

Chesapeake BAY CROSSING STUDY
TIER 2 NEPA

DRAFT EIS COMMENTS AND RESPONSES

FINAL ENVIRONMENTAL IMPACT STATEMENT

APPENDIX G

OCTOBER 2026

MDTA Maryland Transportation Authority

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Chesapeake BAY CROSSING STUDY
TIER 2 NEPA

Appendix G - Draft EIS Comments and Responses

Maryland Transportation Authority
MDTA

October 2026

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1. INTRODUCTION

The Chesapeake Bay Crossing Study: Tier 2 National Environmental Policy Act (NEPA) (Tier 2 Study) Draft Environmental Impact Statement (EIS) was made available for public comment for 45 days, from January 23 through March 9, 2026. The Maryland Transportation Authority (MDTA) offered several ways to comment on the Draft EIS, including through the Bay Crossing Study website (https://www.baycrossingstudy.com/), email, letter, phone, and three Public Hearing testimony sessions (two in-person and one virtual). A total of 1,043 public comments were received during the comment period.

The purpose of the Draft EIS was to present the findings of the Tier 2 Study environmental analysis, describe the Alternatives Retained for Detailed Study (ARDS), evaluate their potential impacts, identify measures to avoid, minimize, or mitigate those impacts, and identify the MDTA Recommended Preferred Alternative.

Based on analysis of a wide range of engineering, environmental, and cost considerations, as described in the Final EIS, as well as input received from the public and from state and Federal agencies, Alternative C has been identified as the Preferred Alternative. Following identification of Alternative C as the Preferred Alternative, the MDTA advanced engineering to further avoid and minimize impacts to sensitive resources to support development of more accurate conceptual mitigation. Therefore, the Preferred Alternative as described in this document is the refined Alternative C. Please refer to **Section 4.3** of the Final EIS to review the refinements made to Alternative C.

This appendix includes all comments received during the Draft EIS comment period, along with summaries and responses categorized by topic area. All documents referenced in this appendix are available at https://www.baycrossingstudy.com/. The Final EIS provides a comprehensive response to the issues raised during the Draft EIS comment period and presents the final comparative evaluation of alternatives to assist decision-makers in identifying a Selected Alternative in the combined Final EIS and Record of Decision (Final EIS/ROD).

The MDTA and FHWA have reviewed and considered all comments received during the public comment period. Common themes from the 1,043 public comments received include existing and future traffic conditions, cost and funding, study limits, locating the crossing elsewhere, safety and incident management, integrating enhanced transit, natural resources, land use and development, and support for the optional shared-use path.

The MDTA appreciates the public's engagement and thoughtful feedback shared throughout the NEPA process.

2. PUBLIC COMMENTS INDEX AND CATEGORIZATION

Comments received during the Tier 2 Study Draft EIS comment period were categorized into topic areas. For each topic area, a brief summary has been prepared that describes the comments and concerns. A comment response for each topic area follows the comment summary. **Table G-1** identifies the comment topic areas and number of comments received for each topic. Please note that the total number of topic area counts exceeds the 1,043 public comments received, as individual commenters may have addressed multiple topic areas within a single comment.

Table G-1: Comment Topic Areas and Counts

Comment Topic Area	Comment Topic Area Count
A.1 Study Limits	35
A.2 Alternative A: 6-5-6 (No-Build)	33
A.3 MDTA Recommended Preferred Alternative	30
A.4 Bridge Design	44
A.5 Approach Roadways and Lane Transitions	26
A.6 Improvements Elsewhere	40
B.1 Shared-Use Path	881
B.2 Tolling	12
B.3 Transit Improvement	46
B.4 Transportation Systems Management/Transportation Demand Management	22
C. Construction	28
D. Project Cost	61
E. Traffic Conditions	111
F.1 Roadway Deficiencies	11
F.2 Incident Management	19
G.1 Port of Baltimore	6
G.2 Fishing	2
G.3 Parks and Recreation	11
G.4 Environmental Justice	7
G.5 Utilities	2
H.1 Land Use and Cumulative Impacts	34
H.2 Right-of-Way and Property	13
I. Visual and Aesthetic Impacts	7
J.1 Farmland Impacts	11
J.2 Water Resources and Water Quality	22
J.3 Floodplains	4
J.4 Aquatic Habitat	20
J.5 Terrestrial Habitat	12
J.6 Rare, Threatened, and Endangered Species	2
K. Air Quality	25
L. Noise	16
M. Climate	8
N.1 Public Engagement	26

Comment Topic Area	Comment Topic Area Count
N.2 Agency Coordination	11
O. Project Schedule	16

Table G-2, **Table G-3**, and **Table G-4** include a list of comments received from elected officials, non-governmental organizations (NGOs), and public commenters in alphabetical order by name. NGOs are generally independent, non-profit groups that operate outside of government control at local, national, or international levels to address issues in support of the public good. This category also includes the Bay Bridge Reconstruction Advisory Group, Maryland Bicycle and Pedestrian Advisory Committee, and Queen Anne's County Bicycle and Pedestrian Advisory Committee. Each comment is assigned one or more comment topic area(s) and a comment number. Refer to the comment topic area under **Section 3 Public Comments and Responses** of this appendix to locate a comment summary and response. Please note that the green shading in **Table G-2**, **Table G-3**, and **Table G-4** indicates comments that were provided via live testimony.

To access the complete text of elected official, NGO, and public comments, use the comment numbers provided in **Table G-2**, **Table G-3**, and **Table G-4** and locate the associated comment in **Section 4 Elected Official Comments**, **Section 5 NGO Comments**, and **Section 6 Public Comments**, respectively.

Table G-2: Comments from Elected Officials

Elected Official (EO)	Comment Topic Area	EO Comment #
James J. Moran, At-large Commissioner for Queen Anne's County	A1, A3, E, O	EO - 1

Table G-3: Comments from Non-Governmental Organizations

Non-Governmental Organizations (NGO)	Comment Topic Area	NGO Comment #
Bay Bridge Reconstruction Advisory Group	A3, A4, A6, E, F2, G1, G3, H1, H2, N1	NGO – 1
Bicycle Advocates for Annapolis & Anne Arundel County	B1, B3, D	NGO – 2
Bikemore	A2, B1, B4, G4, H1, J1	NGO – 3
Bikepacking Roots	B1	NGO – 4
Chesapeake Bay Foundation	A1, A4, B1, C, H1, J2, J4, M, N2	NGO – 5
Chesapeake Bay Yacht Clubs Association	A3, G3	NGO – 6
Coalition for Smarter Growth	A1, B1, B2, B3, B4, E, H1, J1, J2, J4, J5, K, M	NGO – 7
Corsica River Conservancy	A1, C, D, E, H1, J1, J2, J4, J5, N2, O	NGO – 8
East Coast Greenway Alliance	B1	NGO – 9
Eastern Shore Land Conservancy	A1, B4, D, E, H1, J1, K2, N2	NGO – 10
Growth Action Network	B1, E, F2, N1	NGO – 11
Maryland Bicycle and Pedestrian Advisory Committee	A4, B1, D, G3, G4, H1, K, N2	NGO – 12
Maryland Eastern Shore Trail Network	B1, D	NGO – 13

Non-Governmental Organizations (NGO)	Comment Topic Area	NGO Comment #
Maryland Sierra Club	A2, B1, B3, B4, E, L, G4, J2, J3, J4, K, M	NGO – 14
Queen Anne's County Bicycle and Pedestrian Advisory Committee	B1	NGO – 15
Rails-to-Trails Conservancy	B1	NGO - 16
September 11th National Memorial Trail Alliance	B1	NGO - 17
ShoreRivers	A2, C, L, G2, G3, H1, H2, J2, J3, J4, J6, L, M, N1, O	NGO - 18
Southern Maryland Active Recreation & Transport Alliance	A4, B1, D, E, L	NGO - 19
Talbot Thrive	B1, N1	NGO - 20
Visit Annapolis & Anne Arundel County	A3, B1	NGO - 21
Queen Anne's Conservation Association	See Comprehensive Response Following Comment	NGO - 22

Table G-4: Public Comments Index and Categorization

Last Name, First Name	Comment Topic Area	Comment #
Aaronson, Wendy	B1	1
Adamo, Karen	B1	2
Adams, Nancy	A1, A5, C, D, E, H1, I, J1, N2	3
Adolph, Carl	B1	4
Aiken, Nancy	A4, B1	5
Ajayi, Alex	B1	6, 7
Albrecht, Owen	B1, B3	8
Alegria, Al	B1	9
All, Michele	B1, B3	10
Allan, Deidra Greenleaf	B1	11
Allen, Charles	B1	12
Allen, Ken	B1	13
Allison, Richard	B1	14
Alper, Ronald	B1	15, 16
Amari, Kristine	B1	17
Ambrozewicz, James	B1	18
Amey, Randall	B1	19
Amos, George	B2, E, O	20
Anderson, Alia	B1	21
Anderson, Asa	B1	22
Anderson, Casey	B1	23
Anderson, Phil	B1	24
Anderson, Robert	B1	25
Anonymous-1	B1	26
Anonymous-2	A4, B1, E, F1, F2	27
Anonymous-3	B1	28
Antonacci, Alan	B1	29
Anzalone, Margaret	L	30
Arcand, Eric	B1	31
Arcieri, William	B1	32
Armon, Don De	B1	33
Armstrong, Emory	B1	34
Armstrong, Mark	B1, B3, E, F2	35
Ascione, Gail C.	A3, N1	36
Ascione, Gerard J.	A1, N1	37
Ashbeck, Allison	B1	38
Askins, Joe	B1	39
Askins, Travis	B1	40
Atkinson, James	B1	41
Auerbach, Ruth	B1	42
Augustitus, Edward	B1	43
Ausema, John	B1	44
Austegard, Oskar	B1	45
Avila, Ellyn	B1	46
Baehr, Joseph	B1	47
Bailey, Aaron E.	B1	48
Baker, Geoffrey	B1	49
Bal, Herman	B1	50
Ball, Roger Kizer	B1	51

Last Name, First Name	Comment Topic Area	Comment #
Banning, Robert Jr.	A1, A5, A6	52
Barbera, Paul	B1	53, 54
Barfield, Ellen	B1	55
Barnes, Shantwan	B1	56
Barouch, Lili	B1	57
Barrett, David	B1	58
Bastian, Dave	B1	59
Baum, Anne	B1	60
Baytop, Jason	B1	61
Beck, William	B1	62
Becker, Chris	B1	63
Becker, Kurt	B1	64
Beckerman, Walter	B1, K	65
Beeker, Dawn	B1	66
Beggins, Elizabeth	B1	67
Bellinger, Barbars	A1, A6, E	68
Bennett, Rob	B1	69
Benney, Nanci	B1	70
Benson, Kevin	B1	71
Bentz, Emily	B1	72
Berlin, Stuart	B1	73
Bernish, Andrew	B1	74
Bernstein, Louis	B1	75
Berzolla, Zachary	B1	76
Biggar, Tom	B1	77
Bilek, Carol	A2, D, E, H1, J1	78, 79
Bilex, Feyisope	B1	80
Billings, Suzanne	B1	81
Binnix, Michael	B1, B3, D	82, 83
Blaine, Stephen	A4, E, F1, H1, I, J1	84
Bleach, Joe	B1	85
Blom, Dominique	B1	86
Blusiewicz, Edmond	A3, B1, O	87
Boliek, Brooks	B1	88
Boliek, Jeri	B1	89
Bolling, Matt	B1	90
Bond, Jenny	B3, K, N1	91
Borleis, J.	B1	92
Bosin, Kathy	B1	93
Bouchard, Michel	A3	94

Last Name, First Name	Comment Topic Area	Comment #
Bouquet, Timothy	B1	95
Bowen-Longino, Makayla	A2, B3, B4, E, N2	96
Bowne, Frank	A3, B1, A1, A6	97, 98
Boyd, Elizabeth	B1	99
Boyd, Heather	A2, A6, E, F2, G4, H1, H2	100
Bradford, Mark	B1, D, H1	101
Brandt, John	B1	102
Bratten, William	B1	103
Braun, Mark	A5, B1, E	104
Brenner, Bill	A4, B1, C, D, K2	105
Brenner, Eric	B1, D	106
Brignole, Kathryn	B1	107
Broadwell, Sydney	B1	108
Brock, Larry	B1	109, 110
Brown, Darren	A3, A6, B1, E, N2	111
Brown, Drew	B1	112
Brown, Janet	B1	113
Brown, Jeannette	A4, B1, E	114
Brown, Jim	B1	115
Brown, Lawrence	B1	116
Brown, Suzanne	B1	117
Bryant, Etadbie	A2, A6, E	118
Bucci, Franco	B1	119
Buchleitner, John	B1	120
Buffington, Mary	B1	121
Burger, Don	B1	122
Burke, James	B1	123
Burnett, Glen	B1	124
Burns, Kathryn	B1	125
Byrne, Tony	B1	126
Caine, Chris	A4	127
Caldwell, Elliott	B1	128
Canfield, Alan	B1	129
Canfield, Charles	B1	130
Canfield, Gina	B1	131
Cann, Tom	A4	132
Caprio, Julie M.	B1	133
Cardall, Kelly	B1	134
Carroll, Debra	A3, A4, E, F1	135

Last Name, First Name	Comment Topic Area	Comment #
Carter, Worrall	A1, C, E, L, H1, J2, J4, K, M	136, 137
Casey, Ryan	B1	138
Castillo, Ursula Fernandez del	B1	139
Catino, Lisa	B1	140
Chambard, Agustin	B1	141
Chan, W.	B1	142
Chandler, Walter	B1	143
Cheseldine, Kathleen	B1, B3, E, H1	144
Chesnik, Cameron	B1	145
Child, Joseph	B1	146
Chng, Rolla	B1	147
Choquette, Stefan	B1	148
Chrzan, Jeremy	B1	149
Cianciolo, Justin	B1	150
Clark, Spencer	B1	151
Classon, Maya	B1	152
Clinch, Linda	B1	153
Cochran, Ted	B1, D	154
Code, Monica	B1	155
Coffield, Antonio	B1	156
Coleman, Evan	B1	157
Coleman, Luke	B1	158
Collins, Don	B1	159, 160, 161
Collins, Hannah	B1	162
Collins, Marybeth	B1	163
Comfort, Paul	A1, E	164
Conderacci, Gregory	B1	165
Consoli, John	A1, A5, A6, E, N1	166
Converse, Paul	B1	167
Conway, Adam	B1	168
Cook, Dorothy	B1	169
Cook, Henry	B1, B2	170
Cooley, Deb	B1	171
Cooper, Ellen	B1	172
Cooper, Katrina	B1	173
Cooper, Rick	B1	174
Cooper, Shannon	B1	175
Corby, Douglas	B1, E	176

Last Name, First Name	Comment Topic Area	Comment #
Cort, Cheryl	B1	177
Cosio, David Lucas	B1	178
Courtney, Dennis	B1	179
Covington, Lisa Hurka	A4	180
Coyne, Michael	B1	181
Crabb, Andrew	B1	182
Crago, Sean	B1	183
Cramer, John	B3, C, D, H2, J2, J4, J5, L	184
Cramer, Teri	A2, A6, E, G4, H2	185
Craugh, Linda	B1	186
Cricenti, Pat	B1	187
Cromwell, Lyle	B1	188
Cropper, Tahja	B1, B4, C, E, G4, O	189
Cruz, Jesus	B1	190
Cruz, Paul	B1	191
Cservek, John	B1, B2, D, E	192
Curry, Mona	B1	193
DC Cycling Concierge	B1	210
Dacy, Ted	B1	194
Dahl, Sarah	A2, E	195
Daisey, Paul	B1	196
Daley, Rita	B1	197
Dalik, Jeff	B1	198
Daly, Osvaldina	B1	199
Danneberger, John	B1	200
David, Chris	O	201
Davis, Curtis	B1	202
Davis, Michael	B1	203
Davis, Randy	B1	204
Dawson, Andrew	A1, A2, A6, E	205
Dawson, Barbara	B1	206, 207
Dawson, Susan	A3, B1, B4	208
Day, Julie	B1	209
DeGour, Robert	B1	214
DeMarco, James	B1	216
DeMarco, Vincent	B1	217
Deane, Hannah	B1	211
Dee, Michael	A6, E	212
Deere, Kay	A3	213
Deilami, Arash	B1	215

Last Name, First Name	Comment Topic Area	Comment #
Denes, Samuel	B1	218
Denison, Bill	B1	219
Denison, Jeanie	B1	220
Deoudes, Nick	A4, B1	221
Depireux, Didier	B1, B4, D, E	222
Dicker, Louis	B1	223
Dickerson, Laurie	B1	224
Dietric Burns, Katie	B1	225
Dinsmore, Chris	B1, B3	226
Dinsmore, Robert	B1	227
Divis, Jennifer	B1	228
Dodge, Elaine	B1	229
Dodge, Georgina	B1	230
Doggett, Jesse	B1	231
Donald, Kevin Mc	B1	232
Dongarra, Vincent	B1, B3	233
Donough, Tim Mc	B1	234
Donovan, Malinda	B1	235
Doordan, Kelly	B1	236
Dorsey, Jerry	A4, A5, A6, B1, E, F1	237
Dosch, Fan	B1	238
Doughty, Paul	B1	239
Draper, Stephen	B1	240, 241
Dresser, Jeff	A6	242
Duceman, Mark	B1	243
Duerr, Seth	B1	244
Dupuis, Rene	A1, A3, C, E, F1	245
Durham, James R.	A2, B3, E	246
Duvall, Tracy	B1	247
Eames, Phil	B1	248
Earle, Ronnette	B1	249
Early, Mike	B1	250
Eastman, Steve	B1	251
Eaton, Ken	A1, A6, B1	252
Edwards, Daniel	B1	253
Edwards, Dave	B1, D	254
Edwards, Katherine	B1	255
Egeli, Lisa	B1	256
Embertson, Annie	B1	257
Emerick, John	B1	258

Last Name, First Name	Comment Topic Area	Comment #
Engelmann, Harris	B1	259
Ennels, Larry	B1	260
Everhart, John	A5, H2	261
Ewing, Clive	A2, H1, J1, K, L	262
Exelbert, Ellen	B1	263
Ezerski, Natasha	B1	264
Fair, Mytokia	B1	265
Falstad, Jay	A1, A2, C, E, H1, J1, J4, J6, M	266
Farrare, Crystal	B1	267
Faucette, William	B1	268
Fehrenbach, John	A3	269
Fein, Mollie	B1	270
Feist, Rhonda	B1, N1	271
Feldman, Charles	B1	272
Fenton, Pete	B1	273
Ferrante, Chris	B1	274
Ferrara, Phil	B1, C, O	275
Filice, Ross	B1	276
Findlay, Lois	B1	277
Fink, Elani	A2, A6, E	278
Fisher, Richard	B1	279
Fisher, Robert C. Sr.	E, L	280
FitzGerald, David	B1	281
Fitzgerald, Terrence	B1, D	282
Flaim, Carla	B1	283
Fleishman, Carol	B1	284
Fogelsanger, Peter	B1	285
Fons, Barbara	B1	286
Ford, Louis	A1, A5	287
Forster, Michael	B1	288
Foster, Jerry	B1	289
Foster, Kate	B1	290
Fowlkes, Lynne	B1	291
Francoeur, Charlotte	B1	292
Frank, Griffin	B1, B3, G4	293
Frank, Kenneth	B1	294
Franklin, Shanelle	B1	295
Frazier, Bryant	B1	296
Freeland, Ernest	B1, E	297
Frere, Connie	A4, B1	298

Last Name, First Name	Comment Topic Area	Comment #
Friedhoffer, Jeff	B1	299
Friedman, Steve	B1	300, 301
Fritts, William	A4, E	302
Fritz, Michael	B1, B3, E	303
Frohnhoefer, Erica	B1	304
Full, Kevan	B1	305
Funkhouser, Billy	E	306
Gable, David	A1, A5, E	307
Gallagher, Bill	B1	308
Gallagher, Marie	B1	309
Galletly, Al	B1	310
Gant, Sean	B1	311
Garcia, Martha	B1	312
Gardiner, Carole	B1	313
Garfield, Lisa	B1	314
Garnett, Robin	B1	315
Garvey, Patrick	B1, B3, C, D, E, O	316
Gaudet, Katherine	B1	317
Gauthier, James	B1	318
Geary, Deborah	B1	319
Geller, Arthur	B1	320
Genovese, Paul	B1	321
Gilbert, Stacy	B1	322
Gilchrest, Wayne	H1, J2, J4, J5	323
Gill, Richard	B1	324
Gillespie, Alison	B1	325
Gilliam, Elizabeth	B1	326
Gillis, Mary L.	A5, E	327
Gilmer, Diedre	B1	328
Gilmore, Carmen	B1	329
Gingrich, David	B1	330, 331
Gl, Fern	B1	332
Glace, Carol	B1	333
Glaser, Rivka	B1	334
Goldberg, Lee	B1	335
Golden, Michael	B1	336
Goldgisser, Marina	B1, D	337
Goode, Joey	B1	338
Gordon, Adam	B1	339
Gore, Katie	B1	340
Grabenstein, Andrea	N1	341
Granofsky, Rae	B1	342
Gray, Joslyn	B1	343
Gray, Mike	B1	344
Gray, Peter	B1	345
Graziano, Carl	B1, E, N1	346
Green, Dennis	B1	347
Green, Irvin	B1	348
Green, Karen	F2	349
Greenbaum, Ann	B1	350, 351
Greenfield, Brett	B1	352
Greenlee, Robert	H1, O	353
Greg	A4, A5, B4, C, D, E, F2, O	354
Gresham, David	A3, B1	355
Griesser, Nick	B1	356
Griffioen, Eric	B1	357
Griffith, Erika	B1	358
Grimes, Seth	A2, B1, D	359
Grishkot, Kevin	B1	360, 361
Griswold, Britt	B1	362
Grosvenor, Sara	E, F1	363
Guggenheim, James	B1	364
Guilford, Tim	B1	365
Guinnup, Chris	A4, B1, K	366
Gumabao, Erica	B1	367
Gumabao, Mark	B1	368
Gunn, Joshua	B1	369
Guttenplan, Martin	B1	370
Guzman, Stephen	B1	371
H., Phil	A4, A5, E, F1, F2	372
Hages, Lew	A3, A4, E, G1, J4	373
Hall, Joe	A4, B1, B2, D, E, F2, G1, N1	374
Halpert, Douglas	B1	375, 376
Ham, Gregory	B1	377
Hamilton, Carol	B1, B3	378, 379
Hamilton, Clayton	B1	380
Hamilton, Elliott	B1	381
Hamilton, Ralph	A1, A5, B2, E, N1	382
Hamlin, Pat	B1	383
Hampton, Melissa	B1	384

Last Name, First Name	Comment Topic Area	Comment #
Hance, Walter	B1	385
Harden, Drew Van	B1	386
Harnik, Peter	B1	387
Harriman, Vince	B1	388
Harris, Diane	B1	389
Harrison, Jeanne	B1	390
Harrison, Randolph	B1	391
Harteis, Eirik	B1	392
Hartsfield, John	B1	393
Hastings, Josephus	B1	394
Hatcher, Chris	B1	395
Hayek, Lynsay	B1	396
Hayes, Brian	B1	397
Hayes, Hugh	B1	398
Hays, Veronica	B1	399
Hearn, David	B1	400
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Yue, Nancy	B1	1,013
Zachetti, Nick	A4, B3, E	1,014
Zaniker, John	B1	1,015
Zauche, Dave	B1	1,016
Zeigler, Luke	B1, D, E	1,017
Ziegler, Margaret Kaii	B1	1,018
Ziemann, Christopher	B1	1,019
Zillig, Bob	A6, B1, F1, G3	1,020
Zwiebel, James	B1	1,021

3. PUBLIC COMMENTS AND RESPONSES

A. ALTERNATIVES RETAINED FOR DETAILED STUDY

A.1 Study Limits

Comment Summary

Commenters were consistently concerned that the study limits are not sufficient. It was stated that the current study area, generally extending from east of the Severn River Bridge on the Western Shore to the U.S. 50/301 split near Queenstown on the Eastern Shore, is too short to capture the full range of transportation, land use, and environmental impacts associated with the proposed Bay Bridge replacement and expansion.

It was emphasized that congestion, operational deficiencies, and traffic diversion already occur beyond the formal study termini. On the Western Shore, commenters identified constrained conditions at the MD 2/MD 450 interchange and beyond the Severn River Bridge, I-97, and on the connecting local roadway network in Anne Arundel County. It was noted that traffic bottlenecks west of the Bay Bridge approaches routinely affect residential access, emergency response, and local mobility, and stated that limiting the study area to the MD 2 interchange fails to account for these interconnected system effects.

On the Eastern Shore, questions were raised about the selection of the U.S. 50/301 split as the eastern study limit. Commenters urged evaluation of U.S. 50 and U.S. 301 beyond the split, as well as the U.S. 50 intersections with MD 404 and MD 213. It was mentioned that the Bay Bridge functions as a regional gateway, and that changes in bridge capacity will influence traffic volumes, congestion patterns, and development pressures well beyond Queenstown. There are concerns that restricting analysis to the immediate Bay Bridge approaches risks shifting bottlenecks downstream.

Comments addressed the limits of disturbance (LOD) presented in the Draft EIS, which commenters viewed as a subset of the overall study limits. These commenters questioned whether the mapped LOD adequately accommodates construction staging, access, stormwater management facilities, noise walls, utility relocations, erosion and sediment controls, and the removal or modification of existing bridge structures. Concerns were raised that an insufficiently defined or constrained LOD at the National Environmental Policy (NEPA) stage could necessitate future modifications, potentially undermining the reliability of the environmental analysis.

In addition to requests for expanded analysis, there were requests for greater clarity regarding the relationship between the Bay Bridge project and other nearby facilities, particularly the Severn River Bridge. There was uncertainty as to whether improvements to the Severn River Bridge and adjacent interchanges are included within the project scope or would be addressed separately, and commenters requested clearer explanation of how these facilities were considered in establishing the study limits.

Comment Response

The Selected Corridor Alternative (Corridor 7) identified in the Tier 1 Study Final Environmental Impact Statement and Record of Decision (Final EIS/ROD) was used as the basis to determine the Tier 2 study limits. The Tier 2 Study focuses on addressing transportation capacity needs and access across the Chesapeake Bay and at the Bay Bridge approaches along the U.S. 50/301 corridor. The study area is defined as an approximately two-mile-wide corridor around the existing Bay Bridge and its approaches, with the western study limit at the MD 2/MD 450 interchange and the eastern limit at the U.S. 50/301 split. These limits do not indicate that improvements are not necessary or warranted west of MD 2/MD 450 and east of the U.S. 50/301 split; they only define the limits for the Bay Crossing Tier 2 Study (see Final EIS **Section 3.1.1**).

Any action evaluated under NEPA must have logical termini, which the FHWA defines as 1) rational endpoints for a transportation improvement, and 2) rational end points for a review of the environmental impacts.

On the Western Shore, traffic data demonstrated a clear distinction between traffic volumes on U.S. 50/301 associated with the Bay Bridge and traffic volumes at and west of the Severn River Bridge with a large amount of traffic exiting and entering the highway on the Broadneck Peninsula in both directions. Therefore, the MD 2/MD 450 interchange was identified as the western limit of the Tier 2 Study. This interchange is also a rational end point for a comprehensive review of environmental impacts that would result from adding capacity across the Chesapeake Bay.

On the Eastern Shore, traffic data showed there is not a significant differential for eastbound or westbound traffic volume along the length of U.S. 50/301 between the Bay Bridge and the U.S. 50/301 split. Thus, the eastern limit of the Tier 2 Study is the U.S. 50/301 split, where a significant change in traffic volumes occur. Additional detail on the traffic analysis related to the study limits is available in **Section 3.1** of the *Notice of Intent Additional Project Information* document[1].

The LOD for the Preferred Alternative are the proposed boundary that include construction, demolition, erosion and sediment control, dredging, stormwater management, maintenance of traffic, noise walls, utility relocations, and right-of-way offsets (see Final EIS **Section 3.3.8**). The LOD was developed from the proposed horizontal and vertical geometry, typical sections, roadside design, and proposed interchange modifications.

A.2 Alternative A: 6-5-6 (No-Build)

Comment Summary

Commenters opposed building a new Bay Bridge or adding capacity and supported Alternative A (No-Build), citing concerns about environmental harm, water quality, farmland loss, urban sprawl, increased development, and negative impacts on rural communities and local quality of life. Commenters expressed that a new bridge would result in significant and irreversible impacts to Chesapeake Bay resources, including tidal and non-tidal wetlands, aquatic habitat, oyster sanctuaries, water quality, and fisheries. Commenters noted that expanding roadway capacity would increase impervious surface area, stormwater runoff, air pollution, and greenhouse gas emissions, conflicting with state climate and Chesapeake Bay restoration commitments.

[1] https://www.baycrossingstudy.com/wp-content/uploads/2025/12/BCST2_NOI_APID_2024.11.06_COMBINED.pdf

Commenters mentioned that widening the existing Bay Bridge will not resolve traffic congestion but will shift or worsen it, particularly on the Eastern Shore. Induced demand was emphasized, noting that additional lanes would quickly fill and recreate existing congestion conditions.

While supporting the Alternative A (No-Build), commenters emphasized that this option should not be interpreted as taking no action. Instead, commenters advocated for Alternative A in combination with targeted operational and multimodal strategies. These included Transportation Systems Management (TSM) and Transportation Demand Management (TDM) measures such as congestion pricing, variable or reduced tolls during off-peak periods, high occupancy vehicle incentives, improved incident management, enforcement of service road access, and expanded park and ride facilities. Commenters frequently cited these approaches as more cost-effective and adaptable than constructing additional bridge capacity.

Commenters advocated for enhanced multimodal investments under Alternative A (No-Build), particularly expanded bus service across the existing Bay Bridges, dedicated or managed bus lanes during peak periods, and improved park-and-ride facilities. Electric buses, rapid bus service to major destinations such as Ocean City, and integration with local and regional transit systems were cited as more cost-effective, equitable, and environmentally responsible approaches than new bridge construction. There was also reference to ferry service, rail options, and bicycle and pedestrian accommodations as components of a comprehensive no-build strategy.

Commenters raised concerns about constructability, feasibility, and corridor-wide impacts for the build alternatives. More lanes were described by commenters as excessive and misaligned with downstream roadway capacity, and would require extensive right-of-way acquisition and result in prolonged construction disruption.

Comment Response

The MDTA acknowledges that a build alternative would have impacts on the Chesapeake Bay and surrounding resources, and those impacts can be found in **Table 5-65** of the Final Environmental Impact Statement (EIS) (see Final EIS **Section 5.9**). The Preferred Alternative has the least impact to cultural, socioeconomic, and most natural resources (see Final EIS **Section 4.1.1**).

The Preferred Alternative would generally perform better than Alternative A (No-Build). It would limit the need for two-way operations, improving reliability for crossing the Bay, and it would avoid bottlenecks projected under Alternative A (No-Build) at the Bay Bridge (see Final EIS **Section 4.1.2**).

Alternative A (No-Build) is included in the Final EIS as the baseline condition for comparison; however, it does not meet the Tier 2 Study purpose and need. Under the No-Build, the Bay Bridge would remain a major bottleneck in the study area and is anticipated to worsen over time, including under future traffic demand conditions, even with continued two-way operations. The No-Build would not increase roadway capacity, improve mobility, correct existing roadway deficiencies, or provide the navigational clearance required by the U.S. Coast Guard. In addition, ongoing maintenance needs and associated lane closures would further contribute to congestion and operational challenges. Although the No-Build would result in the lowest environmental impacts, it would not meet the Tier 2 Study purpose and need and therefore, would not be reasonable.

The MDTA studied transit options such as ferry service, bus rapid transit, enhanced bus service, and rail (see **Section 4.7.1** in the *Notice of Intent Additional Project Information* document[1]). The MDTA considered TSM and TDM strategies such as congestion pricing, ramp metering, park-and-ride facilities, interchange consolidation, express-local lanes, priced managed lanes, and part-time shoulder use (PTSU) lanes (see **Section 4.7.2** in the *Notice of Intent Additional Project Information* document[1]). The MDTA also studied a combined transit, TSM, and TDM option that included bus enhancements, ferry, interchange consolidation, park-and-ride facilities, congestion pricing, and PTSU (see **Section 4.7.2.8** in the *Notice of Intent Additional Project Information* document[1]). The MDTA concluded that none of these options would address the Tier 2 Study's adequate capacity and reliable travel times, roadway deficiencies, existing and future maintenance, or navigation needs (see **Section 4.7.2.9** in the *Notice of Intent Additional Information* document[1]).

A.3 MDTA Recommended Preferred Alternative

Comment Summary

Commenters expressed broad overall support for advancing the MDTA's Recommended Preferred Alternative (Alternative C). Commenters cited long-standing congestion, safety concerns, aging infrastructure, and unreliable travel conditions as primary reasons for supporting Alternative C. Commenters specifically noted that constructing new spans south of the existing Bay Bridge would minimize impacts to Sandy Point State Park, adjacent parkland, and nearby community facilities, while maintaining the crossing within the existing transportation corridor.

Commenters emphasized that Alternative C would substantially improve safety and operations by replacing the existing Bay Bridge with two new four-lane spans that include full shoulders. These features were viewed as essential for improving incident management, accommodating emergency response and maintenance activities, and reducing the operational challenges associated with adverse weather and two-way traffic operations. It was also noted that the southern alignment and use of the existing U.S. 50/301 approaches would limit impacts to wetlands, aquatic habitat, farmland, historic properties, and other sensitive environmental and community resources when compared to alternatives involving more extensive corridor expansion.

Commenters also supported the increased vertical clearance to accommodate larger vessels and to support the long-term needs of the Port of Baltimore.

There are concerns that while Alternative C addresses congestion at the Bay Bridge itself, traffic issues may persist or worsen along U.S. 50/301 near or outside the immediate study limits, particularly on Kent Island and near the U.S. 50/301 split. It was requested that the MDTA consider the long service life of the new Bay Bridge spans and coordinate with the State Highway Administration and other agencies to plan for future highway improvements on the approaches, access management, and truck-related facilities to support projected growth. It was also acknowledged that such improvements may be needed in the future but Alternative C was viewed as an appropriate balance between addressing urgent bridge needs and limiting additional environmental and community impacts.

Commenters encouraged the MDTA and Federal Highway Administration to complete the National Environmental Policy Act (NEPA) process and advance the project into final design and

construction, citing the regional importance of the Chesapeake Bay Bridge and the consequences of continued delay.

Comment Response

Thank you for your participation and feedback in the Bay Crossing Tier 2 Study. The MDTA acknowledges the broad support for advancing the Recommended Preferred Alternative. The MDTA's justification for Alternative C as the Preferred Alternative is presented in **Chapter 4** of the Final Environmental Impact Statement (EIS). The Preferred Alternative has the least impact to cultural, socioeconomic, and most natural resources (see Final EIS **Section 4.1.1**).

The MDTA acknowledges the Preferred Alternative would not alleviate all traffic problems (see Final EIS **Section 3.5.4**).

The MDTA has been coordinating with the State Highway Administration and other agencies throughout the Tier 2 Study. Information on agency coordination for the Tier 2 Study is presented in **Section 7.3** and **Appendix C** of the Final EIS. The MDTA will continue coordinating with the State Highway Administration as the project progresses. Please refer to the comment response for **Category N.2** (Agency Coordination) for additional information on agency coordination.

A.4 Bridge Design

Comment Summary

Commenters mentioned support for a Bay Bridge design that prioritizes structural considerations, multimodal access, safety, future flexibility, and community connectivity, with attention to protective features and the bridge's role as a regional landmark.

Bridge type and structure were mentioned, with suggestions including higher vertical clearance to accommodate larger ships and future maritime needs and pier protection. Some comments requested detailed information on span length and structural protection against ship strikes. Other comments were weather-related centering on the need for a structure capable of withstanding the region's frequent wind events and the use of corrosion resistant materials, emphasizing the importance of minimizing potential disruptions from extreme weather and maintenance of the Bay Bridge.

A substantial number of comments focus on the inclusion and design of pedestrian and bicycle infrastructure on the new Bay Bridge. There is support for a barrier-separated shared-use path for pedestrians and cyclists, with many commenters emphasizing its necessity for safety, connectivity, recreation, and tourism. Numerous references are made to successful examples of such paths on other major bridges, and many urge that this feature should not be optional or an afterthought.

There was support for higher or barrier-separated walls, fencing, and protective netting, with specific calls for robust suicide prevention measures. Bridge aesthetics and design were mentioned, with requests for architecture reflecting Maryland's history, natural resources, and wildlife, and for the Bay Bridge to serve as an iconic landmark rather than a purely utilitarian structure. There were also calls for careful consideration of lighting, and context-sensitive design to minimize environmental and visual impacts.

Questions were raised regarding whether double-decker bridges, tunnels, alternative construction materials, corrosion-resistant designs, or enhanced guardrail and fall-protection systems were considered during alternatives development and, if so, why they were eliminated from further evaluation.

Comment Response

The MDTA and Federal Highway Administration (FHWA) agree that the existing Chesapeake Bay Bridge is an important link in Maryland's roadway network and is an iconic feature in Maryland's landscape. A new Bay Bridge would be larger, with more lanes and taller towers, and could be a different structure type. Features such as structure type, cable placement, substructure, decking, lighting, and signage could be different from the existing structure in order to meet current standards. The bridge type will be identified during final design; however, for the purpose of evaluating potential impacts in the Final Environmental Impact Statement (EIS), the MDTA considered a cable-stayed or suspension bridge for the main span over the navigation channel and a tied arch bridge for the secondary channel. Preliminary concepts for bridge type, span lengths, and pier protection were used to determine the impacts included in the Final EIS. The final design for these and other elements will be developed during the design phase.

The new Bay Bridge will include full shoulders on both sides of the travel lanes, which will provide emergency access and space for vehicles to pull over in the event of an emergency or breakdown. The shoulder space will also provide greater separation from the travel lane to the barrier wall as compared to the existing Bay Bridge, resulting in a greater level of comfort for some drivers.

The Preferred Alternative includes a higher navigational clearance of 230 feet to the underside of the bridge to accommodate maritime needs. The clearance is required by the U.S. Coast Guard and is consistent with the new Francis Scott Key Bridge, which will improve vessel access to the Port of Baltimore. The new Bay Bridge will include pier protection measures. During final design, a risk assessment and vessel collision study will be performed in accordance with current American Association of State Highway and Transportation Officials (AASHTO) guidelines to assess the specific requirements of the new structures and determine the recommended approach for pier protection. Several types of pier protection were considered for a new Bay Bridge such as dolphins, pier islands, and fender systems. The following pier protection assumptions were made to establish the limits of disturbance and evaluate potential impacts: islands and dolphins were included at the main spans, dolphins at adjacent spans, and a fender system around the piers at the eastern channel. The final pier protection configuration and design will be developed in final design based on the future risk assessment and vessel collision study.

The new Bay Bridge will include barrier walls, fencing, and fall protection systems regardless of whether the optional shared-use path is included. The specific safety treatment will be determined during final design (see Final EIS **Section 3.3.1**).

Wind loads will be a key consideration in the design of any new Bay Bridge. The wind loading analysis is dependent on details that will be developed during final design, such as the bridge type, deck elevation, span lengths and typical section width, horizontal and vertical alignment along the Chesapeake Bay, and construction materials and methods. Certain weather conditions can affect the operation of the Bay Bridge, particularly during emergencies, and the design will reflect the Bay Bridge's role as a critical evacuation route (see Final EIS **Section 2.2.2.1**). A new Bay Bridge will have improved lighting, among other safety features, to mitigate some of the

operational concerns during inclement weather; however, extreme weather events could still require bridge closure(s).

The MDTA considered various structure types including full bridge (two spans), full tunnel, bridge-tunnel combination, and full bridge-double decker, with further details available in **Section 3.1.2.2** of the Draft EIS. The full tunnel, bridge-tunnel combination, and double-decker bridge were not considered reasonable; therefore, were not included in the Alternatives Retained for Detailed Study.

During design, the MDTA will consider durable and resilient bridge materials, such as high-performance concrete and corrosion-resistant steel, and other design considerations (see Final EIS **Section 3.2.1**).

Please refer to the comment response for **Category B.1** (Shared-Use Path) for information regarding the design and potential inclusion of a shared-use path on the new Bay Bridge.

A.5 Approach Roadways and Lane Transitions

Comment Summary

Commenters emphasized that when traffic queues, it backs up on the approach roadways on the Western and Eastern Shores, rather than on the Bay Bridge itself. It was stated that if the number of lanes on the Bay Bridge was reduced abruptly on either shore, congestion would be displaced to those transition areas rather than meaningfully improving mobility.

On the Western Shore, commenters focused on diversion to local roadways during congested conditions approaching the Bay Bridge today. They expressed concern about the westbound lane transition proposed for just west of Oceanic Drive under the Preferred Alternative, and interchange constraints near/beyond the study limits. Concerns were raised regarding limited capacity between the Bay Bridge, the Severn River Bridge, and the interchanges with I-97, MD 2/MD 450, and College Parkway, some of which have daily backups independent of Bay Bridge operations. Concerns were raised about how expansion of mainline U.S. 50/301 will accommodate the existing frontage roads, particularly East College Parkway, given space constraints and the need for physical and visual barriers to separate adjacent service roads and residents. Several commenters recommended extending four lanes between the Bay Bridge and the MD 2/MD 450 interchange or beyond, for both the eastbound and westbound directions. Others requested that the study consider a wider approach corridor, including roadways feeding U.S. 50/301, rather than limiting potential improvements to areas immediately along U.S. 50/301.

