were very knowledgeable and displays depicted the many issues, solutions, etc. Very well done! Thank you!
159.	For #7: My question, did anyone consider the impact of proposal and what it meant to the people that live here. Answer - No response. As far as I'm concerned, none of these studies took into account the impact on the residents that live in the area from Ritchie Hwy to Kent Island. 50 from Severn Bridge to Bay Bridge is a "nightmare" for us who do live in this area, right now because of all the traffic we have to deal with daily. A bridge should be built south of Annapolis!!! This plan is going to shut down Annapolis & road rage will be off the charts!!!
160.	Well done!
161.	The partial length shared use path is a non-starter. It's significant cost would only benefit casual sightseers and provide no transportation function. It is critical that a full-length shared use path connected to existing trails on each shore be part of this project, both for local transportation and recreational use, and as a critical link for long distance trails for where there is no other viable option.
162.	The national bike and pedestrian advocacy movement is and will continue to watch this project and looks forward to it being a model project for the green transition that is already underway in this country.
163.	Please ensure that the new Bay Bridge will have foundation protections from barge stricks
164.	I wish this could happen quickly. The traffic congestion involved with driving to the Ocean has made me select other beaches.
165.	yes
166.	The thick, parabolic suspension cables of today's main spans look out of place on the flat Bay. Some other main span bridge types that would look equally out of place include: cantilever truss, tied arch, and thrust arch. However, a cable-stayed main span between two towers would look from a distance like a pair of sailboats. This would mirror the Bay's rich history of sailing, and harmonize well with modern sailboats. My suggestion: When the time comes to select which type of main spans to build, make sure the evaluation process includes points for aesthetic harmony with the character of the Chesapeake Bay. Our beautiful Bay deserves no less!
167.	No matter what - if all road structures from DC beltway Route 50, Rt 2, all of 50 on eastern shore must be taken into account, otherwise this is a joke and solves nothing. The Rt 4 to Lusby & crossing into Cambridge should still be happening to take all DC and North Virginia traffic off the Rt 50 bridge. We would need a lesser bridge to replace the current one and congestion would be improved everywhere. This isn't rocket science!
168.	Please involve the Naval Academy; especially operation of the Gate 8 light, which causes backups to Rowe Blvd, St. Margaret's Rd, etc.
169.	We own property on the access rd and on Meredith Creek. Please be more specific about ROW requirements. Thank you!
170.	Good, credible work.
171.	GET ON WITH IT!
172.	So glad you are working on this. We live 1 mi. from bridge on west side. Summers, weather & accidents create a landlock situation for us. Some roads are a nightmare - hoping you will close on-ramps from exit 30-32 every weekend in summer!!!
173.	Have concerns that I didn't really find an answer to regarding impact on the access roads for local traffic and the new pedestrian path that is currently being extended to Sandy Point.
174.	I've lived on the broadneck peninsula for 60+ years - traffic is getting worse by the year...this study does not address the feeder roads; such as church road, college parkway, st. margarets rd old mill bottom road etc.
175.	for those on the west side of the bridge we need to figure out how to stop bottleneck at Severn River Bridge.
176.	The information was overwhelming, but well presented. There are too many unknown factors - funding, design, etc. that cannot be answered at this time. Living near the bridge does have an impact on our lives and the traffic.
177.	Very concerned about stopping study corridor short of Severn River Bridge. Increasing capacity on Bay Bridge w/o corresponding increases in capacity & functional improvement (eg. merge of Rte. 2 on Us 50 WB) will worsen common bottle neck at Severn River Bridge. Concerned about environmental impact of highway widening & bridge construction/demolition on health of Chesapeake Bay. Concerned about impacts to boating & fishing at Bay Bridge.
178.	Great event! Well done!
179.	I am especially concerned about impact to species such as osprey, oysters, and blue crabs. The Menhaden as their population is declining and hurting osprey populations who rely on them for food. I am also concerned about any land use change from forested to developed as Maryland should not be depleting any more of its carbon sinks. Efforts need to be made to mitigate these possible impacts.

Responses to Question 10: Additional Comments	
180.	Please consider accounting for reliable public transportation!
181.	Why are we discussing 20-30 years after due and obsolete. Then being forced to accept another obsolete system.
182.	The Broadneck open house was fantastic. The consultant (sorry didn't write down his name) who I believe helped to organize was outstanding. He was wearing a white shirt :). I think you need to analyze in your study impact on roads like College Parkway and Bay Head. Would be happy to help provide feedback. [Name and Email Address Redacted]
183.	Fast track this project! I was told construction may not start until 2032! Are you kidding me? Way too much emphasis on environmental impact, yes a bridge is going to be built, no matter the size. The environment will be temporarily impacted. Nature heals and rebounds. Choose an 8-10-8 bridge and get the ball rolling. Why not save a year and have bridge concept designs at the open houses also? Much can be done concurrently.
184.	The bridges are not the chokepoint, the traffic flow through the local communities are the issue.
185.	Stop traffic cutting through Broadneck neighborhoods!
186.	Liked the Open House setup where we could ask individual questions to some of the many representatives there. Very efficient.
