

Bay Crossing Study Public Comments
December 1, 2025 – December 31, 2025

Date	Medium	Comment
12/16/2025	Email	Your solution will not fix the Bay Bridge traffic problems! You should have built a bridge across the Chesapeake Bay from southern Maryland to the Eastern shore!! 🗣️ 🗣️ [Name and Address Redacted]
12/16/2025	Email	<p>Thank you so much for including us in your information about the potential Bay Bridge.</p> <p>My wife, [Name Redacted], and I have lived at [Address Redacted], for the past 35 years. That address is in Holly Beach Farm, which is at the end of the west end of the bridge, and on the water. I am 91 years young and have followed the discussions, but have never seen a proposed layout or study of how the bridge revisions will affect the farm, or possibly my homestead. Can you provide us with a link to a study that shows that information?</p> <p>Kindest regards</p>
12/16/2025	Website	<p>Where do I even begin? We have mountains of evidence that "on more lanes!" is not a long-term solution to congestion. Decades of research show that the only long-term solution to traffic congestion is viable alternatives to driving! Do we really want to emulate the Katie freeway (a \$2.8 billion 26-lane highway expansion that failed to reduce congestion)? Now, I know what a traffic engineer with no imagination might be thinking.... This doesn't work in America! Except that we have so many examples of DOTs prioritizing alternatives to driving with great success. See California DOT (Caltrans) — I-405 project, the Washington State DOT — SR-520 & I-5 corridor project, or Utah DOT — "Point of the Mountain" project, just to name a few. In each of those cases, DOTs either scaled back or abandoned lane additions in favor of more (internationally) proven approaches, such as variable tolling, transit integration and active transportation.</p> <p>I know there is no transit in the area today, but demand can be created; just because there is no transit today, doesn't mean we can't induce it — just like we do with cars! If the DOT is willing to create a sustainable built environment that will last for generations, it can partner with local governments to foster transit-oriented land use. This kind of land use is self-sustaining because it's much more profitable for the municipality (in terms of tax revenue per acre) and creates jobs. Transit-oriented developments also reduce dependence on DC and Baltimore, thereby reducing congestion as more people work in their communities rather than commute. It truly is a virtuous cycle!</p> <p>Please, I implore you to reconsider this approach for the sake of our community, our children, and our planet.</p>
12/16/2025	Email	<p>Do you have a proposed rendering of the replacement for the Bay Bridge, alt "C". Please send me the pdf.</p> <p>Thanks [Name Redacted]</p>
12/16/2025	Email	<p>Hello.</p> <p>I was wondering if the widening of 50/301 will effect the homes along the highway. How far beyond Cox creek will the widening go?</p> <p>Thank you, [Name Redacted]</p>
12/17/2025	Email	<p>A crossing should be made over to Cambridge.</p> <p>Despite spending millions of taxpayer dollars over and over on studies regarding a new location of a second bridge, you always come back with staying in the same rut that isn't working now.</p> <p>Expanding the current bridge and all the roads and infrastructure to handle the current and future volume is a ridiculous idea, with extreme environmental impact. The answer is to split the volume.</p> <p>I grew up on the Eastern Shore before the Westbound bridge, and live in Annapolis now. Let's come up with a 21st century solution, please.</p>

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12/18/2025	Email	How many studies is it going to take!? It's ridiculous to spend TAX PAYERS hard-earned money on another study, and I know there will be more "studies" to follow!!!! Where's the MONEY coming from for this study? Bet I won't get a reply!!!!
12/18/2025	Email	I hope all the DEI Programs are stripped out of the proposals. We need qualified contractors, not race or sex based awards. "Communicate unto the other person that which you would want him to communicate unto you if your positions were reversed." — Aaron Goldman
12/18/2025	Email	I dont think having a bike path or walking path should be included as too dangerous for the pedestrian. Too many drivers on the roads are disrespectful following our driving laws now n their arent enough law enforcement officers to enforce those laws! [Name Redacted]
12/18/2025	Email	The Chesapeake Bay Bridge that is younger (built and opened in 1973) is old but couldn't it be repurposed since it is 3 lanes? Perhaps,use two lanes for just bus transit only which would be vastly less road traffic on that bridge which could extend its life. And the other lane as a bike pedestrian lane - Maybe narrower with a cement dividing wall). Or at least just to get the buses out of general traffic. This may promote bus use more as well. I saw a post stating that adding a bike/pedestrian access to the new bridge would add the \$1 Billion or more to the price. Seems that \$1Billion could go a long way to any rehab and still get the bike/pedestrian access PLUS two bus lanes. thanks.
12/18/2025	Email	Hi, Since you are going to be building new Chesapeake Bay bridges, build one in Ravens Purple and the other Orioles Orange and light the bridges in those colors. Perhaps get sponsorship money from those wealthy team players and team owners.