On the Eastern Shore, commenters focused on the existing eastbound lane drops and the merging that occurs at the US/50 301 split. Commenters were concerned about the proposed transition from four lanes on the bridge to three lanes on the approach roadways and then to two lanes at the U.S. 50/301 split. Commenters noted that such transitions would create recurring bottlenecks, extended queues, and congestion that could back up onto the bridge during peak summer and weekend travel periods. Several commenters recommended extending four eastbound lanes from the bridge to the U.S. 50/301 split. Others noted that Kent Island's limited width, adjacent development, and local access needs may constrain the feasibility of extended widening.

Eastern Shore commenters expressed concerns that when traffic slows or stops, particularly on the westbound approach to the bridge on summer weekends, drivers divert onto local and service

roads in Stevensville, Chester, and Grasonville. Commenters indicated that this cut-through traffic negatively affects neighborhood safety, quality of life, and emergency response times. Some commenters requested that approach roadway designs, lane transition lengths, and traffic management measures be used to discourage diversion onto local streets, particularly during peak travel periods and construction.

Across both shores, driver behavior during merges, non-compliance with lane control signals, and lack of enforcement were cited as contributing factors to congestion and safety concerns. Commenters had differing views on the appropriate Bay Bridge and approach lane configurations. Some commenters supported a consistent six-lane configuration across the Bay Bridge and approaches to minimize merging complexity, while others supported additional lanes on the Bay Bridge that would extend far enough from the bridge to minimize the effects of lane drops.

Comment Response

The Preferred Alternative includes six lanes along U.S. 50/301 on the Western Shore (three per direction); eight lanes crossing the Bay Bridge (four per direction); and six lanes along U.S.50/301 on the Eastern Shore (three per direction). On the Western Shore, the transition from the existing six lanes to eight lanes approaching the Bay Bridge occurs west of Oceanic Drive in both directions. On the Eastern Shore, the transition from eight lanes to the six existing lanes occurs east of Cox Creek in both directions. The Preferred Alternative is 8.3 miles long.

With regard to potential queuing at the limits of the Preferred Alternative, where four lanes would taper to three lanes, each lane on the Bay Bridge has a lower capacity, by a factor of approximately 30 percent, than a lane on the U.S. 50/301 approach roadways. Factors that reduce capacity on the Bay Bridge include the uphill grade, lack of shoulders, horizontal curve, speed limit, and lane restrictions for heavy vehicles. The physical environment, including the view from the Bay Bridge, also contributes to the reduction in capacity. While some of these factors are expected to be improved by the Preferred Alternative, including a reduction in the uphill grade and the provision of shoulders, some of them are expected to remain. In particular, the physical environment will be unchanged. As a result, a lane on the new Bay Bridge in the Preferred Alternative is still expected to have a lower capacity than a lane on the approach roadways. The Preferred Alternative would address this by providing four lanes in each direction on the Bay Bridge, while tying into the existing three lanes in each direction on U.S. 50/301. It is anticipated that, if traffic moves smoothly in three lanes approaching the Bay Bridge, it will move smoothly in the four lanes on the Bay Bridge and also move smoothly in the three lanes beyond the Bay Bridge. This condition is expected on non-summer weekdays in 2045 traveling in both directions, and on summer Fridays traveling eastbound. Congestion is expected in the westbound direction on summer Sundays due to a bottleneck beyond the bridge at Bay Dale Drive, which would be expected to back up through the westbound lane drop, and across the Bay Bridge.

The observation that queues generally do not occur on the Bay Bridge, but rather on the approach roadways, is correct (except when an incident occurs on the Bay Bridge itself). These backups on the approaches are caused by the lower capacity in each bridge lane than the approach roadway lanes. For these reasons, the new eastbound merge from four to three lanes just east of Cox Creek and the new westbound merge just west of Oceanic Drive are not expected to cause congestion in 2045. Thus, diversions onto local roads as a result of these lane drops would not be expected. Bottlenecks would be expected at the ends of the study area at the MD 2/MD 450

interchange and at the U.S. 50/301 split, with queuing and congestion identified in these areas. See **Section 3.5.3.7** of the Final Environmental Impact Statement (EIS) for additional explanation.

Extending the additional lanes to the ends of the study limits for Alternatives B and C would effectively make them Alternatives D through G. The analysis presented in **Sections 3.5** and **4.2** of the Final EIS indicates that the Preferred Alternative would generally perform better than or similar to the other build alternatives that consist of additional lanes along the entire length of the study limits.

A.6 Improvements Elsewhere

Comment Summary

Commenters expressed support for improvements at locations other than the current Bay Bridge to more effectively address regional congestion. Commenters advocated for building a new Bay Bridge further north or south of the existing spans to better distribute traffic and alleviate pressure on Kent Island. Specific alternative locations mentioned routes north of Baltimore, via I-695 and North Point State Park to accommodate traffic originating from Baltimore, Pennsylvania and other northern areas, and routes south near Solomons Island and along MD 4 near Patuxent Drive Station to better accommodate Washington D.C. and Virginia traffic.

Commenters emphasized the importance of improving supporting roadway infrastructure, noting that increasing bridge capacity alone would not resolve congestion if adjacent highways, interchanges, and downstream connections are not improved at the same time. There were suggestions for improvements to other major routes, such as I-97, MD 404, and the Severn River Bridge, as well as addressing bottlenecks at the U.S. 50/301 split, MD 213 and MD 404. The need for major improvements at the U.S. 50/301 and MD 8 interchange was also mentioned.

Several comments highlighted the need for a comprehensive approach that includes surrounding infrastructure and access routes, with suggestions for a broader study area so traffic backups do not extend onto the Bay Bridge itself or do not divert onto local roads, adversely affecting community mobility and emergency access.

There were concerns that adding lanes or new bridges at the current location will shift congestion to other areas, particularly the Eastern Shore and rural communities, rather than solving underlying traffic issues. There was also opposition to expanding the current Bay Bridge or U.S. 50/301 due to potential negative impacts on local communities, the environment, and quality of life, with several urging officials to engage in more comprehensive, collaborative planning and consider alternative locations.

Commenters highlighted the need for strong coordination among state, regional, and local transportation agencies to ensure that roadway improvements beyond the Bay Bridge are planned and implemented in a coordinated manner. These comments reflected concern that fragmented responsibilities or misaligned project schedules could undermine the effectiveness of the Bay Bridge investment and limit its ability to improve overall system performance.

Comment Response

The MDTA conducted Tier 1 of the Chesapeake Bay Crossing Study from fall 2017 to spring 2022. As noted in **Section 1.3.1** of the Final Environmental Impact Statement (EIS), the purpose of the Tier 1 Study was to consider corridors for providing additional capacity and access across

the Chesapeake Bay to improve mobility, travel reliability, and safety at the existing Bay Bridge. The MDTA evaluated 14 possible Corridor Alternatives that encompassed a broad geographic area, spanning nearly 100 miles from the northern-most portion in Harford and Cecil counties to the southern border with Virginia between St. Mary's and Somerset counties. Through coordination with agencies, the public, and other stakeholders, the MDTA identified Corridor 7 as the Selected Corridor Alternative. Corridor 7 follows the existing U.S. 50/301 alignment and includes the location of the existing Bay Bridge.

Corridor 7 was selected because it provided the greatest congestion relief at the existing crossing, best met the purpose and need identified in the Tier 1 Study, was the least costly by using existing infrastructure, represented the shortest distance across the Chesapeake Bay Western and Eastern Shores, and resulted in fewer environmental and induced growth-related impacts.

The results of the Tier 1 Study eliminated further consideration of alternative locations significantly north or south of the existing Bay Bridge. See **Section 1.3** of the Final EIS for more information on the tiered National Environmental Policy Act (NEPA) process and visit https://www.baycrossingstudy.com/ to view the Tier 1 Study documents.

Projects or improvements that fall outside the Tier 2 study limits are beyond the scope of the study, including the Severn River Bridge and corridors that extend beyond the U.S. 50/301 split on the Eastern Shore. Any improvements to the U.S. 50/301 corridor outside of the study would require separate planning and environmental review by State Highway Administration. Additional improvements within the study area that are not connected to the Bay Bridge improvements or widening of U.S. 50/301 have not been evaluated. Such improvements are beyond the scope of the Tier 2 Study and would require separate planning, engineering alternatives analysis, and environmental assessment. The Preferred Alternative does not preclude additional improvements that result from separate evaluations.

Please refer to the comment response for **Category N.2** (Agency Coordination) for information regarding agency coordination.

B. OTHER COMPONENTS OF THE BUILD ALTERNATIVES

B.1 Shared-Use Path

Comment Summary

A majority of comments received on the Tier 2 Study Draft Environmental Impact Statement (EIS) expressed support for inclusion of a shared-use path (SUP), as part of a new Chesapeake Bay Bridge. Supporting commenters stated that the SUP should be physically separated from vehicular traffic and extend the full length of the Bay Bridge.

Inclusion as Project Component
Many commenters stated that the SUP should be carried forward through the Tier 2 National Environmental Policy Act (NEPA) process as a clearly defined project component rather than a decision deferred for future consideration.

Connectivity and Access
Commenters emphasized that a SUP would significantly enhance connectivity between the Western and Eastern Shores and existing community assets, including parks, trails, and

recreational areas. Commenters highlighted the value of connecting the Broadneck Trail and Cross Island Trail, with some urging that the path be accessible from Sandy Point State Park and noting benefits for Kent Island and the Eastern Shore. Commenters also noted the potential for connections to broader regional and national trail systems such as the East Coast Greenway, the American Discovery Trail, and the 9/11 National Memorial Trail. Commenters highlighted the SUP's potential to close a long-standing gap in Maryland's pedestrian and bicycle network.

Additionally, several comments stressed that a SUP would improve access to outdoor activities such as biking, running, walking, and water-based recreation (kayak, canoe), and would facilitate non-vehicular access to public lands and parks. Commenters also noted the SUP could provide alternative commuting options for residents and visitors. Commenters also advocated for thoughtful design features such as scenic overlooks, rest areas, and clear pathfinding, with some suggesting the SUP be located beneath the main roadway or on a dedicated span.

Economic Benefits

Commenters cited recreational, tourism, and economic benefits in support of a SUP. Commenters consistently highlighted the path's potential to:

- **Boost Tourism and Local Economies**: Commenters suggested that a SUP would boost tourism, stimulate local economies, and elevate the area as a premier destination, with frequent references to increased visitor spending, enhanced business opportunities for local shops and services, and the potential to make Maryland a top state for cycling and recreation. It was noted that a well-designed SUP could transform the Bay Bridge into a landmark and highlight the Chesapeake Bay's beauty, enhancing the visual appeal and public enjoyment of the Bay Bridge and its surroundings. Commenters cited successful precedent in other regions and asserted that such infrastructure would generate revenue for local communities. Commenters pointed to participation in events such as the annual Bay Bridge Run as evidence of public interest in pedestrian access across the Bay Bridge.

- **Create Jobs and Support Businesses**: Commenters mentioned job creation and support for local businesses, particularly those catering to recreation, tourism, and hospitality, as direct economic benefits of a SUP.

- **Address Population and Demographic Trends**: Commenters referenced population decline and suggested that improved amenities and connectivity could help attract and retain residents, supporting broader demographic and economic stability.

Commenters emphasized that including a SUP now is a cost-effective investment that will yield long-term economic and community benefits, avoiding higher retrofitting costs in the future.

Public Health, Environment, and Equity Considerations

Commenters commonly noted that a SUP could promote active transportation; support micromobility and e-bike use; enable safe year-round exercise and commuting; provide travel options for people who do not have access to a car, do not drive, or prefer not to drive; and support broader multimodal transportation goals. Commenters described the project as a long-term investment and encouraged inclusion of facilities that would serve a range of users over the life of the Bay Bridge. Commenters also mentioned the SUP could mitigate potential air quality impacts by reducing traffic congestion, thereby reducing pollution and emissions.

Safety
Safety was frequently mentioned by commenters supporting the SUP, particularly the importance of physical barrier separation from traffic, robust fencing for suicide prevention, adequate width, and design features that would allow safe use by people of varying ages and abilities. It was suggested that, if appropriately designed, the SUP could serve a secondary function for emergency access or maintenance during certain conditions.

Cost Considerations
Commenters emphasized the need for more clear and transparent cost analysis for the SUP and requested that the MDTA perform a cost-benefit analysis. Commenters stated that the basis for the $1.2 to $1.3 billion planning-level cost estimate was not sufficiently explained in the Draft Environmental Impact Statement (EIS). Commenters requested that financial considerations be clearly defined so the public can understand how these considerations will be applied to decision-making. Commenters who support the inclusion of a SUP emphasized that the decision should be based on potential long-term economic, tourism, public health, environmental, and quality of life benefits, in addition to the construction costs. Comments cited examples of other large bridges with pedestrian or bicycle accommodations where the benefits have outweighed the costs. Commenters emphasized that without a cost-benefit analysis, the public cannot meaningfully assess whether the estimated cost is justified. Additionally, commenters noted including the SUP now is cost-effective compared to retrofitting it later.

Lower Cost Design Considerations
It was requested that the MDTA evaluate lower cost design or phasing alternatives before committing to high-cost options for the SUP. Lower-cost suggestions included narrower shoulders, lighter materials, cantilevered designs, moveable barriers for the SUP, and interim or intermittent use of lanes. These commenters mentioned that evaluating a range of funding and design options would allow decision makers to better align expenditures with available resources and public priorities.

Opposition to the Shared-Use Path
There were also commenters who were opposed to or had concerns about including a SUP on the Bay Bridge due to user safety (including accidents, suicide attempts, and driver distraction); bridge height and length; wind and weather exposure; emergency response; and potential liability. Commenters raised concerns about property impacts and noise from SUP users.

Commenters questioned whether the amount of pedestrian and bicycle use would be sufficient to justify the cost, with a focus on high construction and maintenance costs and perceived limited benefit relative to expense. Commenters expressed concern that inclusion of a SUP could divert funding from other state transportation priorities and increase overall project costs. There was concern that adding pedestrian and bike lanes to an already congested Bay Bridge could worsen traffic congestion and safety risks.

Comment Response

Thank you for your comments related to the optional SUP. The physical design of the SUP on the Bay Bridge would be a two-way facility that would be separated from the adjacent travel lanes by a physical barrier. The SUP would be adjacent to the westbound Bay Bridge and would extend the full length of the Bay Bridge.

Inclusion as Project Component
At this time, the MDTA is considering the SUP for pedestrians and bicyclists as an option. After approval of the Final EIS/ROD, the MDTA will perform further financial analysis and determine whether a SUP would be included on a new Bay Bridge. If the SUP is included, additional coordination would occur among local, state, and Federal agencies regarding connections, parking, maintenance, and other features, as well as consistency with local pedestrian and bicycle plans, the *2025 Maryland State Transportation Trails Strategic Plan*, and the *Maryland's Complete Streets Policy* (see Final EIS **Section 3.3.1**).

Connectivity and Access
The primary purpose of the SUP would be recreation, but it could also serve commuting needs. If it is determined that the SUP will be implemented, the MDTA will evaluate additional design features such as scenic overlooks, rest areas, and wayfinding signing during final design.

The SUP would facilitate connections to existing and proposed trail networks, such as the Bay Dale Road Bike Path, the Broadneck Peninsula Trail, and the Cross Island Trail. A SUP would be consistent with local and regional plans, including *Walk & Roll Anne Arundel!* (2023) and Queen Anne's County *Pedestrian and Bicycle Master Plan* (2024).

On the Western Shore, the SUP would continue parallel to U.S. 50/301 and connect to Oceanic Drive. The Broadneck Peninsula Trail, located northwest of the Bay Bridge, is currently under construction to be extended to Oceanic Drive and South Beach Road leading into Sandy Point State Park. This Broadneck Peninsula Trail would provide a nearby connection to the SUP.

On the Eastern Shore, the SUP would continue parallel to U.S. 50/301 and connect to MD 8. The Cross Island Trail crosses MD 8 north of Love Point Road and would provide a nearby connection to the SUP.

The MDTA would provide the pedestrian and bicycle facilities adjacent to U.S. 50/301 from Oceanic Drive to MD 8. Trail connections beyond Oceanic Drive and MD 8 would be determined by the responsible county or state agency. The MDTA has coordinated with MDNR, Anne Arundel County, and Queen Anne's County regarding these connections and coordination would continue if the SUP is advanced.

Economic Benefits
Thank you for your feedback on the economic benefits of a SUP across the Bay Bridge. After approval of the Final EIS/ROD, the MDTA will perform further financial analysis and determine whether a SUP would be included on a new Bay Bridge

Public Health, Environment, and Equity Considerations
Thank you for your feedback on the potential public health, environmental, and equity benefits of a SUP. The MDTA analyzed potential environmental impacts of the SUP, such as a larger pier footprint and visual changes. After approval of the Final EIS/ROD, the MDTA will perform further financial analysis and determine whether a SUP would be included on a new Bay Bridge

Safety
The potential alignment for the optional SUP was identified based on safety considerations. The design of the optional SUP includes a physical barrier separating it from the traffic lanes. Safety measures to address concerns such as accidents, falls from the bridge, bridge height and length,

wind and weather exposure, and emergency response will also be evaluated during final design regardless of the SUP.

Cost Considerations
The MDTA estimated costs for each build alternative with and without the SUP. Based on these estimates, construction of the SUP would increase total project costs by $1.2 to $1.3 billion. The cost of the optional SUP on the Bay Bridge is based on the same square foot cost as the rest of the structure. This cost is based on many factors such as the design requirements of the main channel crossing, the desire to allow for maximum flexibility for construction of the Bay Bridge if the SUP is included, and the ability for that space to be used for vehicular traffic, if needed, during events such as bridge inspection, maintenance, or emergency evacuations. After approval of the Final EIS/ROD, the MDTA will perform further financial analysis.

Lower Cost Design Considerations
If it is determined that a SUP will be implemented, lower cost design solutions could be assessed during final design.

Opposition to the Shared-Use Path
Thank you for your feedback. After approval of the Final EIS/ROD, the MDTA will perform further financial analysis and determine whether a SUP would be included on a new Bay Bridge in opposition to a SUP across the Bay Bridge.

B.2 Tolling

Comment Summary

Comments on tolling reflected a range of concerns and suggestions that linked tolling to broader policy outcomes, as described in each paragraph below.

There was support for congestion pricing or variable tolling as a core congestion management tool rather than an optional operational strategy. Commenters emphasized that variable pricing could shift peak period travel, reduce backups, influence travel behavior, and potentially reduce the scale of required capacity expansion.

Commenters connected toll policy to multimodal transportation. Cyclists and pedestrians expressed willingness to pay a toll equivalent to motorists for a safe, separate shared-use path (SUP), and identified tolling as a mechanism to support maintenance and operations for non-automobile facilities.

Commenters also suggested toll exemptions for local residents or differential pricing to address affordability concerns, stating that they believe year-round residents bear disproportionate impacts from recreational and seasonal travel surges. Commenters proposed using tolls to fund expanded transit service or dedicated bus lanes, arguing these approaches would reduce congestion more effectively than lane expansion.

Conversely, some objected to any potential toll increases and expressed frustration with past toll operations.

Comment Response

Congestion pricing was considered as an option under the Transportation Systems Management (TSM) and Transportation Demand Management (TDM) element option (see Final EIS **Section**

3.1.2.7 and **3.3.4**). Congestion pricing would use variable tolls to shift some peak period traffic to the off-peak period to reduce congestion and provide a more reliable trip; however, it would not reduce the traffic enough to fix the congestion. Congestion pricing is not currently proposed with the Preferred Alternative; however, it would not be precluded from future use with a new Bay Bridge. Congestion pricing provides flexibility for toll management strategies, which the MDTA could use in the future to further reduce congestion and achieve future transportation goals, beyond the Preferred Alternative. Public input would be requested prior to the implementation of congestion pricing (see Final EIS **Section 3.3.4**).

Regarding the use of tolls to pay for multimodal or transit elements, the MDTA uses tolls from all of its eight facilities to maintain and operate all MDTA facilities; therefore, toll revenue from the Bay Bridge would not be specifically directed to fund a particular element at this location (such as the SUP, maintenance for the SUP, or transit service).

The Bay Bridge will continue to be a tolled facility and the MDTA will continue to manage it and the toll rates to address current and future traffic, congestion, and construction/maintenance needs (see Final EIS **Section 3.3.2**). Additionally, the Preferred Alternative includes a financial commitment from the MDTA for transit-related improvements by providing a one-time investment for local transit agencies near the Bay Bridge. All transit-related opportunities would be determined in the future, closer to the time of construction. **Section 3.3.3** of the Final EIS includes examples of potential improvements that could be made with a financial commitment from the MDTA in the future.

The MDTA evaluates its toll rates and toll policies for its system of toll facilities. Any modifications to tolling on MDTA facilities undergoes a robust public involvement effort including public hearings.

B.3 Transit Improvement

Comment Summary

Comments expressed support for enhanced transit options to encourage a modal shift away from single-occupant vehicles and provide access for residents who do not have access to a car, or who cannot or choose not to drive. Commenters supported the inclusion of dedicated transit lanes, expanded commuter and intercity bus service, bus rapid transit, zero-emission buses, and subsidized buses with dedicated lanes. Some commenters suggested that these transit options could be alternatives to or components of new bridge construction.

Commenters were also interested in rail-related options including a rail crossing, future light rail or heavy rail provisions, and a rail line to the beach. Commenters suggested evaluating whether future rail service could be accommodated as part of the crossing, while others referenced rail as a potential long-term strategy to address congestion and regional mobility. Commenters suggested that the MDTA consider whether the design could allow for future rail implementation to facilitate rail connections between the Washington-Baltimore region and the Eastern Shore.

Several commenters suggested the MDTA consider alternative transportation such as shuttle services, paratransit, micro-transit (on-demand public transit service), and ferry boat service. Commenters referenced ferry systems as a potential means to provide non-roadway travel across the Chesapeake Bay and requested that such options be evaluated alongside bridge-based improvements. These suggestions included comments for passenger ferry services for

commuters and tourists, bicycle-only ferries, and longer distance ferry connections between Western and Eastern Shore communities.

Comment Response

The MDTA considered multiple transit options, including ferry service, high-capacity transit (rail and bus rapid transit), and enhanced bus service, in combination with the build alternatives.

Currently, there are no existing ferries, high-capacity bus, or rail transit options across the Chesapeake Bay and existing transit service is limited to one deviated fixed route bus service. **Section 3.1.2.6** of the Draft Environmental Impact Statement (EIS) includes an explanation about each of these potential transit options, with a reference to additional details in **Section 4.7** of the *Notice of Intent Additional Project Information* document[1].

Enhancements to bus service were considered reasonable and could include expanded bus service and/or transit priority treatments. It would be a more cost-effective way to address the Tier 2 Study's reliable travel times and mobility needs with fewer environmental impacts than the other transit options. These enhancements were included in the Alternatives Retained for Detailed Study (ARDS) as part of the "Transit-Related Improvements." See **Sections 3.1.2.6** and **3.3.3** in the Final EIS.

Ferry service was evaluated and not considered reasonable because it would remove less than two percent (estimated) of traffic from vehicular travel lanes; provide a small amount of new capacity; result in additional environmental and property impacts for ferry terminals and access roads; and not be cost-effective because fare revenues would not cover operational costs.

High-capacity transit (rail) was evaluated and not considered reasonable because it would remove less than two percent (estimated) of traffic from vehicular travel lanes; require a larger bridge structure, thereby increasing impacts and cost; and require new rail infrastructure and connections to existing rail lines several miles away, increasing environmental and property impacts and costs.

Bus rapid transit was evaluated and not considered reasonable because it would remove less than two percent (estimated) of traffic from vehicular travel lanes and require new stations and a connection to limited existing transit, increasing environmental and property impacts and cost.

The Preferred Alternative includes a financial commitment from the MDTA for transit-related improvements by providing a one-time investment for local transit agencies near the Bay Bridge. All transit-related opportunities will be determined in the future, closer to the time of construction. The MDTA will coordinate with the Maryland Transit Administration, local governments, and local transit agencies to help them determine the opportunities. However, these agencies would determine the transit-related improvements that would be most beneficial for them at that time, and they would be separate and distinct projects from the Preferred Alternative. **Section 3.3.3** of the Final EIS includes examples of potential improvements that could be made with a financial commitment from the MDTA in the future.

B.4 Transportation Systems Management/Transportation Demand Management

Comment Summary

Commenters suggested evaluating Transportation Systems Management (TSM) and Transportation Demand Management (TDM) options as standalone strategies and as supportive elements that could improve system reliability, manage peak period congestion, and reduce environmental and community impacts.

Commenters recommended operational TSM measures to improve traffic flow and safety at the existing Bay Bridge approaches, such as congestion pricing, variable tolling, toll discounts for high occupancy vehicles, stricter enforcement of lane use rules, targeted ramp closures, improved lane management enforcement to prevent unsafe queue jumping, and expanded incident management practices. Others requested more immediate improvements to on the ground operations while long-term construction is pending.

Commenters suggested that TDM strategies should be considered to reduce peak period demand, including expansion of park and ride facilities, support for employer-based commuter programs, telework incentives, staggered work hours, vanpool and rideshare support, and transit subsidies. Commenters highlighted that some elements such as changes to employer behavior, short-term rentals, or local land-use changes could reduce travel demand, but likely fall outside the MDTA's authority.

Commenters stated that TSM/TDM strategies should be more fully analyzed as alternatives or combined with multimodal solutions. They expressed concern that lower-cost TSM/TDM options were not sufficiently evaluated before advancing major capital expansion. It was recommended to combine TSM/TDM measures with expanded transit, ferry, vanpool, or other multimodal services as a comprehensive no-build or reduced-build alternative.

Commenters who supported the MDTA's Recommended Preferred Alternative still recommended that TSM/TDM measures be treated as essential components rather than optional improvements. Others requested additional analysis to clarify which elements fall within the project scope and which would require separate policy or program actions.

Comment Response

The MDTA evaluated a range of TSM/TDM options in combination with build alternatives, including the Preferred Alternative as described in **Section 3.1.2.7** in the Final Environmental Impact Statement (EIS). These options include congestion pricing, ramp metering, park-and-ride facilities, interchange consolidation, express-local lanes, priced managed lanes, and part-time shoulder use (PTSU) lanes. The Chesapeake Bay Crossing Study Tier 1 Study EIS eliminated those options from consideration as stand-alone alternatives because they did not meet the needs for adequate capacity or improved travel times.

Congestion pricing was included as a TSM/TDM option (see Final EIS **Section 3.1.2.7**). Congestion pricing would use variable tolls to shift some peak period traffic to the off-peak period to reduce congestion and provide a more reliable trip. Congestion pricing is not currently proposed with the Preferred Alternative; however, it would not be precluded from future use with a new Bay Bridge. Congestion pricing provides flexibility for toll management strategies, which

the MDTA could use in the future to further reduce congestion and achieve future transportation goals, beyond the Preferred Alternative. Public input would be requested prior to the implementation of congestion pricing (see Final EIS **Section 3.3.4**).

The MDTA evaluated high-occupancy vehicle (HOV) lanes as priced managed lanes because the entire Bay Bridge is tolled, which makes them high-occupancy toll (HOT) lanes. HOT lanes are referred to as managed lanes or priced managed lanes. These types of lanes were not considered reasonable because they would not address the Tier 2 Study's adequate capacity and reliable travel time and mobility needs and the environmental responsibility and cost and financial responsibility objectives.

The MDTA currently uses operational management practices such as flexible contraflow (two-way) lanes during peak periods to improve traffic flow and manage demand at the Bay Bridge. The MDTA is continuing to evaluate lane management options, enforcement improvements, and incident response improvements.

Improved park-and-ride facilities could be used to encourage carpooling and bus use across a new bridge. Because they could help reduce the number of vehicles crossing the bridge and would encourage shared mobility with fewer environmental impacts and lower costs compared to other TSM/TDM options, the expansion of park-and-ride facilities was considered. Park-and-ride lots are often associated with transit service; therefore, the MDTA included improvements to the three park-and-ride lots within the study area as an example of an improvement that could be made with the transit-related financial commitment (see Final EIS **Section 3.3.3**). The improvements could include installation of defined pedestrian pathways within the lots; clear signage on the rules and regulations of the lot; wayfinding signage; trail connections; delineation of Kiss-and-Ride areas; electric vehicle (EV) charging stations and solar panels; enhanced covered bike facilities/bike pods; real-time parking space availability information; and pervious pavement systems.

TDM measures were not evaluated in detail, such as employer-based commuter programs, vanpools, and changes to hotel/rental durations. These are outside the MDTA's authority.

The MDTA evaluated lower cost TSM/TDM options in the Chesapeake Bay Crossing Study Tier 1 Study EIS, see **Sections 3.1.2**, **3.2.1**, and **3.3.1** where they were eliminated from consideration as stand-alone alternatives. However, an option that combined the TSM/TDM and transit options was evaluated in detail in the Tier 2 Study, see additional detail in **Section 4.7.2.8** of the *Notice of Intent Additional Project Information* document[1]. Ultimately, this combined option would have the ability to address the Tier 2 Study's mobility need, but it would not address adequate capacity and reliable travel times, roadway deficiencies, existing and future maintenance, and navigation needs. Therefore, it was not considered reasonable and was not included in the ARDS.

C. CONSTRUCTION

Comment Summary

Commenters requested that the MDTA include detailed analysis and mitigation measures for construction-related noise (such as pile driving), dust, vibration, and traffic disruptions such as lane closures, detours, and access restrictions. Several comments emphasized the importance

of maintaining residential and business access during construction, with requests for intersection analysis and reliable mitigation commitments.

Concerns were raised about the adequacy of the construction schedule, phasing, and timeline, with some urging acceleration of project completion and others expressing concerns about the potential for prolonged community impacts. The need for transparent communication about construction activities, including the handling and reuse of demolished materials, was noted. Commenters recommended careful planning for temporary impacts, including traffic management plans, enforcement of construction timing restrictions, and consideration of impacts to shorelines from construction.

Some comments supported the use of prefabricated elements and innovative construction methods to reduce construction time and impacts.

Comment Response

The Final Environmental Impact Statement (EIS) includes information about potential environmental impacts, traffic, and access to properties during construction, potential construction sequencing, and anticipated schedule. There are some topics, such as detailed construction sequence, timeline, and construction methods, that will be developed in more detail during final design.

Construction activities for a project of this magnitude are expected to affect traffic operations and local access. The MDTA will minimize traffic disruptions and access restrictions to the extent practicable, especially during peak travel hours. Construction timing and impacts are key considerations in the planning process (see Final EIS **Section 3.3.9**).

Construction of the first new Bay Bridge span is anticipated to start in 2032. An estimated construction timeline was developed for the EIS and will be refined during the design phase. Additional details regarding potential innovative construction methods to accelerate construction and plans regarding the potential reuse and placement of old bridge debris will be determined during design. Please refer to the comment response for **Category O** (Project Schedule) for additional information.

Please refer to the comment responses for **Categories J** (Natural Resources), **K** (Air Quality), and **L** (Noise) for additional information on environmental concerns.

D. PROJECT COST

Comment Summary

Commenters emphasized the need for more clear and transparent cost analysis for the Bay Crossing Study. There were requests for a more detailed breakdown of assumptions and cost drivers. Commenters questioned whether the Draft Environmental Impact Statement (EIS) sufficiently addressed the potential for cost escalation, long construction durations, and long-term maintenance obligations, and whether these factors should play a larger role in decision-making.

Commenters raised concerns about the state's capacity to manage multiple large bridge projects concurrently, citing potential funding, cost, and schedule risks, and suggested prioritizing

completion of the Francis Scott Key Bridge project or applying lessons learned from that effort to the Bay Bridge project.

Commenters questioned the fiscal prioritization of a multi-billion-dollar project, suggesting that public funds would be better spent on other state needs, such as maintaining existing infrastructure, advancing transit or demand management strategies, or addressing other major bridge projects before committing to a new Bay Bridge. Some commenters proposed decommissioning the existing spans without building new ones to alleviate the rising cost of living and environmental pressures associated with rapid regional growth. There were also suggestions for repurposing existing infrastructure for non-motorized use.

Commenters questioned how the project would be financed, such as the role of toll revenues, revenue bonds, and potential toll increases. Commenters requested greater clarity on anticipated funding sources, debt issuance, and the timing of financial commitments. Commenters also referenced perceived constraints on existing bond authorizations, impacts to the MDTA's financial capacity, and anticipated effects on toll rates. Alternative or supplemental revenue mechanisms were also mentioned, such as variable tolling, enforcement technologies, user fees, securing financial support from local sports teams, generating revenue through traffic cameras, and reallocating funds from other transportation priorities. There was objection to toll increases and concerns about relying on toll revenue to support a project of this scale. There was also objection to using statewide funds to support a project they view as primarily benefiting certain regions or users.

Comment Response

The MDTA recognizes that the cost of a new Bay Bridge would be an important investment for the future of Maryland and likely the most expensive transportation project in the state's history. Cost estimates were developed using the major quantities estimation method for a planning level design, using the MDTA's cost estimating guidelines and MDOT SHA's 2022 *Highway Construction Cost Estimating Manual*. The Final EIS quantifies the maintenance costs of the existing spans through 2065 as the cost associated with Alternative A (No-Build) (see Final EIS **Section 3.4**).

Cost estimates include design, construction, and right-of-way based on large projects, such as the Francis Scott Key Bridge Rebuild, and environmental mitigation based on past large projects. They are expressed in 2025 dollars to account for current inflation rates. Additionally, a 40 percent contingency was applied, which is typical for projects at this phase of development to account for uncertainties. The use of proven cost estimating methods and inclusion of a contingency help reduce the risk of cost increases. However, the cost of the Preferred Alternative could change over time due to inflation, market conditions, design refinements, environmental mitigation requirements, and construction risks. The MDTA updated the cost estimates in the Final EIS and will continue to update them as needed before procurement and construction to reflect current conditions (see Final EIS **Chapter 3.4**).

Although a new Bay Bridge would have a higher initial cost than Alternative A (No-Build), it would require less maintenance and rehabilitation over the next several decades. A Bay Bridge would be an important investment for the future of Maryland, providing improvements to the challenges in the study area (see Final EIS **Chapter 4**). Directing funding to maintain existing infrastructure, for transit or Transportation Systems Management/Transportation Demand Management

(TSM/TDM) strategies would not resolve challenges in the study area (see Final EIS **Sections 3.1.2.1, 3.1.2.6, and 3.1.2.7**).

The funding plan for a new Bay Bridge has not been determined yet and all funding sources are currently under consideration. The Bay Bridge is currently a tolled facility and will remain a tolled facility; the MDTA will continue to manage it and the toll rates to address current and future traffic and associated congestion (see Final EIS **Section 3.3.2**).

Please refer to the comment response for **Category B.2** (Tolling) for additional information on tolling.

The Bay Crossing Study and Francis Scott Key Bridge Rebuild are progressing as two separate projects. The MDTA remains committed to rebuilding the Key Bridge with safety, economic vitality, and sound stewardship of taxpayer dollars as top priorities. More information on the Key Bridge rebuild can be found at https://keybridgerebuild.com.

E. TRAFFIC CONDITIONS

Comment Summary

Commenters were concerned about existing congestion and the likelihood that congestion would persist or worsen under the MDTA Recommended Preferred Alternative (Alternative C). It was stated that the proposed increase to eight lanes on the Bay Bridge would not eliminate bottlenecks but instead relocate them along U.S. 50/301. It was acknowledged that the existing bridge itself is a constraint, but the corridor-wide network remains the systemic issue. Below is a summary of specific traffic concerns.

Bridge-Specific Operations
Commenters acknowledged that the existing Bay Bridge does not adequately handle current traffic volumes, particularly on summer weekends and when lane closures occur. Some expressed support for the new Bay Bridge, citing improved safety and the reduced need for contraflow operations. Some felt that the existing problems could be reduced, at least in the short-term, by raising the speed limit on the existing spans, increasing enforcement of the automatic lane closure system, encouraging drivers to be less anxious while on the spans, and implementing congestion pricing.

Corridor-Wide Congestion Issues
Most traffic-focused comments noted that queues currently extend miles from the Bay Bridge. Some felt that the Tier 2 Study limits were not sufficient. It was stressed that congestion regularly extends over the Severn River Bridge and into Annapolis. Concerns were raised regarding limited capacity between the Bay Bridge, the Severn River Bridge, and the interchanges with I-97, MD 2/MD 450, and College Parkway, some of which have daily backups independent of Bay Bridge operations.

Commenters requested the western study limit be extended to the I-97 interchange. Some requested the eastern study limit be extended along U.S. 50 to include the U.S. 50 intersections with MD 213 and MD 404 on the Eastern Shore. Some requested that the study area be extended to the north and south of U.S. 50/301 to include additional roadways, such as MD 2, College Parkway, East College Parkway, Bay Dale Drive, MD 8 and MD 18, and that detailed intersection

analyses be performed on these additional roadways. Others requested that the study consider a wider approach corridor, including roadways feeding U.S. 50/301, rather than limiting potential improvements to areas immediately along U.S. 50/301.

It was requested that the eight-lane cross-section on U.S. 50/301 be extended to MD 2/MD 450 on the west and to the U.S. 50/301 split on the east. Others questioned the locations where the eight-lane cross-section from the Bay Bridge would transition to the existing six-lane cross-section on both the Eastern and Western Shores, fearing that congestion would occur where there are proposed lane drops (e.g., merges).

Local Access, Safety, and Emergency Response

On the Western Shore, commenters focused on diversion to local roadways during congested conditions approaching the Bay Bridge today. They expressed concern about interchange constraints near and beyond the study limits. Concerns were raised about how expansion of mainline U.S. 50/301 will accommodate the existing frontage roads, particularly East College Parkway, given space constraints and the need for physical and visual barriers to separate adjacent service roads from U.S. 50/301.

On the Eastern Shore, concerns were expressed that when traffic slows or stops, particularly on the westbound approach to the Bay Bridge on summer weekends, drivers divert onto local and service roads in Stevensville, Chester, and Grasonville. It was indicated that this cut-through traffic negatively affects neighborhood safety, quality of life, school transportation, and emergency response times. It was also requested that approach roadway designs, lane transition lengths, and traffic management measures be used to discourage diversion onto local streets, particularly during peak travel periods and construction.

Construction-Period Traffic Considerations

Commenters suggested that the Draft Environmental Impact Statement (EIS) did not sufficiently evaluate how construction activities would impact local communities. Concerns included delays, lane closures, temporary diversions, emergency access, school routes, and the reliability of daily travel. There were requests for strong construction management, clear detour plans, mitigation to prevent diversion onto neighborhood streets, real-time enforcement of lane closures and active management of work zone queues. It was requested that construction staging and traffic control plans explicitly address emergency access.

Consideration of Alternative Solutions and Complementary Improvements

Many commenters stated that a new crossing alone cannot resolve the corridor's congestion without complementary improvements. These include potential widening or redesign of interchanges at MD 2/MD 450 and MD 8, and improvements to the Severn River Bridge. Many also cited multimodal strategies, such as commuter bus service, rail, ferry service, or expanded Transportation Systems Management (TSM) and Transportation Demand Management (TDM) measures as potential tools for reducing dependence on single-occupancy vehicles.

Induced Demand

Commenters expressed concern that induced demand, paired with ongoing population and development growth, would result in long-term congestion returning shortly after the project opens. It was mentioned that impacts on downstream communities including Easton, Cambridge, Wye Mills, Queenstown, and Talbot County should be evaluated. Concern was also expressed that increases in vehicle-miles traveled (VMT) were underestimated by the MDTA.

Comment Response

The MDTA acknowledges that the Preferred Alternative would not alleviate all traffic problems within the U.S. 50/301 corridor (see Final EIS **Section 3.5.4** and **Chapter 4**). Comparison of Alternative C and Alternative A shows the improvement forecast under Alternative C. Alternative C substantially improves conditions during non-summer weekday periods, where queues are projected to be eliminated, and improves overall travel time, reliability, and system resiliency. Under NSWD conditions, the queues forecast under Alternative A would be eliminated with Alternative C. SWED queues, which would be in excess of 10 miles under Alternative A, would be reduced under Alternative C.

The Tier 2 Study was not intended to address all transportation issues in the region. Rather, as stated in **Section 2.1** of the Draft EIS, the purpose of the Tier 2 Study was "to address existing and future transportation capacity needs and access *across the Chesapeake Bay and at the Chesapeake Bay Bridge approaches along the U.S. 50/301 corridor*" (emphasis added in italics).

Traffic delay during the summer is not the only concern being addressed by the Tier 2 Study. The Purpose and Need for the project, described in detail in **Chapter 2** of the Draft EIS, identifies several concerns with the existing bridge that can only be addressed by a new bridge. These concerns include: adequate capacity and travel times (which are discussed in **Section 2.2.1**); mobility (which is discussed in **Section 2.2.2**); roadway deficiencies (which are discussed in **Section 2.2.3**), including a lack of shoulders on the existing Bay Bridge; existing and future maintenance needs (which are discussed in **Section 2.2.4**); and navigation (which is discussed in **Section 2.2.5**), including the need for increased vertical clearance for ships. Alternative C addresses each of these concerns.

Below are responses to specific traffic related concerns.

Bridge-Specific Operations
As described in the Final EIS (see **Section 2.2.1.1**), the existing Bay Bridge does not adequately accommodate current traffic volumes. The capacity-per-lane on the Bay Bridge is lower than the capacity-per-lane on its approach roadways due to a number of factors (see Final EIS **Section 3.5.2.3**). Several suggestions to improve traffic operations on the Bay Bridge, including congestion pricing, fall under **Category B.4** (TSM/TDM). Please see the comment response for **Category B.4** (TSM/TDM) for additional information.

Corridor-Wide Congestion Issues
For additional information about why the eight-lane cross-section was not carried to the limits of the study area, please refer to the comment responses **Category A.1** (Study Limits).