187.	The bicycle and pedestrian facilities are the highest priority in my view.
188.	I hope you will consider the 2-phased approach as I have described in 1a. The highest priority is to add capacity ASAP, and the completion of Phase 1 gets you there with the least cost and buys you time to consider what is needed for Phase 2 in the 2040s timeframe. In the meantime, you will still have the existing bridge clearance and maintenance of the existing 2 spans, but those are not the immediate concerns. Thank you for your consideration.
189.	Alternatives to driving are an absolute must have for this project
190.	Sorry for the entitlement and lack of understanding that comes from some of the people that live around me. I'm 18 and in college with plans to get into road engineering or mapping using GIS so this project is something I can use to learn more about the entire process of building a "new road" especially over water.
191.	This needed to happen 20 years ago. Get this done as soon as possible
192.	I live on Rt 662 behind Chesapeake college. People use our road as a bypass to the lights at 213 and 404. They drive 60 in a 30mph zone. It's dangerous and reduces our property values. Put overpasses at 213 and 404 to keep traffic moving and you will see a huge improvement before you even build a new bridge.
193.	I had a panic attack on the bridge 30 years ago. Have been driven over by maintenance crews & now private carrier. Was on the eastern shore & the private carrier did not answer my calls or texts. I'm assuming he was mad at me for the drive over since I did not park in the correct spot (which was different from time before) and did not have correct change so we had to stop at a gas station. This service is essential for my travel & not sure how to get around it. Is there another company that provides this service. A ferry system would be helpful
194.	Provide more details on proposed plans - like site for south, is this out of bay ridge or at the current site adjacent to existing structures.
195.	The last time I had to drive the bridge, I came home and said, "I would rather shred my license than drive the bridge again." I also spent the entire ride on the way to my meeting in ocean city bitter about the fact that the state has no options of reaching a large portion of the state except the car. The ferries could run on busy seasons, buses should happen asap (budget deficit notwithstanding), etc. The impacts are not small. The focus on car transportation has critical impacts on the towns that have worked hard (via Maryland Mainstreet, other state programs and local energy and $$) to recreate towns where people want to be. The expansion of roads around the towns, etc (because there are no other options) make that work more challenging for those who live there to create walkable, livable towns.
196.	like get mailed info and DEIS when goes out. suggest send CDs not hard copies
197.	Please take into strong consideration the impacts this will have on neighborhoods in the St. Margaret's area and surrounding communities, given the historical, environmental, and community implications. More land use and highway expansion will significantly detract from the quality of life for local residents, primarily for the benefit of individuals who neither live nor work in these areas.
198.	Requested previously, VERY important!! MANY people are afraid to drive their vehicle across the bridge. This is a disability!! (anxiety etc). It keeps them from accessing the eastern shore, beaches, etc. Please provide a FREE service to provide qualified drivers who will drive a person's own vehicle across the bridge 24/7. Other states do this, including Michigan, for people afraid to drive their vehicle across the Mackinac Bridge. The current company doing it for $40 cash, each way (so $80 roundtrip, CRAZY!!), is discriminatory, ridiculously expensive, & unfair to those w/a legit disability/anxiety etc. I am a single adult w/grown "empty nest" kids, so I do not have a "partner" or others I can reliably depend on to drive me across the bridge. Therefore I haven't been to MD/DE beaches for over 2 years, & last time I went, what should have been a 2-hour drive from Annapolis to Dewey, was a 3+ hour drive from Annapolis thru Baltimore to Dewey, cuz I'm afraid to drive across the Ches Bay Bridge! (plus I paid a LOT more in tolls going thru Balto). Thank you!!!!!!!!
199.	If a new bridge is constructed , it should be 5 lanes each side for a total of 10 lanes to alleviate the backups, heavy traffic, to keep traffic flowing. The constant back ups, lane changes for summer traffic, daily evening traffic not including idiots having accidents or vehicle break downs. The bridges should be taken into consideration for future traffic and to keep vehicles moving smoothly, so as not to hinder local traffic on local roads. The constant backups in Queen Anne's county roads hinder the local locals. The people who move to Queen Anne's county have no clue what a pain it is to not be able to leave the house to run simple errands or do daily trips to facilities for health, dental or otherwise. Please keep in mind design of new bridges should be large expansion to not have to switch traffic constantly. But the bridges should take into consideration of local residents impact on their communities and businesses.
200.	I sincerely hope whatever is within the planning that it's going to help everyone I feel bad for the people on the Kent Island now they can't even shop because of the traffic on route 50 so I don't know what the answer to that is. Eastern insurance become a very popular place all the beaches and everything it has to offer. I sincerely hope it will all work out to everyone's advantage.
201.	I don't go to meetings at night especially in winter. Why are all the meeting in the dark winter nights or virtual. Neither is ideal for older voters.
202.	It is short sited to only look at the immediate impacts in Anne Arundel and Queen Anne's Counties. History has proven how transformative the current spans were to the Eastern Shore. A new span with added capacity would have a similar effect and funding should be given to the small rural communities on the shore so they can prepare.
203.	Have not attended an Open House yet, but wanted to make sure I provided input on my advocacy for bike/pedestrian lanes on the new bridges.