With specific regard to potential queuing at the limits of the Preferred Alternative, where four lanes would taper to three lanes, as noted above, each lane on the Bay Bridge has a lower capacity, by a factor of approximately 30 percent, than a lane on the U.S. 50/301 approach roadways. Factors that reduce capacity on the Bay Bridge include the uphill grade, lack of shoulders, horizontal curve, speed limit, and lane restrictions for heavy vehicles. The physical environment, including the view from the Bay Bridge, also contributes to the reduction in capacity. While some of these factors are expected to be improved by the Preferred Alternative, including a reduction in the uphill grade and the provision of shoulders, some of them are expected to remain. In particular, the physical environment will be unchanged. As a result, a lane on the new Bay Bridge in the Preferred Alternative is still expected to have a lower capacity than a lane on the approach

roadways. The Preferred Alternative would address this by providing four lanes in each direction on the Bay Bridge, while tying into the existing three lanes in each direction on U.S. 50/301. It is anticipated that, if traffic moves smoothly in three lanes approaching the Bay Bridge, it will move smoothly in the four lanes on the Bay Bridge and also move smoothly in the three lanes beyond the Bay Bridge. This condition is expected on non-summer weekdays in 2045 traveling in both directions, and on summer Fridays traveling eastbound. Congestion is expected in the westbound direction on summer Sundays due to a bottleneck beyond the Bay Bridge at Bay Dale Drive, which would be expected to back up through the westbound lane drop, and across the Bay Bridge.

For the reasons described above, congestion is not expected in 2045 at the new westbound merge proposed just west of Oceanic Drive and the new eastbound merge proposed just east of Cox Creek. Thus, diversions to local roads due to the proposed merges are not expected.

Local Access, Safety, and Emergency Response

Diversion to local roadways is possible anytime there is a queue along U.S. 50/301. Such diversions occur today and will continue to occur in 2045 under all alternatives, including the Preferred Alternative (see Final EIS **Section 3.5.3.7**). Quantitative analysis of these diversions could be performed as part of independent studies. Such studies would need to consider the bottlenecks that are expected to remain on U.S. 50/301, even after construction of the Preferred Alternative, at/near the limits of the Tier 2 Study Area. The MDTA will continue to cooperate with the State Highway Administration and local agencies in their efforts to manage ramp traffic during congested periods to minimize diversion impacts on local roadways.

Construction-Period Traffic Considerations

A high-level construction staging plan is discussed in **Section 3.3.9** of the Final EIS.

Maintenance of traffic plans will be developed during final design to ensure safe and adequate mobility and access during construction and will include public involvement and local coordination (see Final EIS **Section 5.1.4**). The MDTA will provide real-time updates through its website and traffic alert systems, while coordinating with local agencies to manage detours and minimize community impacts. Advanced coordination will occur with emergency service providers, municipalities, school districts, and the public to ensure timely notice of traffic changes and detour information.

Consideration of Alternative Solutions and Complementary Improvements

Analysis of a longer study area along U.S. 50/301 and of roadways feeding U.S. 50/301 could be performed as part of independent studies. TSM/TDM strategies were considered by the MDTA (see Final EIS **Section 3.1.2.7**). These studies and strategies are not precluded by the Preferred Alternative. Please see comment response for **Category B.3** (Transit Improvement) for information on bus service, rail, and ferry service.

Induced Demand

The traffic volume forecasts for all 2045 scenarios in the Final EIS were prepared using the Maryland Statewide Transportation Model (see Final EIS **Section 3.5.3** and **Section 3.5.4**), which incorporates population and employment forecasts. Those forecasts were developed cooperatively by county and regional agencies, including Anne Arundel County, Queen Anne's County, and the Baltimore Metropolitan Council. The use of other sets of population and employment forecasts would be speculative, and not appropriate for use in this Final EIS. The MDTA has identified an increase in VMT for the Preferred Alternative which is consistent with the

growth in traffic volumes anticipated for the Preferred Alternative (See **Table 7-4** in the *Air Quality Technical Report* and **Table 3-5** in the Final EIS). While it is possible that other projects in other parts of the country experience a higher percentage increase in VMT compared to the Tier 2 Study, MDTA's VMT forecasts developed for the Tier 2 Study are appropriate. The analysis completed for the Tier 2 Study takes into account the unique characteristics of the study area roadways, the regional roadway network, the traffic draw to the Eastern Shore, and the future land use conditions approved by state, regional and county agencies.

F. SAFETY RELATED CONCERNS

F.1 Roadway Deficiencies

Comment Summary

Commenters expressed multiple concerns regarding roadway deficiencies on the Bay Bridge and its approaches. Commenters highlighted the need for wider lanes and shoulders and the need for taller physical barriers between travel lanes and adjacent roads to enhance driver safety and reduce headlight glare, especially where widening would reduce existing buffers.

Comments specifically mentioned the hazards of two-way traffic and merging issues on the current Bay Bridge, and recommended enhanced signage, enforcement, and use of cameras to address unsafe driver behavior. Commenters described serious crash experiences or near-miss incidents associated with reversible lane operations, limited physical separation between opposing traffic, driver distraction, and speeding. It was urged that any future configuration eliminate two-way traffic unless additional lane width, physical barriers, or shoulders are provided.

Comment Response

Addressing existing roadway deficiencies on the Bay Bridge and its approaches is a key need element of the Tier 2 Study. The Preferred Alternative meets the American Association of State Highway and Transportation Officials (AASHTO), MDTA, and SHA design standards. The Preferred Alternative includes approach roads with 12-foot-wide lanes and shoulders. The Preferred Alternative includes two new spans with 12-foot-wide lanes and median/inside shoulders, and 14-foot-wide outside shoulders (see Final EIS **Chapter 3.2.1**). The full-width shoulders would accommodate a stalled vehicle, minor incidents, and maintenance (see Final EIS **Chapter 3.5.3.6**).

The height of roadside barriers on the approaches will be determined during final design according to applicable standards, including AASHTO's.

The Preferred Alternative includes the same number of lanes in each direction; therefore, would limit the need for two-way operations. On a regular day, the number of lanes in each direction on a new Bay Bridge would remain consistent.

F.2 Incident Management

Comment Summary

Commenters were concerned about how the build alternatives and associated construction activities may affect safety, emergency response, and traffic reliability.

Commenters consistently described current conditions in which crashes, vehicle breakdowns, weather events, and maintenance activities result in prolonged delays not only for normal traffic flow, but also for fire, police, and medical services. Commenters emphasized that these conditions already affect daily life, such as school transportation and access to employment, and expressed concern that without robust incident management measures, similar or greater impacts could occur under future build conditions.

Commenters emphasized the need for improved physical features to support incident response and clearance. The lack of continuous, full-width shoulders on the existing Bay Bridge was identified as a major contributor to extended incident durations. Commenters supported providing full shoulders or clearly designated emergency lanes in both directions on any new spans. It was requested that such lanes be restricted to emergency and authorized vehicles only, with clear markings and enforcement, to ensure they remain usable during traffic backups. Requests also included emergency pull-off areas and design features that would allow disabled vehicles to be quickly removed from travel lanes.

Incident detection, notification, and traffic control were also highlighted as critical needs. Commenters called for enhanced use of cameras, improved communication systems, reliable cellular or emergency call access on the Bay Bridge, and location markers to allow motorists and responders to quickly identify incident locations. Commenters emphasized that faster detection and clearer communication could reduce response times and limit secondary crashes. It was also noted that when incidents occur, traffic frequently diverts onto local roads, creating additional safety risks and blocking residential access. Commenters urged stronger ramp controls, temporary closures, gating, or other traffic management strategies to keep through traffic on U.S. 50/301 during incidents.

Comment Response

Improved incident management is one of the needs identified in the Tier 2 Study (see Final EIS **Section 2.2.3.2**). Full-width shoulders are proposed on each side of the new spans that would allow for quicker emergency access to incidents and provide a pull-off area for disabled vehicles (see Final EIS **Section 3.3.4**).

Please refer to the comment response for **Category A.4** (Bridge Design) for information regarding bridge design.

The MDTA has a robust incident management program at the Bay Bridge, including a number of closed-circuit television cameras which cover the bridge and its approaches. The MDTA works cooperatively with the State Highway Administration and local engineering, police, fire and emergency response staff to minimize the time required to detect, verify, respond to, and clear incidents. The MDTA continuously works with those agencies to improve its incident management procedures and roadway safety. Additional information is available at https://chart.maryland.gov/.

Detailed design for the Preferred Alternative will include development of incident management plans for the construction period. These efforts would build upon the agencies' current efforts.

G. SOCIOECONOMIC

G.1 Port of Baltimore

Comment Summary

Commenters support the proposed Chesapeake Bay Bridge improvements for their positive impact on the Port of Baltimore and its economic vitality. There was support for a 230-foot vertical clearance to enhance the Port of Baltimore's long-term competitiveness. It was recommended to build the bridge higher to accommodate larger ships (e.g., post-Panamax) and future port needs, such as handling larger cargo and cruise ships.

Commenters emphasized the need for additional documentation demonstrating thorough coordination among the MDTA, U.S. Coast Guard, U.S. Army Corps of Engineers, and Maryland Port Administration to avoid potential permitting issues. Comments specifically requested that the Draft Environmental Impact Statement (EIS) clearly document how bridge design assumptions are aligned with existing and authorized navigation channel dimensions, vessel and channel capabilities, ongoing and future dredging activities, and projected vessel sizes over the Bay Bridge's anticipated service life, as well as plans to address navigation requirements and construction impacts.

Comment Response

The MDTA recognizes the importance of the Port of Baltimore and identified navigation as a need for the Tier 2 Study (see Final EIS **Chapter 2**). The existing Bay Bridge is a key constraint for ships transiting the Chesapeake Bay to areas north of the Bay Bridge, including vessels traveling to and from the Port of Baltimore. The MDTA agrees that accommodating existing and future ship navigation and traffic on the Chesapeake Bay is important to maintaining the vitality of the Port of Baltimore and commerce in Maryland. The proposed vertical clearance of a new Bay Bridge is 230 feet, specifically to accommodate future ship traffic, such as larger cargo carriers and cruise liners (see Final EIS **Section 2.2.5**).

The U.S. Coast Guard issued a Preliminary Navigation Clearance Determination recommending a vertical clearance of 230 feet and a horizontal clearance of 1,500 feet for a new crossing near the existing Bay Bridge (see Final EIS **Section 2.2.5.2**). The Preferred Alternative includes a new bridge with a vertical clearance of 230 feet in accordance with the U.S. Coast Guard's recommendation. Coordination with the U.S. Coast Guard and other relevant agencies will continue through the design phase to ensure navigation and permitting requirements are met.

Coordination between the MDTA, U.S. Coast Guard, U.S. Army Corps of Engineers, and Maryland Port Administration is presented in the *Navigation Impact Report* in **Appendix F** of the Final EIS.

Please refer to the comment response for **Category C** (Construction) for information regarding constriction impacts.

G.2 Fishing

Comment Summary

It was highlighted that Cox Creek is a critical source for subsistence fishing, where families rely on the waterway for food. Concerns focused on how construction-related toxins, debris, and runoff could impact long-term water quality and safety of fish populations. A clear assessment of the health and safety risks to Cox Creek was requested to ensure this vital local resource remains viable for those who depend on it for their daily needs. It was also recommended that economic assessments of fisheries dependent on aquatic habitats be conducted to understand how construction might hurt the local fishing industry. There was also emphasis on protecting public access points to the Chesapeake Bay and shoreline recreation, which are the primary locations for recreational fishing in the region.

Comment Response

The MDTA recognizes the importance of Cox Creek as a natural resource and a source of subsistence for the neighboring Harborview community.

Additional information has been added to the Final Environmental Impact Statement (EIS) documenting fishing activities in the project area (see Final EIS **Section 5.1.3.1**). Significant impacts to these activities are not anticipated; however, temporary construction impacts and access restrictions near the limits of disturbance could occur. The MDTA will stringently implement Best Management Practices (BMPs) to minimize impacts to water quality, and employ environmental construction inspectors to ensure BMP compliance and rapid response for unintended discharges.

The MDTA will also develop public notification strategies for fishermen and the general public to ensure that any construction closures are communicated.

Regarding recreational fishing and navigation access, the Preferred Alternative will temporarily impact access to Mezick Pond and the Sandy Point State Park boat ramp during construction, which could impact public fishing access to the Bay (see Final EIS **Section 5.5.5.3**). The MDTA will continue to coordinate with the Maryland Department of Natural Resources (MDNR), including the Park Manager, through design and construction. In addition to the Local Notice to Mariners coordination through the U.S. Coast Guard, the MDTA will develop and coordinate a Maintenance of Access Plan with MDNR during design that includes: a schedule of anticipated activities that could result in temporary closures of Mezick Pond, procedures for communication of closures, and processes for coordinating modifications to the plan.

Please refer to the comment response for **Category J.2** (Water Resources and Water Quality) information regarding water quality.

Please refer to the comment response for **Category J.4** (Aquatic Habitat) for information regarding fish and aquatic habitat.

G.3 Parks and Recreation

Comment Summary

Commenters urged the MDTA to avoid impacts to Sandy Point State Park, Mezick Pond, and other sensitive public lands. Commenters opposed alternatives that would negatively impact

Sandy Point State Park and emphasized the importance of avoiding harm to this park. Commenters supported southern alternatives, such as the MDTA Recommended Preferred Alternative (Alternative C), because they would avoid adversely affecting Sandy Point State Park. Commenters highlighted that Alternative C would preserve the Sandy Point launch ramps on Mezick Pond.

It was also recommended for the MDTA to leverage the shifting Bay Bridge alignment as a unique opportunity to enhance the landscapes at Sandy Point State Park and Terrapin Nature Park, transforming them into more resilient shoreline zones.

Comment Response

The MDTA evaluated the Alternatives Retained for Detailed Study (ARDS) for potential impacts to community facilities, such as Sandy Point State Park, Terrapin Nature Park, Holly Beach Farm, Mezick Pond, and others (see Final EIS **Section 5.1.4** and the *Final Section 4(f) Evaluation* (**Appendix E**)). The MDTA avoided and minimized impacts to community facilities during preliminary design of the Preferred Alternative and will continue to minimize impacts where possible as design progresses. Since publication of the Draft Environmental Impact Statement (EIS), the MDTA refined the design of the Preferred Alternative and avoided roadway-related impacts to Sandy Point State Park and Holly Beach Farm (see Final EIS **Section 4.3**).

Construction of the Preferred Alternative will result in temporary closures of the entrance to Mezick Pond during in-river construction directly adjacent to the western shoreline of the Chesapeake Bay. The MDTA will coordinate temporary closures with the U.S. Coast Guard, Maryland Department of Natural Resources (MDNR), and emergency services (see Final EIS **Section 5.1.4** and the *Final Section 4(f) Evaluation* (**Appendix E**)).

If the optional shared-use path is advanced, there could be impacts to the edge of Sandy Point State Park. However, the shared-use path would be expected to result in a net benefit to Sandy Point State Park by providing new recreational amenities.

G.4 Environmental Justice

Comment Summary

Commenters emphasized that including a separated or protected bike and pedestrian path or multimodal transit on a new Bay Bridge is essential for advancing environmental justice. Commenters highlighted that such infrastructure would ensure fair access for all Marylanders and promote fair transportation and economic opportunity, especially for those without private vehicles who are often from disadvantaged or underserved communities. Commenters described active transportation infrastructure as essential for reducing environmental impact, promoting healthier and more accessible communities, and ensuring fair, safe, and accessible non-motorized transportation.

Comment Response

As a result of E.O. 14148, E.O. 14154, E.O. 14173, and the removal of the Council on Environmental Quality's regulations, all federal environmental justice requirements are revoked and no longer applicable to the federal environmental review process. Accordingly, this Final EIS/ROD does not consider public comments regarding environmental justice.

G.5 Utilities

Comment Summary

It was mentioned that the current limits of disturbance (LOD) are not sufficient to support construction requirements for utility adjustments and related infrastructure. There was a recommendation for improved collaboration with engineers and contractors, more accurate mapping, and proactive planning to prevent future modifications and project delays related to utilities. Requests were made for clarification and effective mitigation measures to address utility-related impacts near U.S. 50/301.

Comment Response

The LOD includes anticipated construction activities, erosion and sediment control, stormwater management, and right-of-way acquisition (see Final EIS **Section 3.3.8**). The study area contains public utilities such as potable water, sanitary sewer, natural gas, electric power/distribution, communications, and cable television. The Preferred Alternative will impact some of these utilities, particularly those in close proximity to U.S. 50/301 and impacts are included in the LOD. Utility impacts were assumed where the road is proposed to be widened over an existing underground utility and where there are proposed changes in roadway alignment, grade cuts below minimum pipe cover, or new site features (e.g., stormwater management facilities, new bridges, noise barriers). The MDTA will coordinate closely with utility companies to avoid impacts and remaining impacts will be addressed through relocation or other measures to avoid any interruption of services (see Final EIS **Section 3.3.6**).

H. LAND USE

H.1 Land Use and Cumulative Impacts

Comment Summary

Commenters expressed concerns that new Bay Bridge construction or expansion would drive increased development, overpopulation, and farmland loss on the Eastern Shore, threatening rural character and leading to environmental degradation. Commenters urged that any major infrastructure investment be paired with comprehensive planning, land conservation commitments, and growth management to prevent unsustainable development and preserve protected lands. These commenters highlighted that the current scope of the Draft Environmental Impact Statement (EIS) is too limited, particularly regarding downstream and regional effects, and called for expanded analysis to include broader agricultural and fiscal impacts. Other commenters urged a comprehensive evaluation of cumulative environmental, water quality, and community impacts.

Commenters opposed expanding highway capacity or bridge lanes, citing risks of overdevelopment, induced growth, urban sprawl and incompatibility with rural land use. There were calls for limiting residential development to address infrastructure strain and for prioritizing smart growth principles, including the selection of alternatives that minimize impacts on natural resources and farmland. There were also comments arguing that the project must align with Priority Funding Area (PFA) laws and prioritize transit and active transportation over highway expansion. Commenters also advocated for alternative crossings or routes to better manage

regional growth and traffic without exacerbating development pressure on sensitive areas. Commenters highlighted the need for farmland preservation, compatibility with existing land uses, and maintaining the historic and rural character of the Eastern Shore.

Commenters also called for a dedicated and enforceable mitigation program, which includes region-wide mitigation funding for land use impacts. Commenters suggested mitigation funds could be used for farmland and habitat conservation, stormwater management, land preservation easements, and planning and zoning modernization to address growth pressures. It was stressed that mitigation funding should be available prior to or concurrent with construction to reduce the risk of irreversible impacts. Commenters also stressed the need for binding commitments, clear implementation mechanisms, and long-term mitigation expenditure tracking.

It was mentioned that the study limit at the U.S. 50/301 split ignores the cumulative hazardous material and greenhouse gas loading that will inevitably affect downstream communities like Easton and Trappe. It was also mentioned that the MDTA use 2045 traffic projections to provide a quantitative evaluation of how hazardous materials associated with the highway will impact the broader Eastern Shore ecosystem.

Comment Response

The cumulative effects analyses that were a standard part of the National Environmental Policy Act (NEPA) since 1978 were rescinded in January 2025 following Executive Order 14154, with the Council on Environmental Quality subsequently removing 40 CFR Parts 1500–1508. Federal agencies are now required to focus on reasonably foreseeable effects regardless of whether they are characterized as cumulative. The Federal Highway Administration (FHWA) is not required to evaluate the incremental contribution of the project to past, present, or future actions over which it has no hand in funding or control, nor is it required to evaluate induced growth that is locally regulated. Because FHWA lacks the regulatory authority to prevent induced growth or delegate where development occurs, the responsibility to manage these impacts through zoning and conservation requirements lies with local governments.

Without the proposed transportation improvements, Alternative A (No-Build) would result in continued travel unreliability and increasing congestion along U.S. 50/301, creating moderate adverse aggregate impacts for residents, businesses, and commuters. Conversely, the build alternatives, including the Preferred Alternative, would offer congestion relief and greater mobility for study area communities and travelers. The MDTA acknowledges that the build alternatives, including the Preferred Alternative, would cause direct natural resource and historic property impacts. Downstream changes to natural systems may include increased pollutants in surface waters from vehicle wear and nitrates from roadside maintenance, affecting wildlife habitat and ecosystem services.

Independent of the Federal requirements regulating NEPA, a state analysis of additional foreseeable effects was completed by the MDTA including the downstream and induced growth effects of the Alternatives Retained for Detailed Study (ARDS) and the aggregate effects from past, present, and foreseeable future projects. The state-only document is available at https://www.baycrossingstudy.com/study-process/tier-2-study/draft-environmental-statement-eis/state-analyses/.

H.2 Right-of-Way and Property

Comment Summary

Commenters expressed concerns about impacts to their residential properties, such as potential loss of land and property value decline.

Commenters emphasized the need for a transparent, fair-market valuation process. Commenters sought assurances that compensation will be equitable and support services will be provided to minimize the financial and personal burden of displacement.

Commenters requested mitigation to ensure that residential and business access remains safe and reliable, particularly at key intersections like College Parkway and Bay Head Road, where increased traffic and construction activity could create bottlenecks or safety hazards. Additionally, commenters sought information on how highway expansion will accommodate existing frontage roads given significant space constraints.

Comment Response

The Preferred Alternative will not result in residential, community facility, or business displacements; bisect residential areas; or create new impediments to travel through residential communities. The Preferred Alternative will require partial property acquisitions, which are defined as those that do not result in residential or business displacements and are not anticipated to prohibit property access.

Effects to property values are uncertain given fluctuating market conditions and other external factors. Where the project requires partial property acquisition, the resulting reduction in parcel size may reduce property values.

All impacted property owners will be compensated and paid fair market value for the affected property. The compensation value will be proportionate to the amount of property taken in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended. The MDTA will coordinate with affected property owners as design progresses.

If the proposed widening on U.S. 50/301 impacted an existing frontage road, the frontage road was shifted out to accommodate the widening. The limits of disturbance shown on the mapping in **Appendix A** in the Final EIS include any additional widening needed to accommodate the frontage road shifts.

Access to businesses and residences will be maintained throughout construction. Please refer to the comment response for **Category E** (Traffic Conditions) for information regarding maintenance of traffic during construction.

I. VISUAL AND AESTHETIC IMPACTS

Comment Summary

Commenters raised several key concerns, such as impacts to scenic views of the Chesapeake Bay, the installation of visual barriers, and increased lighting.

Commenters emphasized the importance of designing the new Bay Bridge as an iconic, recognizable, or aesthetically significant structure that reflects Maryland's identity, rather than prioritizing utilitarian cost efficiency. There was support for creating a landmark that serves as a regional and national asset and showcases Maryland.

Commenters highlighted the need to protect and enhance scenic views, vistas, and the visual landscape of the Chesapeake Bay. It was requested that the project incorporate thoughtful context-sensitive design and architecture reflecting Maryland's history, natural resource conservation, and local wildlife. Commenters also expressed a desire to highlight and preserve the Chesapeake Bay's natural beauty.

Commenters requested the installation of physical and visual barriers to reduce headlight glare and enhance safety, especially where expansion reduces existing buffers. Concerns were raised about the need for mitigation of artificial lighting and light pollution, with recommendations for enhanced landscaping and careful lighting design to minimize negative impacts on night skies and the surrounding visual environment.

Commenters also expressed concern about the impact of the project on trees and landscaping. Requests were made for tree replacement and enhanced landscaping to restore the visual landscape.

Comment Response

The MDTA recognizes the importance of visual and aesthetic considerations, such as iconic design, scenic views, lighting, and landscaping, and will address these elements through design enhancements, mitigation measures, and continued public and agency input during design (see Final EIS **Section 5.3**).

The MDTA will consider incorporating aesthetic architectural elements and landscaping enhancements to improve visual appeal, and mitigation measures to lessen visual impacts will be considered as appropriate. A bridge lighting plan will be developed during the design phase. Safety and navigational lighting will be required and included on the bridge piers and towers to ensure safety for both marine and air traffic. Any aesthetic lighting on the bridge will be determined during final design and mitigation measures to lessen the visual impact will be considered. Specific potential mitigation measures are described in Final EIS **Section 5.3.3** and could include full-cutoff luminaires to prevent light spill into adjacent habitat, as well as consideration of DarkSky International guidelines to protect nocturnal species.

Potential visual impacts were also considered along the roadway portions of the proposed improvements. During final design, visual and physical barriers between the mainline and side roads will be evaluated to provide adequate physical separation and visual screening. There are anticipated impacts to trees and landscaping as part of the Preferred Alternative (see Final EIS **Section 5.2.1.5**). Landscaping enhancements are identified as a mitigation measure and will be defined during final design (see Final EIS **Section 5.3.3**). The MDTA will comply with reforestation requirements as mandated by the Maryland Reforestation Law and Critical Area Law.

J. NATURAL RESOURCES

J.1 Farmland Impacts

Comment Summary

Commenters expressed concerns about the impacts of the proposed project on local farmland, specifically the loss of agricultural land and prime agricultural soils on the Eastern Shore. Commenters requested that the MDTA specifically address agricultural impacts in the Tier 2 Study.

Comment Response

As noted in the Final Environmental Impact Statement (EIS), none of the build alternatives, including the Preferred Alternative, would impact active farmlands. As shown **Table 5-21** and **Table 5-22** of the Final EIS, the Preferred Alternative would impact the least acreage of Prime Farmland Soils and Farmland Soils of Statewide Importance compared to other build alternatives.

J.2 Water Resources and Water Quality

Comment Summary

Commenters highlighted concerns about inadequate road drainage and excessive runoff, specifically noting that current conditions cause silt accumulation and stormwater management issues. Commenters emphasized the need for improved stormwater management to enhance the health of Meredith Creek.

Commenters mentioned that current analyses are limited in scope and that mitigation planning remains insufficient. Commenters advocated for stormwater systems that exceed current design standards, ensuring that the expanded roadway is equipped to manage the increasingly frequent and intense rainfall events anticipated over the bridge's lifespan. There was a request for clarification regarding the proposed runoff management approach and concern about whether the identified mitigation measures would adequately address runoff impacts to properties near U.S. 50/301.

There was also a recommendation to prioritize environmental protection through robust construction-phase safeguards and transparent mitigation strategies protecting ecological health, which includes water resources such as streams and wetlands. While commenters expressed support for the MDTA Recommended Preferred Alternative due to its lower water resource impacts, this support is contingent on robust mitigation, regulatory compliance, and interagency involvement to address all water resource impacts before project approval.

Comment Response

As discussed in the Final Environmental Impact Statement (EIS), the MDTA avoided and minimized impacts to water resources and other natural resources during development of the Alternatives Retained for Detailed Study (ARDS). The Preferred Alternative has the least impact to wetlands and non-tidal surface waters. The MDTA will continue avoidance and minimization efforts during final design to further reduce water resource impacts as practicable. The MDTA has identified conceptual mitigation opportunities for regulated wetlands and waterways that are discussed in **Section 5.5.5.1** and **Section 5.5.5.2** of the Final EIS. The conceptual mitigation will

be further developed in coordination with resource and regulatory agencies during final design. The MDTA will mitigate for all unavoidable direct impacts to regulated wetlands and waterways from the Preferred Alternative in accordance with Section 404 of the Clean Water Act, and the Maryland Nontidal Wetlands Protection Act and Tidal Wetlands Act as discussed in **Section 5.5.5.1** of the Final EIS.

Potential water quality impacts from runoff due to increased impervious surfaces and construction will be minimized through implementation of the Maryland Department of the Environment (MDE) approved stormwater management (SWM) plans based on the Maryland Stormwater Design Manual, and stringent erosion and sediment controls during construction, including Best Management Practices (BMPs) (see Final EIS **Section 5.5.4.2**). The MDTA will also develop a Stormwater Pollution Prevention Plan for construction activities to ensure that rainwater and stormwater runoff does not intercept potentially harmful chemicals, hazardous materials, sanitary and other wastes, wash waters, and any other potential construction site pollutants. SWM systems will be designed to help control runoff, reduce peak flows, and filter sediment and pollutants from the runoff before entering a downstream system. All measures to avoid and minimize impacts to water quality will be developed in greater detail in final design and closely coordinated with regulatory agencies during permitting.

The limits of disturbance for the Preferred Alternative were developed to include areas necessary for construction, erosion and sediment controls, and SWM. The MDTA coordinated with MDE for SWM planning and requirements. Specific measures include on-site SWM facilities such as swales and ponds, augmentation of culvert and stormwater structures to prevent property damage and protect natural resources and water quality monitoring to ensure compliance with state and Federal standards during construction.

Robust construction-phase BMPs and transparent mitigation strategies will be implemented to address runoff, sedimentation, and water quality concerns throughout the project area, as required. As detailed in **Section 5.5.4.2** of the Final EIS, a Section 401 Water Quality Certification is required for the Preferred Alternative. The Water Quality Certification requires approval from MDE indicating that anticipated discharges from the project will comply with Federally mandated water quality standards.

J.3 Floodplains

Comment Summary

Comments emphasized that the project must account for the Chesapeake Bay region's vulnerability to flooding. A primary concern was that the 100-year flood benchmark used in the Draft Environmental Impact Statement (EIS) is an insufficient measure of modern flood risk. Commenters highlighted that Maryland is one of the states most vulnerable to rising sea levels and increased storm intensity, which could fundamentally alter the effectiveness of the proposed infrastructure. Commenters mentioned that the project's estimated impact on 100-year floodplains threatens the region's natural green infrastructure, potentially exacerbating flooding in already vulnerable communities such as Kent Island, Annapolis, and Arnold.

To address these risks, commenters urged the MDTA to move beyond minimum regulatory compliance and adopt a holistic restoration strategy. This includes expanding existing wetlands and mature tree buffers to improve their function as natural flood attenuation areas.

Comment Response

The 100-year floodplain is a regulated resource at the Federal and state level and is therefore evaluated in the Final EIS. As the project progresses through design, the stormwater management, drainage, and floodplain analysis will comply with applicable Federal, state, and local regulations and permitting requirements. The MDTA will incorporate any approved revisions to Federal Emergency Management Agency (FEMA) floodplain mapping and National Oceanic and Atmospheric Administration (NOAA) precipitation totals.

The Preferred Alternative will result in 35.6 acres of impact to 100-year floodplains due to the existing Bay Bridge's location and proximity to floodplains (see Final EIS **Section 5.5.3**). The MDTA avoided and minimized encroachments on 100-year floodplains to the greatest extent practicable by proposing steeper slopes, retaining walls, and other design modifications to reduce the limits of disturbance for the Preferred Alternative. The MDTA will continue to incorporate avoidance, minimization, and mitigation measures during final design. The MDTA will obtain all necessary floodplain permits in accordance with 23 CFR 650 Subpart A, as well as Maryland Department of the Environment (MDE) and FEMA regulations.

Detailed hydrologic and hydraulic (H&H) studies will be prepared during final design to identify existing storm discharge and floodplain extent and ensure that all construction within FEMA-designated floodplains complies with FEMA-approved local floodplain construction requirements (see Final EIS **Section 5.5.3.3**).

Additionally, the MDTA will augment culvert and stormwater structures in compliance with MDE requirements to meet anticipated flows to ensure that no property damage or impacts to other natural resources outside of direct effects from fill would occur. Detailed analysis and design solutions would be required to accommodate any increased flood volumes to eliminate impacts to adjacent properties. Unavoidable increases in flood elevations on adjacent properties would require mitigation in accordance with MDE regulations (see Final EIS **Section 5.5.3.2**).

Conceptual mitigation opportunities for tidal open water, wetlands, and Critical Area impacts include potential creation of new tidal wetlands, coastal marsh restoration, and reforestation (see Final EIS **Sections 5.5.5.1, 5.5.5.2**, and **5.5.6.3**). In most cases, mitigation requirements to offset impacts will lead to higher acreages of mitigated resources than those lost in coastal areas and will include monitoring and long-term land protections, potentially providing resiliency to changing conditions in nearby coastal areas where mitigation is implemented. Conceptual mitigation will be further defined and coordinated with regulatory agencies during design and permitting and would be focused on replacement of lost functions of impacted resources.

J.4 Aquatic Habitat

Comment Summary

Commenters were concerned with environmental degradation and long-term damage to the Chesapeake Bay and its broader ecosystem.

Commenters stated the Draft Environmental Impact Statement (EIS) did not sufficiently assess potential harms to benthic communities, Essential Fish Habitat (EFH), and submerged aquatic vegetation (SAV). Commenters requested that the MDTA perform a more comprehensive, data-

driven impact analysis accompanied with transparent, well-documented mitigation strategies to ensure the surrounding aquatic habitats can recover.

Commenters mentioned that oyster sanctuaries are vulnerable, critical, and sensitive resources that have received substantial restoration investment and face direct threats from proposed dredging and pile driving activities. It was also stated that there should be large-scale habitat restoration of oyster reefs to offset any environmental degradation.

Comment Response

The MDTA acknowledges the importance of minimizing impacts to the Chesapeake Bay and sensitive aquatic habitats and has made environmental responsibility an objective of the Tier 2 Study. The MDTA has avoided and minimized environmental impacts of the Preferred Alternative and will mitigate for adverse impacts where avoidance or minimization is not possible.

The Final EIS and supporting technical reports identify and evaluate anticipated impacts to aquatic habitat, such as tidal open waters (including the Chesapeake Bay), substrate, shoreline habitats, SAV, EFH, oysters, blue crabs, horseshoe crabs, fish communities, and benthic communities (see Final EIS **Sections 5.5.5.2, 5.5.7.1, and 5.5.7.2**). Impacts are quantified in several tables (e.g., Final EIS **Tables 5-38, 5-39, and 5-45**) and the Preferred Alternative generally has less aquatic habitat impacts than other build alternatives.

Aquatic habitats are protected under state and Federal regulations, and require that minimization measures include proper siting, survey techniques, activity restrictions in sensitive habitats, and minimization of turbidity and dredging.

Minimization efforts that could reduce impacts to aquatic habitat and biota include employing less invasive in-water construction methods such as using concrete piles where possible to reduce noise and vibration impacts; longer bridge spans to minimize permanent fill within aquatic habitat; construction phasing to limit concurrent pile driving operations; and employing construction Best Management Practices (BMPs) to reduce in-water noise. The MDTA intends to observe time-of-year restrictions for aquatic biota to the greatest extent practicable. The MDTA will coordinate with resource and regulatory agencies to develop a construction plan and BMPs that provide protection for sensitive resources in compliance with all statutory requirements.

The Preferred Alternative includes new bridge structures and dredging for construction access, which will permanently impact the Chesapeake Bay. Through ongoing coordination with NOAA Fisheries, the Final EIS and *EFH Assessment* have been updated to include additional commitments to protect EFH and other benthic habitats during construction (see Final EIS **Section 5.5.7.3**). Preliminary design of the Preferred Alternative avoids direct impacts to SAV beds recorded in the last five years, as well as historic SAV beds documented since 2000. As detailed in **Section 5.1.2** of the *EFH Assessment*, the MDTA will incorporate necessary measures to avoid, minimize, or otherwise offset impacts to SAV, and other EFH resources as appropriate. If direct impacts to SAV (e.g., removal) do occur, they would be mitigated. The MDTA will coordinate with NOAA Fisheries and the Maryland Department of Natural Resources during final design to determine if SAV surveys are necessary. If so, the MDTA will conduct SAV surveys to determine the presence and extent of existing SAV beds.

The Final EIS also addresses impacts to oysters, blue crab and horseshoe crab habitats, and potential impacts to those biota. The MDTA will continue impact minimization efforts to reduce

impacts to oyster sanctuaries in Cox Creek to the extent practicable during final design and will employ BMPs to address potential water quality impacts to these habitats during construction. The MDTA is committed to avoiding, minimizing, and mitigating negative effects to sensitive habitats.

Specific BMPs related to fish are included in **Section 5.5.7.3** of the Final EIS and include measures to minimize the following: underwater noise, turbidity/sedimentation, reduced water quality habitat alteration, impediments to fish passage and migration, vessel interactions, and impingement/entrainment. Furthermore, the use of non-toxic materials for in-water structures is required to prevent chemical leaching.

The Final EIS discusses the importance of environmental responsibility and balancing project benefits and impacts, as well as the use of erosion and sediment control (ESC) and BMPs to reduce impacts to aquatic habitats and biota. The need for ongoing interagency coordination and the application of BMPs are detailed in FEIS **Section 5.5.7.3**.

J.5 Terrestrial Habitat

Comment Summary

It was highlighted that environmental threats are contributing to the rapid decline of some wildlife populations and that robust habitat protection, long-term population monitoring, and, when necessary, relocation are needed. It was also recommended to include native landscape restoration and wildlife-friendly features to ensure long-term ecological health.

Comment Response

The Final Environmental Impact Statement (EIS) identifies and evaluates anticipated impacts to terrestrial habitat including forests, Forest Interior Dwelling Species (FIDS) habitat, tidal and non-tidal wetlands, and terrestrial biota that inhabit these environments (see Final EIS **Sections 5.5.5, 5.5.6, and 5.5.8.2**). The Preferred Alternative will impact terrestrial biota through direct loss of habitat, including forest cover, non-forested vegetated edge areas, and wetlands that serve as transitional habitat between aquatic and terrestrial environments; however, the largest potential for impacts to terrestrial wildlife, including amphibians, is associated with the longer build alternatives (Alternatives D, E, F, and G). The Preferred Alternative has substantially less impact to delineated forest and wetland habitats (see **Tables 5-34 and 5-47**).

The Final EIS discusses the many terrestrial species that may be impacted by the Preferred Alternative. Terrestrial biota in Maryland is protected under the Endangered Species Act (16 USC 1531-1543) (see Final EIS **Section 5.5.9**), Migratory Bird Treaty Act (50 CFR 10.13), Bald and Golden Eagle Protection Act (16 USC 668-668c), and Fish and Wildlife Conservation Act (16 USC 2901-2912). Additionally, colonial waterbird nesting areas and FIDS habitat are protected under the Chesapeake Bay Critical Area Act (CBCAA).

The MDTA minimized impacts of the Preferred Alternative to terrestrial habitat and the biota it supports during preliminary design and will continue to pursue minimization of impacts as practicable through final design. The MDTA will implement sediment and erosion control measures to protect adjacent habitats from sedimentation and mitigate forest and wetland habitat impacts in compliance with the Forest Conservation Act (FCA), state and Federal wetland regulations, and the CBCAA (see Final EIS **Sections 5.5.5.1, 5.5.6.3, 5.5.8.1, 5.5.8.2**). The

MDTA will consider further mitigation strategies during design and permitting, which would include tree protections measures, native planting, and engineering design that maintains ecological connectivity. The MDTA has conducted extensive coordination with state and Federal agencies and will continue coordination, as detailed in the **Sections 5.5.8.1 and 5.5.8.2** of Final EIS.

J.6 Rare, Threatened, and Endangered Species

Comment Summary

It was noted that the endangered Atlantic sturgeon relies on the riverine habitats within the Chesapeake Bay watershed for critical spawning and migration and significant negative impacts could occur from increased sedimentation, underwater noise, and degraded water quality.

It was also noted that the Draft Environmental Impact Statement (EIS) addresses the Marine Mammal Protection Act, but appears to overlook dolphins and porpoises, which now migrate significantly further north into the Chesapeake Bay than in previous decades.

Commenters advocated for stringent mitigation measures for these species such as strict timing restrictions to avoid peak migration or spawning periods, and the implementation of noise mitigation technologies to reduce the impact of heavy machinery on aquatic life.

Comment Response

The MDTA and Federal Highway Administration (FHWA) acknowledge that the Preferred Alternative may affect Atlantic sturgeon, and prepared Biological Assessments to evaluate potential impacts on species listed or proposed for listing under the Endangered Species Act. Section 7 consultation has been initiated with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration (NOAA) Fisheries. The MDTA conducted extensive coordination with state and Federal agencies to avoid and minimize impacts to rare, threatened, or endangered (RTE) species and will continue coordination as design progresses.

The MDTA is committed to specific measures to minimize potential impacts to aquatic RTE species resulting from underwater noise/hydroacoustic energy, turbidity and sedimentation, reduced water quality, habitat alteration, and vessel interaction (see Final EIS **Section 5.5.9.2**; and the *Biological Assessment, Atlantic and Shortnose Sturgeon and Sea Turtles*).

The MDTA is committed to specific measures to minimize impacts to terrestrial RTE species (see Final EIS **Section 5.5.9.2** and the *Biological Assessment, Northern Long-Eared and Tricolored Bat*).

The Biological Assessments do not include an analysis of potential impacts to marine mammals because no Federally-listed marine mammals are present within the action area. Bottlenose dolphins are documented within the action area and the MDTA will secure an Incidental Harassment Authorization (IHA) from NOAA Fisheries in accordance with the Marine Mammal Protection Act. The IHA will include Best Management Practices (BMPs) to minimize harassment to the extent practicable. The MDTA is committed to avoidance and minimization measures to reduce impacts to marine mammals, including underwater noise minimization techniques, employing species spotters, and coordinating the timing of blasting events to occur during seasons of lower biological activity (see Final EIS **Section 5.5.7.3**).

K. AIR QUALITY

Comment Summary

Commenters expressed concern that roadway widening would increase vehicle emissions and stated that the Draft Environmental Impact Statement (EIS) air quality analysis is inadequate, calling for a more comprehensive, data driven evaluation and robust mitigation strategies. Commenters noted that induced demand was not adequately considered, leading to underestimated future traffic emissions and that emissions associated with cumulative growth were not fully evaluated. Commenters also noted an insufficient quantitative analysis of increases in criteria pollutants and an inadequate analysis of air-to-water impacts, particularly nitrogen deposition, affecting the Chesapeake Bay. Additionally, commenters noted a lack of consistency with Maryland air quality goals and that mitigation measures are vague or non-specific, with limited commitments tied to modeled impacts.