Responses to Question 10: Additional Comments	
204.	Poor Q&A session. Hoping the meeting at the school will provide answers to the communities many questions regarding this issue
205.	Your whole goal w/ these public meetings is to meet a required engagement but not really answer any questions or address concerns. We reconginze the need for a new bridge. But not at the cost of our daily commute and back up. The idea of a 2045 traffic projection is a joke. The new bridge won't start until 2032 and likely won't be done until 2040. Meaning by the time the new bridges are complete, the projected traffic studies are obsolete and likely the capacity of the bridge will be inadequate. Take the time and find the funding to actually comprehensively address the traffic concerns. Its not just Friday afternoons anymore. its becoming intolerable.
206.	Make more virtual options available and think about NOT dumping more people along Rt 50 on Kent Island, Kent Narrows and Queenstown. It's already saturated.
207.	Nice job presenting what you have looked at and removed from further consideration and the reasons why as well as those you plan to move forward with. What will become of the annual Bay Bridge Walk?
208.	Thank you for an informative virtual session.
209.	If the Francis Scott Key Bridge can be rebuilt by 2028, why is it going to take until 2032 to BEGIN construction on the first new Bay Bridge span?
210.	Explain current cost estimates. Explain who is paying how much. Specify expected future toll costs, and pay-off periods. Address expected construction schedule. When will it be done??
211.	This entire process has been a ridiculous waste of taxpayer money with virtually nothing to show for it. Stop talking and start the construction!
212.	We will need sound barriers typical to what MDOT has along route 50 and Bowie so the road noise will be reduced for those living in Chester and Stevensville.
213.	Tried to attend the Open House today but the zoom connection was never completed.
214.	How are you going to ensure that local companies play a role in the design/build portion of the project?
215.	I reviewed all the content online prior to the open houses since the schedule didn't align with mine.
216.	How long will the building take? What noise level can we expect from 1520 Enyart Way
217.	These tiers take much too long…
218.	I find it very interesting that your answers to "3. Which of the following environmental features are most important to you? Please select up to three." are not in alphebetic order. how did you arrive at the order they are in? does that change the outcome?
219.	I still feel that we missed the boat by not considering the southern second bridge as a real alternative. When I read the comments provided to the committee on this matter, overwhelming responses were provided saying "Not in my backyard!" Obviously, the population numbers and thus opinions coming from Prince Georges County and Calvert County far outnumbered the comments coming from Queen Annes County, thus, the 2nd bridge alternative was rejected.
220.	Why is this taking so long?
221.	By building a bridge between the existing bridges, the environmental impact would be a lot less than any other location, removing the existing bridges will have a big Impact environmentally for years. By building between the existing bridges the land is already there ($$$ SAVED). Tying a four lane bridge into the existing bridges, again the land is already there, the west side looks to be just enough space for four lanes and the east side has more than enough space between the two bridges. Road construction will be minimal. It will also be less expensive than building new bridges and taking down the existing bridges.
222.	I frequently work in Easton I would use bus service to there from Annapolis if the bus had bicycle racks on board
223.	Would like to attend the 12/04/2024 Virtual Open House
224.	Please do not blow this opportunity to add a bike/ped lane, like you did with the Nice Bridge
225.	hoping to use the new bridge (s) before I am too old to be driving
226.	Let’s get this going asap!
227.	Action is needed. Do something before the current bridge is no longer standing, like in Baltimore.
228.	I believe a tunnel option should be explored again.
229.	Thank you for reaching out for comments
230.	Thank you!
231.	Would highly recommend studying the past construction to identify ways to ensure a quality bridge is built as quickly as possible. It took 3 years (1949-1952) and 4 years (1969-1973) to construct the existing bridge spans. It should not take more than that now with modern technology once ground is broken. If it’s projected to, we’re probably doing something wrong.
232.	Plenty of studies have been done and no matter how many studies there are the answers is the same. Stop wasting tax payers money for the stupid proposals and fix key bridge, then buy land for building another key bridge elsewhere.
233.	With the tightening of budgets, it's foolish to waste money on anything that encourages more car usage. Please give us better options to enjoy the Eastern Shore without driving a personal vehicle.
234.	New Bridge further SOUTH, Calvert Cliffs to Cambridge. Bridge or Tunnel
235.	Thanks for the outreach. At my age (78) I doubt that I will be around when these plans come to fruition. However, after living in the Annapolis area for more than 35 years, I know that providing alternatives as soon as possible for people to move back and forth across the Bay—or just avoiding gridlock on both sides of the Bay—is a life or death decision for the region. Please think big.
236.	I didn't attend a meeting but I'm hoping that my feedback helps. I'm a renter and I hope younger people are being engaged on this like me
237.	BICYCLE PATHS ON THE BRIDGE.
238.	Excessive speed is the main cause of backups other then out right accidents. Too many people trying to race to the bridge. From the eastren shore outlet stores to the bridge the speed should be 50 mph and strongly informed. I travel that route a lot, 70 mph seems to be the typical speed. Thus causes congestion when drivers reach a 50 mph bridge. When there is an emergency on the bridge westbound firm two lanes just after the Kent Narrows Bridge. Or better yet, keep the traffic to two lanes at the merger of 301 and 50 in Queenstown.
239.	I plan to attend the virtual meeting to see what the discussion is like. My overall opinion is that this needs to happen now and shouldn't wait. Make the decision to build 10 lanes and go get the money and start the permitting. The sooner it can be done the better. We spend too much time trying to protect the environment meanwhile everyone sits in traffic idling all day. The quicker you move the better.

Responses to Question 10: Additional Comments	
240.	I think this project needs some rethinking.
241.	need extra lanes on Rte 50 (and the severn river bridge) to compliment bridge traffic
242.	Keep the existing bridges and add 2 additional bridges to get to the capacity needed along with extra for when there are accidents and/or maintenance.
243.	Keep the ability to have the run
244.	Use a panel of people from ALL areas of the state,not just those from Western Shore who don't really care about the Eastern Shore or only think the Eastern Shore means Ocean City.
245.	We will NEVER allow you to steal our land. That is the most important issue as it relates. And, So, if you can build 8, 10 lanes & continue expanding infrastructure while acting like we do not exist AND have long existed here. We will NEVER allow the state to steal our land for any purpose. You would fight for your ancestral land. We will not give ours up to anyone for any reason.
246.	Taking the sharp corner out of the downhill will improve speed on the bridge.
247.	In live outside the area but use the bay Bridge frequently
248.	Bike path on bridge is a must have.
249.	Please refer to Mario Cumo bridge (NY)--and the six highways going off the east end. How can Kent Island have any more roads give the water tables? If you expand the roads on the west side, what happens to existing homes? Phase 1 is over, but a poor decision. Just give us new bridges and forget expanding. Let people find other ways over the bay and to the beaches.
250.	N/a
251.	I have not attended the Open Houses because they have not occurred yet.
252.	Replacement bridge should be cable-stayed
253.	This is a worthy project. Be aware that some of the comments I have read online claim that replacing the two existing spans is a "waste of taxpayer money" (even though the MDTA is normally not funded by taxes). There is a lot of disinformation and misinformation being spread by persons that appear to know little or nothing about the proposed project.
254.	The current bay bridge is the only bridge I've ever crossed that actually makes me nervous to cross, so it's encouraging to see MD exploring modern replacements. I think the new spans should be inspired by other regional bridge projects (for example, the long bridge project) which have made it a priority to include dedicated bike and pedestrian infrastructure that's is at a minimum barrier separated from vehicular traffic and has sufficient width for bidirectional cycle and pedestrian traffic. In addition, the project should continue to include transit options as part of the design consideration, though it would be made much stronger if that includes potential rail options and not just bus traffic. While it is common for such projects to focus on commuter needs, they are not the only users. The bay bridge sees significant regional travel outside of commiting, especially during the summer. A stated goal of the project is to reduce congestion on the crossing, and perhaps the best way to do that is to provide high capacity and reliable transit, such as rail, fromajor population centers in the region. (Eg, an added MARC line from DC to the eastern shore via Annapolis and a similar line from Baltimore would likely take a fair number of cars off the road!)
255.	I support greater capacity options, when they include alternatives to single passenger car traffic.
256.	Build the bridges from southern MD to Cambridge leave the old bridges for local traffic only for those who commute to work and live on the shore...
257.	Looking forward to an incredibly important project and hope that my comments around transit and pedestrian and bike paths are taken seriously.
258.	Another option would be to add ferry service and consider tunnels instead of a bridge.
259.	Your choice of corridor 7 concentrates all new traffic and construction effects on the local communities of St. Margaret's, Cape St. Claire, and Arnold (on the western shore). These communities are affected the most by existing bay bridge traffic and now you are going to add more effects. Given this choice, you should ensure your new designs and improvements to route 50 prevent spillover traffic onto local roads like St. Margaret's Road, Cape St. Claire Road, and College Parkway. Please do not make traffic even worse for these communities.
260.	Bay Bridge replacement(s) should be cable-stayed bridge
261.	I never understood why it takes the government so long to get projects done. I know all the phases that need to be done (like this survey) but to take years to get this done? There is no excuse. Too many egos makes projects more expensive.
262.	the new bridge is badly needed .... please try to build it as soon as possible! .....
263.	In addition to the environmental features listed in Question 3, personal property rights are very important, and I hope that when highways are expanded to enable a fourth lane that this can be done within the current ROW, and acquisition of private property can be avoided.
264.	The study document states that "Title VI ensures that public services, including transportation, are provided in an equitable and nondiscriminatory manner" To me, this means that the Baltimore Red Line must get built before a Bay Bridge replacement.
265.	I would love to be able to bike to the eastern shore. Thank you!
266.	Other alternatives (locations) should have been considered but Hogan eliminated those options.
267.	Get it built quickly without being a committee formed to design a horse and ending up with an elephant. Get it done asap
268.	I know that transportation engineers want to only look at construction alternatives, but I believe strongly that the option of adding ferries should be considered as well. I recommend Four ferries be added. Two would be operating year round. Another two would be available when demand is high, in case of emergencies, or if something happens to one of the ferries. Ferries are great for pedestrians and bikes. If ferries had routes to Cambridge or other similar locations they could take traffic off of Route 50 and other roads that are already too congested. Ferries are like high dedicated bus lanes, but on water! (I'm trying to put this into language that transportation engineers will understand!)