Comment Response

The MDTA analyzed potential air quality impacts and the Preferred Alternative is not predicted to increase emission burdens compared to Alternative A (No-Build), nor cause or contribute to a violation of the National Ambient Air Quality Standards (NAAQS); therefore, long-term or regional air quality impacts are not anticipated, and no permanent mitigation measures are warranted (see Final EIS **Section 5.7.3**). See the Final EIS supporting *Air Quality Technical Report* for more detailed information on the air quality analysis methodology and air quality impacts associated with the study.

The MDTA coordinated with the Baltimore Regional Transportation Board to include an accurate project design and scope of the Preferred Alternative into the latest Transportation Improvement Program and Long-Range Transportation Plan. These plans are accompanied by an air quality conformity determination, which involves conducting a new regional emissions analysis.

For the 2045 design year, Mobile Source Air Toxics (MSAT) emissions under the Preferred Alternative are expected to be similar to Alternative A (No-Build) conditions and substantially lower than existing conditions, despite a projected 25 to 28 percent increase in vehicle miles traveled along the affected transportation network. Minor localized emission increases may occur where traffic volumes or speeds increase. However, there would be no overall increased impact based on EPA projections of cleaner engine standards and fleet turnover (see Final EIS **Section 5.7.2**).

Each of the 2045 scenarios used the same forecasts of population or employment; those forecasts were developed cooperatively by county and regional agencies, including Anne Arundel County, Queen Anne's County, and the Baltimore Metropolitan Council. The use of other sets of population and employment forecasts that have not been approved by the local and state planning agencies would be speculative, and are not appropriate for use in this National Environmental Protection Act (NEPA) EIS.

Hazardous pollutants not included with the NAAQS are given consideration under the analysis of MSATs. MSATs are hazardous air pollutants (HAPs) emitted by mobile sources, which are compounds known or suspected to cause cancer or other serious health effects. The Environmental Protection Agency (EPA) is the primary scientific and rulemaking authority. It

issues the MSAT rules, maintains the list of regulated pollutants, and develops the emissions modeling tools used in analysis.

The Federal Highway Administration (FHWA) air quality analysis requirements under NEPA are structured around two frameworks: conformity with the NAAQS for criteria pollutants, and analysis of MSATs for direct human health effects. Neither framework requires a project-level EIS to analyze the downstream pathway from mobile source nitrogen oxide emissions to nitrogen loading in adjacent water bodies. Atmospheric nitrogen deposition from vehicle traffic is classified as a nonpoint source under the Clean Water Act and falls outside the mandatory permit requirements that apply to point source discharges, leaving no regulatory measure that requires the analysis of airborne nitrogen and its effect on proximal water resources at the project level. NAAQS determined by the EPA are a human health-based standard only, and FHWA's regulation of MSAT for NEPA focuses only on the inhalation of toxics. Enforcement of nitrogen pollution generally lies with Maryland and the EPA's Total Maximum Daily Load (TMDL) Program; however, atmospheric deposition of nitrogen is non-point and lacks any enforceable regulatory mechanism.

Air quality construction impacts will be temporary and localized to the site and surrounding area. Construction-related permits will be obtained prior to construction. During construction, the contractor may use measures to minimize and mitigate, to the greatest extent practicable, temporary construction impacts to air quality. These measures could include covering trucks when hauling soil, stone, and debris, using water trucks to minimize dust, stabilizing or covering stockpiles, and establishing a Diesel Emission Reduction Policy. For more minimization and mitigation measures see Final EIS **Section 5.7.3**.

L. NOISE

Comment Summary

Commenters were concerned about increased noise associated with roadway widening and higher traffic volumes, with many anticipating a significant rise in traffic noise on their properties. There was support for the installation of a noise barrier from York Town Road to Log Inn Road, as well as the need for a barrier along the south side of U.S. 50/301 from the Bay Bridge to beyond Cox Neck Road. There was also support for the Preliminary West-5 noise barrier system.

There was a request for information on whether construction-related noise contours, including pile driving and increased traffic, were evaluated along College Parkway in relation to future traffic on U.S. 50/301 and feeder streets.

Commenters were concerned about inaccuracies in noise impact data and property boundaries, and the feasibility of mitigation measures for properties near U.S. 50/301 under the MDTA Recommended Preferred Alternative.

Comment Response

The MDTA evaluates highway noise in accordance with Federal Highway Administration (FHWA) regulations (23 CFR 772) and Maryland Department of Transportation State Highway Administration (SHA) noise guidelines, which require investigation of noise abatement at noise sensitive areas (NSAs) where build traffic noise levels approach or exceed the FHWA noise abatement criteria for the applicable land use.

The anticipated noise impacts from the Preferred Alternative have been evaluated for multiple areas, including properties along Log Inn Road, East College Parkway, and York Town Road (see Final EIS **Section 5.8**)

The Preferred Alternative will result in increased traffic noise within 28 NSAs. Noise abatement in the form of a barrier was preliminarily studied (see Final EIS **Table 5-64**). While additional forms of abatement may be considered during final design, barriers typically minimize other impacts such as property acquisition. The locations of likely noise barriers are based on preliminary design and the final determination of barrier material, dimensions, and locations will be made during final design (see Final EIS **Section 5.8.3**).

Construction will result in temporary noise impacts to nearby receptors, including those adjacent to the construction site and along roadways affected by traffic rerouting. Noise levels would vary by location and construction phase. To minimize construction noise, equipment would be regularly maintained, and additional mitigation measures may be considered during final design, such as temporary noise barriers, early installation of permanent barriers where feasible, adjustments to construction activities, public outreach, and contractor incentives (see Final EIS supporting *Noise Analysis Technical Report* **Section 8.11**).

M. CLIMATE

Comment Summary

Commenters were concerned about the project's contribution to climate change and greenhouse gas emissions and highlighted the need for robust mitigation strategies to offset potential future flooding, storm surge, and sea level rise. Commenters highlighted that Maryland is one of the states most vulnerable to rising sea levels and increased storm intensity, which could fundamentally alter the effectiveness of the proposed infrastructure. Commenters urged the MDTA to comprehensively evaluate and mitigate climate-related risks by incorporating sustainability measures and prioritizing clean transportation solutions to reduce the project's carbon footprint and enhance resilience to extreme weather events.

Comment Response

The Final Environmental Impact Statement (EIS) addresses the project's unavoidable direct encroachments on 100-year floodplains and notes that the proposed bridge deck height is well above the 100-year flood elevation. The MDTA will consider future tidal elevations in final design to ensure the Selected Alternative is resilient to tidal fluctuations (see Final EIS **Sections 5.5.3.2** and **5.5.3.3**) and consider other strategies to increase resiliency and adaptation in the project design.

On January 20, 2025, President Trump signed Executive Order (E.O.) 14148 --Initial Rescissions of Harmful Executive Orders and Actions and E.O. 14154 – Unleashing American Energy. The E.O.s revoked E.O. 13990 – Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis (January 20, 2021) and E.O. 14008 – Tackling the Climate Crisis at Home and Abroad (January 27, 2021). Subsequently on January 29, 2025, Secretary Duffy signed a Memorandum for Secretarial Offices and Heads of Operating Administrations – Implementation of Executive Orders Addressing Energy, Climate Change, Diversity, and Gender. On February 25, 2025, the Council on Environmental Quality (CEQ) published an Interim Final

Rule removing the CEQ's National Environmental Policy Act (NEPA) implementing regulations, effective April 11, 2025 (90 Fed. Reg. 10610). As a result of these actions, FHWA will not include greenhouse gas emissions and climate change analyses in the federal environmental review process. Any purported greenhouse gas emissions and climate change impacts were not considered in the federal decision. Accordingly, no greenhouse gas emissions or climate change analyses are included in this Final EIS/ROD.

N. AGENCY AND PUBLIC COORDINATION

N.1 Public Engagement

Comment Summary

Commenters commended the project's transparency, professionalism, and ongoing efforts to keep the public informed. Commenters appreciated the availability of open houses, presentations, and the quality of mapping and visual materials. Commenters highlighted the effectiveness of opportunities for in-person interaction and open house displays in improving understanding of the MDTA Recommended Preferred Alternative and associated impacts. Commenters also noted that staff were knowledgeable and responsive. It was also stated that the transparency of the process helped build trust and confidence in the Tier 2 Study.

However, commenters noted areas where public engagement could be strengthened. Commenters highlighted the importance of public engagement, with support for meaningful opportunities to provide input and for clear communication about project timelines and coordination with related projects. Several respondents requested improved access to meeting materials, audio recordings, and technical documents through the project website. There were concerns about lack of engagement with communities most directly affected, and commenters questioned how input from affected neighborhoods would be incorporated into decision-making. Multiple commenters emphasized the need for continued transparency as the project advances, including regular updates on study schedule and processes, design refinements, construction phasing, and mitigation.

Comment Response

Thank you for your participation and feedback in the Bay Crossing Tier 2 Study. The MDTA conducted extensive public engagement throughout the study process with various formats to allow for public participation in the Tier 2 Study. This included three rounds of public open houses, a virtual bicycle and pedestrian listening meeting, public hearings, and attendance at community events throughout the project corridor. Each round of public open houses and the public hearings included a virtual meeting and two in-person meetings, one on the Western Shore and one on the Eastern Shore. The MDTA also attended community events throughout the corridor to provide information about the Tier 2 Study and encourage public participation. Through these community outreach events, the MDTA was able to inform and interact with communities in the corridor that would be most directly affected. These outreach methods provided meaningful opportunities for public input from local and regional communities (see Final EIS **Section 7.1**).

The MDTA used the Bay Crossing Study website at https://www.baycrossingstudy.com/ throughout the study to share project information, advertise upcoming engagement opportunities, and gather public feedback. All meeting materials are posted to the website for public viewing.

The MDTA encouraged the public to submit comments throughout the study, as well as complete surveys during the open houses and public hearing comment periods. Public input contributed to the development of alternatives, assessment of environmental impacts, and the content and analysis presented in the Final Environmental Impact Statement. The MDTA will continue public engagement efforts as the projects progresses into final design and construction.

N.2 Agency Coordination

Comment Summary

Commenters questioned the extent to which state, local, and resource agencies have been involved in the study and were concerned about adherence to regulatory processes. Commenters urged that deficiencies in environmental analysis and mitigation planning be addressed through expanded agency involvement to ensure effective resource protection.

Commenters questioned whether agencies responsible for roadway operations, natural resource protection, land preservation, and long-range regional planning had been fully engaged in reviewing anticipated impacts. It was also stated that additional coordination may be needed to address potential impacts to agricultural lands, intersections along the corridor, and regional growth pressures.

It was emphasized that mitigation planning should involve county governments, conservation organizations, and state agencies to ensure that proposed measures reflect the scale of anticipated impacts. There was also a request that the Draft Environmental Impact Statement (EIS) include thorough coordination among relevant agencies, clear documentation, and plans to address navigation and permitting requirements to prevent future complications. There was also a request for mitigation strategies and interagency coordination to prevent unsustainable induced growth and urban sprawl.

It was also noted that the MDTA needs to coordinate with the Maryland Department of Transportation State Highway Administration (SHA) about local traffic infrastructure and use interagency solutions to address persistent issues.

Comment Response

Throughout the Tier 2 Study, the MDTA and Federal Highway Administration (FHWA) have conducted ongoing and extensive coordination with Federal, state, and local agencies. Cooperating and participating agencies at the Federal, state, local, and regional levels were identified in accordance with 23 CFR 771.107 and 23 USC § 139. There are nine cooperating agencies (six Federal and three state) and 16 participating agencies (five Federal, eight state, and three local) for the Tier 2 Study. The MDTA also identified Federal and state agencies, Metropolitan Planning Organizations (MPOs), counties, and municipalities as notified agencies (see Final EIS **Section 7.3**). The MDTA has coordinated closely with SHA throughout the Tier 2 Study as they are a cooperating agency.

The MDTA facilitated cooperating and participating agency coordination through Interagency Coordination Meetings (ICMs), which were initiated during the Tier 1 Study and continued during the Tier 2 Study. The MDTA and FHWA presented information at each ICM about a variety of Tier 2 Study topics and sought initial agency feedback.

To date, agencies have been consulted regarding the coordination plan and study schedule, the preliminary purpose and need, methodologies for studying environmental resources, the alternatives development process, the Notice of Intent, technical studies for environmental resources, the Alternatives Retained for Detail Study, and mitigation measures for the Preferred Alternative. Concurrence provided from each cooperating agency on these milestones indicates their agreement that the level of information provided and analysis conducted is sufficient to inform the National Environmental Policy Act decision-making under 23 USC § 139 and that the alternatives development process has not resulted in the elimination of any alternatives necessary for permits or approvals required under any other Federal law. Since the publication of the Draft EIS, cooperating agencies concurred on the Preferred Alternative and Conceptual Mitigation (see the Final EIS supporting *Preferred Alternative and Conceptual Mitigation Concurrence Package*).

The MDTA and FHWA are committed to continuing to work with local, state, and Federal agencies. The Final EIS presents the conceptual mitigation proposed to offset regulated resource impacts resulting from the Preferred Alternative. Mitigation will be further defined and closely coordinated with resource and regulatory agencies during final design and permitting and will focus on replacing or restoring lost resource functions, and mitigating long-term effects, as required.

O. PROJECT SCHEDULE

Comment Summary

Commenters expressed frustration with the length, cost, and pace of the study and project development process, citing repeated studies, perceived delays, and the ongoing impacts of congestion, safety concerns, and the age of the existing Bay Bridge. Commenters noted the need to expedite final approvals, design, and construction to minimize costs, reduce travel delays, and address emergency response challenges. Suggestions included early procurement of design firms, advancing certain design or operational actions in parallel with the National Environmental Policy Act (NEPA) process, and implementing interim traffic management, lane management, and enforcement measures prior to construction. Commenters also requested clearly defined next steps, opportunities to shorten overall delivery timelines, and continued involvement throughout planning and design.

Comment Response

The environmental review process for the Bay Crossing Study is typical for the replacement of a major infrastructure asset. NEPA requires Federal agencies to prepare an Environmental Impact Statement (EIS) for major Federal actions significantly affecting the quality of the human environment. The MDTA and Federal Highway Administration (FHWA) have conducted the Bay Crossing Study as a tiered EIS. The tiered approach to NEPA allowed the MDTA and FHWA to focus on broader, planning-level decisions related to the preferred location of a potential new Chesapeake Bay crossing in the Tier 1 Study EIS, and then analyze more specific, project-level alternatives and potential impacts in this subsequent Tier 2 Study EIS. NEPA regulations issued by FHWA, 23 Code of Federal Regulations (CFR) Part 771.111(g), recognize tiering as a reasonable approach for complying with NEPA.

The tiered approach was implemented for the Bay Crossing Study due to the broad nature of needs being addressed, large study area, multiple crossing possibilities, potential alternatives over nearly 100 miles of the Chesapeake Bay, and potential for large-scale environmental impacts. In the Tier 1 Study, the MDTA narrowed the area under consideration to an approximately two-mile-wide corridor located around the existing Bay Bridge and its approaches. This smaller geographic area for the Tier 2 Study allowed for a more detailed evaluation and efficient environmental review (see Final EIS **Section 1.3**).

After NEPA concludes, final design is completed, and all permit decisions and authorizations are issued, construction can commence. Construction is anticipated to start in 2032. The MDTA has developed a preliminary construction schedule based on best practices from similar bridge projects (see Final EIS **Chapter 3.3.9**). The MDTA developed a preliminary construction duration with two general activities: construction of two new spans and demolition of the two existing spans, as follows:

- Construct first bridge span plus approach roads: years 1 to 5;
- Demolish first bridge span: years 6 to 7;
- Construct second bridge span plus approach roads: years 7 to 13; and
- Demolish second bridge span: years 14 to 15.

This phased approach will allow for traffic to be maintained across the Chesapeake Bay during construction. Traffic operation plans will be developed during final design to minimize delays throughout the project area.

Please refer to the comment response for **Category C** (Construction) for information regarding construction.

Please refer to the comment response for **Category D** (Project Cost) for information regarding project cost.

Please refer to the comment response for **Category E** (Traffic Conditions) for information regarding traffic.

Please refer to the comment response for **Category F.2** (Incident Management), or information regarding emergency response.

4. ELECTED OFFICIAL COMMENTS

Table G-5 contains the complete text of all comments submitted by elected officials.

Table G-5: Elected Official Comments

#	Comments
EO-1	Commissioner Jim Moran, [Address Redacted], M-O-R-A-N. Thank you for the opportunity to speak. Alrighty. It is great to see the tier 2 NEPA process get to this point of selecting a preferred alternative with the hope of quickly moving forward to design and construction. It's going to be over 20 years. And before I forget, the red Xs, we're in, we're working on it. It's the bane of my existence. So we're working on it. For many years, the top transportation priority for Queen Anne County has been the addressing, the congestion, at the Bay Bridge, and in the Bay Bridge corridor. The replacement bridges studied in the NEPA process will help remove the congestion and delays, we experience every day in improved summer weekend traffic. The replacement bridges are needed now, and we ask that the MDTA move quickly to complete the NEPA process and begin design and construction on 2 new replacement bridges as quickly as possible, even though we know it'll be one bridge at a time and possibly a good 10 years between the 2 of them. The start of the NEPA process was announced on August 30th, 2016, I was there on that grassy knoll where then Governor Hogan took on this monumental task of getting these bridges replaced. Let's see, for most of 10 years, MDTA has studied quarters to locate a new crossing and construction alternative to relieve congestion. Throughout the process, the NEPA study considered a 20 mile long corridor, corridor 7, that went from the Southern River to Queenstown, the tier 2 Nepa studied multiple options for bridge and highway improvements throughout that 20 mile long corridor. And that is going to be a problem for Queen Anne's County and Arundel County by shrinking this down. So the selected preferred alternative is focus on only wide 8.5 miles of the 20 mile corridor. While the preferred alternative addresses congestion at the Bay Bridge, by going from 5 lanes to 8 lanes crossing the bay. It does not address the long-term needed improvements in the corridor to manage traffic moving through Queen Anne County. After the new bridge is open in the 20s and 30s, excuse me, the 30s and 40s, they're anticipated to last for the next 100 years. Therefore, we ought to consider at least some of the needed highway improvements over the life of the bridge as part of the project. If widening the state highway, if widening the state, excuse me, if widening the highway is not addressed as part of this project, then it will need to be addressed by State Highway Administration shortly after, the first bridge opens. The exhibits show traffic conditions projected for 2045 were just the beginning of the life of the new bridges. We know based on the historical trends, the traffic will continue. Traffic will continue past 2045. We need to consider traffic conditions in 2065 and 2085, even though I won't be here. It is highly likely that 8 lanes from Queenstown to Kent Island will be needed to address the future traffic volumes. We believe the planning for additional highway improvements in the corridor is needed as part of this project. Other alternatives propose widening US 50/301 to 8 lanes, which appear to be better addressed for the long term needs of the corridor. If alternatives D, E, F, and G are not being advanced, can additional highway widening and improvements be added to Alternative C. Almost 10 years has been spent on the NEPA process. Everyone has been very patient throughout this process year after year as we endure the ongoing congestion at the bridge. We need a new bridge now. We need to move quickly to construct construction so Queen Anne’s County residents can get some relief. Queen Anne's County strongly supports the replacement of the 2 existing bridges with new bridges totaling at least 8 lanes. Queen Anne's County strongly supports MDTAs quickly moving to design and construction of the bridges. Queen Anne's County believes additional highway improvements will be needed to support the new bridges and should be considered as part of this project. I want to thank you for your consideration. And I want to add one more point that we are working right now in the process of a pedestrian overpass, over Route 50 to tie into Terrapin Park into Pier One Road. Thank you.

5. NON-GOVERNMENTAL ORGANIZATIONS COMMENTS

Table G-6 contains the complete text of all comments submitted by non-governmental organizations. Following **Table G-6** are comments received as formal letters or email.

Table G-6: Non-Governmental Organizations Comments

#	Comments
NGO – 1	Refer to the scanned letter following this table.
NGO – 2	Refer to the scanned letter following this table.
NGO – 3	I am writing on behalf of Bikemore, Baltimore City's livable streets advocacy organization. A widened, new Chesapeake Bay Bridge will rapidly spread sprawl across the eastern shore, threatening Maryland's rural economy, especially our farmers. The development resulting from this decision will hasten the desire to widen other roads and overburden existing infrastructure on the eastern shore, continuing the unsustainable Ponzi scheme of suburban development that drains our state coffers. This cycle will continue to harm the most vulnerable residents living in rural and urban areas of Maryland. This project shouldn't happen. If it does happen, it should not be adding new roadway capacity and congestion through induced demand. And it most definitely should not be designed with secret extra lanes to the tune of billions while MdTA claims they are too poor for add ons that would make the crossing safe and accessible for people outside of a car. Since this project is probably going to happen against all sense and fiscal responsibility, we should at least be honest about the choices here. We are not choosing between a bridge or a billion dollars more for a wider bridge to accommodate bikes and pedestrians. We're choosing to spend a billion dollars more already for a secret 9th and 10th lane in a way-overbuilt shoulder over accommodating bikes and pedestrians. The good news here is MdTA could have its cake and eat it too. Numerous technologies exist to allow flexible lane uses, making safe room for bicyclists and pedestrians off-peak and room for cars during peak hours. A zipper system on either side of the bridge could allow peak directional shifts of the bike lane, allowing shoulder use as a travel lane during peak demand in one direction while maintaining a shared use path in the other. Solutions like this are a rounding error in the total expense of the bridge. If our advice to pursue a no-build option is ignored, which we are confident it will be, we encourage MDTA to include these creative solutions to meet the once in a generation opportunity to create an accessible connection across the Chesapeake Bay. There's simply no excuse not to.
NGO – 4	Dear Tier 2 NEPA Crossing Study, My name is [Name Redacted], I am a resident of Baltimore, Maryland and I am the Executive Director of the national non-profit Bikepacking Roots that advocates on behalf of the bikepacking community and the places we love to ride. I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland

#	Comments
	Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. Not having a bike option for the Bay Bridge is a big hindrance to many long-distance cyclists adventures. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]
NGO – 5	Refer to the scanned letter following this table.
NGO – 6	The Chesapeake Bay Yacht Clubs Association represents and constantly communicates with nearly a hundred boat clubs and partners in a five-state area. These boat clubs reach tens of thousands of active recreational boaters. At this time the Association supports Alternative C based on removing the bottleneck, environmental impact and reduced cost. We are also pleased that this design seems to preserve the busy Sandy Point Launch ramps on Messick Pond.
NGO – 7	Refer to the scanned letter following this table.
NGO – 8	Refer to the scanned letter following this table.
NGO – 9	I am writing on behalf of the East Coast Greenway Alliance to strongly recommend that the Chesapeake Bay Crossing project incorporate the shared-use path into its design in order to spur economic development, improve public health and sustainability, and offer the many travelers an affordable non-car option for exploring the Eastern Shore and the state of Maryland. A Bay Crossing Pathway would create the ultimate gateway to the Chesapeake Bay and its rich natural and cultural history. There is no current way to walk or bike from one side of the state to the other, and this bridge path would fill that gap, tying together a critical link in the statewide trail network, as documented in the recent Maryland State Transportation Trails Strategic Plan. Regionally, this links together the existing Cross Island Trail of the growing MD Eastern Shore Regional Trail network with the immensely popular Anne Arundel Trail Network that includes the Broadneck Trail, B&A Trail, South Shore Trail, and WB&A Trail, linking Baltimore and Annapolis with additional trail connections over to DC via the Capital Trails Network. The bridge path would also create an incredibly scenic alternative route option along the East Coast Greenway, linking cities from Maine to Florida, which sees long distance travelers seeking out its trails every year. The demand is already here as evidenced by the Bay Bridge Run, as thousands (17,000 in 2024 and 19,000 who registered for 2025) come out to run across the Bay each year, paying around $100 each and bringing friends and family to the region, spending additional time and money in the area. And that's only with an option to cross the bay just one day a year. Maryland should follow the examples of the iconic George Washington Bridge, Governor Mario M. Cuomo Bridge, and Walkway over the Hudson in New York, the last of which has been documented to bring hundreds of thousands of people and tens of millions of dollars to benefit the region in those regions. Dozens more bridges across the country including MD's own Woodrow Wilson Bridge over to DC have proven incredibly successful and a draw unto themselves for people to walk and bike, and now is the time to invest in the future of how Maryland invites its own residents and many visitors to explore, enjoy, and embrace all the larger Chesapeake Bay region has to offer.
NGO – 10	Refer to the scanned letter following this table.
NGO – 11	As a 50+ year resident/property owner on the Broadneck Peninsula; Board member (current), founder and past President of the Broadneck Council of Communities (BCC); VP of (Countywide) Growth Action Network (GAN); and member of the Bay Bridge Reconstruction Advisory Group (BBRAG),- I have experienced many negative changes in

#	Comments
	our traffic problems with increased traffic all year long but most seriously, during the June-September summer months. This summer siege of our Rte #50/301 corridor, barely supports our residents who face long miles of beach traffic on our Rte #50/301 highway continuously blocked by over 100K vehicles/day during our summer travel months. There have been almost no improvements in infrastructure to this corridor during my years living on this Peinisula. The State of Md SHA and MDTA must prioritize the main vehicular use of this highway for east/west traffic across the Chesapeake Bay. I will not support the expense nor the complications of including a pedestrian/bikers' pathway on the north side of the north Bay Bridge or any other location on these new Bay Bridge spans. The public use of these two new spans should be restricted to vehicle use only. There are extensive and NEAR EMPTY BIKE PATHS along College Parkway leading up to the Sandy Point State Park at the Bay Bridges that are currently not well utilized. We have careful forecasts of only some additional light use for a ped/bike path if one is constructed on one of our planned new Bay Bridge spans. The Bridge spans close on most windy/wet days to protect against the risk of accidents that occur constantly as sightseeing drivers view the scenic Chesapeake Bay while traveling over these spans. We all face crowds of choked traffic inching across our bridge travel lanes, broken down vehicles requiring off roadway maintenance space with room for maintenance tow trucks to remove these vehicles off the Bridges to clear the way for daily E/W traffic-especially at the busiest summer months of the year. A ped/bike path exists along Broadneck/Arnold roadways that is safe enough for regular use but not threatening/colliding with bikers sightseeing across our Bay Bridge spans on a cloudy/windy day in potential confrontation with stop & go traffic by some out of town or local drivers contributing to the dangers of the planned new Bay Bridge crossings. I attended the February '26 SHA/MDTA sponsored public meeting (at the BRDNK H.S.) and also attended the conference room gathering of public speakers who for the most part just wanted to include the "nice" addition of a Ped/Bikers' path along an already heavily utilized E/W corridor if our Government would provide the funding to add this new feature to our planned Bay Bridge spans. They made no commitment to ride their bikes regularly...just a comment of "it would be nice" with no commit to use this unsafe potential addition to our high risk Bay Bridge corridor.. Please protect our drivers, pedestrians, bikers, sightseers from the carnage anticipated on our new Bay Bridge spans by NOT adding a Bike/Ped pathway to either of our planned new Bay Bridge spans. Thank you for your attention to my serious concerns and reading my vote to not add this new pathway to our vulnerable Bay Bridge spans that will only add to the dangers of traveling over this sightseeing and key east/west corridor between the Capitol of the State of Md and our Eastern Shore Counties and Communities. [Name Redacted]
NGO – 12	Refer to the scanned letter following this table.
NGO – 13	Refer to the scanned letter following this table.
NGO – 14	Refer to the scanned letter following this table.
NGO – 15	Refer to the scanned letter following this table.
NGO - 16	On behalf of Rails-to-Trails Conservancy, I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path

#	Comments
	here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
NGO - 17	The September 11th National Memorial Trail Alliance supports the decision to include a side-path for non-motorized users on the new Chesapeake Bay Bridge. This will help walkers and bikers connect to and utilize the 911 Trail when traveling to or from the Eastern Shore which can have a positive economic impact on the region.
NGO - 18	Refer to the scanned letter following this table.
NGO - 19	FW: (Draft) SMARTA comments to Bay Bridge Study Good evening As an advocacy group for improved facilities for active transportation, including bicycling and walking, the Southern Maryland Active Recreation and Transport Alliance (SMARTA) strongly supports a bridge design that provides a bicycle trail with construction of the Bay Bridge. We also understand that there will be budget constraints that will make it difficult to justify inclusion of a lane for the exclusive use of bicyclists. Instead, we recommend providing a bicycle travel lane generally available to bicyclists but readily converted to motor vehicle use during periods of particularly heavy vehicle demand or during emergencies. The current bay bridges allow rapid reallocation of travel lanes to accommodate particularly heavy travel either eastbound or westbound. For the planned bridge, such a design concept could apply to all vehicle travel lanes and to the bicycle lane. This would add a layer of transport resiliency to the bridge to allow for potential increases in future bridge use beyond what is now envisioned and to allow continued free flow of traffic should one or more travel lanes be closed due to bridge maintenance or traffic accidents thereby making inclusion of the bike lane a cost effective design feature. Any bicycle lane should be the outermost lane on one side of the bridge. Some sort of physical barrier should be provided between vehicular traffic and the bicyclists (or walkers), high enough to protect bicyclists from vehicle intrusion, to protect bicyclists from spray during rains and to provide a level of noise reduction to riders. Such barriers can be

#	Comments
	designed to readily slide to the outer edge of the bridge decking when the lane needs to be converted to vehicle use. Scheduled bike lane closures could be announced on standard trails apps while emergency lane closure alerts could go to the same sites. We can't project ridership of such a trail, but we know we would be thrilled to use the lane regularly and bring our friends to join us for the experience of the thrilling views it would offer. Out of state bicycle tourists would be excited to experience the trail themselves. [Name Redacted], President Southern Maryland Active Recreation and Transport Alliance (SMARTA) [Phone Number Redacted]
NGO - 20	Refer to the scanned letter following this table.
NGO - 21	Refer to the scanned letter following this table.
NGO - 22	Refer to the scanned letter and comment response following this table.

NGO – 1

Bay Bridge Reconstruction Advisory Group (BBRAG)

January 7, 2026

The Honorable Wes Moore, Governor,
100 State Circle,
Annapolis, Maryland 21401-1925

Dear Governor Moore,

The Bay Bridge Reconstruction Advisory Board BBRAG) wishes to go on record in support of Alternative C as the Recommended Preferred Alternative for the Chesapeake Bay Crossing Study: Tier 2 NEPA. The BBRAG is an advisory group of citizens and elected and appointed officials who advise the MDTA on reconstruction, maintenance and traffic issues surrounding the Bay Bridge from a community perspective from both sides of the Bay. As Maryland's only crossing of the Chesapeake Bay, the Bay Bridge is a critical infrastructure link in the State's regional transportation system. It is vital in supporting the diverse regional economy and the social and cultural life of Maryland's Eastern Shore and the extended Delmarva Peninsula.

Recent years have shown that as the populations of Anne Arundel and Queen Anne's County have grown, along with the entire Eastern Shore, the current Bay Bridge capacity simply does not accommodate the increasing traffic volumes. The growing popularity of recreation on Delmarva has led to summer weekend queues that can extend greater than five miles with delays lasting as long as eight hours. Congestion also increases during routine or emergency maintenance work, adverse weather conditions, and emergency incidents. The increasingly negative impact of Bay Bridge related traffic issues has led to serious reductions in mobility, reliable access to employment, recreation, and general human activity. This has resulted in an overall degradation in the quality of life for local residents and visitors from near and far, with negative impacts on the environment and the economy. And these are the "good old days". As growth continues in our general area, the situation will only continue to get worse.

MDTA has implemented numerous creative measures to try to alleviate traffic congestion and improve safety. These have included use of "contraflow", two-way operations to borrow a lane from the Westbound Bridge to accommodate eastbound traffic demand – not available during adverse weather conditions. They have also included scheduled ramp closures by SHA on both sides of the Bay to help alleviate back road gridlock and eliminate bottleneck impacts close to the Bridge. These measures are appreciated but are limited as long term solutions. New bridges, with greater capacity, appear to be the only answer. To address this longterm challenge MDTA and the Federal Highway administration have performed extensive studies and analyses of various solutions. Included in this effort, there have been extensive public, stakeholder, agency and BBRAG engagements to review considerable input that has helped determine the recommendation. This effort has led to the Recommended Preferred Alternative (RPA) - Alternative C.

Essentially, Alternative C includes two new spans, each with four lanes, three more lanes than the current bridge. It would meet the need for the necessary current and projected capacity, removing the bottlenecks of restricted capacity. It would also significantly enhance public safety by reducing the need for two-way operations and providing full shoulders for maintenance activities and emergencies. The detailed plan includes building a new eastbound span directly south of the existing eastbound span, then removing the old eastbound span. Then the new westbound span would be built between the existing spans. The old westbound span would then be removed after the new span opens.

The reported benefits make sense. The ultimate cost is lower than the other alternatives considered. There would be lower negative environmental impacts than the other alternatives. Most notably, focusing on the south side of the current span will avoid considerable natural parkland impact on the north side on both sides of the Bay. Although it will be a tight squeeze on Kent Island between the existing Rt. 50 corridor and the Bay Bridge / Pier One Marina commercial and residential complex. The major challenge of Alternative C may be the Rt. 50 corridor on both sides of the Bay remaining at 3 lanes in each direction to within about a half a mile from the new bridge. There will likely be necessary infrastructure upgrades in both Anne Arundel and Queen Anne's County to help facilitate the increased traffic.

In addition to improved traffic capacity, a compelling reason to move forward with the new bridge is the nightmare of the Key Bridge disaster, with a similar set of vulnerabilities as the Bay Bridge. The new spans will not only provide the significant economic benefit of enhanced access to the port of Baltimore by greater height requirements to meet future worldwide shipping needs. They will be designed to afford greater strength and pier protection. "Higher, wider, stronger" make good sense to us.

The BBRAG therefore stands in support of Alternative C and urges FHWA to move forward with approval.

Sincerely,

[redacted]

BBRAG Chair

NGO – 2

BIKEAAA

March 9, 2026
Dear MdTA;

We respectfully request that you make the Shared-use Path a mandatory feature of the replacement Chesapeake Bay Bridge as so many recent and iconic bridges across the U.S. have done. Here are 10 reasons why Maryland must not forego this once-in-a-century opportunity:

1. Delivers once-in-a-generation public value
2. Closes a critical statewide and regional network gap
3. Provides essential redundancy and resilience
4. Expands equitable access to the Chesapeake Bay
5. Boosts tourism and local economies which you have not yet assessed
6. Improves safety compared with ad-hoc alternatives
7. Aligns with Maryland's climate, health, and mode-shift goals
8. Costs far less when designed and built now than to retrofit later
9. Matches best practice for modern mega-projects
10. Strengthens public connection and support for protection of the Chesapeake Bay

Other jurisdictions have found the benefits of a SUP outweigh the costs. Below are lists of existing and planned long U.S. bridges with a protected SUP. Please assure that the Chesapeake Bay Bridge will join this proud list.

Thank you.

[redacted]

President, Bicycle Advocates for Annapolis & Anne Arundel County

[redacted]

An all-volunteer 501c3 promoting safe cycling for transportation and recreation for people of all ages and abilities

BIKEAAA

Existing Bridges with Shared-Use Paths

Bridge	Location	Bridge Length	Path Width
Richmond–San Rafael Bridge	California (San Francisco Bay)	5.5 mi	10 ft
Governor Mario M. Cuomo Bridge	New York (Hudson River)	3.6 mi	12 ft
Pensacola Bay Bridge	Florida	3.0 mi	~12 ft
Arthur Ravenel Jr. Bridge	Charleston, South Carolina	2.5 mi	12 ft
Fred Hartman Bridge	Baytown–La Porte, Texas	2.6 mi	~10 ft
San Francisco–Oakland Bay Bridge East Span Path	California	~2.2 mi path	15.5 ft
Golden Gate Bridge	California	1.7 mi	~10 ft sidewalks
Verrazzano-Narrows Bridge	New York	1.3 mi	~12 ft
Williamsburg Bridge	New York	1.2 mi	~12 ft bike path + pedestrian path
Brooklyn Bridge	New York	1.1 mi	~13–18 ft promenade with bike lane
Woodrow Wilson Bridge	DC–MD–VA	1.1 mi	12 ft

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Mount Hope Bridge	Rhode Island	1.2 mi	~8–10 ft sidewalk
George Washington Bridge	New York–New Jersey	1.2 mi	~10 ft north walkway
Robert F. Kennedy (Triborough) Bridge	New York	0.8 mi	~14 ft shared path
Benjamin Franklin Bridge	Philadelphia, PA – Camden, NJ	1.1 mi	~8 ft walkway
Walt Whitman Bridge	Philadelphia, PA – Camden, NJ	1.1 mi	~11 ft path
Mackinac Bridge	Michigan	5.0 mi	~5 ft sidewalk (bike access escorted)
Jordan Bridge	Chesapeake, Virginia	0.75 mi	~12 ft shared-use path
Sarah Mildred Long Bridge	New Hampshire – Maine	0.75 mi	~12 ft shared path
Bob Kerrey Pedestrian Bridge	Omaha, NE – Council Bluffs, IA	0.9 mi	~15 ft

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Planned, Under Construction, or Recently Completed Bridges with Shared-Use Paths

Bridge	Location	Bridge Length	Path Width
US-181 Harbor Bridge (Corpus Christi Harbor Bridge)	Corpus Christi, Texas	~6.4 mi (with approaches)	~10 ft
Mobile River Bridge & Bayway (I-10 replacement)	Mobile Bay, Alabama	~10 mi corridor	~12 ft planned
I-5 Columbia River Bridge (Interstate Bridge Replacement)	Portland, OR – Vancouver, WA	~1.3 mi	~16–20 ft planned
Gordie Howe International Bridge	Detroit, MI – Windsor, ON	1.5 mi	~12 ft multi-use path
I-90 Allston Multimodal Bridge	Boston, Massachusetts	~0.5 mi	~14–16 ft planned
Howard Frankland Bridge replacement	Tampa Bay, Florida	3 mi	~12 ft multi-use path

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NGO – 5

CHESAPEAKE BAY FOUNDATION
Saving a National Treasure

March 9, 2026

Maryland Transportation Authority
Division of Planning & Program Development
2310 Broening Highway
Baltimore, MD 21224

Transmitted electronically to: info@baycrossingstudy.com

RE: Bay Crossing Tier 2 Study Draft EIS and MDTA's Recommended Preferred Alternative

To Whom It May Concern:

The Chesapeake Bay Foundation (CBF) on behalf of our 71,000 members in Maryland welcomes this opportunity to comment on the Tier 2 Study Draft Environmental Impact Statement (DEIS) for the Chesapeake Bay Crossing and the Maryland Transportation Authority (MDTA) Recommended Preferred Alternative. MDTA reports that the new Bay Crossing, if constructed, will be the largest infrastructure project in Maryland history. A project of such magnitude must be informed by a DEIS that includes a detailed statement of the environmental impacts caused by the proposed action, reasonable alternatives, and recommendations to avoid, minimize and mitigate such impacts. As drafted, several anticipated environmental impacts are either unidentified or inadequately described. Some systems or communities lack baseline data necessary to appropriately quantify and mitigate impacts from the Recommended Preferred Alternative. These deficiencies must be corrected during the DEIS development process so that construction and operation of the new crossing can be best positioned to protect communities and the environment from harm.

We appreciate MDTA's approach to estimate potential environmental consequences based on the limit of disturbance of each build alternative. We agree that due to its proposed location and smaller construction footprint, MDTA's Preferred Alternative C is expected to result in substantially less environmental impacts than Alternatives D through G. However, even with the reduced footprint, the DEIS remains deficient in disclosing significant threats to natural resources. The draft must be revised to better assess the environmental effects of the proposed action and supply a complete detailed statement of environmental impacts as the National Environmental Policy Act requires.

PHILIP MERRILL ENVIRONMENTAL CENTER
6 HERNDON AVENUE | ANNAPOLIS, MD 21403 | 410-268-8816 | CBF.ORG

The DEIS must show that the proposed action will not violate water quality standards. The DEIS appropriately reports that each of the MD 8-digit watersheds crossed by the resource review area is on the federal Clean Water Act Section 303(d) impaired waters list, and that Total Maximum Daily Load (TMDL) limits have either been completed or will be completed for many of the pollutants contributing to each segment's impairment. The DEIS correctly states that "the addition of contaminants to surface waters would potentially increase water impairment and affect the TMDLs of these waterways" (DEIS 4-58). Because Maryland law requires new or modified discharges to not cause or contribute to exceedances of TMDL allocations or violations of water quality standards, the draft must specify with certainty how such potential exceedances or violations will be prevented. MDTA's planned actions in the DEIS do not sufficiently show how this legal standard will be met.

Rather than preventing, prohibiting, or offsetting additional impairments, the agency insufficiently commits to 1) "continue to avoid" impacts to watersheds through design and construction of a Selected Alternative, 2) provide stormwater management (SWM) systems that "help control" runoff and reduce peak flows, and 3) implement measures that would "minimize" erosion downstream during construction. These and other unspecific commitments must be revised to state, in no uncertain terms, how the proposed action will not compromise water quality standards or exceed TMDL limits. Similarly, the commitments on page 4-62 to "reduce" impacts related to sediment and contaminants, and design SWM systems that "aim to eliminate" any impacts to meeting TMDL goals must be changed to show unequivocally how the proposed action will not violate state and federal law.

The DEIS must explain how critical information gaps will be closed. Bottom-disturbing activities such as dredging and pile driving cause resuspension of bottom sediments, which can have adverse impacts on water quality and aquatic biota. For this reason, Maryland regulations include guidelines for annual as well as 30-day mean limits on total suspended solids (TSS) and turbidity in estuarine waters. However, as currently written, assessments of turbidity, TSS, and sediment contaminants in the draft are only qualitative and do not adequately assess impact. The DEIS must be updated to clarify how pile driving or dredging will minimize resuspension of sediments, which contain contaminants such as metals, organic chemicals and pesticides that can expose fish, benthic macroinvertebrates, oysters, and other biota to toxic or sublethal effects.