269.	seriously, you really must include bike lane and ped accommodation.
270.	The current bridge is so unsafe with the huge traffic demands. Replace it ASAP.
271.	I would prefer that the Easter Shore part of the corridor Rt 50/301 to be more of a greenway. If there is any SHA ROW remaining on the sides of the pavement, add trees and and other vegetation. Looking to contain noise and improve looks.
272.	Two bridges next to each other from Annapolis to Kent Island is indeed an incompetent idea, based on realistic know traffic and population growth between now and 2032, in Baltimore, DMV, Anne Arundel, and Kent Island areas. It is a slam dunk your current plan will not withstand Court arena(s) scrutiny as to said plans environmental, noise, and, social equity laws, regulations, policies, and procedures.

Responses to Question 10: Additional Comments	
273.	This can be a demonstration project for the world in using park and ride, mass transit and reduced vehicle use the priority
274.	The Chesapeake Bay Bridge MUST have separate dedicated bike and walk lanes. It's ridiculous, backwards, and insane that it doesn't. MD needs to catch up with the rest of the world.
275.	Not a resident of the impacted counties, but am a frequent user of the bay bridge, as are many of my friends and loves ones who also live in Baltimore City so I deeply care about this project. Personally I would love to love to see the bridge get lined with solar panels or tiles that allow it to generate electricity in the daytime (could also be a direct and/or backup source of power for the bridges lighting and electrical systems) and to help move Maryland toward its climate goals. Incentivizing EV use on the bridge (lower toll/congestion rates) could help to incentivize residents even further to transition to EV, further reducing emissions from vehicles using the corridor. Would love to see technological innovations be used (modern warm white LED lighting that is insect, migrating bird and wildlife friendly for example) to show Maryland is invested in her future, her environment and sustainability
276.	10 lanes 4 trucks 5 cars 1 bus. Then build another 10 lanes 4 trucks 5 cars 1 bus..
277.	I would use public transportation but little to none exists on the eastern shore.
278.	When will you stop studying and actually start building?
279.	Thank you for providing this comment forum.
280.	Save the Eastern Shore…Get rid of those bridges!!!
281.	Increasing height of the bridge will open more business to the area.
282.	Let’s look far down the road and build a bridge that will serve Marylanders well for a long time.
283.	Shared use path for bicyclists and pedestrians needs to be a priority for all options.
284.	I intend to go to the open house near Arnold. Excited for this as there has been considerable summer traffic right outside my College Manor community. And I know many people who are nervous about crossing the bay bridge. Including me. I can only do the eastbound side.
285.	Just make a decision and start working it already! Maryland has been waffling on what to do for a decade and could've just been done already.
286.	I am only an infrequent user of the Bay Bridge. But I feel for the communities impacted on both ends as well as families trying to get to their relaxation spots.
287.	I think a 10 lane bridge, with possible toll lanes and pedestrian/bicycle lane would be a very good and long lasting solution. Building a smaller bridge, it will be at capacity rather quickly rather than building a bigger bridge which wont reach that point for many more years to come.
288.	I was unable to find conceptual drawings of the options on the website.
289.	there are plenty of other commuters that drive the bridge everyday besides the citizens that live on Kent Island
290.	Please see comment on number one. Forget buses. Think detachable intercity, high speed. Thank you.
291.	Why open this survey asking how I felt about the Open House if it hasn’t happened yet?
292.	I haven’t attended an open house yet
293.	I hope these reviews go quickly. This is very much needed!
294.	it seems that only one location for a new bridge was being pushed with no regard for the amount of people who currently now live on Kent island, grasonville and queenstown
295.	Just build it!
296.	The bridges are dark and ugly. They are iconic and should be more pleasing to the.eye. add led lights that can change and add color similar to all major us bridges
297.	I may not live to see completion. Please do this right. When the Delaware Memorial bridge was completed, there was a step change for the better in traffic situations. MD and the Bay deserve the same.
298.	butterfly loops for interchange and merging, standardize all highways in the state to have same flow. driving in this state is a nightmare compared to others.
299.	Please look at multi-modal options besides just automobiles and busses (the latter of which should be electric by the way). We need a rail system. These attract more users than bus, can end up being cheaper, and are way more comfortable, and won't get stuck in traffic. This could serve as an important connection to DC and baltimore connecting to BWI and new carrollton one day, and also to ocean city. Break out of your car-focused box please.
300.	Get it done. Been way too long. We need it. what about stacking the north and south bound on top of each other.
301.	N/A
302.	Please relocate the crossing. Divide the traffic to another location. This makes no sense, Rt. 50 is beyond capacity now, you'll only make it worse.
303.	Please keep making progress, we need this!
304.	Model effective bridge solutions that already exist and provide the most volume growth solutions. The addition of 20k plus civilian and military personnel to the Ft Meade/Annapolis corridor is dramatically changing population densities and now expanding “bedroom” commuter housing development past further North, East, and South from the Queenstown 301/50 split
305.	I hope things continue to move as fast as possible! I comment as someone who is tracking this development to determine where I purchase a vacation home (in Maryland or somewhere else).
306.	Tolls are high enough. Where is this money coming from? The key bridge should be priority. For people that use the bay bridge everyday for work there should be a extremely discounted commuter plan.
307.	Thank you for seeking public input. Glad it's being distributed via the media because it's hard to capture data from folks who currently don't use the bridge but would if there were more of them and they were protected from the elements (not a risk of shutting down; except when there's a hurricane, tropical storm, or snow storm, then no one should be on the road).
308.	Please listen to us. We are literally trapped in our homes and you are going to make it worse by adding more congestion. This amount of infrastructure with take YEARS to complete and by then will be it will be outdated. A span somewhere else is the only way to help congestion.
309.	The need for more lanes is definitely needed. Also, a walking/biking lane and shoulders. I don't think a bus is good, people will need their vehicle. A much needed car/ people ferry would be nice.
310.	Build it!
311.	How about rebuilding the Keybridge before you do this, that would make my commute so much better.

Responses to Question 10: Additional Comments	
312.	Please spend tax dollars in southern MD for once, and build us a bay bridge crossing. It can be done, don't tell me it can't be done. MD can do whatever it wants.
313.	Get rid of the tolls to cross the bridges--I don't have an easy pass.
314.	Thank you for all the work you are doing to research this topic. I really hope that the bridges will be redone as they are really getting old.
315.	While a bridge replacement is necessary, and maybe 4 lanes each direction but what will the upgrades be on either side of the Bay. Kent Island cannot handle lane widening
316.	No where in any place have they added additional capacity has it lowered traffic. There needs to be alternates not additional lanes outside the cost of the bridge the amount of PRIME real estate that will need to go through the eminent domain process will be in the billions and where on KI are you planning to build another bridge? To the north through the waste water treatment plant and business park or to the south through the Restaurants, Marine and Airport?? It will do NOTHING but increase more traffic., the bottle neck is Delaware and MDTA/SHA not completing 404 to the Delaware border and the Easton area being completely inundated with traffic lights along with Cambridge. Move the bridge further south to the Cambridge area where the crossing is only
317.	Thank you for giving me the opportunity to comment.
318.	As mentioned earlier, I think the study is sound, though I do hope that IF the existing Bay Bridge is replaced that an equally graceful and beautiful design can be used. I'd hate to see just another cable stayed bridge in its place.
319.	I appreciate the opportunity to take this survey! Thank you!
320.	The clock is ticking before something really tragic happens with that dangerous dated bridge. Everyone know and talks about...please get something done!
321.	These outdated, dangerous bridges should’ve been replaced 30 years ago.
322.	Agree with the prospect of replacing the existing bridges instead of a band-aid fix and mismatch of spans that'll be approaching 100 years old by the time the new bridges are...
323.	Let’s have more rail. Amtrak and/or Marc service would be wonderful for the eastern shore.
324.	Please do right by the Eastern Shore residents. We already are dealing with a lot of residential developments and no infrastructure to help relieve the roads. It is more difficult and dangerous to try and get out of the house to shop now, and adding on more lanes with no overpasses will increase accidents and deaths along the Route 50 corridor. If no bypass around the towns are built like the one in Salisbury, then we have no hope and certainly no justice.
325.	More lanes! Bring more business and visitors to Eastern MD.
326.	Glad to see the state moving proactively to address bridge issues and to support future shipping in and out of Baltimore Harbor.
327.	My concern is for the safety of the people who travel across the Bridge. I am also concerned with the amount of people who will continue to pour over the bridge along with the traffic of illicit materials. The bridges need to be replaced for saftey issues.
328.	Please prioritize rail use and pedestrianizing the state. Lay the infrastructure for an eventual train route to Salisbury and Ocean City. This is a rare opportunity to provide for such things on the bridge that otherwise won't happen.
329.	Please, please, please make the sides taller. The bridge very high and tight currently, and is very scary to drive over when you see the height you are at and how low the guard walls are. Need to feel that if you get into an accident you won't go over the side.
330.	Please begin building these new bridges as soon as possible. The traffic is totally out of control and something needs to be done quickly.
331.	We've GOT to get this RIGHT this time!!!!
332.	Modern cable stay bridge designs should be considered, with the obvious protections from large ship impacts.
333.	Please build a total of 10 driving lanes.
334.	When planned, I think considerations should be made for the residents on Kent Island. Our lives are greatly disrupted when traffic problems arrive every summer when there are problems on the bridges
335.	I truly think that any solution that does not involve some sort of truly viable alternative to cars will mean that the traffic returns to as bad or worse after a few years, likely because this project will induce more building on the Eastern Shore.
336.	As stated earlier one of the spans should serve southern Maryland with a crossing in So. MD.
337.	Think long term, ease of maintenance and improving safer driving across the bridge
338.	Who here actually understands infrastructure? You could add 20 lanes, and it wouldn’t make a difference! All you’re doing is shoving the problem down the road, into neighborhoods and communities where nobody seems to care about the people being affected by the endless traffic jams. Even a middle school student could figure this out. Just look at Los Angeles, has any of those massive 20-lane highways solved their traffic nightmare? Of course not!