Maryland regulations provide specific limits for TSS, turbidity, and contaminants, but the DEIS does not provide any meaningful scientific analysis of the degree to which project activities may violate water quality standards. The DEIS should include a quantitative assessment of the predicted effects of increased TSS/turbidity and contaminant release based on anticipated construction methods and existing conditions in Chesapeake Bay.

Assessments of benthic macroinvertebrate communities are Maryland's primary biological tool to determine whether streams meet water quality standards. The Maryland Biological Stream Survey uses these assessments to generate a Benthic Index of Biotic Integrity (BIBI), which reflects ecological stream health, as well as cumulative, long-term water-quality conditions. BIBI scores are essential for informing the identification of biological integrity impairments in Maryland waters. They also support Section 303(d) listings, and drive TMDL development, implementation, and compliance evaluation. Yet even though their role is essential in implementing state water quality protection policy, nontidal benthic macroinvertebrate data, according to the DEIS, are unavailable for significant portions of the resource review area, including all of the area located in Queen Anne's County (DEIS 4-92). The draft states that:

> "...these small, nontidal stream reaches have not been assessed in recent years by state or county nontidal monitoring programs. Nontidal stream health for the watersheds located on Kent Island is rated as "Poor" to "Fair" according to the Chessie BIBI (ICPRB, 2025). The stream health rating for these watersheds was determined from historic MBSS benthic macroinvertebrate data that was collected between 2000 and 2017 and the sites closest to the resource review area were assessed from 2002 to 2008. Watershed conditions and stream health may have changed somewhat since these assessments but would be expected to remain in the "Poor" to "Fair" category or be further reduced in quality due to ongoing agricultural use and increased development in these watersheds."

The DEIS must be revised to explain how the gap in information about benthic macroinvertebrate communities will be closed. This is needed to reliably understand current conditions relative to projected impacts. In the absence of this information, the finding that watershed condition and stream health would be "expected" to remain in the "Poor" to "Fair" category is scientifically unsound and insufficient to determine environmental impact as required by the DEIS and Maryland water policy.

The assessment of environmental consequences of dredging on benthic macroinvertebrates focuses on the potential for direct mortality and habitat alteration. The assessment should also address potential effects of suspended sediment associated with dredging activities, which has the potential to smother benthic communities in areas adjacent to the dredge footprint when these suspended sediments are redeposited, as noted in the Natural Environment Technical Report. This assessment should consider accepted thresholds for benthic communities (i.e. 390 mg/L, as noted in the Natural Environment Technical Report).

The DEIS must identify the full range of environmental impacts that the proposed action will induce. The DEIS correctly reports that "impacts could include potential changes to

land use, population, housing, labor force, employment, community cohesion, community facilities, business centers, recreational activities, viewsheds and aesthetics, travel patterns, access, and parking" (Socioeconomic & Land Use Technical Report 5-1). The identified Study Limits, however, constrain needed consideration of many of those impacts that can reasonably be anticipated to occur beyond the designated study area. FHWA requires that a project's limits must be long enough to capture the full range of environmental, social, and transportation impacts that the proposed action could induce. The limits must be "of sufficient length to address broad environmental concerns" including concerns related to the environmental impacts from growth and development caused by the project (23 CFR 771.111(f)).

Induced Growth and Development

As we commented in 2021 on the Tier 1 DEIS, MDTA is rightly concerned about the potential indirect effects of induced growth and development activity from the addition of travel capacity across the Chesapeake Bay. CBF agrees with MDTA's conclusion that constructing additional lanes will spur land development at a pace and extent greater than the no-build option. However, as with the Tier 1 draft, the current DEIS provides no quantifiable account of the potential development activity that is expected to result from any of the alternatives, including the Recommended Preferred Alternative. MDTA's conclusion that constructing additional lanes will spur land development justify an account by the agency of the number, location, and type of new homes and businesses expected to be built in the region and any commensurate change in transportation infrastructure anticipated to be needed to serve these facilities, including transit modes and new travel lanes leading to and from the crossing. Impacts expected from the development of any transportation alternative should be fully documented and analyzed to support decision-making. Without such analysis, it is not possible for MDTA or stakeholders to effectively compare the Recommended Preferred Alternative to any other option.

To fully account for the environmental impacts caused by the proposed action, MDTA must provide quantifiable growth projections and associated impact statements in the DEIS. Several growth projection models are currently in operation at the University of Maryland Center for Smart Growth, the Maryland Department of Planning (MDP), and the Chesapeake Bay Program (CBP). These models can test multiple scenarios with differing assumptions about demand and infrastructure improvements. They can also incorporate local land use planning and zoning, and MDP's model can provide granular, parcel-level projections about the amount and intensity of future growth generated by each scenario. This study should inform policy and regulatory changes developed in partnership with local governments to attenuate the adverse effects of the crossing on communities and the environment and should be a precondition of the crossing's construction.

Vehicular Air Emissions

Maryland's Climate Pollution Reduction Plan (CPRP) is the state's comprehensive strategy to meet ambitious climate targets outlined in the Climate Solutions Now Act of 2022. The CPRP commits Maryland to reducing statewide greenhouse gas (GHG) emissions 60% below 2006 levels by 2031 and achieving net zero emissions by 2045. Transportation is

Maryland's largest source of greenhouse gas emissions, and thus the CPRP devotes significant attention to strategies that can bend the emissions curve in this sector. The CPRP includes statewide modeling of projected vehicle miles traveled (VMT) and transportation-sector emission trends. It pairs this with analysis produced by the Maryland Department of Transportation (MDOT), which emphasizes that meeting climate goals requires a combination of vehicle electrification, emissions standards, and policies to manage VMT growth.

The proposed reconstruction of the Chesapeake Bay Bridge, with new, wider spans and higher capacity, raises substantive environmental and policy concerns that intersect directly with the CPRP's transportation goals. By expanding the number of lanes and easing congestion bottlenecks, the new bridge is likely to induce higher total traffic volumes. From a climate perspective, more vehicles crossing the Bay, should they continue to be predominantly gasoline-powered, would increase GHG emissions at a time when the CPRP calls for steep, near-term reductions. This result would increase overall emissions from the state's most-polluting sector, directly impeding Maryland's progress toward its 2031 pollution reduction target. Even as the CPRP pushes aggressively for EV adoption, fleet turnover will take time and increases in total VMT could outpace the declining per-vehicle carbon intensity unless electrification accelerates dramatically.

In addition to greenhouse gases, increased traffic would elevate emissions of nitrogen oxides (NOx) and particulate matter from combustion engines, contributing to Maryland's air pollution burden. Higher NOx emissions increase atmospheric nitrogen deposition, which is a documented contributor to eutrophication in the Chesapeake Bay. More NOx from additional vehicles can increase nutrient loads, counteracting major state investment in Bay restoration and pollution reduction. If traffic volumes grow faster than the state's ability to reduce the intensity of emissions from its vehicle fleet, Maryland could face a widening gap between actual emissions trends and the steep reductions required by 2031. In this sense, the new Bay Bridge represents a structural challenge that could undermine Maryland's pathway to meeting its legally mandated climate targets.

MDTA must fully account for the impact of increased vehicle exhaust on water quality and the DEIS must specify the extent to which vehicle exhaust associated with increased transportation capacity will pollute the air, impact water quality, and violate water quality standards. Committing to a dedicated shared use bicycle-pedestrian path could reduce vehicular traffic for users who prefer a vehicle-alternative option that could connect existing trail networks on the Eastern and Western shores.

Expanded Navigational & Shipping Disturbance

The DEIS fails to account for a key design change that will significantly alter the shipping industry and its associated environmental impacts – the increased height of the new spans. Recent industry trends show that container vessels calling on East Coast ports, including Baltimore, have grown significantly in size as global shipping lines increasingly deploy larger Panamax and post-Panamax ships. The existing Chesapeake Bay Bridge, with a vertical clearance of roughly 185 feet, currently limits the maximum air draft of vessels that

can reach the Port of Baltimore, constraining some of the newer ship classes that exceed this threshold. To address this constraint, the proposed replacement includes spans about 50 feet taller to match the new Key Bridge design, which would allow these larger vessels to transit up the Bay.

Enabling larger ships has meaningful environmental implications that are not addressed by the DEIS. Increased air draft capacity necessitates deeper and wider navigation channels, requiring extensive dredging that disturbs benthic habitats, resuspends contaminated sediments, and alters tidal flows, sediment transport, and salinity gradients – all with negative effects for submerged aquatic vegetation and shoreline stability. Beyond the channel itself, large vessel operations expand the on-water and upland footprint of disturbance. Larger hulls and propellors generate stronger wakes and propwash that can accelerate erosion and increase turbidity, while safe navigation demands larger turning basins, anchorages, and passing zones. Areas within the area of disturbance already suffer from high rates of erosion due to large fetch, sea level rise, and the loss of natural habitats that once buffered the shoreline from wave energy. Increased erosive energy from larger wakes may undermine remaining natural shorelines and prompt the use of more armored shoreline structures to withstand the increase in wave energy. Such armoring that is discouraged by state policy has a significant impact on benthic communities, forage fish species, and fisheries production, particularly for blue crabs.

In addition, to accommodate larger loads, terminals scale up cranes, berths, yards, and intermodal links, increasing industrial intensity and stormwater loads. Such intensification is already occurring with the construction of the new Seagirt Terminal in Baltimore. Infrastructure risk and mitigation measures also scale with vessel size. Maryland is already planning enhanced pier-protection systems in response to the risks posed by modern, heavier ships, adding further in-water structures with their own environmental footprint.

MDTA may consider these effects outside of the scope of this project and therefore inappropriate to address in the DEIS. However, following Key Bridge reconstruction, the Bay Bridge will be the only physical constraint to accommodating these larger post-Panamax vessels. Therefore, the increased frequency and footprint of dredging of approach channels and other associated effects should qualify as a direct impact of this project. Moreover, these effects will be ongoing, as maintenance dredging and regular shipping operations will continue to produce disturbance on a regular basis far after the completion of bridge construction. These impacts must be thoroughly examined and addressed by the DEIS along with a plan for long-term mitigation.

Impacts to Oyster Reef Habitat

The DEIS provides an assessment of the potential acreages of Natural Oyster Bars, Historic Oyster Beds, and Public Shellfish Fishery Areas impacted by the project actions and describes measures such as seasonal restrictions on dredging to minimize impacts to oysters. However, it fails to describe in any level of detail what pre-construction or mitigation measures will be implemented to offset potential losses to oysters and their habitat. Such measures could include relocation of live oysters prior to dredging and pile

driving, creation of oyster habitat using artificial substrates or shell material, oyster seeding, or contributions to ongoing oyster restoration projects. This is of particular importance to CBF as our organization has invested in oyster restoration for more than two decades, including projects located within the potential area of disturbance. These projects are typically linked to CBF's oyster gardening program, an all-volunteer program in which community members care for oysters in cages suspended from private docks or public locations (*e.g.* marinas) before they are out-planted on oyster sanctuary reefs at nine to twelve months in age. These programs not only increase oyster survival from early life stages, they also engage the public in meaningful access to the Bay, inspiring stewardship and environmental awareness.

The DEIS suggests that more than 60,000 acres of oyster sanctuary could be impacted by the construction and operation of the new Bay Bridge, including some or all of the sanctuary area in the Chester River, Eastern Bay, and tributaries including the Magothy River, Severn River, Corsica River, Choptank River, Tred Avon River, Miles River, and Wye River. This is a critical consideration as several of the sanctuaries listed, namely the Tred Avon River, Eastern Bay, and Severn River, have been or are currently the subject of large-scale restoration including significant investment of federal, state, and/or local funds. To date, these investments have been paying significant dividends for oyster populations, reef habitat, and associated fauna. For example, in the Tred Avon River sanctuary that has benfitted from substantial public funding, the oyster population increased by about four times, from 40 million to 175 million. These oyster sanctuaries are contributing significantly to the overall population of 7.6 billion adult oysters.

Given the anticipated impacts of dredging, pile driving, and other benthic disturbances associated with construction and ongoing maintenance activities, the DEIS should fully account for the impacts to oyster sanctuaries in particular, alongside all potentially impacted oyster resources. Should hydrodynamic modeling or other information suggest significant sedimentation will occur, either directly from bridge construction activities or due to induced impacts, the DEIS should recommend additional areas of productive oyster bottom that could be protected in sanctuary status to mitigate areas that are likely to experience chronic stress due to the sublethal and lethal effects of sedimentation. This does not include areas like the Tred Avon River, which have received major public restoration funding and fall under statutory protection that requires the State to monitor and maintain oyster densities at no fewer than fifteen oysters per square meter.

The DEIS should include a system to mitigate the full range of environmental impacts. Consistent with the unmet need to identify environmental impacts beyond the Study Limits that are associated with induced growth, development, navigational dredging, and habitat loss, the DEIS should be revised to include 1) growth modeling for Maryland localities that are projected to experience land use change caused by the proposed action, 2) socioeconomic and land use data for those localities, and 3) analysis of the environmental and economic impact of anticipated land use change, especially those changes that convert natural areas such as farms, forests, and open space to developed uses. The analysis should specifically identify the environmental and economic costs that describe the lost value caused by the projected conversion of these natural areas to limited

and intense development, which is known to be more damaging to the environment than undeveloped land. This is especially important as Maryland struggles to meet its obligation to control stormwater pollution – the only Bay pollution source that is increasing.

The DEIS should identify and evaluate a system to mitigate the full cost of direct and induced land use conversion caused by the proposed action. The system should be developed in consultation with local governments who plan, direct, and manage infrastructure investments anticipated to be affected, including wastewater, stormwater, transportation, open space, and other assets for which demand will increase. The projected financial cost of these investments should be specifically identified, and a mitigation fund should be recommended to help local governments recover these costs. Access to the fund may be conditioned on the existence of local policies that demonstrate a commitment by localities to share in the burden of growth management, such as protective rural zoning, water and sewer planning that priorities advanced wastewater treatment, and development standards that require green infrastructure, infill, and natural resource protection. The DEIS should evaluate potential for local comprehensive plans and implementing policies to be updated to address the environmental impacts identified in the draft and otherwise align access to the proposed mitigation fund with community preparedness.

As this project will result in significant ongoing impacts to aquatic ecosystems and benthic habitats, a similar means for ongoing mitigation should be developed to address impacts of habitat degradation, loss of ecosystem service value, increased costs of shoreline management and habitat restoration - particularly oyster restoration. These impacts should not be limited to the Study Area nor to the duration of the construction timeline. Because these represent long-term trade-offs to the vitality of Chesapeake Bay and Maryland's aquatic natural resources, the DEIS must address these impacts and appropriately mitigate them to the maximum extent possible.

Thank you for your consideration of these comments. For additional information, please contact [redacted], Maryland Staff Attorney ([redacted]).

Sincerely,

[redacted]

[redacted]
Maryland Executive Director

NGO – 7

Coalition for Smarter Growth
DC • MD • VA

March 9, 2026

Maryland Transportation Authority
2310 Broening Highway
Baltimore, MD 21224

Re: Comment on Chesapeake Bay Crossing Study, Tier II NEPA, Draft EIS

To whom it may concern:

I am submitting this comment on behalf of the Coalition for Smarter Growth. Our organization advocates for walkable, bikeable, inclusive, and transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all. We work extensively in the Maryland suburbs of DC and also at the state level for supportive transportation and land use policies and major investments.

Please consider these comments on the Chesapeake Bay Crossing, Tier II NEPA, Draft Environmental Impact Statement:

1. EIS fails to consider more effective land use alternatives for improving access

The Development of Alternatives did not consider land use alternatives (or elements of alternatives) that can more effectively manage long-term travel demand in the study corridor. The initial Transit and Transportation Demand Management (TDM) alternatives excluded critical land use elements, which have these benefits for the project purpose and need:

- Focusing new development at existing mixed-use activity centers, walkable neighborhoods, main street towns, and transit hubs is one of the best ways to reduce vehicle trip generation and driving distances while improving mobility and access.
- Better land use planning – putting more residents and jobs close to each other and to transit stops – is also critical to making transit services across the Bay Crossing and study area successful in attracting riders and providing cost-effective service.

USDOT has found that land use is a critical policy for improved transportation outcomes and reduced environmental harm.[1]

The Draft EIS should be revised, with new alternatives development to incorporate land use planning elements. We believe that the Draft EIS TSM/TDM alternative (includes expanded transit) *with land use elements added* would perform much better in terms of supporting the project purpose and need. This revised alternative and evaluation should be included in the study before project sponsors select a preferred alternative.

[1] USDOT (2025). Land Use as a Strategy for Transportation, Housing and the Environment: Opportunities for State and Local Governments, accessed March 9, 2026: https://www.transportation.gov/sites/dot.gov/files/2025-01/Land%20Use%20as%20a%20Strategy.pdf

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2. Ignores low-density, scattered suburban development generated by the project

The environmental study ignores the well documented suburban sprawl that highway capacity capacity expansion projects cause. The environmental resources of the Eastern Shore and Anne Arundel County have been adversely impacted (e.g., water quality, air quality, forest areas, agricultural areas, Chesapeake Bay Critical Areas and buffers, wetlands, land use) by decades of highway expansion projects. According to the Eastern Shore Land Conservancy, developed land on the Eastern Shore surged from 10,000 acres in the 1940s to 173,000 acres today following construction of the Bay Bridge spans.

Similar adverse impacts are likely to result from the proposed Bay Crossing highway capacity expansion Preferred Alternative. The Draft EIS should be revised to document these impacts, including a wider study area as recommended by the Eastern Shore Land Conservancy in its comments.

3. Traffic forecast fails to include induced demand from new suburban sprawl that would result from the Build Alternatives

Decades of academic research of completed highway capacity expansion projects show that induced vehicular travel demand is significant and that land use conversion due to the projects is a major factor.[2]

The Draft EIS Air Quality Technical report forecasts an 8% increase in VMT by the Preferred Alternative over the No Build. However, with a vehicle capacity expansion of 60% (five lanes to eight lanes), the literature (Volker & Handy (2023)) suggests a much larger increase in VMT due to observed long-term induced demand of 8-10% for every 10% increase in capacity.

The RMI SHIFT Calculator,[3] which uses observed induced demand elasticities, likewise estimates a substantial VMT and GHG increase from the Preferred Alternative. Using an approximate total of 17 new lane miles added to U.S. 50/301 by the Preferred Alternative (3 new lanes on the bridge, 2 new lanes on the landings), the expanded bridge and approaches would induce **30 to 71 million new VMT per year** and up to 0.7 MMT CO_2e cumulative emissions through 2050.

[2] Volker, J., & Handy, S. (2023). Increasing Highway Capacity Induces More Auto Travel. *UC Davis: National Center for Sustainable Transportation*. Accessed March 9, 2026: http://dx.doi.org/10.7922/G22805Z9 Retrieved from https://escholarship.org/uc/item/3q21f88p

[3] RMI SHIFT Calculator (State Highway Induced Frequency of Travel). Accessed March 9, 2026: https://shift.rmi.org/

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4. VMT & GHG increases due to project are inconsistent with Maryland policies

The state's *Climate Pollution Reduction Plan* and MDOT plans have a goal to reduce per capita VMT by 20% by 2050, which is needed in addition to transitioning to electric vehicles for the state to meet its adopted greenhouse gas reduction targets.

In addition, Governor Moore's executive order #01.01.2024.19 "Implementing Maryland's Climate Pollution Reduction Plan: Implementing Maryland's Climate Pollution Reduction Plan" calls on MDOT to "implement…projects to reduce vehicle miles traveled and enhance transportation choices in Maryland."

The increase in VMT from an expanded Bay Bridge would be directly contrary to the goals set by the Governor, the Climate Pollution Reduction Plan, and MDOT to achieve state-mandated emissions reductions.

5. Bay Bridge alternatives should incorporate a multi-use path

The new Chesapeake Bay Bridge could and should include a safe bike and pedestrian path, but the Maryland Transportation Authority is currently treating it as optional. These facilities have provided significant community benefits, recreation and outdoor tourism, on major bridge projects elsewhere.

The Bay Bridge path would connect to the East Coast Greenway, the 911 National Memorial Trail, the cross-country American Discovery Trail, and budding Maryland Eastern Shore Trail Network, as well as closing the gap in the existing trail systems between Anne Arundel and Queen Anne's counties. Trail projects across the U.S. have been extremely popular and this major connection among trail networks would generate significant outdoor recreation and related economic activity.

6. Incorporate variable toll pricing to address peak demand

The Draft EIS states that congestion pricing or variable pricing is an "operational management strategy that *could* be used." [emphasis added] However, we believe this is critical to effectively managing the highly peaked travel demand by helping shift demand to off-peak periods, and should be a required component of the project.

Further study of congestion pricing, as part of an integrated land use, transit, and TSM/TDM alternative, should also look at how this can help the project reduce lane capacity expansion and project costs.

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Recommended revisions to the Draft EIS

We ask that MDTA:

1. Revise the alternatives development and screening process to incorporate land use planning elements and an integrated land use, transit, and TSM/TDM alternative.
2. Document the anticipated adverse environmental impacts of low-density, scattered suburban development generated by the build alternatives.
3. Revise the traffic and air quality analyses to fully account for the anticipated increased vehicular travel demand generated by the build alternatives.
4. Incorporate the separated bicycle and pedestrian facility in the Preferred Alternative.
5. Incorporate variable congestion pricing as a core component of the build alternatives to address the heavily peaked demand.

Thank you for your consideration,

[redacted]
Transportation & Climate Director
Coalition for Smarter Growth

P.O. Box 73282 · Washington, DC 20056 · smartergrowth.net

NGO – 8

Corsica River Conservancy

March 8, 2026

Maryland Transportation Authority
Division of Planning & Program Development
Bay Crossing Study
2310 Broening Highway
Baltimore, Maryland 21224

Sent via email to: info@baycrossingstudy.com

To Whom It May Concern:

On behalf of the Corsica River Conservancy (CRC) and our members, thank you for the opportunity to offer comments on the Tier II phase of the Bay Bridge Crossing National Environmental Policy Act (NEPA) study. In 2005, Maryland chose the Corsica to be the first watershed selected under its newly created Targeted Watershed program and we, along with our partners, have worked diligently over the last 20 plus years to restore and preserve the Corsica River and its surrounding lands.

Our concerns about the current analyses cover four areas:

Limiting the area of study does not recognize the massive negative second and third order impacts the proposed bridge will have on thousands of acres of agricultural lands, forests, scenic byways, wetlands, and the Bay itself.

The limited area of study, between MD Rt 2 and the Rt 50/301 split, does not recognize the increased traffic that will travel along Rt 301 north, including increases coming from Delaware and Pennsylvania. Lands removed from the highway will see significant increased development

pressure, further straining already challenged infrastructure, increasing impervious surfaces that are already close to prudent maximum levels, and destroying forests and wetlands that are required to maintain water quality. Maryland's Critical Area Commission and the Eastern Shore Land Conservancy have or will conduct significant analyses of the area of potential damage to natural resources that should be taken into account to expand the scope of analyses before the EIS is approved.

If the project continues, mitigation will not be sufficient unless it is funded at levels that recognize the total area of impact and that are guaranteed over many years. Mitigation planning should include input from local governments and other interested parties.

As noted above, areas that will need mitigation exceed those identified in the analyses. County governments, residents, and organizations that represent the resources under pressure all have an interest in minimizing the impact a larger Bay bridge will have. Discussions and decisions made in order to move the project forward will need to have funding and enforcement mechanisms that apply to all affected government agencies at the local, state, and federal levels.

Costs and funding sources have not been sufficiently identified.

As currently planned, the preferred alternative for the Bay Bridge is to tear down and replace two expanded bridge spans and associated highway widening. The costs and funding mechanisms have yet to be identified. Costs beyond the current project scope will be significant and should be recognized and roughly estimated at this point in the process.The study itself says that "no alternative will alleviate all congestion," which makes it prudent to ensure that fully loaded costs of the project are enumerated and measured against benefits before the EIS is finalized.

All responsible state agencies need to weigh in on the sufficiency of the NEPA analyses and the larger project proposal.

It does not appear that all state agencies have been involved in the project analyses even though they will be responsible for dealing with the impact. For example, the current at-grade intersections on Rt 301 will be untenable with the additional traffic the proposal envisions, yet the State

Highway Administration does not seem to have analyzed or created contingencies to address additional stresses from any Bridge expansion.

Signed,

[redacted]

Board of Directors

Corsica River Conservancy

NGO – 10

Eastern Shore LAND CONSERVANCY

term viability of working farms and associated industries. Increased congestion along rural routes, safety conflicts between passenger traffic and farm equipment, and development patterns that fragment farmland can all impose real costs on agricultural operations. Protecting the long-term viability of the Eastern Shore's agricultural economy, therefore requires transportation planning that recognizes agriculture as a major user of the regional transportation system and incorporates meaningful safeguards that support working landscapes.

Traffic on the Bay Bridge is seasonal, directional, and volatile in ways that push queueing and network effects far from the bridge itself, from Middletown, DE to Ocean City, MD. This is why the focus on Kent Island as the sole lens is inadequate. Average daily traffic can swing by more than twenty thousand vehicles between winter and summer, a reminder that any capacity expansion will radiate across the Shore, and that mitigation cannot be confined to the land and communities adjacent to the bridge.

The Shore has already become more tightly linked to the northeast corridor through the US 301 First Responders Memorial Highway in Delaware, a tolled expressway, which opened in 2019, that connects the Eastern Shore more directly to I-95. In the wake of the collapse of the Key Bridge, traffic has further increased along US 301, and it is unknown if traffic patterns will return when the bridge is rebuilt.

According to 2020 census data (Exhibit II), 21% of the population in the commute shed live within a mile of major highway routes, and 28.5% live within three miles. Auto-oriented growth patterns have forced communities to invest in the peripheries of their communities and have pulled investments away from town centers, for both incorporated municipalities and unincorporated communities. This has been devastating to local economies. Auto-oriented growth patterns are fiscally underproductive for local governments, and the legacy land use codes that enable them remain in force today (Exhibit III). An updated Bay Crossing, with increased capacity, will induce additional driving and disperse development pressure along route corridors, repeating the pattern that consumed vast amounts of productive farmland and habitat, and hollowed out local government finances.

ESLC's 2024 regional analysis with Urban3 shows what many local governments already know in their budgets. The value per acre produced by compact, mixed-use downtown blocks far outpaces auto-dependent developments at the edge of our communities. Yet our ordinances, drafted generations ago after the current Bay Bridges were constructed, still separate uses and spread buildings and people across low-density districts. This has created a system of local revenues unable to maintain local infrastructure. This burden on local governments stems from auto-oriented development patterns, which are exacerbated by the induced demand that comes from the current Bay Bridges. These burdens all eventually fall at the feet of the state government, as local governments cannot maintain the infrastructure and seek state financial assistance. The Urban3 report, presentations, and associated data hosted by ESLC are part of the public record, and we ask that MDTA incorporate them by reference and include a fiscal impacts chapter that quantifies how different land use responses to a new crossing would affect local budgets.

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The Draft EIS should be strengthened in four places before the Final EIS and ROD:

Cumulative and Secondary Impacts Across the Eastern Shore

The study area should be expanded to model land conversion and traffic growth along Routes 50, 301, 404, and 213, recognizing that the selected study area does not fence in the effects. The Tier I documents and Tier II materials both explain the tiered approach; Tier II is the moment to examine specific alignments and consequences with a longer regional lens.

Induced Demand and Downstream Congestion

The Final EIS should include an induced demand analysis grounded in the peer-reviewed literature, then test how added capacity will shift congestion into existing bottlenecks, rather than treating those queues as exogenous.

The Final EIS should include an induced demand analysis grounded in peer-reviewed literature and model multiple scenarios allowing the project to evaluate the range of potential outcomes and adjust mitigation strategies accordingly rather than treating downstream queues as fixed or exogenous.

Agricultural Viability and Landscape Fragmentation

The natural resource–based economy—including agriculture, outdoor recreation, and related industries—forms a critical foundation of the Eastern Shore's rural economy. The Final EIS should analyze the potential economic impacts of farmland loss and landscape fragmentation associated with expanded crossing capacity and corridor development pressures and develop mitigation strategies. The transportation needs of agricultural operations should be incorporated into the project's design and implementation.

Fiscal Impacts and Development Patterns

The Final EIS should pair traffic modeling with fiscal modeling, using value per acre analysis and real property assessments to determine potential fiscal impacts to local jurisdictions. ESLC's Urban3 report offers a starting structure, and the agency should invite towns and counties to contribute their own data.

A mitigation program must be developed and scaled to the transformation that added bridge capacity will trigger, and it must be regionwide, enforceable, and funded. It must follow the familiar sequence of avoid, minimize, and compensate, and when commitments are made, they must be tracked, funded, and delivered. The Federal Highway Administration's guidance is straightforward on eligibility and sequencing. We request that the Final EIS and ROD include a binding mitigation package with the following elements:

A. Corridor Conservation Fund for the Eastern Shore

A dedicated, multi-decade fund for conservation easements and strategic fee acquisitions to protect productive farmland, forests, wetlands, and habitat along the principal corridors and growth fronts of Routes 50, 301, 404, and 213 should be established. This fund should be capitalized at a level

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Eastern Shore LAND CONSERVANCY

commensurate with modeled secondary and cumulative impacts and managed in partnership with existing state programs and land trusts. The program design should allow for co-investment and should prioritize large, contiguous blocks and water quality buffers. These funds should be made available before construction of the bridge to allow for early implementation to ensure sensitive lands are protected ahead of development pressures.

B. Planning and Zoning Modernization Grant Program
Small governments across the Shore need technical assistance and funding to replace antiquated codes that favor dispersed, auto-dependent patterns with form-based, mixed-use, walkable standards that allow more homes and workplaces within town limits and focus public investment where infrastructure already exists. The MDTA should establish a multi-year grant program, with direct technical assistance, to modernize comprehensive plans, zoning, subdivision, and street standards. This measure will improve the productivity of development and reduce land conversion that would otherwise follow the crossing. The agency should also coordinate with local governments and related state agencies.

In addition, the state should undertake a formal study of establishing a Regional Transportation Planning Organization for the Eastern Shore in a collaborative forum capable of coordinating transportation investment and needs across local jurisdictions. Such an organization can coordinate with local governments and help implement the Sustainable Growth Principles that Maryland has already embraced.

C. Demand Management and Operating Strategies Pilot Programs
Short-term operational pilots at the approaches, including ramp and access management, can reduce spillover into local streets, but they are not substitutes for the mitigation measures above. The Final EIS should situate such tools within a broader program that supports the towns they are meant to protect.

D. Main Street and Infill Investments
A set of competitive grants for town center infill and infrastructure renewal that increase the value per acre of existing blocks, including water and sewer rehabilitation, complete street retrofits, and code updates that enable missing middle housing above shops and on small lots, aligned with the Urban3 findings. This is a mitigation that directly addresses the fiscal harms that past patterns produced.

E. Monitoring, Adaptive Management, and Enforceable Commitments
The ROD should include clear performance measures, public reporting, and a commitment tracking system consistent with federal guidance, so that conservation acreage, easement priorities, plan and code adoptions, and infill projects are not aspirational but delivered and verified over time.

Conclusion
The Eastern Shore is already burdened with the consequences of past decisions. We cannot absorb a new crossing with expanded capacity without a corresponding investment in conservation, in town-centered, people-centered codes, and in the practical tools our local governments need to manage change. The Tier II Final EIS and the Record of Decision should therefore adopt an expanded cumulative impact analysis, a full induced demand assessment, a fiscal impacts chapter informed by

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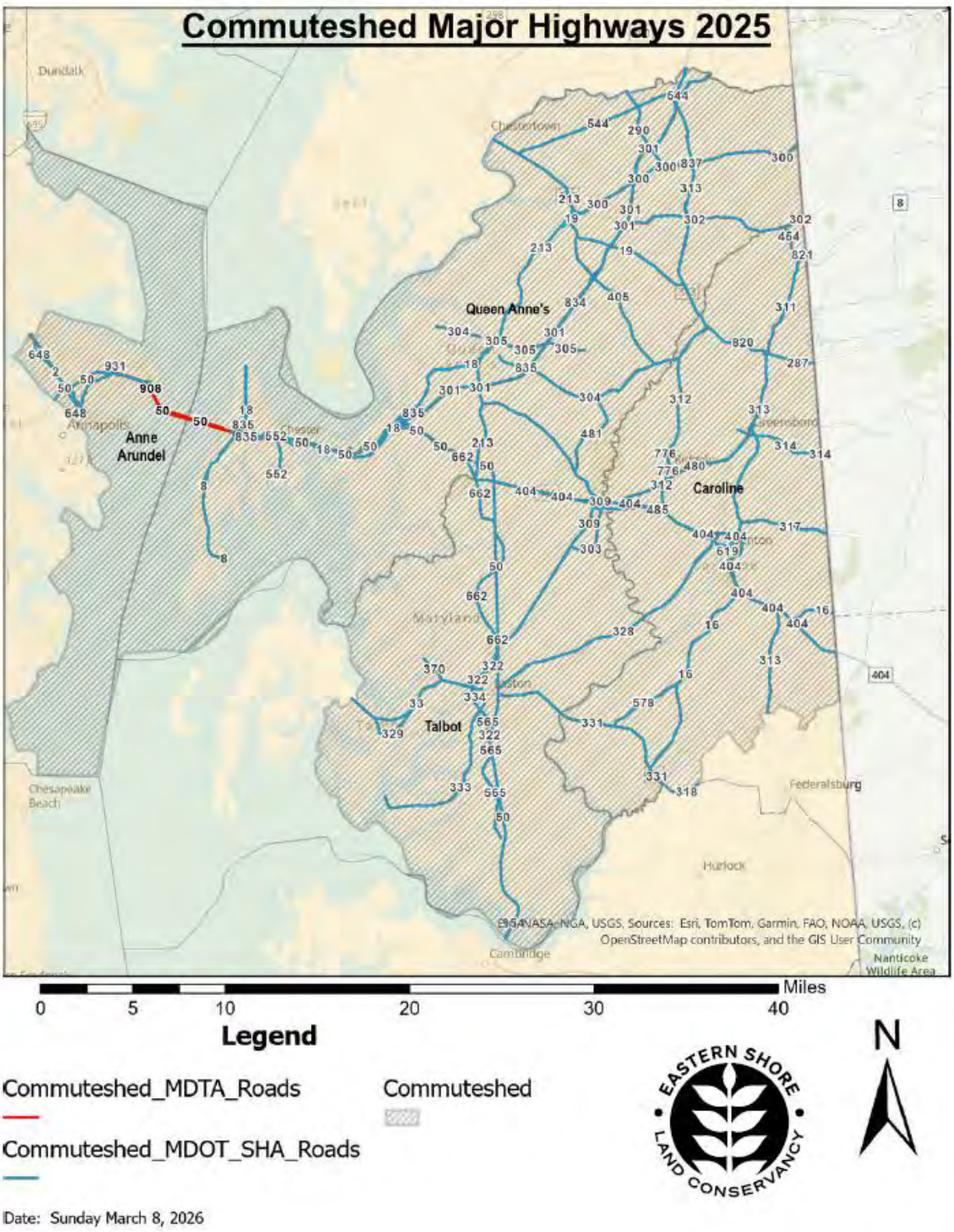
value per acre work, and a binding, funded mitigation package built around corridor conservation and code modernization, delivered in partnership with state conservation programs and local governments.

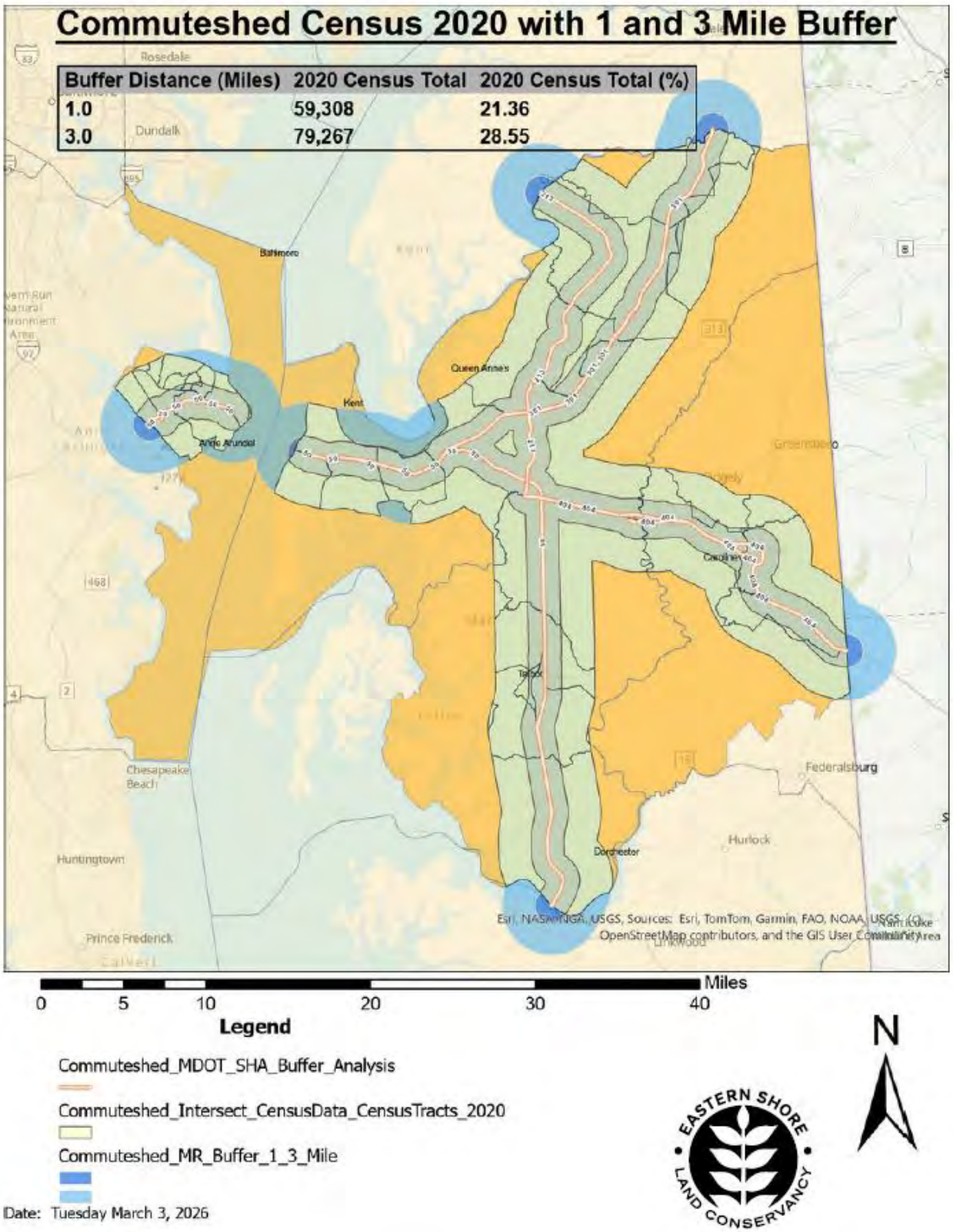
Thank you for considering these comments and for your attention to the breadth of effects this project will bring. We will gladly provide our Urban3 datasets, maps, and staff time to support your fiscal and land use analysis.