339.	High SPEED FERRY 🚢!!! keep the current bridge... Maintain it but have the option of a ferry...
340.	The fact that all 2022 alternatives are no longer being considered is disturbing. Will the same happen to these 2024 alternatives?
341.	Why on earth was the same location chosen? This is going to be a nightmare of traffic and it will destroy our community on the broadneck peninsula. It's one of the last places where wildlife can live in a natural habitat around here, and it will be severely impacted. We already have a huge traffic and infrastructure problem, even more so now that the Key Bridge is collapsed. Why not focus there first?
342.	I learned of this survey online as I am in a lot of transit activism spaces. I am not local to the area immediately near the bridge, but I travel on this bridge at least a few times a year, and I know that building a more robust transit experience for local use makes the driving experience more enjoyable for those who absolutely have to drive a car. I am glad the MDTA is considering car alternative options, as nearly a third of the US population does not or cannot drive, but deserve the same access to travel as everyone else. Thank you for creating such a thorough survey and for holding open houses!
343.	We are 21409 zip code, which while it includes "Annapolis" we live very close to Rt 50 and Bay Dale Dr so this significantly impacts us, as well as our daily driving.
344.	Tunnel is the better option in my opinion.
345.	Maryland does not have a long-term train plan. Stop what you're doing and push Maryland to first map out a train plan for Annapolis, PA, Ocean City etc etc etc.
346.	will there be more open houses?
347.	Lived in the Baltimore area for near 5o years. Gotta get less traffic not more roads. That means public transportation.
348.	The bay bridge is a point of suicide in our state. I again would posit the idea of adding a bungee jumping station as it would provide tourism revenue but also could be run as a 24/7 thing for people or groups doing day or night jumps. this would double as having a human manned access points to the bridge which hopefully would intervene more effectively with those whom jump without a bungee. Bungee jumping stations are cheap and easy to make, extremely fun, offer the opportunity to do some really cool promotional

Responses to Question 10: Additional Comments	
	videos, adds a tourist feature to an iconic piece of maryland, generates additional revenue, and could potentially prevent bridge based suicides.
349.	Don't forget alternatives for people who are deathly afraid of driving over the bridge and have no other option (need their car on the other side). The 'ride over' option i was given was to ride in my car as it was being towed, not to ride in the tow truck driver's vehicle. He was 'licensed/approved' by the bridge authorities. I had to drive myself over afterall. Sang '100 bottles of beer on the wall' and cussed the driver out as I drove. Made it over at 75 bottles. Have not driven on the bridge in 10+ years.
350.	Why are politicians obsessed with keeping a single crossover to the eastern shore? Did they not learn anything from the Key Bridge fiasco? Do they never drive to the eastern shore and experience the frustration that their constituents go through every time they want to cross the bridge? Take off your blinders and see how the normal people live.
351.	Nothing indicated not including out of staters before starting this. I hope my input means something.
352.	I would not take the bus only because I don’t trust driver credentials going over a bridge that height. A ferry would be preferred like the Bay Area/Seattle.
353.	Hi [Name Redacted] and [Name Redacted] from[Name Redacted]. I live in Charlottesville but I use the bridge a lot
354.	Please dear lord don't waste anyone's time with bus lanes. Light rail - more timely, more comfortable, more efficient. People will actually use it, versus buses, which no one aside from people with no other options will use. If the goal is to reduce traffic on the bridge, buses will do you absolutely zero good.
355.	Please make a decision soon. State cannot afford to wait. Traffic is horrible, quality of life is being effected
356.	I have used the Bay Bridge to visit Ocean City, Dewey, and Rehoboth beaches for over 20 years.
357.	Please are the barriers on the outside lanes of the bridge higher and not see through!! The current short jersey walk type barriers on the one span do not offer enough protection or comfort and the rails on the other span offer too much visual of the height of the bridge causing anxiety to bridge travelers.
358.	In the longer term, to facilitate growth and reduce traffic, train service that connects the eastern shore to the existing MARC is essential. More highways make more traffic!
359.	We can't afford this!!!
360.	This is a STATE-WIDE project, need to expand outreach and get input from everyone.
361.	Do not widen beyond three lanes each direction! Learn about the concept of induced demand
362.	Yes, consider building similar to the Arthur Ravenel Jr. Bridge in Charleston SC which has a pedestrian, bicycle lane use
363.	Please look further into a second access point. This is ultimately what is needed to really ease this traffic issue and work to reinforce the current structures of the Bay bridge. There is no need to tear it down. The impact of that on our bay will be significant.
364.	New bridges sound great but traffic issue will not be solved with them. The issue can be better helped with some over passes in key spots like at 50/213 where lights are.
365.	Adding new bridges would be beneficial, but the detour would be a traffic nightmare and potentially impact the economy for Ocean City
366.	Money spent here is money not spent elsewhere. Let us make every cent count.
367.	Thanks for taking feedback. Please let’s shy away from reliant car use everywhere
368.	It’s wonderful that the MDTA is building new bridges. Build them as big as possible and widen 50/301 as much as possible. Try to avoid congestion pricing.
369.	Are they going to build the new Francis Scott Key Bridge be4 constructing the 2 new 5-6 lanes each to the New Bay Bridges being built in the near future
370.	There should DEFINITELY BE A RAIL LINE! Both for goods/American, and light rail.
371.	Please move the new bridge span somewhere else besides kent island. We need to disperse the traffic not keep adding to it.
372.	Traffic is greatly impacting my ability to move about my community of Cape St. Claire. This project needs to be accelerated. There have been study after study about the environmental impact and more. I understand the need, but what is happening to our environment with all the congestion? The additional pollution? The eastbound span seems to be failing apart or rusting into the bay. The new decking doesn’t have much to be attached to. Traffic congestion used to be just a weekend thing. Now it happens on a regular basis during the week. I now have to check traffic every time I want to leave my house or return home, to plan my route because 50 could be gridlocked. Get moving before you have a more dire problem like a bridge that isn’t safe to cross.
373.	Thank you!
374.	Difficult project with long term consequences. Hope the MD Dept Transit is up to the task!
375.	I am grateful for the public input opportunity. Keep up the great work.
376.	Please do bike Lanes and improve Maryland
377.	I am glad MD is pushing forward with planning for new bridges. Desperately needed. This should have started earlier.
378.	Let's get to work and stop wasting time with studies and money wasting obstacles. Hiw many millions have already been spent on this over the last 20+ years???? You've had enough time to study, this is needed. It's time to start actual work
379.	You really need to take in account those who use these bridge daily vs vacationers. The bridge plays an important part in our lives everyday. This affects entire community’s. We live on an Island where the majority of people must commute to live. Moving is not an option for most. This will affect livelihoods of people. Those of us who live here know how to deal with the traffic. We have seen the changes over the years. Best thing to happen to alleviate traffic was the RT 8 overpass on Kent Island and this summer you took that away and closed the exits making a negative impact on our lives. I feel like we are going backwards, not forward. The government forgot why certain changes were made to help, and we’re now taking them away. New bridge are needed. Not for traffic, but because these bridges are old and need replacement. New bridges in new location will help traffic because it will give commuters and vacationers more options to get to the Eastern Shore. Right now- if there is a major accident. No one can get to the Eastern Shore or Western Shore. No other alternatives except to go up to VA and came back down. If there was ever a reason to evacuate the Eastern shore- there’s only one way west without a 4 hour detour to VA. Again- we need to look at long term solutions. Not short term.
380.	Filled out Before Open house
381.	Keep the current bridge for bikers, pedestrians, and fishing. Build new improved bridges.

Responses to Question 10: Additional Comments	
	Return the ferry service for cars. I miss it so much.
382.	I am planning to attend next AA County Open House
383.	Strong towns! Read it!
384.	Lets make this make sense! You also need to improve where 50 branches off and then there's that light that backs all the way up that takes the left turn to go to Delware!!!
385.	Please expedite the project. It is long overdue. I hear folks complain that a new bridge will just bring more traffic. But there are limits to the total number of lanes that can be constructed along USrt50. But the bridge is critical infrastructrure and it needs replace before another hundreds of millions of dollars are spent on more deck replacements (beyond those that are underway). Provide the capacity on the bridge for maintenance crews to perform maintance at all hours of the day. Not just during night time lane closures. Provide safe working areas for the maintenance crews for vehicle breakdowns and response to emergencies on the bridge. Provide safe entrance and exit from US Rt 50. I am way more concerned about building the new bridge than costly and and lengthy environmental studies. So many of those studies inflate the costs. We know the Bay is a precious resource. Let's improve it by building a better and safer bridge and let's do it sooner.
386.	I plan to attend a virtual OH.
387.	As a Maryland resident my whole life, 10 years of which was in AA County near the bridge, I'm excited to be able to provide feedback and hopefully see a new bridge in my lifetime!
388.	Increase funding for mass transit, ensure the red line is built first in Baltimore before this project!
389.	Because we live north of Baltimore, we usually go to Rehoboth around the head of the Bay, not over the Bay Bridge. But there are other places on the Eastern Shore where we do use the Bridge - off peak hours as much as possible.
390.	This is a backward looking project. We need trains and real transit available to begin to reduce environmental impacts.
391.	Please minimize overall environmental impact first and foremost!
392.	Please re-visit the option of different bridge locations. We can't avoid progress and DoCo/KentCo shouldn't be allowed to oppose it at the expense of QACo. Plus a southern bridge makes sense to EVERYONE, except the NIMBY's in Calvert Co, Kent Co and DoCo
393.	PLEASE build a tunnel. Bridges are frightening due to their excessive height and not being wide enough and can cause people to become so nervous that they have accidents. Tunnels are far better.
394.	If heavy-rail can be somehow included or planned for in this crossing that can help reduce congestion in the corridor as well as encouraging people to take transit by providing a more consistent commute.
395.	Build a bridge to Dorchester county
396.	Pleas consider adding an all-weather viewing platform to the plans such that a pedestrian or bicyclist could take a break and enjoy the beauty of the Chesapeake Bay, and the technological marvel of the new Bridges.