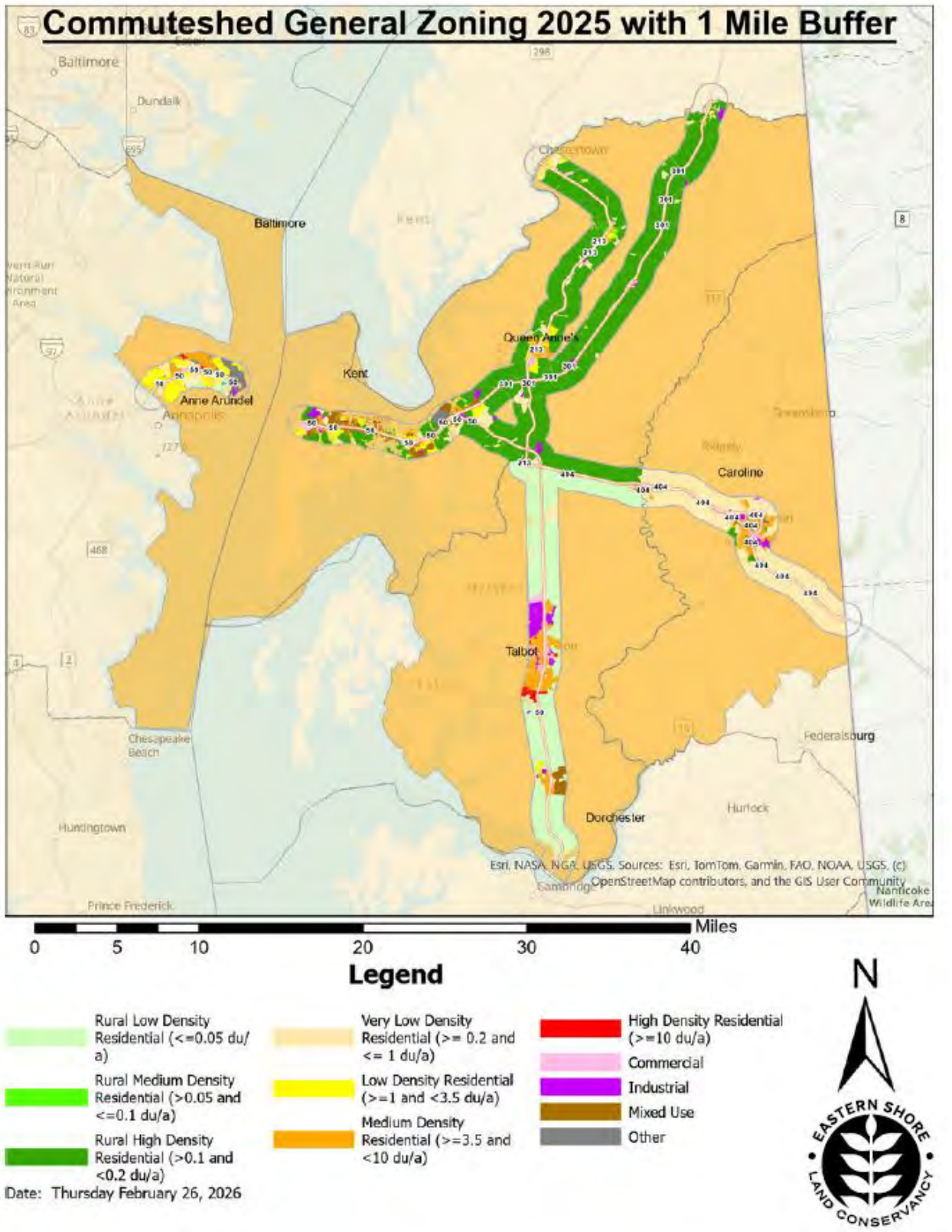
Respectfully,

Eastern Shore Land Conservancy

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Commuteshed Major Highways 2025
Queen Anne's
Anne Arundel
Talbot
Caroline
Dundalk
Annapolis
Chesapeake Beach
Chestertown
Centreville
Queenstown
Grasonville
Easton
Oxford
Cambridge
Hurlock
Federalsburg
Greensboro
Denton
Chester
Nanticoke Wildlife Area
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Date: Sunday March 8, 2026


Commuteshed Census 2020 with 1 and 3 Mile Buffer
Buffer Distance (Miles) 2020 Census Total 2020 Census Total (%)
1.0 59,308 21.36
3.0 79,267 28.55
Rosedale
Dundalk
Baltimore
Queen Annes
Kent
Anne Arundel
Chesapeake Beach
Huntingtown
Prince Frederick
Federalsburg
Hurlock
Dorchester
Esri, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community
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Commuteshed General Zoning 2025 with 1 Mile Buffer
Baltimore
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Kent
Queen Anne's
Anne Arundel
Annapolis
Caroline
Talbot
Dorchester
Federalsburg
Hurlock
Chesapeake Beach
Huntingtown
Prince Frederick
Esri, NASA, NGA, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community
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Rural Low Density Residential (<=0.05 du/a)
Rural Medium Density Residential (>0.05 and <=0.1 du/a)
Rural High Density Residential (>0.1 and <0.2 du/a)
Very Low Density Residential (>= 0.2 and <= 1 du/a)
Low Density Residential (>=1 and <3.5 du/a)
Medium Density Residential (>=3.5 and <10 du/a)
High Density Residential (>=10 du/a)
Commercial
Industrial
Mixed Use
Other
Date: Thursday February 26, 2026
N
EASTERN SHORE LAND CONSERVANCY

NGO – 12

MARYLAND

BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

March 6, 2026

Heather Lowe
Project Manager, Bay Crossing Study
Maryland Transportation Authority
Division of Planning & Program Development
2310 Broening Highway
Baltimore, MD 21224

Alexander Bienko
Federal Highway Administration
George H. Fallon Building
31 Hopkins Plaza, Suite 1520
Baltimore, MD 21291

Dear Ms. Lowe and Mr. Bienko:

On behalf of the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC), I am writing to provide comments on the *Chesapeake Bay Crossing Study Tier 2 NEPA Draft Environmental Impact Statement* (DEIS). The advisory committee was established in 1991 by §2-606 of the Transportation Article of the Maryland Code, with the purpose of advising state agencies on bicycle and pedestrian issues. At its quarterly meeting on January 16, 2026, the committee endorsed construction of a shared-use path on the Bay Bridge, as explained in Attachment A. We also decided to review the DEIS when it became available and provide comments in accordance with MBPAC's charter. Today, we voted to send this letter.

The optional shared use path (SUP) described in the DEIS would be a fundamental improvement in our transportation system by connecting--for the first time--the Eastern and Western shores of Chesapeake Bay for those traveling by bicycle or on foot. We commend the Maryland Transportation Authority (MDTA) for listening to the many stakeholders who have pointed out the need for this connection, and your vision for recognizing that the proposed bridges are a once-in-a-lifetime opportunity. Nevertheless, to further strengthen the public support for the proposed Bay crossings and ensure that the DEIS meets the requirements of the National Environmental Policy Act (NEPA), a supplemental analysis of the shared use path is needed, for three reasons:

- The DEIS provides too little information for an informed decision because it quantifies the cost and environmental impacts--but not the benefits--of this path.

MBPAC Comments on the Bay Crossing Draft Environmental Impact Statement – March 6, 2026

- The DEIS says that the decision whether to build the SUP will be based on "financial considerations," but it does not explain what those considerations are, nor does it provide the basis for the estimated cost of the SUP, making it impossible to provide meaningful comments on the key factor that MDTA will consider in its decision making.
- NEPA requires a comprehensive assessment of major federal actions including reasonable alternatives; but the DEIS does not evaluate reasonable alternatives to the single approach it took in the proposed design of a shared-use path.

1. The DEIS should quantify the benefits of the shared use path.

The DEIS estimates that the shared use path would add more than $1 billion to the cost of the new bridge spans, and it quantifies in detail the environmental impacts from construction. Yet there is no similarly detailed analysis of the economic and environmental benefits of the path itself. For the public to have confidence in the decision process, the DEIS should show as much thought about the benefits as the costs.

a. Recreational and Tourism benefits of the path. How many tourists will visit the path? How many of them will be out-of-state tourists? How much will nearby residents use the path? How many people traveling by bicycle or other personal mobility devices will use the bridge? To what extent will this bridge increase bicycle travel on the Eastern Shore? What will be the resulting increase in economic activity, employment, and tax revenues from increased tourism? What is the likely impact of the path on economic activity, employment, and tax revenues? What will be the recreational consumer surplus? See also Attachment B.

b. Transportation benefits of the path. What is the range of plausible estimates of bicycle commuters using the path by decade? (The DEIS simply asserts that the path will have no impact on the number of motor vehicles crossing the bridge, without providing the detailed analysis of how that conclusion is reached.) How will economic development and land use changes on Kent Island and Broad Neck peninsula increase use of the path for commuting over the decades? How will increased market penetration of e-bikes and other personal mobility devices increase use of the bridge for bicycle commuting and other purposeful trips? What will be the consumer surplus of increased bicycle commuting?

c. Health benefits of the path. Given the known benefits of exercise on health and longevity, please quantify the health benefits (including reduced health expenditures) from use of the path by tourists and commuters. What is the net economic benefit of the impact on health (including adverse health impacts from driving, in the case of commuters)? What is the mental health benefit from use of the path (e.g. increased attention span or reduced depression from exposure to nature)?

d. Impact on property values. How might the shared use path increase demand for housing, services, amenities and other activities near the bridge?

e. Environmental benefits of the shared use path. What will be the reduction in greenhouse gas emissions and other pollution from increased mode share for bicycles and personal

mobility devices facilitated by the shared use path? How will the increased personal contact with Chesapeake Bay enhance environmental stewardship?

f. Existence and option values. What is the non-market value associated with closing a key gap in our transportation system? What is the value of this option existing to people who do not use it, but feel better off knowing that it is there?

g. Anciliary benefits from shared-use path for other users of bridge. What is the value of the path for use of emergency and maintenance vehicles, and traffic carrying capacity (e.g., small motor vehicles during emergencies, or intermittent traffic for some designs)?

h. What are the incremental net benefits of the shared-use path compared to alternatives? Whether or not the shared-use path is built, the state's complete streets policy and Transportation Article §2-602 requires some form of accommodation for bicyclists and pedestrians on major projects. Although the DEIS is not clear about what that alternative accommodation will be, the benefits of that accommodation must also be considered in calculating the net benefits of the shared use path. Different shoulder widths, for example, provide different levels of benefits.

Predicting future usage of a new public works project is inherently uncertain. But dozens of interstate bridges over large bodies of water have shared use paths, with a wide variety of designs, built by agencies with the same practical constraints as MDTA. The DEIS can and should benefit from the accumulated knowledge about optimal design, usage, economic impacts, and best practices.

2. The DEIS should explain the shared use path's cost estimate and the financial considerations upon which the decision to build the path will be based

The DEIS says that "financial responsibility" is part of the purposes and needs for the new Bay crossing, and that the decision whether to include the shared use path will depend on "financial considerations". But the DEIS does not explain what financial responsibility means in the context of the path. Nor does it say what the financial considerations are for the SUP—let alone how they will be evaluated. Because most of the benefits of the path are not captured by toll revenues, it is especially important for the public to understand how MDTA's view of financial responsibility treats economic benefits such as revenues to business, consumer surplus for both market and non-market activities, and economic concepts such as existence value often associated with environmental and cultural resources, scenic views, and monuments.

Moreover, the DEIS does not provide the basis for the estimate that the SUP would add $1.2 to $1.3 billion to the cost of the crossings. Our January 16 letter indicated that we are skeptical about that estimate; but the failure of the DEIS to provide the basis of that estimate prevents us from offering substantive comments on its accuracy or how to develop a more accurate estimate. The DEIS is clear that for the highway, cost is only one of many factors in the choice between alignment alternatives, but cost is the single most important factor in the decision whether to choose an alternative with the SUP or an alternative without the SUP.

NEPA requires that an EIS must provide the public with sufficient information to understand the basis for an agency's decision and to comment meaningfully on how that decision will be reached. (EDF v Corps of Engineers, 492 F.2d. 1123, 1136; Izaak Walton League v. Marsh, 655 F. 2d 346, 365). For that to be possible, the EIS will have to explain how financial considerations apply to the shared use path and provide the basis for the cost estimate.

Finally, NEPA requires that the EIS provide the basis for estimates of the environmental impacts. The impact of the shared use path on the bottom of Chesapeake Bay depends on whether it would be created following the old approach of simply widening the bridge as if the path will carry truck traffic at highway speeds, or the newer less expensive approach of designing the shared use path to carry bicycles, pedestrians, and an occasional small motor vehicle. The footprint of the new approach is a fraction of the old approach, so evaluating the reported environmental impact requires the DEIS to state the assumed design approach, and the requirement to define the environmentally preferable alternative, 40 CFR § 1502.14(f), would require the DEIS to identify an accommodation with a smaller footprint.

3. **NEPA requires a comprehensive alternatives analysis of the shared use path**

The National Environmental Policy Act (NEPA) requires an Environmental Impact Statement to prepare a detailed evaluation and analyses of alternatives in any major federal action. 42 U.S.C. §4332(2)(C)(iii) and 40 CFR §1502.14. Because it would cost more than $500 million, the shared use path by itself would be a major federal action for purposes of NEPA. 23 USC §106. The SUP as proposed is a good way to provide a bicycle and pedestrian crossing, but it is not the only way. The key requirement of NEPA is to "objectively evaluate reasonable alternatives to the proposed action, and, for alternatives that the agency eliminated from detailed study, briefly discuss the reasons for their elimination." 40 CFR §1502.14. Complying with that mandate requires a careful analysis of a small set of alternatives based on a brief screening analysis of a larger number of possible alternatives, which might include:

a. Add a standalone shared-use path to one bridge as defined in the DEIS, widening bridge 14 feet.

b. On one of the bridges, redefine the right most travel lane as a shoulder, and add the shared-use path where the right shoulder is in the current design. The bridge with the shared-use path would have 5 total lanes instead of 6 (including shoulders), that is, 3 travel lanes and 2 shoulders. When necessary, during peak periods, send some traffic to the other bridge with ample capacity or obtain permission to use a shoulder as a travel lane.

c. Same as (b) except (either in initial construction or at some point in the future) replace the fixed barrier between the shoulder and shared use path with a moveable Jersey barrier, following the approach used by the Richmond San Rafael bridge over San Francisco Bay, so that during peak periods the path becomes a shoulder and what is normally the shoulder becomes a travel lane, but otherwise the shared use path remains available. (A video by the construction contractor shows that path in operation: https://www.youtube.com/watch?v=4SjnJylAS0w). Possibly narrow the left shoulder one foot so that the intermittent right lane can still carry buses.

d. Narrow one of the bridges by 7 feet and widen the other by 7 feet. Narrow the left side shoulders to 6 feet on each bridge, and the right shoulders to 13 feet, thereby gaining 14 feet of

available space on the wider bridge, enough space to add a shared-use path without increasing the total footprint (or approximate cost) of the path.

e. Same as (d), except use a moveable Jersey barrier instead of a fixed barrier separating the SUP from traffic, so when necessary, an additional travel lane can be provided, i.e., there can be five travel lanes on that bridge during emergencies such as the other bridge being closed.

f. Same as (a) except on one bridge, left shoulder is only 4 feet, right shoulder 10 feet, leaving 12 feet for a 10-foot path with 2-ft barrier on a 74-foot bridge.

g. Same as (f) but widen the span 2 ft, allowing right shoulder and path each to be 11 feet. (Narrow left and right shoulders on other bridge to 11 and 13 feet, respectively, if offsetting the costs and impact of greater footprint is necessary.)

h. Same as (f) but widen span 4 ft, and use a moveable Jersey barrier, so that under normal conditions there will be a 12-foot shoulder and 12-foot path, but when additional throughput is needed, during emergencies, there will be an extra 12-foot travel lane with 8-foot shoulder. (Narrow left and right shoulders on other bridge to 10 and 12 feet, respectively if offsetting the cost and impact of the greater footprint is necessary.)

i. Same as (a), except reduce structural clear width of the trail to 10 feet and the entrances to slightly less, thus reducing the deck's required dynamic load to that of an H5 truck, partly cantilever the SUP with outriggers, significantly reducing cost and environmental footprint of the shared use path in a manner similar to the Governor Cuomo Bridge, possibly being the "environmentally preferred alternative" design. 40 CFR § 1502.14(f).

j. When the eastbound bridge is opened, place a Jersey barrier separating the design shoulder from the roadway, to make an interim path. Only open three lanes for automobile traffic under normal conditions so that the right-most lane operates as a shoulder. Remove the Jersey barrier and shift bicycle-pedestrian traffic to the westbound bridge when it opens, regardless of the final permanent accommodation for bicycles and pedestrians.

k. Shuttle buses only.

l. Passenger ferry.

m. No action/no accommodation.

The supplemental analysis necessary to ensure that this environmental impact statement complies with NEPA will take time, but it need not impede the progress of the Bay Crossing Project. The final environmental impact statement can retain the shared use path as an option. Such an approach would enhance NEPA compliance because the more refined engineering may find additional ways to greatly reduce both the cost and the environmental impact of the shared use path, compared to the approach assumed in the DEIS.

We appreciate the opportunity to provide our comments on the draft DEIS for the Bay Crossing Study, and we look forward to seeing the next version of this important analysis.

MBPAC Comments on the Bay Crossing Draft Environmental Impact Statement – March 6, 2026

The Committee would welcome any questions and be happy to discuss any or all of the above further with you or the project team.

[redacted], Chairperson



BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

Date: January 16, 2026

To: Kathryn Thomson, Acting Secretary, Maryland Department of Transportation
Bruce Gartner, Executive Director, Maryland Transportation Authority (MDTA)
Josh Kurtz, Secretary, Maryland Department of Natural Resources

From: Maryland Bicycle and Pedestrian Advisory Committee

Subject: Support for MDTA Recommended Preferred Alternative C for the Chesapeake Bay Crossing Study and Recommendation to include the Separated Shared-Use Path for pedestrians and bicyclists

In accordance with the requirement stating the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC) advises the Administration on issues directly related to bicycling and pedestrian activity, the Committee offers the following support of MDTA Recommended Preferred Alternative C for the Chesapeake Bay Crossing Study.

MBPAC offers the following Shared Use Path (SUP) recommendations with respect to Alternative C:

1. The barrier-separated shared-use lane should be a mandatory feature of the new crossing, not a separately priced optional feature. This is no different from other features such as shoulders, lane widths, safety barriers, etc. which can also serve as an emergency or maintenance lane when appropriate.

2. The planning level cost estimate for the SUP seems exceptionally high and should be revisited. The project has upfront costs such as design, right of way, mobilization and such that are shared for the two spans. The SUP would then only be an incremental addition to one of the spans. An estimate of approximately 10% of the total project seems exceptionally high.

3. As presented to the MDTA Board, there are existing trail networks on both the eastern and western shores which will be connected by the SUP. This strengthens the local, regional, and national trail networks including the American Discovery Trail (Atlantic to Pacific) and an alternate East Coast Greenway route (Maine to Key West). These trail networks should be shown on briefings and documents related to the study.

Generally, MBPAC recommends that any bridge, overpass, underpass, interchange or similar road improvement construction by a State Department or Agency including MDTA or funded in full or in part by the State require accommodation for pedestrians and bicyclists. In addition, MBPAC's recommendations align with the 2024 Complete Streets policy applicable to all capital improvement projects within Maryland Department of Transportation's (MDOT) right-of-way.

Similar to the proposed 4.3-mile bay crossings, other bridges such as the Governor Mario M. Cuomo Bridge, a 3.6-mile span over the Hudson, twenty miles north of New York City, carrying I-87, includes barrier separated pedestrian and bicycle accommodations. Here in Maryland, both the Woodrow Wilson

and the Frederick Douglass Memorial Bridge (Washington, DC, opened in 2021) accommodate both pedestrians and bicyclists over the Potomac and Anacostia Rivers.

Crossings of natural geographical barriers are built or renovated perhaps once in every other generation. Failure to include bicycle and pedestrian accommodations adversely impacts not only the current citizens of Maryland, but those for the next 50 to 100 years.

Such accommodations can be tourism destinations in and of themselves, as well as links to facilities on either end with longer and multi-state trail networks. The separated bike/ped facility would provide safe access to and from scenic and historic byways on the Eastern Shore, facilitating micromobility transportation to and from communities on both sides of the Chesapeake Bay.

We would be glad to discuss this matter directly with the Study team or members of the Administration at your convenience.

Sincerely,

The Maryland Bicycle and Pedestrian Advisory Committee

[redacted]

[redacted], Chair

References

- MBPAC Recommendations for Chesapeake Bay Crossing Study - Tier 2 NEPA
- Maryland Complete Streets Policy (MDOT 750)
- Maryland Transportation Article §8-901
- MDOT 701 Practical Design Policy
- Governor Mario M. Cuomo Bridge (ny.gov) – Run, Walk, Bike and Explore
- The New Federal Douglas Memorial Bridge, DDOT (Sept 2018)

Attachment B:

Contribution of
Maryland Office of Tourism
Maryland Department of Commerce

Out of State Visitors to the Eastern Shore

	Year Trip Started					
	Total	2020	2021	2022	2023	2024
Origin State						
Maryland	42.6%	52.2%	27.6%	42.0%	37.2%	46.4%
Pennsylvania	25.6%	20.9%	36.5%	19.8%	26.5%	26.6%
Delaware	11.6%	15.5%	12.5%	11.1%	6.3%	9.6%
Virginia	5.5%	2.7%	4.2%	7.8%	9.1%	6.2%
New Jersey	3.2%	1.8%	4.9%	2.1%	4.5%	3.8%
New York	2.9%	0.7%	7.2%	2.7%	3.5%	2.3%
South Carolina	0.9%	0.0%	2.0%	0.2%	2.7%	0.3%
North Carolina	0.9%	1.5%	0.7%	0.2%	0.7%	0.7%
District of Columbia	0.9%	0.7%	0.0%	4.2%	0.2%	0.1%
Georgia	0.8%	0.0%	0.1%	5.5%	0.0%	0.0%
Florida	0.7%	0.3%	0.3%	1.7%	1.7%	0.2%
Connecticut	0.7%	1.8%	0.3%	0.0%	0.1%	0.4%
Tennessee	0.6%	0.9%	0.6%	1.1%	0.1%	0.1%
Ohio	0.5%	0.0%	1.2%	0.1%	0.2%	1.3%
Massachusetts	0.5%	0.0%	0.2%	0.0%	2.4%	0.0%
California	0.4%	0.0%	0.0%	0.5%	1.9%	0.0%
West Virginia	0.4%	0.0%	0.1%	0.1%	1.7%	0.3%

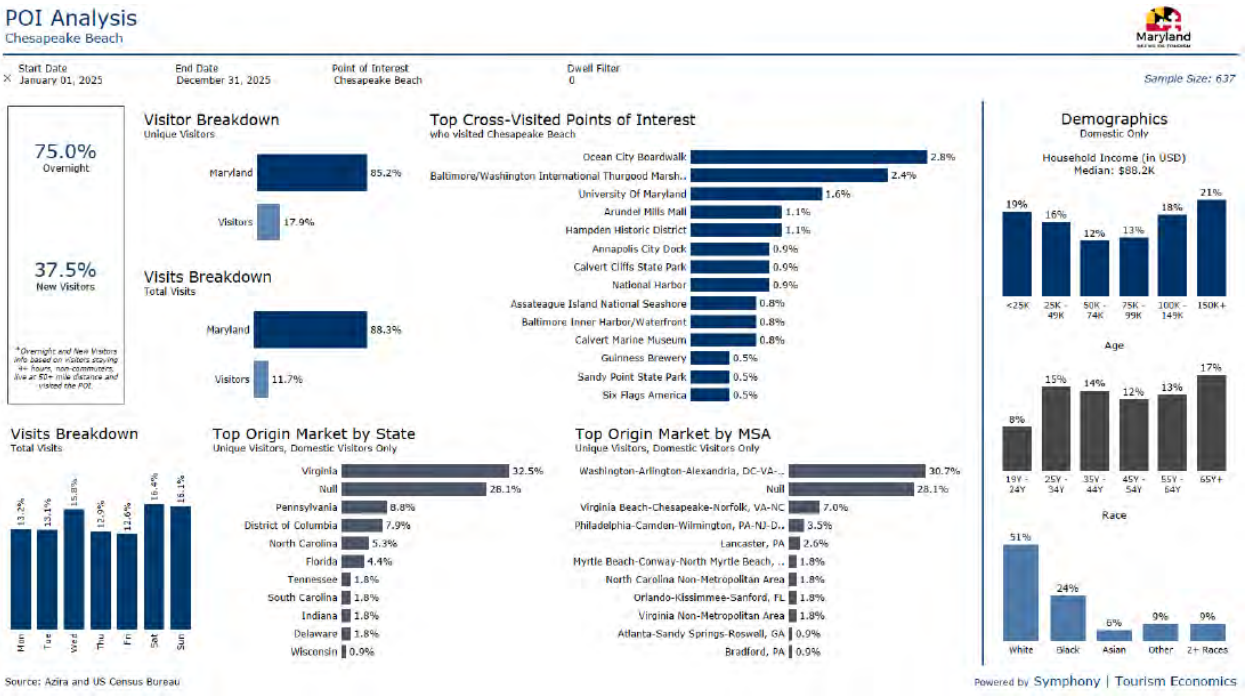
MarketSight® Crosstab

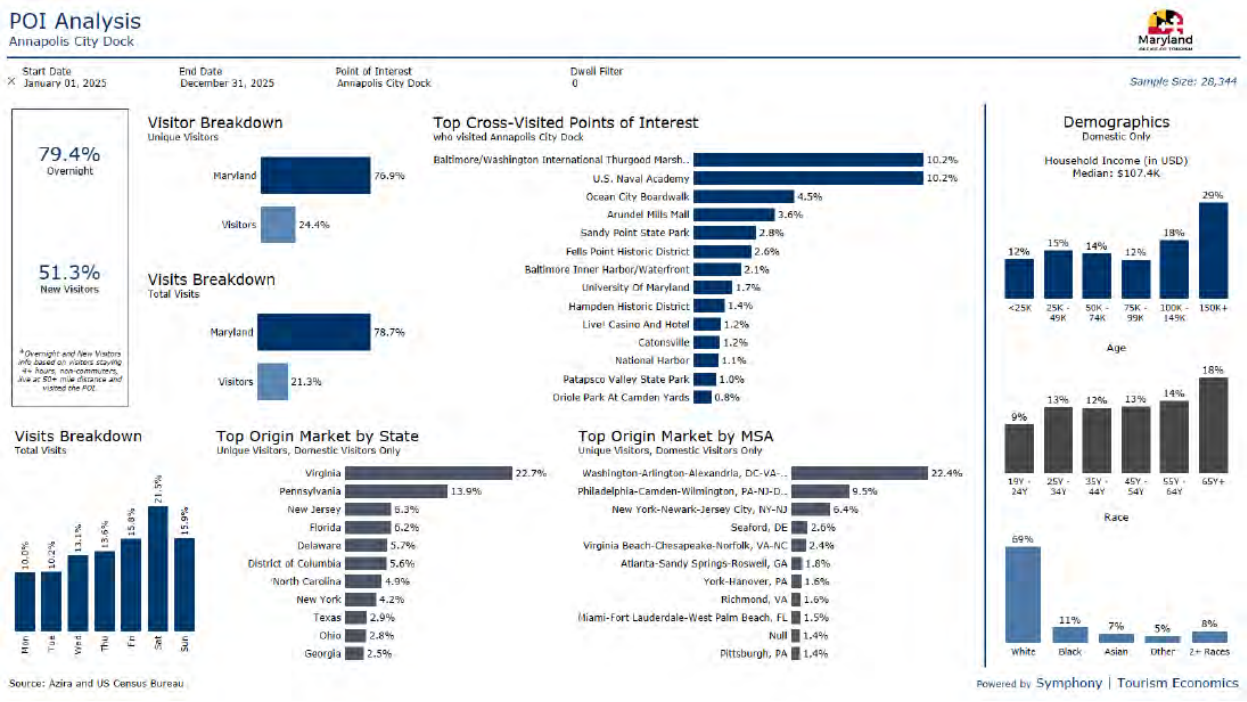
Weight Variable = Person-Stays Weight, Confidence Level = 95%

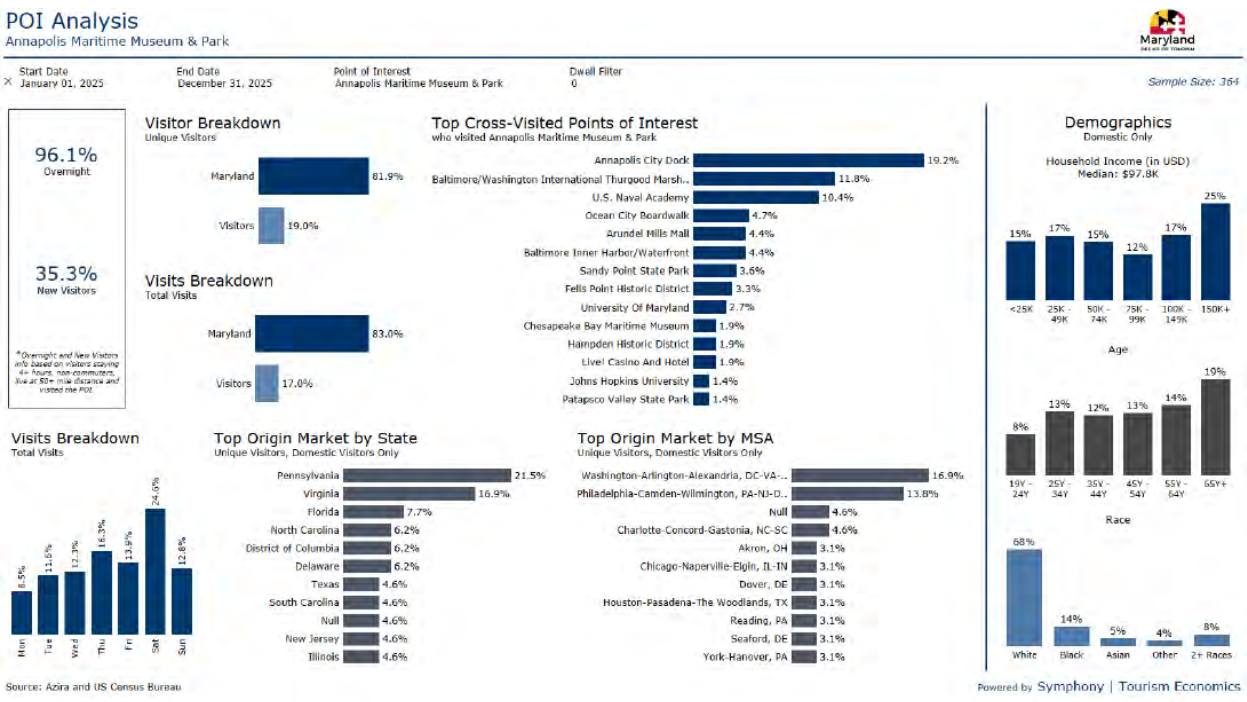
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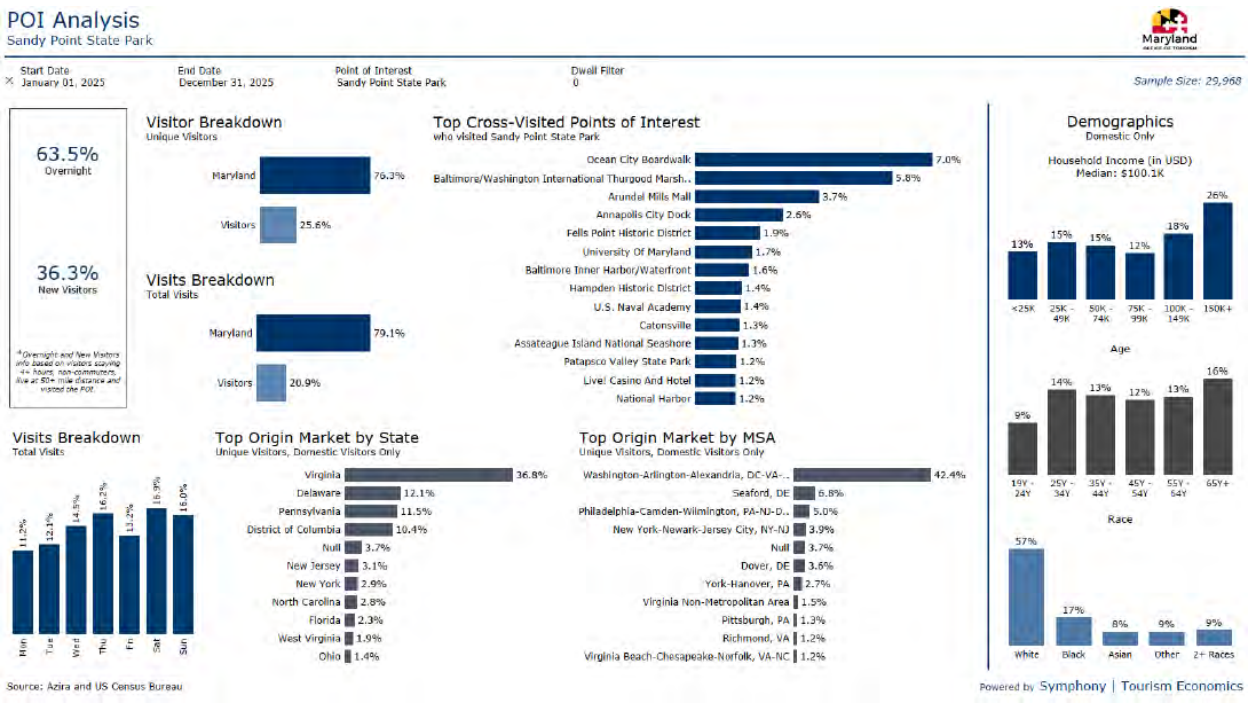
Points of Interest

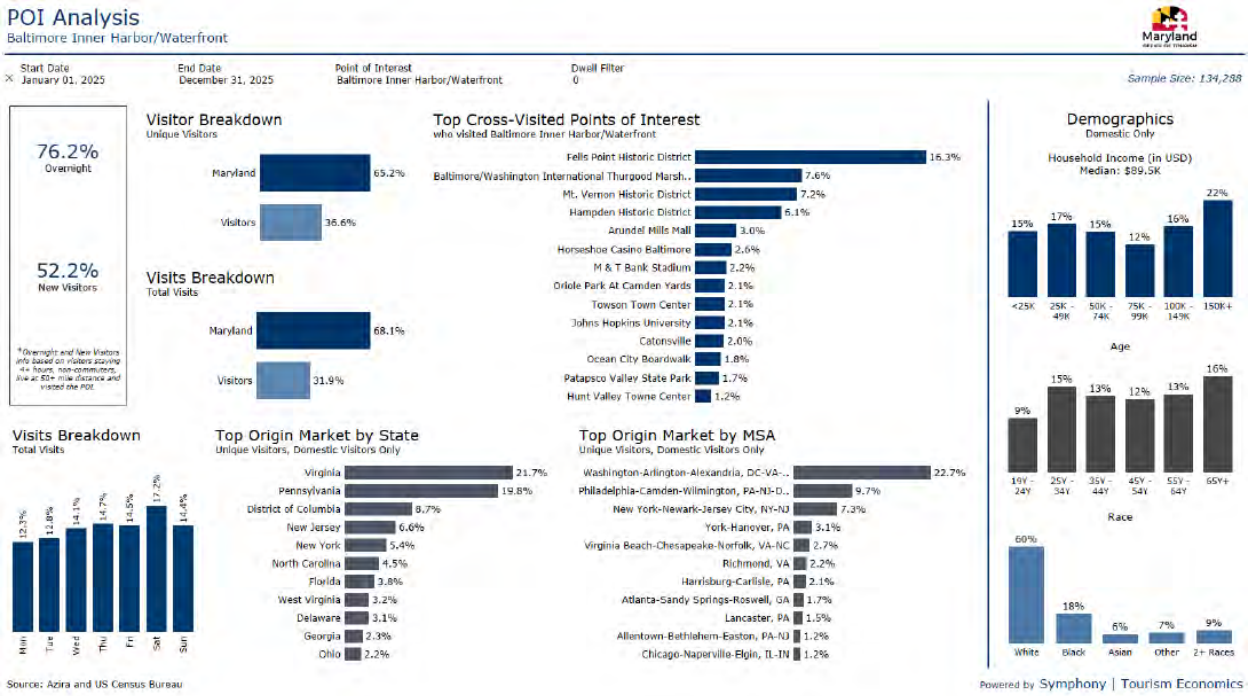
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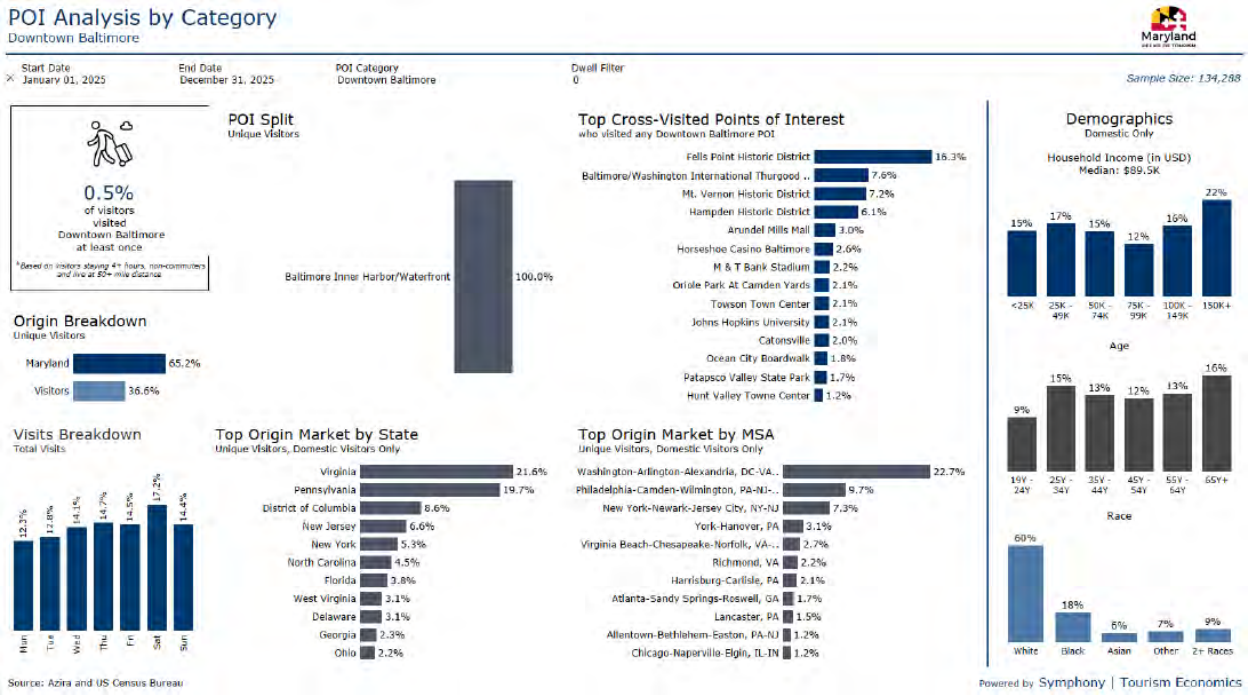


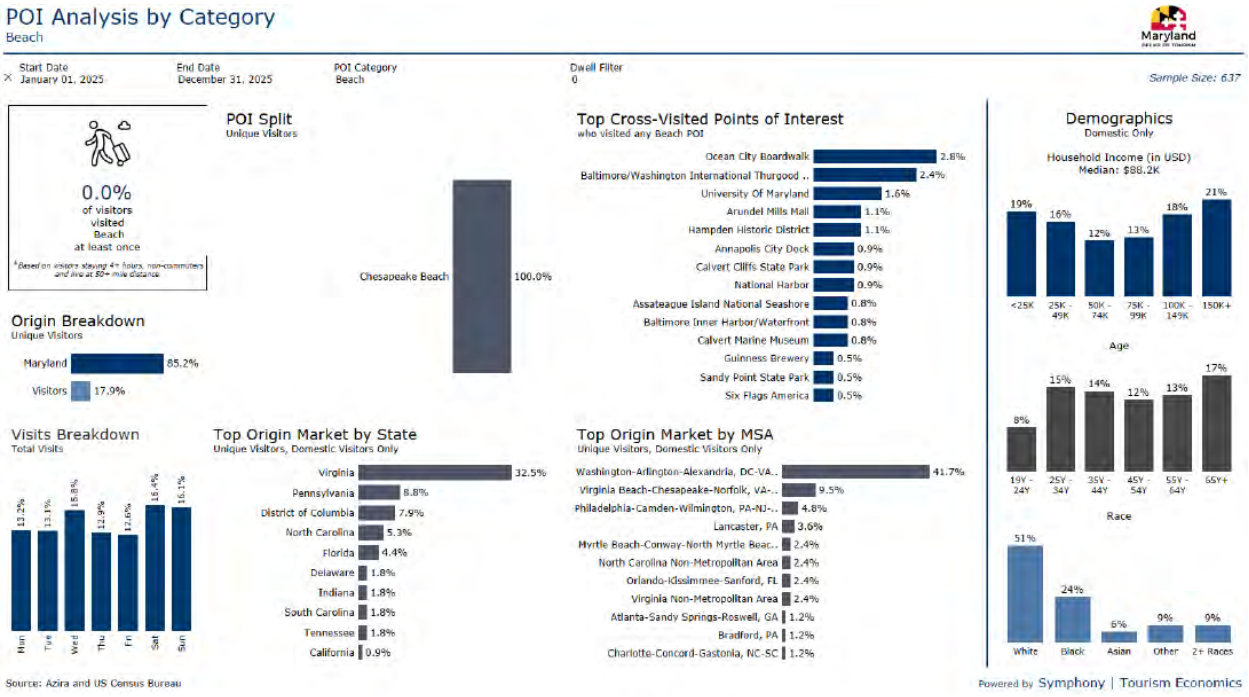

POI Analysis
Annapolis City Dock
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
Point of Interest
Annapolis City Dock
Dwell Filter
0
Sample Size: 28,344
79.4%
Overnight
51.3%
New Visitors
*Overnight and New Visitors info based on visitors staying 4+ hours, non-commuters, live at 50+ mile distance and visited the POI.
Visitor Breakdown
Unique Visitors
Maryland 76.9%
Visitors 24.4%
Visits Breakdown
Total Visits
Maryland 78.7%
Visitors 21.3%
Top Cross-Visited Points of Interest
who visited Annapolis City Dock
Baltimore/Washington International Thurgood Marsh.. 10.2%
U.S. Naval Academy 10.2%
Ocean City Boardwalk 4.5%
Arundel Mills Mall 3.6%
Sandy Point State Park 2.8%
Fells Point Historic District 2.6%
Baltimore Inner Harbor/Waterfront 2.1%
University Of Maryland 1.7%
Hampden Historic District 1.4%
Live! Casino And Hotel 1.2%
Catonsville 1.2%
National Harbor 1.1%
Patapsco Valley State Park 1.0%
Oriole Park At Camden Yards 0.8%
Demographics
Domestic Only
Household Income (in USD)
Median: $107.4K
12% 15% 14% 12% 18% 29%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
9% 13% 12% 13% 14% 18%
19Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
69% 11% 7% 5% 8%
White Black Asian Other 2+ Races
Visits Breakdown
Total Visits
10.0% 10.2% 13.1% 13.6% 15.8% 21.5% 15.9%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
Virginia 22.7%
Pennsylvania 13.9%
New Jersey 8.3%
Florida 6.2%
Delaware 5.7%
District of Columbia 5.6%
North Carolina 4.9%
New York 4.2%
Texas 2.9%
Ohio 2.8%
Georgia 2.5%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Washington-Arlington-Alexandria, DC-VA-.. 22.4%
Philadelphia-Camden-Wilmington, PA-NJ-D.. 9.5%
New York-Newark-Jersey City, NY-NJ 6.4%
Seaford, DE 2.6%
Virginia Beach-Chesapeake-Norfolk, VA-NC 2.4%
Atlanta-Sandy Springs-Roswell, GA 1.8%
York-Hanover, PA 1.6%
Richmond, VA 1.6%
Miami-Fort Lauderdale-West Palm Beach, FL 1.5%
Null 1.4%
Pittsburgh, PA 1.4%
Source: Azira and US Census Bureau
Powered by Symphony | Tourism Economics

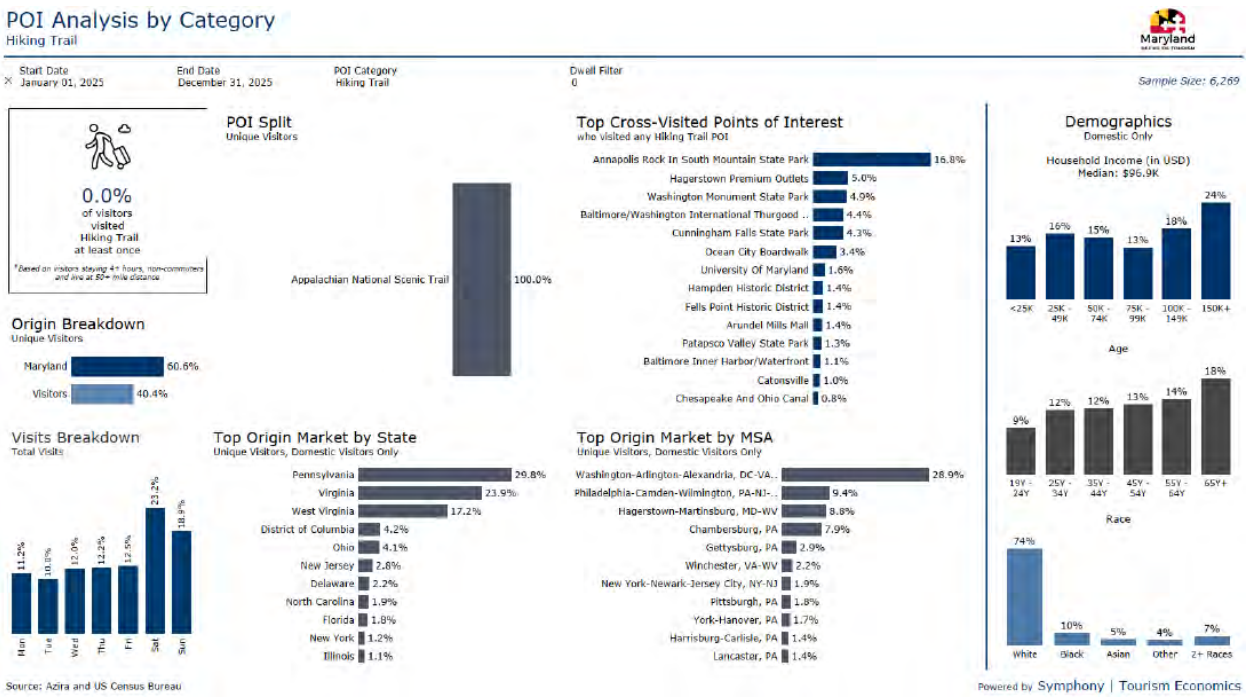

POI Analysis
Annapolis Maritime Museum & Park
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
Point of Interest
Annapolis Maritime Museum & Park
Dwell Filter
0
Sample Size: 364
96.1%
Overnight
35.3%
New Visitors
*Overnight and New Visitors info based on visitors staying 4+ hours, non-commuters, live at 50+ mile distance and visited the POI.
Visitor Breakdown
Unique Visitors
Maryland 81.0%
Visitors 19.0%
Visits Breakdown
Total Visits
Maryland 83.0%
Visitors 17.0%
Top Cross-Visited Points of Interest
who visited Annapolis Maritime Museum & Park
Annapolis City Dock 19.2%
Baltimore/Washington International Thurgood Marsh.. 11.8%
U.S. Naval Academy 10.4%
Ocean City Boardwalk 4.7%
Arundel Mills Mall 4.4%
Baltimore Inner Harbor/Waterfront 4.4%
Sandy Point State Park 3.6%
Fells Point Historic District 3.3%
University Of Maryland 2.7%
Chesapeake Bay Maritime Museum 1.9%
Hampden Historic District 1.9%
Live! Casino And Hotel 1.9%
Johns Hopkins University 1.4%
Patapsco Valley State Park 1.4%
Demographics
Domestic Only
Household Income (in USD)
Median: $97.8K
15% 17% 15% 12% 17% 25%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
8% 13% 12% 13% 14% 19%
19Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
68% 14% 5% 4% 8%
White Black Asian Other 2+ Races
Visits Breakdown
Total Visits
8.5% 11.6% 12.3% 16.3% 13.8% 24.0% 12.8%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
Pennsylvania 21.5%
Virginia 16.9%
Florida 7.7%
North Carolina 6.2%
District of Columbia 6.2%
Delaware 6.2%
Texas 4.6%
South Carolina 4.6%
Null 4.6%
New Jersey 4.6%
Illinois 4.6%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Washington-Arlington-Alexandria, DC-VA-.. 16.9%
Philadelphia-Camden-Wilmington, PA-NJ-D.. 13.8%
Null 4.6%
Charlotte-Concord-Gastonia, NC-SC 4.6%
Akron, OH 3.1%
Chicago-Naperville-Elgin, IL-IN 3.1%
Dover, DE 3.1%
Houston-Pasadena-The Woodlands, TX 3.1%
Reading, PA 3.1%
Seaford, DE 3.1%
York-Hanover, PA 3.1%
Source: Azira and US Census Bureau
Powered by Symphony | Tourism Economics

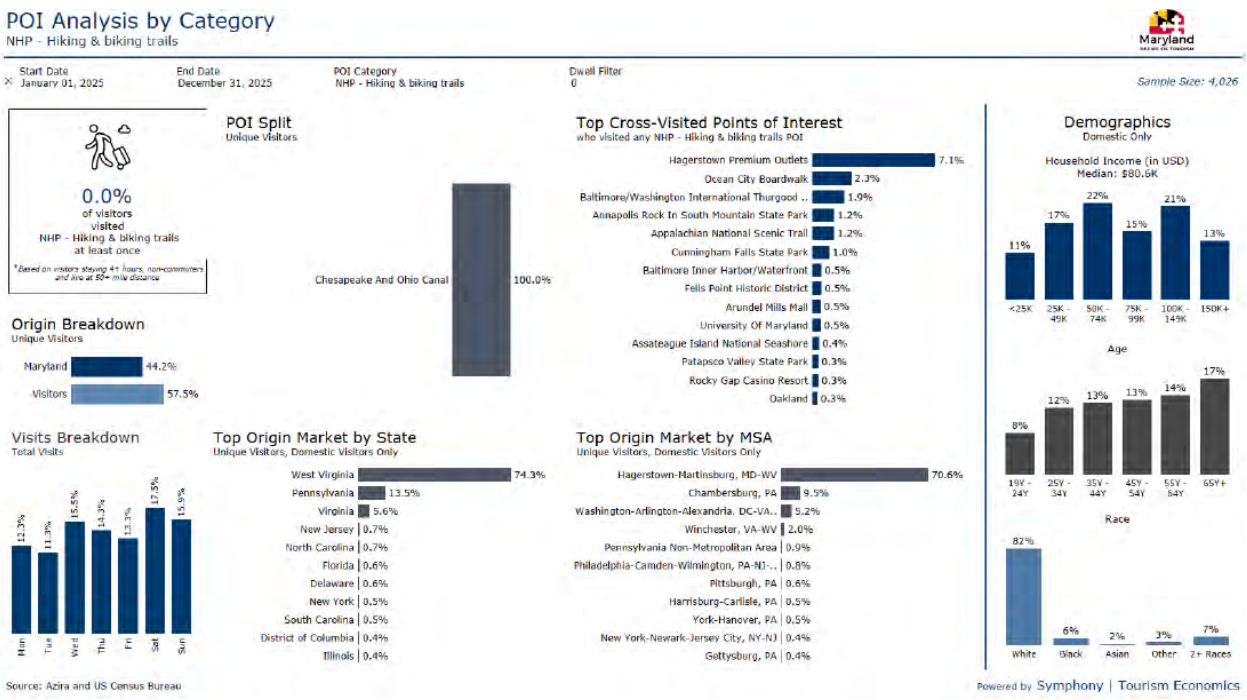

POI Analysis
Sandy Point State Park
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
Point of Interest
Sandy Point State Park
Dwell Filter
0
Sample Size: 29,968
63.5%
Overnight
36.3%
New Visitors
*Overnight and New Visitors info based on visitors staying 4+ hours, non-commuters, live at 50+ mile distance and visited the POI.
Visitor Breakdown
Unique Visitors
Maryland 76.3%
Visitors 25.6%
Visits Breakdown
Total Visits
Maryland 79.1%
Visitors 20.9%
Top Cross-Visited Points of Interest
who visited Sandy Point State Park
Ocean City Boardwalk 7.0%
Baltimore/Washington International Thurgood Marsh.. 5.8%
Arundel Mills Mall 3.7%
Annapolis City Dock 2.6%
Fells Point Historic District 1.9%
University Of Maryland 1.7%
Baltimore Inner Harbor/Waterfront 1.6%
Hampden Historic District 1.4%
U.S. Naval Academy 1.4%
Catonsville 1.3%
Assateague Island National Seashore 1.3%
Patapsco Valley State Park 1.2%
Live! Casino And Hotel 1.2%
National Harbor 1.2%
Demographics
Domestic Only
Household Income (in USD)
Median: $100.1K
13% 15% 15% 12% 18% 26%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
9% 14% 13% 12% 13% 16%
19Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
57% 17% 8% 9% 9%
White Black Asian Other 2+ Races
Visits Breakdown
Total Visits
11.2% 12.1% 14.9% 16.2% 13.2% 16.9% 16.0%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
Virginia 36.8%
Delaware 12.1%
Pennsylvania 11.5%
District of Columbia 10.4%
Null 3.7%
New Jersey 3.1%
New York 2.9%
North Carolina 2.8%
Florida 2.3%
West Virginia 1.9%
Ohio 1.4%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Washington-Arlington-Alexandria, DC-VA-.. 42.4%
Seaford, DE 6.8%
Philadelphia-Camden-Wilmington, PA-NJ-D.. 5.0%
New York-Newark-Jersey City, NY-NJ 3.9%
Null 3.7%
Dover, DE 3.6%
York-Hanover, PA 2.7%
Virginia Non-Metropolitan Area 1.5%
Pittsburgh, PA 1.3%
Richmond, VA 1.2%
Virginia Beach-Chesapeake-Norfolk, VA-NC 1.2%
Source: Azira and US Census Bureau
Powered by Symphony | Tourism Economics

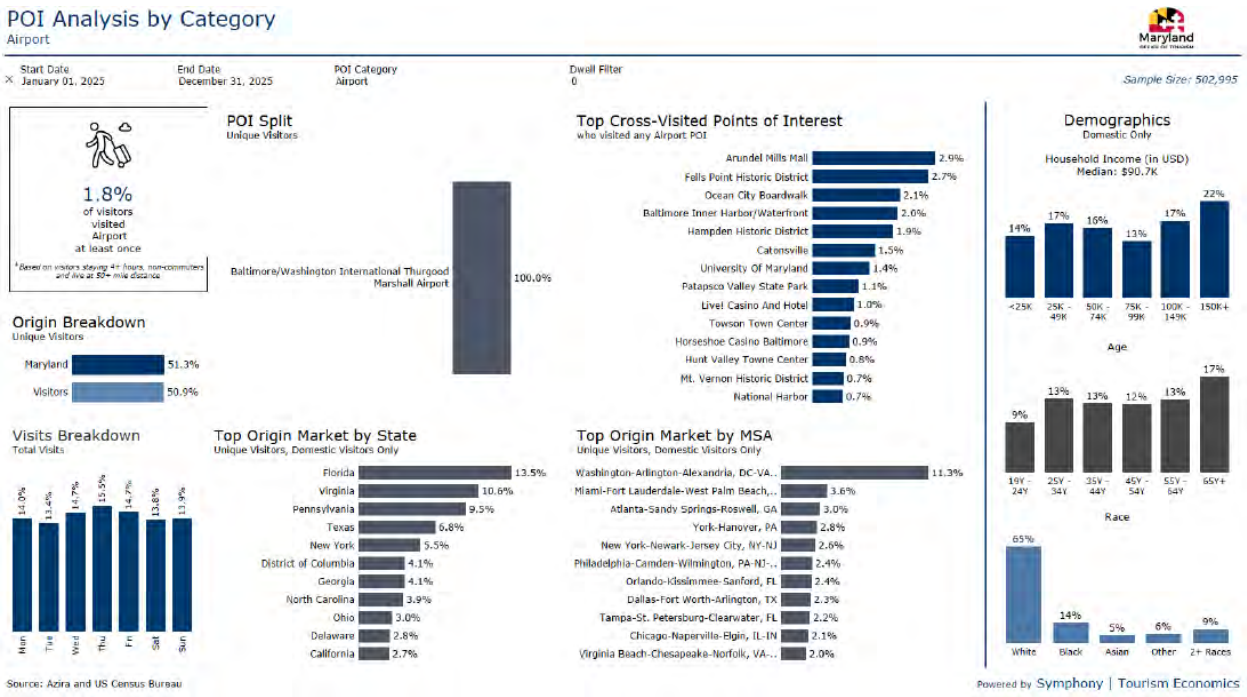

POI Analysis
Baltimore Inner Harbor/Waterfront
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
Point of Interest
Baltimore Inner Harbor/Waterfront
Dwell Filter
0
Sample Size: 134,288
76.2%
Overnight
52.2%
New Visitors
*Overnight and New Visitors info based on visitors staying 4+ hours, non-commuters, live at 50+ mile distance and visited the POI.
Visitor Breakdown
Unique Visitors
Maryland 65.2%
Visitors 36.6%
Visits Breakdown
Total Visits
Maryland 68.1%
Visitors 31.9%
Top Cross-Visited Points of Interest
who visited Baltimore Inner Harbor/Waterfront
Fells Point Historic District 16.3%
Baltimore/Washington International Thurgood Marsh.. 7.6%
Mt. Vernon Historic District 7.2%
Hampden Historic District 6.1%
Arundel Mills Mall 3.0%
Horseshoe Casino Baltimore 2.6%
M & T Bank Stadium 2.2%
Oriole Park At Camden Yards 2.1%
Towson Town Center 2.1%
Johns Hopkins University 2.1%
Catonsville 2.0%
Ocean City Boardwalk 1.8%
Patapsco Valley State Park 1.7%
Hunt Valley Towne Center 1.2%
Demographics
Domestic Only
Household Income (in USD)
Median: $89.5K
15% 17% 15% 12% 16% 22%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
9% 15% 13% 12% 13% 16%
19Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
60% 18% 6% 7% 9%
White Black Asian Other 2+ Races
Visits Breakdown
Total Visits
12.3% 12.8% 14.1% 14.7% 14.5% 17.2% 14.4%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
Virginia 21.7%
Pennsylvania 19.8%
District of Columbia 8.7%
New Jersey 6.6%
New York 5.4%
North Carolina 4.5%
Florida 3.8%
West Virginia 3.2%
Delaware 3.1%
Georgia 2.3%
Ohio 2.2%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Washington-Arlington-Alexandria, DC-VA-.. 22.7%
Philadelphia-Camden-Wilmington, PA-NJ-D.. 9.7%
New York-Newark-Jersey City, NY-NJ 7.3%
York-Hanover, PA 3.1%
Virginia Beach-Chesapeake-Norfolk, VA-NC 2.7%
Richmond, VA 2.2%
Harrisburg-Carlisle, PA 2.1%
Atlanta-Sandy Springs-Roswell, GA 1.7%
Lancaster, PA 1.5%
Allentown-Bethlehem-Easton, PA-NJ 1.2%
Chicago-Naperville-Elgin, IL-IN 1.2%
Source: Azira and US Census Bureau
Powered by Symphony | Tourism Economics


POI Analysis by Category
Downtown Baltimore
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
POI Category
Downtown Baltimore
Dwell Filter
0
Sample Size: 134,268
0.5%
of visitors visited Downtown Baltimore at least once
*Based on visitors staying 4+ hours, non-commuters and live at 50+ mile distance
POI Split
Unique Visitors
Baltimore Inner Harbor/Waterfront 100.0%
Top Cross-Visited Points of Interest
who visited any Downtown Baltimore POI
Fells Point Historic District 16.3%
Baltimore/Washington International Thurgood .. 7.6%
Mt. Vernon Historic District 7.2%
Hampden Historic District 6.1%
Arundel Mills Mall 3.0%
Horseshoe Casino Baltimore 2.6%
M & T Bank Stadium 2.2%
Oriole Park At Camden Yards 2.1%
Towson Town Center 2.1%
Johns Hopkins University 2.1%
Catonsville 2.0%
Ocean City Boardwalk 1.8%
Patapsco Valley State Park 1.7%
Hunt Valley Towne Center 1.2%
Demographics
Domestic Only
Household Income (in USD)
Median: $89.5K
15% 17% 15% 12% 16% 22%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
9% 15% 13% 12% 13% 16%
19Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
60% 18% 6% 7% 9%
White Black Asian Other 2+ Races
Origin Breakdown
Unique Visitors
Maryland 65.2%
Visitors 36.6%
Visits Breakdown
Total Visits
12.3% 12.8% 14.1% 14.7% 14.5% 17.2% 14.4%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
Virginia 21.6%
Pennsylvania 19.7%
District of Columbia 8.6%
New Jersey 6.6%
New York 5.3%
North Carolina 4.5%
Florida 3.8%
West Virginia 3.1%
Delaware 3.1%
Georgia 2.3%
Ohio 2.2%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Washington-Arlington-Alexandria, DC-VA.. 22.7%
Philadelphia-Camden-Wilmington, PA-NJ-.. 9.7%
New York-Newark-Jersey City, NY-NJ 7.3%
York-Hanover, PA 3.1%
Virginia Beach-Chesapeake-Norfolk, VA-.. 2.7%
Richmond, VA 2.2%
Harrisburg-Carlisle, PA 2.1%
Atlanta-Sandy Springs-Roswell, GA 1.7%
Lancaster, PA 1.5%
Allentown-Bethlehem-Easton, PA-NJ 1.2%
Chicago-Naperville-Elgin, IL-IN 1.2%
Source: Azira and US Census Bureau
Powered by Symphony | Tourism Economics


POI Analysis by Category
Beach
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
POI Category
Beach
Dwell Filter
0
Sample Size: 637
0.0%
of visitors visited Beach at least once
*Based on visitors staying 4+ hours, non-commuters and live at 50+ mile distance
POI Split
Unique Visitors
Chesapeake Beach 100.0%
Top Cross-Visited Points of Interest
who visited any Beach POI
Ocean City Boardwalk 2.8%
Baltimore/Washington International Thurgood .. 2.4%
University Of Maryland 1.6%
Arundel Mills Mall 1.1%
Hampden Historic District 1.1%
Annapolis City Dock 0.9%
Calvert Cliffs State Park 0.9%
National Harbor 0.9%
Assateague Island National Seashore 0.8%
Baltimore Inner Harbor/Waterfront 0.8%
Calvert Marine Museum 0.8%
Guinness Brewery 0.5%
Sandy Point State Park 0.5%
Six Flags America 0.5%
Demographics
Domestic Only
Household Income (in USD)
Median: $88.2K
19% 16% 12% 13% 18% 21%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
8% 15% 14% 12% 13% 17%
19Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
51% 24% 6% 9% 9%
White Black Asian Other 2+ Races
Origin Breakdown
Unique Visitors
Maryland 65.2%
Visitors 17.9%
Visits Breakdown
Total Visits
13.2% 13.1% 15.8% 12.9% 12.6% 16.4% 16.1%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
Virginia 32.5%
Pennsylvania 8.8%
District of Columbia 7.9%
North Carolina 5.3%
Florida 4.4%
Delaware 1.8%
Indiana 1.8%
South Carolina 1.8%
Tennessee 1.8%
California 0.9%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Washington-Arlington-Alexandria, DC-VA.. 41.7%
Virginia Beach-Chesapeake-Norfolk, VA-.. 9.5%
Philadelphia-Camden-Wilmington, PA-NJ-.. 4.8%
Lancaster, PA 3.6%
Myrtle Beach-Conway-North Myrtle Beac.. 2.4%
North Carolina Non-Metropolitan Area 2.4%
Orlando-Kissimmee-Sanford, FL 2.4%
Virginia Non-Metropolitan Area 2.4%
Atlanta-Sandy Springs-Roswell, GA 1.2%
Bradford, PA 1.2%
Charlotte-Concord-Gastonia, NC-SC 1.2%
Source: Azira and US Census Bureau
Powered by Symphony | Tourism Economics


POI Analysis by Category
Hiking Trail
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
POI Category
Hiking Trail
Dwell Filter
0
Sample Size: 6,269
0.0%
of visitors visited Hiking Trail at least once
*Based on visitors staying 4+ hours, non-commuters and live at 50+ mile distance
POI Split
Unique Visitors
Appalachian National Scenic Trail 100.0%
Top Cross-Visited Points of Interest
who visited any Hiking Trail POI
Annapolis Rock In South Mountain State Park 16.8%
Hagerstown Premium Outlets 5.0%
Washington Monument State Park 4.9%
Baltimore/Washington International Thurgood .. 4.4%
Cunningham Falls State Park 4.3%
Ocean City Boardwalk 3.4%
University Of Maryland 1.6%
Hampden Historic District 1.4%
Fells Point Historic District 1.4%
Arundel Mills Mall 1.4%
Patapsco Valley State Park 1.3%
Baltimore Inner Harbor/Waterfront 1.1%
Catonsville 1.0%
Chesapeake And Ohio Canal 0.8%
Demographics
Domestic Only
Household Income (USD)
Median: $96.9K
13% 16% 15% 13% 18% 24%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
9% 12% 12% 13% 14% 18%
19Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
74% 10% 5% 4% 7%
White Black Asian Other 2+ Races
Origin Breakdown
Unique Visitors
Maryland 60.6%
Visitors 40.4%
Visits Breakdown
Total Visits
11.2% 10.8% 12.0% 12.2% 12.5% 23.2% 18.9%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
Pennsylvania 29.8%
Virginia 23.9%
West Virginia 17.2%
District of Columbia 4.2%
Ohio 4.1%
New Jersey 2.8%
Delaware 2.2%
North Carolina 1.9%
Florida 1.8%
New York 1.2%
Illinois 1.1%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Washington-Arlington-Alexandria, DC-VA.. 28.9%
Philadelphia-Camden-Wilmington, PA-NJ-.. 9.4%
Hagerstown-Martinsburg, MD-WV 8.8%
Chambersburg, PA 7.9%
Gettysburg, PA 2.9%
Winchester, VA-WV 2.2%
New York-Newark-Jersey City, NY-NJ 1.9%
Pittsburgh, PA 1.8%
York-Hanover, PA 1.7%
Harrisburg-Carlisle, PA 1.4%
Lancaster, PA 1.4%
Source: Azira and US Census Bureau
Powered by Symphony | Tourism Economics


POI Analysis by Category
NHP - Hiking & biking trails
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
POI Category
NHP - Hiking & biking trails
Dwell Filter
0
Sample Size: 4,026
0.0%
of visitors visited NHP - Hiking & biking trails at least once
*Based on visitors staying 4+ hours, non-commuters and live at 50+ mile distance
POI Split
Unique Visitors
Chesapeake And Ohio Canal 100.0%
Top Cross-Visited Points of Interest
who visited any NHP - Hiking & biking trails POI
Hagerstown Premium Outlets 7.1%
Ocean City Boardwalk 2.3%
Baltimore/Washington International Thurgood .. 1.9%
Annapolis Rock In South Mountain State Park 1.2%
Appalachian National Scenic Trail 1.2%
Cunningham Falls State Park 1.0%
Baltimore Inner Harbor/Waterfront 0.5%
Fells Point Historic District 0.5%
Arundel Mills Mall 0.5%
University Of Maryland 0.5%
Assateague Island National Seashore 0.4%
Patapsco Valley State Park 0.3%
Rocky Gap Casino Resort 0.3%
Oakland 0.3%
Demographics
Domestic Only
Household Income (USD)
Median: $80.6K
11% 17% 22% 15% 21% 13%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
8% 12% 13% 13% 14% 17%
19Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
82% 6% 2% 3% 7%
White Black Asian Other 2+ Races
Origin Breakdown
Unique Visitors
Maryland 44.2%
Visitors 57.5%
Visits Breakdown
Total Visits
12.3% 11.3% 15.5% 14.3% 13.3% 17.5% 15.9%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
West Virginia 74.3%
Pennsylvania 13.5%
Virginia 5.6%
New Jersey 0.7%
North Carolina 0.7%
Florida 0.6%
Delaware 0.6%
New York 0.5%
South Carolina 0.5%
District of Columbia 0.4%
Illinois 0.4%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Hagerstown-Martinsburg, MD-WV 70.6%
Chambersburg, PA 9.5%
Washington-Arlington-Alexandria, DC-VA.. 5.2%
Winchester, VA-WV 2.0%
Pennsylvania Non-Metropolitan Area 0.9%
Philadelphia-Camden-Wilmington, PA-NJ-.. 0.8%
Pittsburgh, PA 0.6%
Harrisburg-Carlisle, PA 0.5%
York-Hanover, PA 0.5%
New York-Newark-Jersey City, NY-NJ 0.4%
Gettysburg, PA 0.4%
Source: Azira and US Census Bureau
Powered by Symphony | Tourism Economics


POI Analysis by Category
Airport
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
POI Category
Airport
Dwell Filter
0
Sample Size: 502,995
1.8%
of visitors visited Airport at least once
* Based on visitors staying 4+ hours, non-commuters and live at 50+ mile distance
POI Split
Unique Visitors
Baltimore/Washington International Thurgood Marshall Airport
100.0%
Top Cross-Visited Points of Interest
who visited any Airport POI
Arundel Mills Mall 2.9%
Fells Point Historic District 2.7%
Ocean City Boardwalk 2.1%
Baltimore Inner Harbor/Waterfront 2.0%
Hampden Historic District 1.9%
Catonsville 1.5%
University Of Maryland 1.4%
Patapsco Valley State Park 1.1%
Live! Casino And Hotel 1.0%
Towson Town Center 0.9%
Horseshoe Casino Baltimore 0.9%
Hunt Valley Towne Center 0.8%
Mt. Vernon Historic District 0.7%
National Harbor 0.7%
Demographics
Domestic Only
Household Income (in USD)
Median: $90.7K
14% 17% 16% 13% 17% 22%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
9% 13% 13% 12% 13% 17%
16Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
65% 14% 5% 6% 9%
White Black Asian Other 2+ Races
Origin Breakdown
Unique Visitors
Maryland 51.3%
Visitors 50.9%
Visits Breakdown
Total Visits
14.0% 13.4% 14.7% 15.5% 14.7% 13.8% 13.9%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
Florida 13.5%
Virginia 10.6%
Pennsylvania 9.5%
Texas 6.8%
New York 5.5%
District of Columbia 4.1%
Georgia 4.1%
North Carolina 3.9%
Ohio 3.0%
Delaware 2.8%
California 2.7%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Washington-Arlington-Alexandria, DC-VA.. 11.3%
Miami-Fort Lauderdale-West Palm Beach,.. 3.8%
Atlanta-Sandy Springs-Roswell, GA 3.0%
York-Hanover, PA 2.8%
New York-Newark-Jersey City, NY-NJ 2.6%
Philadelphia-Camden-Wilmington, PA-NJ-.. 2.4%
Orlando-Kissimmee-Sanford, FL 2.4%
Dallas-Fort Worth-Arlington, TX 2.3%
Tampa-St. Petersburg-Clearwater, FL 2.2%
Chicago-Naperville-Elgin, IL-IN 2.1%
Virginia Beach-Chesapeake-Norfolk, VA-.. 2.0%
Source: Azira and US Census Bureau
Powered by Symphony | Tourism Economics

NGO – 13

MARYLAND
Eastern Shore Trail Network

Maryland Transportation Authority
Attn: Chesapeake Bay Crossing Study / Office of Planning and Programming
2310 Broening Highway
Baltimore, MD 21224

February 20, 2026

Re: Support for an included bicycle and pedestrian shared-use path on the new Chesapeake Bay Bridge (Bay Crossing Study – Recommended Preferred Alternative "Alternative C")

Dear Chair and Members of the Maryland Transportation Authority Board, and Bay Crossing Study Project Team:

On behalf of the **Maryland Eastern Shore Trail Network (MESTN.org)**, we write to express strong support for including (not merely "optionally evaluating") a safe, separated bicycle and pedestrian shared-use path as part of the planned replacement crossing now advancing as the MDTA's Recommended Preferred Alternative (Alternative C). The Study materials describe the current recommendation as including "financial commitments for transit-related improvements and an optional bicycle and pedestrian shared-use path." We urge MDTA to make the shared-use path a core project element, advanced through design and environmental review with the same seriousness as the roadway and shoulder components.

Additionally, MDOT's adopted Complete Streets policy applies and requires meaningful accommodation for people walking and bicycling.

Maryland's clear direction through **MDOT 750 – Complete Streets** states that Complete Streets principles must be implemented on MDOT projects in right-of-way, including capital improvement projects such as construction or reconstruction of a roadway, intersection, or bridge. The policy further provides that it is applicable to all capital improvement projects within MDOT right-of-way, including structures.

MDOT 750 also explicitly addresses MDTA: it states that "MDTA projects constructed in any section of MDOT right-of-way" are within the policy's applicability framework and that where MDTA ramps, roads, and structures in MDOT right-of-way abut planned or existing multimodal connections, MDTA shall refer to the Policy. In addition, the policy's overarching statement commits MDOT to planning, design, construction, and reconstruction that considers the safety of all lawful users on facilities within MDOT right-of-way.

In regards to cost, the MDOT 750's Implementation Plan allows a cost-based waiver only if MDOT/MDTA documents that the accommodation would be "excessively disproportionate,"

including a cost analysis showing the added accommodation cost is more than 20% of total project cost (plus alternatives and impacts) in a formal memo submitted for approval.

For the Bay Crossing Study's Tier 2 NEPA materials, MDTA's published planning-level estimate for Alternative C is $14.8–$16.4B without the optional shared-use path versus $16.1–$17.6B with it—an increase of about $1.2–$1.3B (~7–9%), which is well below the 20% cost-threshold MDOT sets for a waiver request.

In short: Maryland has created its own rules for building "Complete Streets," and this bridge replacement is exactly the type of project those rules were written to govern. Treating the bicycle/pedestrian facility as merely "optional" is inconsistent with the intent of a statewide **Complete Streets** policy meant to produce safe, connected networks.

A Bay Bridge shared-use path is a once-in-a-generation network connection!

The Chesapeake Bay is the single largest barrier to walking and bicycling connectivity in Maryland. A shared-use path on the new Bay Bridge would:

- Close a critical statewide gap in the bicycle and pedestrian network and unlock new regional connections for residents and visitors;
- Provide a safe, non-motorized option for trips that include micromobility and transit connections on both shores; and
- Advance Maryland's safety goals by providing a separated facility designed for people outside motor vehicles, rather than forcing those trips onto unsafe or unavailable alternatives.

MDOT 750 emphasizes that transportation options for people walking and bicycling should not be negatively impacted by new projects, including impacts to complete bicycle and pedestrian networks from limited-access highway projects. A bridge replacement that does not include a safe, separated shared-use path would perpetuate (and effectively lock in) the existing network barrier for decades.

Requested Action

We respectfully request that MDTA:

1. Commit now to including a physically separated bicycle and pedestrian shared-use path as part of the new crossing, rather than treating it as an optional add-on; and
2. Ensure the shared-use path is advanced through the Tier 2 NEPA process and design development as a defined project component, consistent with MDOT 750's Complete Streets requirements for bridge capital projects in MDOT right-of-way.

Thank you for your consideration and for your work to improve safety and mobility across the Chesapeake Bay. We would welcome the opportunity to discuss design expectations for a safe shared-use path (width, physical separation, approaches, connections, operations, and maintenance) to ensure it functions as a true transportation facility for Marylanders.

Sincerely,

[redacted], Chair, Maryland's Eastern Shore Trail Network
Caroline County

[redacted] Vice Chair, Maryland's Eastern Shore Trail Network
Kent County

[redacted], Maryland's Eastern Shore Trail Network
Queen Anne's County

[redacted], Maryland's Eastern Shore Trail Network
Wicomico County

[redacted], Maryland's Eastern Shore Trail Network
Talbot County

cc: MDOT Office of the Secretary

NGO – 14

SIERRA CLUB
MARYLAND CHAPTER

Sierra Club Maryland Chapter
P.O. Box 278
Riverdale, MD 20738
(301) 277-7111

March 9, 2026

Transmitted by email to info@baycrossingstudy.com

Heather Lowe, Project Manager
Maryland Transportation Authority
2310 Broening Highway
Baltimore, MD 21224

RE: Comments on the Tier 2 Bay Crossing Study Draft EIS and MDTA's Recommended Preferred Alternative

Dear Ms. Lowe,

We write with respect to the Tier 2 Bay Crossing Study Draft EIS[1] and MDTA's Recommended Preferred Alternative.[2] Our comments incorporate by reference our prior comments pertaining to the Bay Crossing impact studies (Draft EIS[3], Tier II Study[4]) and the Bay Watershed comments.[5]

We understand that the Recommended Preferred Alternative, Alternative C (6-8-6 South), would consist of: two new four-lane bridge spans with full shoulders across the Chesapeake Bay; removal of the existing Bay Bridge spans; and widening of US 50/301 to eight lanes (four per direction) from west of Oceanic Drive to east of Cox Creek.

We continue to strongly support the "no build" alternative.

As stated at earlier, we believe existing traffic congestion on the current bay crossings warrants the state taking action. However, we strongly recommend an

[1] https://www.baycrossingstudy.com/study-process/tier-2-study/draft-environmental-statement-eis/

[2] https://www.baycrossingstudy.com/study-process/tier-2-study/recommended-preferred-alternative/

[3] https://www.sierraclub.org/maryland/blog/2021/05/comments-3rd-bay-crossing-draft-environmental-impact-statement

[4] https://www.sierraclub.org/sites/default/files/2026-03/md-sc-comments-on-bay-crossing-tier-2-study-july2023.pdf

[5] https://www.sierraclub.org/sites/default/files/2025-09/maryland-sierra-club-comments-on-draft-2025-chesapeake-bay-agreement-sept1-2025.pdf

integrated combination of modal and operational alternatives be implemented to relieve growing traffic congestion and provide more equitable access to economic and social mobility vs. building another bay crossing.

The combination of alternatives we support include an enlarged rapid transit system using electric buses, significant bicycle infrastructure, a robust electric ferry system, possibly a rail line, together with a number of options offered by transportation system management (TSM) and transportation demand management (TDM).

Transit alternatives

The addition of more reliable, affordable, accessible, and rapid electric public transit traveling across existing roadway and bridges would attract ridership and allow many people to leave their cars at home, thereby reducing traffic congestion. Public transit also is more equitable than adding more roads or another bridge because it serves residents at all income levels (including those who cannot afford a car), and would be much more environmentally-friendly than cars and SUVs that emit greenhouse gas emissions and other health-damaging air pollution.

Effective modeling by transportation planners could determine the best routes and schedules for existing and additional transit to attract and serve the most people, particularly local residents traveling to and from jobs, and could determine whether use of vans and mini-buses should be part of the vehicle mix. Data would need to be routinely collected on ridership to allow routes and schedules to be modified as needed to work in coordination with other alternatives, better serve riders and lessen traffic congestion.

To enable rapid travel across the current bay crossings, buses would need to have dedicated lanes, have off-board fare payment to speed up boarding, and have transit signal priority in intersections. Full coordination among state, county and local government transportation departments in funding and planning decisions would be needed to create a seamless, integrated network of high performing public transit options.

Another possibility to be explored would be for bus service to be offered during summer months between population centers like the Washington metro region (using a highly transit accessible location in Maryland such as Silver Spring) and Ocean City, with a brief stop in Annapolis and possibly another city or two along the way to pick up and drop off passengers. Surveys would need to be taken to determine what days during the week the buses should run and the best departure times in order to have sufficient travelers to justify the bus service.

2

Bicycle infrastructure

The large number of bicyclists who spoke at MDTA's Tier 2 Study Virtual Listening Meeting on June 27, 2023, is testament to the popularity of including bike infrastructure on a bay crossing. Biking not only is a non-polluting and effective way for individuals to travel, it also has been shown to reduce health costs. For bicyclists to be able to travel safely on roads and a bay crossing, they would need to have one-way, well-marked, protected bike lanes to travel in and definitely not just a designated portion of lanes being actively used by cars, trucks or buses.

If allocating space for protected, one-way bike lanes would be difficult to provide on a bay crossing when traffic is at its peak, one solution would be to designate a number of consecutive hours between peak travel times when biking on a bay crossing would be permitted.

Electric ferry service and rail travel

A robust ferry service and having light or heavy rail running across the bay are options that should be given serious consideration as well. The ferries should be powered by rechargeable electric batteries so they would be non-polluting, and the trains should run on electricity vs. diesel. To attract riders to the ferry service, pedestrians and bicyclists possibly could ride free; there would be a charge for cars. Transportation planners should be tasked with determining which alternatives would be able to attract sufficient ridership to be economically feasible, and also should determine how each alternative could be implemented in a manner that complements and works in full coordination with other alternatives.

Electric ferries probably could be leased for use in a pilot study which would keep costs down. Establishing a light or heavy rail service would make most sense if made part of a rail system that serves a larger area than just to cross the bay. Building a rail system not only would help eliminate congestion crossing the bay, it would provide economic and social mobility that would advance the region's economic potential.

TSM and TDM options

TSM options that should be considered include using congestion pricing during peak travel times and/or reducing tolls during off-peak travel, having lower-priced or possibly no tolls for high occupancy vehicles, implementing traffic signal coordination, and using other proven techniques for managing traffic congestion. TDM options could include having high occupancy vehicle lanes, creating more park and ride locations on both sides of the bay, and incentivizing employers in the region to offer flexible work

schedules and/or staged work schedules that have employees starting and leaving work at different times. Other TDM options include incentivizing employers to allow more telework and to provide transit subsidies and not free parking for employees who travel to work, and incentivizing property rental companies on the Eastern Shore to offer weekly rental periods that start and end on different weekdays.

Additional Reasons We Don't Support the Recommended Preferred Alternative

The impact of climate change on future growth patterns can't be ignored. Climate change is already happening and may fundamentally alter growth and traffic to Eastern Shore communities. According to the Maryland Department of the Environment, "With 3,100 miles of shoreline, Maryland is the fourth most vulnerable state to suffer the effects of sea-level rise associated with climate change. Rising sea levels and increased storm intensity could have devastating and far-reaching impacts on the Atlantic coast and the Chesapeake Bay ecosystem that affect the environmental, recreational and economic benefits enjoyed by Maryland and its visitors."

Transportation is the largest source of climate-damaging greenhouse gas (GHG) emissions in our state. Numerous academic studies and many years of practical experience have shown that expanding highways or adding another bridge would "induce demand", that is, attract more drivers who believe their travel would be faster. This means traffic congestion would continue and the increased number of drivers would generate increased GHG emissions and other health-damaging air pollution. That is the opposite of what should be happening now to enable Maryland to meet its goal of a 60% reduction in GHG emissions by 2031, with zero emissions by 2045.

A 3rd bay crossing would damage the Chesapeake Bay. The Recommended Preferred Alternative would affect more than 10,000 acres of tidal wetlands and more than a thousand acres each of non-tidal wetlands, oyster resources, and other sensitive areas.[6]

The potential for severe adverse impacts to these resources and the Bay from a possible new Chesapeake Bay Bridge Crossing and demolition of the current bridges are additional reasons we support a comprehensive set of transit, ferry, and transportation demand management strategies instead of pursuing a harmful expansion of the Bay Bridge.

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[6] MDTA, Additional Foreseeable Effects of the Chesapeake Bay Crossing Study Alternatives Retained for Detailed Study, January 2026, available at: https://www.baycrossingstudy.com/wp-content/uploads/2026/01/BCST2_Additional-Foreseeable-Effects_January-2026.pdf. See especially the acreage associated with Chesapeake Bay Critical area, 100 year floodplains, oyster sanctuaries, and Sensitive Species project review areas in Chapter 6 as well as the summary table on page 8-21.

Adverse impacts on the communities on the Eastern Shore are a major concern. The additional traffic across a new bay crossing plus new traffic arising from such development could significantly harm the health and wellbeing of communities on the Eastern Shore and cancel out any potential congestion improvements anticipated to come from a third bay crossing.

In conclusion, we support the "no build" alternative and the implementation of a fully integrated, comprehensive clean transportation solution composed of the alternatives described above. Such a solution would address current and future traffic congestion on the current bay bridges in a safe, more cost-effective, equitable, reliable and more environmentally-friendly manner than adding a third bay crossing.

Thank you for your consideration of these comments.

[redacted]
State Director
Sierra Club Maryland Chapter

5

NGO – 15

Queen Anne's County Bicycle and Pedestrian Advisory Committee
1945 4-H Road
P.O. Box 37
Centreville, MD 21617

March 7, 2026

MDTA Bay Crossing Study
Public Comment Submission
2310 Broening Highway
Baltimore, MD 21224
info@baycrossingstudy.com

Dear Bay Crossing Study:

The Queen Anne's County Bicycle and Pedestrian Advisory Committee (BPAC) enthusiastically **supports making a barrier-separated "Shared-Use Path" a mandatory design feature of the proposed Chesapeake Bay Bridges**, versus merely an "optional" feature as it is now being proposed. This is a once-in-a-century opportunity to build a landmark feature that serves all Marylanders and visitors.

Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would have a significant impact in Maryland. Specifically, Queen Annes County would benefit substantially from a Shared Use Path. The proposed path could connect directly to our existing Cross Island & South Trail systems and align strategically with our County's Pedestrian & Bicycle Master Plan by enhancing active transportation opportunities. Our County leadership strongly supports trails, as demonstrated by their current application for BUILD grant funding for the advance planning and design of a Bicycle & Pedestrian Overpass crossing of US 50/301just east of the **existing Bay Bridges.**

The current demand for active transportation access on the Bay Bridge is witnessed annually during the Bay Bridge Run which drew 19,000 participants in

2025 (increasing over 50% from 2021). A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a **perpetual economic and recreational engine** for the region.

A path on the Bay Bridge, however, is more than a scenic overlook. It is also a missing link for three nationally significant trail systems:

- **The East Coast Greenway** (Maine to Florida)
- **The 9/11 National Memorial Trail**
- **The American Discovery Trail** (Delaware to California)

Beyond recreation and tourism, the path would also provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's Counties would fulfill the goals of Maryland's own **2025 State Transportation Trails Strategic Plan**, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own **2024 Complete Streets Policy**.

Recognizing that decisions made today will define our state and regional transportation landscape for the next hundred plus years, we urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a **required component feature** for all potential bridge scenarios.

Sincerely,

[redacted]

Chairperson, Queen Anne's County Bicycle and Pedestrian Advisory Committee

BPAC Members: [redacted]

NGO-18

March 9, 2026
Bay Crossing Study
2310 Broening Highway
Baltimore, MD 21224
Info@baycrossingstudy.com

RE: Tier 2 NEPA Study Draft Environmental Impact Statement Comments

Thank you for the opportunity to provide comments on the Tier 2 NEPA Study and Draft Environmental Impact Statement (DEIS) for proposed Chesapeake Bay crossing improvements on behalf of ShoreRivers. ShoreRivers is a nonprofit dedicated to protecting and restoring Eastern Shore waterways—including the Chester, Miles, and Wye Rivers and Eastern Bay—and we urge the Maryland Transportation Authority (MDTA) to carefully consider the following concerns in the final stages of the study.

The DEIS shows that build alternatives would require substantial land conversion and property acquisition along the U.S. 50/301 corridor, impacting 25–88 acres of land. ShoreRivers believes that expanding bridge or highway capacity in this corridor risks reversing water quality gains in these rivers and the broader Chesapeake Bay by increasing stormwater runoff, degrading submerged aquatic vegetation (SAV) and oyster habitats, and exacerbating climate vulnerabilities. For these reasons, we do not support new bridge construction or capacity expansion. We offer the following recommendations to ensure robust consideration of natural resources that will be impacted and potentially lost should the project proceed.

1. Public Access

The Draft Environmental Impact Statement acknowledges that the build alternatives would result in partial acquisitions affecting numerous parks, recreational areas, and public facilities. These include Sandy Point State Park, Terrapin Nature Park, Broadneck Trail, the Cross Island Trail, and other recreational resources, which are among the few public access points to the Chesapeake Bay in Anne Arundel and Queen Anne's Counties.

Public access to waterways and shoreline resources is intrinsic to tourism, commerce, recreation, and the quality of life of residents throughout the region. It also fosters stewardship and long-term support for protecting natural resources. While the DEIS identifies these facilities as being subject primarily to partial land acquisition rather than displacement, the cumulative effect of these impacts—combined with construction disruptions and potential long-term changes to park access and shoreline use—has not been sufficiently evaluated.

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ShoreRivers urges MDTA to include a comprehensive evaluation of public access impacts, including potential reductions in access, temporary closures during construction, and cumulative impacts to shoreline recreation.

2. Aquatic Resources and Fisheries

Impacts to oysters, SAV, and other aquatic habitats must be evaluated in a long-term context that accounts for annual variability and Chesapeake Bay restoration targets. However, the DEIS does not provide sufficient detail about how oyster populations and habitat losses would be avoided, minimized, or mitigated. Given the scale of anticipated disturbances from dredging, pile driving, and other construction activities, the DEIS should clearly outline mitigation strategies such as relocating live oysters prior to construction, creating or enhancing reef habitat through shell or other substrate placement, seeding oysters, or directing resources toward existing restoration efforts.

This lack of detail is particularly concerning because many of the waters potentially affected—including Eastern Bay and tributaries such as the Tred Avon, Miles, Wye, Choptank, Corsica, and Chester Rivers—contain oyster sanctuaries that have received significant public and nonprofit investment for restoration. These projects are producing measurable ecological gains; for example, oyster populations in the Tred Avon River sanctuary have increased dramatically following restoration efforts. Because these reefs represent decades of restoration work and substantial public investment, the DEIS should more thoroughly evaluate potential impacts to oyster sanctuaries specifically. ShoreRivers recommends:

- "look-back" analyses of SAV acreage and oyster populations
- bottom surveys for future habitat potential
- economic assessments of fisheries dependent on aquatic habitats

Loss or degradation of these habitats directly affects fisheries and Bay restoration efforts. Mitigation dollars should prioritize habitat restoration—including oyster sanctuaries, SAV beds, wetlands, and tidal marshes—to ensure the State does not backslide in Bay recovery.

3. Migratory and Endangered Species

Construction of new bridge infrastructure could affect Atlantic sturgeon—an endangered species that relies on riverine habitats within the Chesapeake Bay watershed for spawning and migration—as well as marine mammals through sedimentation, noise, and water quality changes. Measures such as timing restrictions, noise mitigation, and habitat protection must be included if the project proceeds.

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4. Stormwater Impacts

Expanded roadways would create tens of acres of impervious surface, increasing stormwater runoff and nutrient loading. Secondary development along the corridor will further stress wastewater infrastructure and tributaries of the Chesapeake Bay.

Equally concerning is the compounding effect of climate change. Rainfall events across the Chesapeake Bay watershed are becoming more intense and frequent. Stormwater infrastructure designed to meet current regulatory standards may not be sufficient to manage future rainfall conditions. Without significant upgrades to stormwater management design standards, expanded roadway infrastructure risks creating additional pollutant loading precisely at a time when the State of Maryland is working to reduce nutrient inputs to the Bay. ShoreRivers recommends:

- stormwater systems exceeding current regulatory standards with climate-resilient design
- pollution prevention, spill containment, and long-term maintenance funding
- quantitative evaluation of environmental impacts from secondary and induced growth
- targeted conservation of lands along the 50/301 corridor to limit secondary development on lots with sensitive ecosystems and/or communities vulnerable to increased stormwater pressure

5. Secondary Growth

The build alternatives analyzed in the Draft Environmental Impact Statement are explicitly intended to increase roadway capacity along the U.S. 50/301 corridor. The DEIS acknowledges that the build alternatives would provide additional roadway capacity to accommodate regional population growth and improve access to commercial and residential development areas.

In practical terms, this means the project is likely to accelerate development pressures along the Eastern Shore corridor in Kent Island, Chester, Grasonville, Queenstown, and beyond. The DEIS also identifies numerous approved or proposed development projects within the study area along U.S. 50/301, including major subdivisions and commercial site plans. While the DEIS acknowledges these development trends, it does not adequately quantify the secondary environmental impacts that induced growth will create, including:

- increased stormwater runoff
- expanded impervious surfaces
- increased wastewater generation
- loss of forest and agricultural lands
- increased nutrient loading to tributaries of the Chesapeake Bay

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These indirect impacts are particularly significant on the Eastern Shore, where many tributaries—including the Chester, Wye, and Miles Rivers—are shallow estuarine systems that respond rapidly to increased nutrient and sediment inputs. Expanding transportation capacity without fully evaluating induced development and its associated pollution loads risks undermining decades of investment in Chesapeake Bay restoration. For this reason, ShoreRivers strongly recommends that the Final Environmental Impact Statement include a growth analysis evaluating how increased bridge and corridor capacity will influence future land use, housing development, impervious cover, and associated nutrient loading.

6. Chesapeake Bay Restoration and State Commitments

Maryland and its partner states have spent decades working toward the restoration of the Chesapeake Bay through the Chesapeake Bay Agreement and the Chesapeake Bay Total Maximum Daily Load (TMDL). Billions of dollars have been invested in reducing nutrient pollution from agriculture, wastewater treatment plants, and urban stormwater systems. Despite this progress, many tributaries of the Chesapeake Bay—including those on Maryland's Eastern Shore—remain impaired by excess nitrogen, phosphorus, and sediment. Achieving the restoration targets established under the Chesapeake Bay TMDL requires continued reductions in nutrient loading across all sectors.

The build alternatives proposed in the Draft Environmental Impact Statement risk moving the State in the opposite direction. Expanding highway capacity and enabling additional development along the Eastern Shore corridor will inevitably increase nutrient and sediment loading to Bay tributaries. These outcomes are inconsistent with the State's long-term restoration commitments.

The DEIS itself identifies a wide range of sensitive environmental resources within the project area, including wetlands, waterways, protected lands, parks, and conservation easements. These natural systems provide critical ecosystem services that support Bay restoration, including:

- nutrient filtration
- shoreline stabilization
- flood mitigation
- habitat for fisheries and wildlife

Loss or degradation of these systems—combined with increased stormwater loading—will make it more difficult for Maryland to meet its Chesapeake Bay restoration obligations. Given the scale of potential environmental impacts identified in the DEIS, ShoreRivers urges MDTA to fully evaluate whether expanding highway capacity along the Chesapeake Bay crossing corridor is consistent with the State's legally binding Chesapeake Bay restoration commitments.

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7. Public Participation and Due Process

The proposal to remove and replace the existing eastbound and westbound Bay Bridge spans with new bridge structures represents a major project component that was not part of the original Tier 1 analysis. Adequate environmental study and public input should occur before advancing such significant changes.

Transparency and public participation strengthen studies such as this and ensure that community voices are meaningfully incorporated into decision-making. Significant project changes, including the replacement of existing Bay Bridge spans, require robust public input. Transparency and public participation are essential to ensure community priorities and environmental safeguards are incorporated. ShoreRivers strongly encourages MDTA to incorporate public feedback related to purpose and need, traffic projections, environmental impacts, and alternatives analysis throughout the duration of the study.

8. Mitigation Recommendations

If the project proceeds, ShoreRivers urges robust mitigation, including:

- large-scale restoration of oyster sanctuaries, SAV beds, wetlands, and tidal marshes
- large-scale land preservation and conservation easements
- living shoreline projects and enhanced public access
- advanced stormwater management and long-term maintenance funding
- corridor-wide conservation strategies to offset induced development impacts

Mitigation must prioritize environmental restoration to ensure the State's Chesapeake Bay recovery efforts continue. Given that the DEIS acknowledges that the proposed build alternatives would increase roadway capacity, convert significant acreage to transportation right-of-way, and facilitate future development along the U.S. 50/301 corridor, the Final Environmental Impact Statement must provide a comprehensive analysis of how these changes will affect water quality, nutrient loading, and Chesapeake Bay restoration efforts.

Thank you for considering these comments. ShoreRivers remains committed to collaborating with MDTA and stakeholders to ensure Chesapeake Bay crossing decisions prioritize water quality, ecosystem health, and community resilience.

Sincerely,

[redacted]

Chester Riverkeeper, ShoreRivers

Miles-Wye Riverkeeper, ShoreRivers

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NGO – 20

TALBOT THRIVE

WALK • RUN • RIDE • ROLL

Maryland Transportation Authority
Attn: Chesapeake Bay Crossing Study / Office of Planning and Programming
2310 Broening Highway
Baltimore, MD 21224

February 20, 2026

Re: Support for a bicycle and pedestrian shared-use path on the planned Chesapeake Bay Bridge crossing

Dear Chair and Members of the Maryland Transportation Authority Board, and Bay Crossing Study Project Team:

We are contacting you today to express our strong support for expanding and strengthening the Eastern Shore's trail network and for continued investment in safe, connected, and accessible walking and bicycling infrastructure across the Eastern Shore. We also urge the Maryland Transportation Authority (MDTA) to include a safe, physically separated bicycle and pedestrian shared-use path as part of the planned new Chesapeake Bay Bridge crossing.

For the Eastern Shore, connected trails and safe places to walk and bike are not recreational luxuries—they are essential public infrastructure. They help residents reach schools, jobs, parks, services, and transit options, and they expand access for people of all ages and abilities, including those who do not drive or cannot drive. A shared-use path on the new crossing would be a once-in-a-generation opportunity to close a major statewide barrier and make active transportation more practical and equitable for Eastern Shore communities.

We appreciate MDTA's continued engagement with communities as the Bay Crossing Study advances, and we respectfully request that the shared-use path be treated as a core element of the project, advanced through environmental review and design to ensure it is feasible, safe, and meaningfully connected to facilities on both sides of the Bay.

Maryland has also committed—through its Complete Streets policies and guidelines—to designing and operating transportation projects in ways that safely accommodate people walking, biking, using mobility devices, and taking transit. As Talbot County works to develop and implement its own Complete Streets approach, it is essential that the State and its agencies model that commitment on

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major projects under their jurisdiction. The planned Bay Bridge crossing is exactly the kind of high-impact investment where Complete Streets principles should be non-negotiable and fully integrated from the beginning, not treated as an optional add-on. Including a safe, physically separated shared-use path would align this project with Maryland's stated safety and access goals while reinforcing local efforts to build a connected, multimodal network on the Eastern Shore.

Thank you for your consideration and for your commitment to improving safety and access for Maryland residents.

Sincerely,

[redacted]

[redacted], Executive Director

Board Members

[redacted], Board Chair
[redacted], Vice Chair
[redacted], Secretary
[redacted], Treasurer

[redacted]

Committee Members

[redacted]

[redacted]

c: Bay Crossing Study Project Team (info@baycrossingstudy.com)

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NGO – 21

Visit ANNAPOLIS & ANNE ARUNDEL COUNTY

Date: March 3, 2026

To: Kathryn Thomson, Acting Secretary, Maryland Department of Transportation
Bruce Gartner, Executive Director, Maryland Transportation Authority (MDTA)
Josh Kurtz, Secretary, Maryland Department of Natural Resources

From: [redacted], Chief Executive Officer, Visit Annapolis & Anne Arundel County

Subject: Support for MDTA Recommended Preferred Alternative C for the Chesapeake Bay Crossing Study and Recommendation to include the Separated Shared-Use Path for pedestrians and bicyclists

Around the world, iconic bridges draw millions of visitors each year—from walking the Golden Gate Bridge in San Francisco to climbing Sydney Harbour Bridge. These structures are more than connections and transportation; they are destinations, experiences, and economic engines. The Chesapeake Bay Bridge has the potential to become more than a crossing with a separated, shared-use bicycle and pedestrian path on one span—turning travel across the Bay into a scenic adventure, a daily commute into an experience, and a short visit into an unforgettable memory.

Visit Annapolis & Anne Arundel County, the destination marketing and management organization for Anne Arundel County, strongly supports the Maryland Transportation Authority's Recommended Preferred Alternative C for the Chesapeake Bay Crossing Study. We respectfully urge the mandatory inclusion of this shared-use path, which should be evaluated as long-term economic investment, not solely as a construction cost.

This investment will generate significant economic, community, and environmental benefits for Maryland, including:

- **Outdoor recreation revenue:** Maryland's outdoor recreation economy generated $9.4 billion in GDP in 2023—a 12 percent increase over the previous year—supporting 81,000 jobs and $4.5 billion in wages. A bicycle and pedestrian crossing would make the Bay Bridge not just a connection, but a destination itself—drawing visitors, extending stays, and offering breathtaking views of Maryland's waterways.

- **Visitor spending:** In 2024, more than 7 million visitors to Anne Arundel County generated $4.3 billion in economic impact, including $460 million in state and local taxes. And our neighboring county across the bridge, Queen Anne's County, welcomed 420,000 visitors who generated $20 million. A connected, non-motorized crossing would encourage longer stays, multi-day cycling tourism, and spending, while creating

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moments that linger in memory—a pedal across the Bay, a stroll at sunrise, the gentle sway of the water below.

- **Mobility, quality of life, and stewardship**: The path would provide a non-vehicular transportation option across the Bay, expanding mobility for residents without a car and creating safe access for commuters, students, and recreational users. It's more than infrastructure—it's an invitation to experience Maryland on foot or wheel, and see Maryland from a new perspective.

The infrastructure to support a shared-use path already exists on both sides of the Bay. On the Eastern Shore, the Cross Island Trail at Terrapin Nature Park provides a scenic, well-used path. On the Western Shore, the Broadneck Trail at Sandy Point State Park connects to the Baltimore & Annapolis Trail and the BWI Trail. A bridge crossing would link these networks and connect to national systems such as the Great American Rail-Trail, the American Discovery Trail, and the East Coast Greenway, turning the Bay Bridge into a spine of adventure, exploration, and connection to the Bay itself.

Since its opening in 1952, the Chesapeake Bay Bridge has been an iconic, transformative project connecting the Eastern and Western Shores and shaping Maryland's economy and culture. Today, we have an opportunity to make another historic investment—one that generates economic returns, enhances quality of life, and fosters a meaningful connection to the Bay for generations of Maryland residents and visitors.

We respectfully urge the Maryland Transportation Authority and state leaders to include the separated shared-use path in the final design of Alternative C. The Chesapeake Bay deserves a bridge as iconic as the waters it spans—a path that inspires wonder, adventure, and connection for all who cross it.

Visit Annapolis & Anne Arundel County is on the side of making a smart investment that will benefit residents and visitors for generations to come—we encourage you to be, too.

Sincerely,

[redacted]

[redacted]
Chief Executive Officer, Visit Annapolis & Anne Arundel County

NGO – 22

Eubanks & Associates, PLLC
LAW FOR THE PUBLIC INTEREST

1629 K STREET NW, SUITE 300
WASHINGTON, DC 20006
(970) 703-6060
By appointment only

March 9, 2026

Submitted Via E-mail:
Maryland Transportation Authority
Bay Crossing Study
2310 Broening Highway
Baltimore, Maryland 21224
info@baycrossingstudy.com

Federal Highway Administration
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore, Maryland 21201
alexander.bienko@dot.gov

Re: Comments on the Bay Bridge Draft Environmental Impact Statement from Queen Anne's Conservation Association

Dear MDTA and FHWA Officials:

Queen Anne's Conservation Association ("QACA") submits this letter in response to Maryland Transportation Authority's ("MDTA") invitation for public comments on the Chesapeake Bay Crossing Tier 2 Draft Environmental Impact Statement ("DEIS"), which MDTA and the Federal Highway Administration ("FHWA") are soliciting as part of FHWA's compliance with the National Environmental Policy Act ("NEPA"), 42 U.S.C. §§ 4321-4347, and other applicable laws. We respectfully request that FHWA include this comment letter in the formal administrative record for this matter.

In order to fulfill its legal obligations for the remainder of the NEPA process, FHWA must: (1) remedy deficiencies in the traffic analysis; (2) follow through on commitments to consult on protected species and implement necessary protection and mitigation measures; and (3) complete analysis of bridge construction impacts. *See* Md. Transp. Auth., Tier 2 NEPA Chesapeake Bay Crossing Study Draft Environmental Impact Statement, http://bit.ly/4qS24td (last visited Mar. 9, 2026).

Failure to adequately address these concerns will have dire consequences for Maryland's Eastern Shore. A massive new bridge, constructed without sufficient traffic and environmental analysis, will dramatically increase negative impacts to the pristine and iconic Eastern Shore landscape. The Bay Bridge project threatens to fundamentally and permanently change the character of the Eastern Shore through increased traffic, suburbanization, and severe environmental degradation; FHWA and MDTA must take a more calculated and detailed look at multiple parts of their supporting analysis and purported justification before proceeding.

Statement of Interest

QACA is the oldest conservation organization on the Eastern Shore and is dedicated to promoting smart and sustainable growth in Queen Anne's County. It supports development that will provide a viable and sustainable economic foundation for the county, while also ensuring the protection of its rural character, including the small towns, farms, waterways, and open spaces that shape the county's landscape.

QACA has been an active participant in MDTA's Bay Crossing Study since its inception. It has consistently advocated for accurate and methodologically sound traffic projections, as well as using all available travel management strategies to mitigate peak traffic congestion *before* committing to a costly, disruptive, and environmentally damaging new bridge. To this end, QACA previously submitted detailed comments on the Bay Crossing Study Tier 1 Draft Environmental Impact Statement ("Tier 1 DEIS").[1] Included in those comments was a rigorous study by independent traffic engineering firm, AKRF, commissioned by QACA to evaluate the Purpose and Need Assessment ("PNA") first published by MDTA in 2019.[2] AKRF is a nationally recognized traffic engineering firm with impeccable credentials, which FHWA and other federal and state agencies routinely retain to manage and coordinate all aspects (including preparation of Draft and Final EISs) of traffic and highway engineering projects throughout the United States. QACA also commented on an earlier step in the Tier 2 NEPA Study process and raised concerns about the adequacy of several elements of the agency's environmental and traffic analyses.[3]

BACKGROUND

Relevant background information, including the applicable legal framework and a brief summary of the Bay Bridge Crossing NEPA process, is described below.

Statutory and Regulatory Framework

NEPA was enacted in 1970 to protect human health and the environment by ensuring that "unquantified environmental amenities and values" are given "appropriate consideration in decisionmaking." 42 U.S.C. § 4332(2)(B).

[1] *See* Letter from QACA, April 22, 2021, to Bay Crossing Study, Re: Comments of Queen Anne's Conservation Association on Bay Crossing Study Tier 1 DEIS.

[2] *See* AKRF, *Chesapeake Bay Bridge Crossing Study Transportation Study*, December 15, 2020 (prepared for Queen Anne's Conservation Association).

[3] *See* Letter from QACA, January 13, 2025, to Bay Crossing Study, Re: Preliminary Comments on the Chesapeake Bay Bridge Crossing Tier 2 NEPA Study Process from Queen Anne's Conservation Association.

This foundational environmental law has twin aims. It establishes transparent procedures that require federal decisionmakers to consider and account for the environmental impacts of federal projects. NEPA also requires agencies to inform the public about the environmental impact of federal projects, along with reasonable alternatives, so that the public may weigh in on the decisionmaking process and ensure that the ultimate agency decision is careful and well-informed. *See* 42 U.S.C. § 4332; 23 C.F.R. § 771.105 (2025). Under NEPA, agencies have a duty to take a "hard look" at potential environmental impacts and environmentally enhancing alternatives "as part of the agency's process of deciding whether to pursue a particular federal action." *Baltimore Gas & Elec. Co. v. Natural Res. Def. Council*, 462 U.S. 87, 100 (1983).

A little over a month after QACA submitted its most recent comment in this review process, President Trump directed the Council on Environmental Quality ("CEQ") to propose rescinding its longstanding NEPA regulations. *See* E.O. 14154, Unleashing American Energy, 90 Fed. Reg. 8353 (Jan. 29, 2025). CEQ complied with this directive and promulgated an Interim Final Rule accomplishing this aim, which became effective on April 11, 2025. *See* 90 Fed. Reg. 10610 (Feb. 25, 2025). The rule states that "agencies should . . . continue to rely on the version of CEQ's regulations that was in effect at the time that the agency action under challenge was completed." *Id.* at 10614. CEQ contemporaneously published guidance endorsing that approach and has reiterated this methodology in updated guidance. *See* Memorandum for Heads of Departments and Agencies: Implementation of the National Environmental Policy Act (Feb. 19, 2025); Memorandum for Heads of Departments and Agencies: Implementation of the National Environmental Policy Act at 1 (Sept. 29, 2025), both available at https://ceq.doe.gov/guidance/guidance.html.

FHWA, in conjunction with the Federal Railroad Administration and the Federal Transit Administration, promulgated new NEPA implementing regulations in July 2025 to fill the regulatory gap left by CEQ's April 11, 2025 recission. 90 Fed. Reg. 29,426 (July 3, 2025). These regulations became effective July 3, 2025. 23 C.F.R. §§ 771.101-771.141 (2025).

Regardless of CEQ or FHWA regulations, NEPA requires agencies to prepare a "detailed statement"—i.e., an EIS—for any "major Federal actions significantly affecting the quality of the human environment." 42 U.S.C. § 4332(C). An EIS must describe, among other items, the purpose and need for the proposed action, the alternatives to the action, the affected environment, and the environmental consequences of alternatives. *Id.*

The purpose and need assessment for the proposed action serves to "delimit the universe of the action's reasonable alternatives." *Citizens Against Burlington, Inc. v. Busey*, 938 F.2d 190, 195 (D.C. Cir. 1991). However, the agency's purpose must not be too narrow. "[A]n agency may not define the objectives of its action in terms so unreasonably narrow that only one alternative from among the environmentally benign ones in the agency's power would accomplish the goals of the agency's action, and the EIS would become a foreordained formality." *Id.* at 196.

Once the agency has crafted a project's goals, it must turn to evaluating a reasonable range of alternatives to the proposed action. The agency must: "evaluate a reasonable range of alternatives to the action and document the reasons why other alternatives, which may have been

considered, were eliminated from detailed study." 23 C.F.R. § 771.123(c). The EIS must also "summarize the studies, reviews, consultations, and coordination required by environmental laws or executive orders to the extent appropriate at this stage in the environmental process." *Id.*

Public input is a critical component at each stage of the NEPA process. To determine the scope of the issues to be addressed in the EIS and to identify significant issues related to the proposed action, an agency must engage in a "scoping" process and engage the public. *See* 23 C.F.R. § 771.123(b)(1); *see also* 23 C.F.R. § 771.111 (identifying public outreach and communication options available to agencies during the scoping process). "Utilizing information acquired during the scoping process, the agency is then to prepare an initial draft EIS, which it must make publicly available and circulate to other agencies for feedback"; "[a]fter doing so, the agency must draft a final EIS that addresses any comments." *Webster v. U.S. Dep't of Agric.*, 685 F.3d 411, 418 (4th Cir. 2012) (internal citations omitted); *see also* 23 C.F.R. § 771.138 (detailing order and time limits for each constituent part of the NEPA process).

The EIS process cannot be used to justify already-made decisions; the agency must take a sincere "hard look" at the environmental impacts when considering major federal actions. *See Nat'l Audubon Soc'y v. Dep't of Navy*, 422 F.3d 174, 199 (4th Cir. 2005) (stating that "[w]here an agency has merely engaged in post hoc rationalization, there will be evidence of this in its failure to comprehensively investigate the environmental impact of its actions and acknowledge their consequences."). Meaningfully engaging with public concerns, like those listed in this letter, is a cornerstone of the EIS process.

Factual Summary

FHWA, along with MDTA, released the Chesapeake Bay Crossing Study Tier 2 DEIS in January 2026. The Tier 2 analysis represents a single step in the environmental analysis process and follows the Tier 1 FEIS and Record of Decision ("ROD"). The Tier 1 FEIS/ROD was published in the Federal Register on April 29, 2022. See 87 Fed. Reg. 25,563 (Apr. 29, 2022).

The agencies separated the Bay Crossing Study ("BCS") into two parts. The Tier 1 NEPA Study was intended to identify "corridors for providing additional capacity and access across the Chesapeake Bay in order to improve mobility, travel reliability, and safety at the existing Bay Bridge" using a "high-level qualitative review of cost, engineering, and environmental data." Tier 1 FEIS at 1-2, 1-3. By contrast, the Tier 2 NEPA Study is intended to "result in project-level (site-specific) decisions made through evaluation of specific alignments within" the selected corridor and "would include detailed engineering design of alternative alignments and the assessment of potential environmental impacts associated with those alignments." *Id.* at 1-2.

Because the Tier 1 analysis selected Corridor 7 as the Preferred Corridor Alternative, the Tier 2 analysis is limited to reviewing project-level alternatives and environmental impacts within Corridor 7. Tier 2 DEIS at 3. Through that review, MDTA identified Alternative C as the Recommended Preferred Alternative for its new project. *Id.* at 1.

Alternative C requires one bridge span south of the existing spans and one bridge span in between the existing bridge spans as well as "higher navigational clearance of 230 feet." Tier 2 DEIS at 1, 3-13.[4] Additionally, Alternative C includes "transit and operational considerations made through a financial commitment providing a onetime investment, and removal of the existing Bay Bridge spans." *Id.* Alternative C will expand the total number of lanes across the Bay from five to eight. *Id.*

In addition to constructing new pillars in the middle of the Bay to support the new spans, the highway on either side of the Chesapeake Bay must be widened to accommodate Alternative C's expanded size. Tier 2 DEIS at 6. This widening will encroach on the Chesapeake Bay Floodplain, "primarily on the Eastern Shore," and will also require widening the bridge over Cox Creek. *Id.* at 3-13, 4-48.

The construction of Alternative C will negatively impact the Bay ecosystem, with substantial adverse effects to resources such as protected species and water quality, and it will also massively increase car traffic to the Eastern Shore. QACA's comments on the Tier 2 DEIS concern the lawful consideration, prevention, and mitigation of these impacts.

Tier 2 Timeline

On January 16, 2026, FHWA signed the Tier 2 DEIS as the follow-up to the Tier 1 analysis. The Tier 2 DEIS was published in the Federal Register on January 23, 2026. *See* 91 Fed. Reg. 2,930 (Jan. 23, 2026). FHWA revised its Federal Register Notice on January 26, 2026, to change the stated comment deadline from March 20, 2026, to March 9, 2026. *See* 91 Fed. Reg. 4,080 (Jan. 30, 2026).

QACA raised concerns with the Tier 1 analysis in an earlier comment letter. To briefly summarize those concerns, QACA stated the following:

> In order to fulfill its NEPA obligations in the upcoming Tier 2 Study, FHWA must: **(1)** evaluate all feasible Modal and Operational Alternatives ("MOAs") including those that have not yet been adequately analyzed, such as combinations of MOA strategies separate from the construction of a new bridge; **(2)** utilize updated baseline traffic projections—including all congestion management strategies that are either currently available or are reasonably foreseeable to be available at the conclusion of the Tier 2 NEPA process; **(3)** account for the impacts of induced traffic demand arising from any new span—including the likelihood that large stretches of US-50 would need to be widened, resulting in significant cost and disruption to surrounding communities; and **(4)** analyze all direct and indirect effects of construction on Chesapeake Bay.

[4] The Tier 2 DEIS Executive Summary states that Alternative C requires "two new spans south of the existing spans with eight lanes total (four in each direction)." This discrepancy should be corrected in the FEIS.

QACA hereby incorporates these concerns by reference and raises additional, new concerns below. FHWA must address all of these concerns—whether outstanding concerns from previous comments or new concerns raised herein—in order to comply with NEPA.

Discussion

The Tier 2 DEIS analysis considered some environmental effects of potential alternatives, but is not complete, as the agencies acknowledge throughout the document. To that end, the agencies must address the concerns raised later in this comment to comply with applicable environmental laws and ensure a comprehensive and lawful environmental review. MDTA and FHWA must analyze the issues discussed below as both a matter of legal compliance and as a matter of public responsibility; the "Chesapeake Bay is one of Maryland's most important natural, economic, and cultural resources and the largest estuary in the United States." Tier 2 DEIS at 2. Accordingly, it must be thoughtfully managed, especially prior to taking actions, such as this project, which will have significant, irreversible consequences.

Traffic Analysis

The Tier 2 DEIS' traffic analysis is incomplete and contradictory. The FEIS must address the following concerns in order to rectify deficiencies in the DEIS' reasoning.

General Concerns

To start, the DEIS's analysis estimates that bottlenecking will persist under Alternative C, undercutting the reasoning for the construction of a new bridge. Section 3.5.2 of the Tier 2 DEIS states that vehicle queues under summer weekend day conditions for Alternative C would still be over seven miles, far exceeding the existing queues of 4.8 miles and marginally shorter than the queues for the No Build alternative, which are estimated to be ten miles long. *See* Tier 2 DEIS Section 3.5.2. In 2045, under Alternative C, the Bay Bridge is still a bottleneck, as are the eastbound and westbound U.S. 50 split and merge areas. *Id.* Seasonal traffic delays and queues are the main justification for the replacement bridge alternative, and the DEIS demonstrates that this Alternative will not solve the very problem MDTA set out to solve. Instead, non-construction alternatives that could reduce bottlenecking should be considered.

Further, the structural life of the existing spans can be prolonged to 2065. Their premature demolition causes unnecessary negative impacts to the local community and the Chesapeake Bay. Using more of the structural life of existing bridge spans is a measured and responsible use of taxpayer dollars and allows for more time to study and test bridge congestion solutions that do not require major construction of entirely new bridge spans. QACA raises more specific concerns about MDTA's traffic analysis below.

Existing Data and Telecommuting

MDTA relies on outdated data for its analysis, building its foundation on shaky ground and potentially binding the State of Maryland to a costly construction project built on an

incomplete analysis. The FEIS should use updated traffic data to ground the analysis in real-world circumstances.

Specifically, the existing condition uses 2022 traffic volumes supplemented by additional data representing summer weekends in 2022 and 2023. However, the post-COVID traffic trends for telecommuting and commuting were still in flux in 2022. Based on Figure 2-1: Annual Crossings of the Bay Bridge, the 2018, 2019, and 2024 annual crossing volumes are roughly equal, indicating that telecommuting trends have likely stabilized and that there was minimal traffic growth between 2018 and 2024. The growth of 2022 traffic volumes, without considering effects of telecommuting and without developing an accurate growth rate based on recent travel patterns, results in a flawed and misleading analysis.

Traffic Growth Projections

In addition to using outdated information to analyze traffic patterns, the Tier 2 DEIS refers to a veritable black box of unknown assumptions with the statement: "Based on regional and statewide estimates for population growth and travel demand patterns, it is projected that traffic volumes across the Bay Bridge will continue to increase over time," in Section 1.1. *See* Tier 2 DEIS at 1-1. But the Tier 2 DEIS does not provide sufficient information on how the traffic projections and growth rates were estimated. The FEIS must clarify the basis for these projections, as they are the foundation for the new bridge's purported demand. An insufficient and contradictory traffic growth model leads to an overstated purpose and need from a traffic delay and queue projection perspective and must be explained in the FEIS.

In Section 2.2.1.1, the Tier 2 DEIS states that "the bridge itself is a constraining factor to travel flow," but the analysis does not reflect the effects of this constraint. The Tier 2 DEIS states that "[t]he existing Bay Bridge carries large volumes of travelers and frequently approaches or exceeds its capacity for long durations" and that "[t]hese travel volumes have increased over time and are expected to continue increasing in the future." Tier 2 DEIS at 2-1. Additionally, "[t]he increasing volumes correlate with increases in regional population and employment, and result in greater congestion." *Id.* at 2-2. Section 2.2.1.1 states that with the No Build alternative, from existing circumstances until 2045, non-summer weekday growth would increase by 31 percent and summer weekend day growth would increase by 25 percent. *See* Table 3-5: Daily Trips Across the Bay Bridge, Tier 2 DEIS at 3-31.

This growth analysis contradicts itself. Given that the currently planned and programmed projects under the No Build alternative do not increase the capacity of the bridge, traffic growth in daily trips cannot occur at a constant rate of 1.2 percent per year (31 percent to the 2045 Build year) on non-summer weekdays and 1.0 percent per year (25 percent to the 2045 Build year) on summer weekend days because the Tier 2 DEIS affirms the bridge currently approaches or exceeds its own capacity. This logic error assumes unconstrained traffic growth when the existing bridge capacity already realistically constrains growth. This error improperly inflates the traffic demand analysis, decreasing the validity of the traffic analysis.

The FEIS must address this internal mismatch, as it goes to the very heart of Bridge demand and construction justification. Without more, this analysis lacks the rigor necessary to

satisfy NEPA and inform the agencies and public prior to a final decision about the best way to proceed to satisfy any genuine needs underlying the project.

Induced Growth

The Tier 2 DEIS implicitly accepts the fact that a new bridge will increase traffic demand, but does not adequately analyze the impact of this new demand. This induced growth will negatively impact the pristine and undeveloped character of the Eastern Shore. Alternative C threatens to increase suburbanization and off-peak travel through the region, as well as increase environmental impacts through more highway widening, but the Tier 2 DEIS fails to sufficiently analyze these potential impacts.

Induced growth effects related to population were mentioned in the Tier 1 analysis but were not directly referenced in the Tier 2 DEIS except to restate that the alternative using the existing bridge corridor would have the least amount of induced growth. However, the statement in Section 4.7 of the Tier 2 DEIS lays bare the significant increases in Vehicle Miles Traveled ("VMT") projected by the new bridge alternatives: Alternative C is projected to result in a "25 to 28 percent increase in VMT from 2022 to the 2045 build scenarios."

The 25 to 28 percent increase in VMT for the build alternatives compared to existing VMT is an admission of induced traffic demand hidden in air quality modeling. An increase in capacity, like Alternative C, without an increase in demand would not increase VMT. An increase in VMT as a result of a capacity increase indicates a coupled increase in demand. This implicitly accepted induced demand traffic growth needs to be explicitly addressed in the Tier 2 FEIS, in order to satisfy NEPA's purpose of informed decisionmaking.

As a result of the induced demand, the highways leading up to the bridge will likely need to be widened beyond the scope analyzed in the DEIS. According to the AKRF March 2022 report provided to the agencies titled "Induced Traffic Demand and US 50 Highway Widening," "the widening of the Bay Bridge would temporarily relieve congestion on the bridge itself, but not on the highways leading to it unless they were also widened." As a result, "[t]he additional traffic attracted to the wider bridge would correspondingly require widening of large stretches of US 50 in the years following the bridge project to avoid new traffic bottlenecks." This additional widening is a direct consequence of the Bay Bridge project and must be analyzed in the FEIS.

Because the Tier 2 DEIS ignores the project's impact on induced growth, the Tier 2 DEIS fails to adequately analyze the impacts of increased traffic on the Eastern Shore. The Hazardous Materials Technical Report recognizes the history of development coupled with Bridge development, but the Tier 2 DEIS fails to consider this precedent. *See* Hazardous Materials Technical Report at 6-1 to 6-6. This DEIS ignores the impact on traffic using U.S. 50 from Queenstown and Wye Mills southward to and through Easton, Trappe, and Talbot Counties to the Choptank River bridge as well as through Cambridge, Vienna and ultimately Salisbury. It ignores population and traffic growth in Easton and particularly in and from Trappe, with this increased population deriving in part from the new Lakeside development, which is proposed to build 2,500 dwelling units. The Eastern Shore will receive much more incoming traffic as a result of the new bridge, and the traffic impacts must be properly considered.

In effect, using the U.S. 50/301 split as the eastern limit and failing to analyze induced growth results in an improper analysis that ignores the direct consequences of construction. As soon as the proposed improvements stimulate new traffic through the surrounding counties, similar improvements will have to be made for aggravated congestion in the affected areas. This construction will add development to an area where pristine and undeveloped nature is at the heart of the community and its culture. Ignoring these impacts risks permanently changing a treasured region without considering less damaging alternatives and mitigation measures.

Further, the induced demand will result in traffic returning to current congestion levels in a shorter time even than the construction period. The temporarily reduced summer weekend travel times during peak demand hours will relieve congestion only for 3 to 5 years, while construction of the new bridge will take 10 or more years. The FEIS must grapple with this key fact and analyze whether a new Bridge is a prudent choice, in light of the very limited time period that it would adequately address summer weekend travel times during peak demand.

Because a similar return to congestion happened in earlier iterations of the Bay Bridge, MDTA must consider the prudence of a project that is only a very short-term solution. Accounts from the 1973 completion of the second Bay Bridge span and a forecasting tool specifically developed for induced traffic demand indicate that it will only take the new Bay Bridge 3 to 5 years to return to congested traffic conditions, resulting in the same bottlenecking that already plagues the bridge, the relief of which is the purported reason for the new project.

While traffic congestion during summer weekend peak demand hours would return within 3 to 5 years from completion of a new Bay Bridge, essentially capping demand again for recreational trips, the excess traffic capacity of the bridge during non-summer weekends and most weekdays would attract substantial suburban sprawl development on the Eastern Shore. As documented in AKRFs March 2022 “Induced Traffic Demand and US 50 Highway Widening” report, it is estimated that over $1.35 billion in widening projects on nearly 70 miles of highway requiring approximately 230 acres of land and taking over 20 years of construction may be warranted by the Bay Bridge replacement. This development represents a fundamental, adverse change to the natural and rural landscape on Maryland’s Eastern Shore.

The cost of additional secondary impacts and necessary roadway widenings should be considered as part of a benefit-cost analysis for the proposed bridge replacement in the FEIS. The stakes could not be higher for the Eastern Shore community; the potential effects of increased traffic growth threaten the very nature of the region and warrant a more complete analysis prior to a final decision by the agencies.

The No Build Alternative

The Tier 2 DEIS also failed to adequately consider the potential capacity improvements of congestion pricing and managed lanes. A robust No Build alternative must quantify the capacity-increasing effects of improvements readily available to the MDTA. Failing to sufficiently analyze the No Build option decreases the quality of the analysis because it creates an inorganically weak baseline and fails NEPA’s hard look standard.

The Tier 2 DEIS mentions congestion pricing throughout, but does not present an adequate analysis of the impact of congestion pricing meeting the purpose and need, as well as the impact of congestion pricing on the resulting bridge project. Congestion Pricing uses variable tolls by time of day/year to manage peak period congestion. It induces some motorists with flexibility in their travel plans to shift their trip to off-peak times or to carpool or use buses more often. Based on a case study, traffic could potentially be reduced by up to 6.8 percent during a weekday peak period or 2.5 percent during a weekend peak period. *See* Dr. Kaan Ozby, *et al.*, *Evaluation Study of New Jersey Turnpike Authority's Time of Day Pricing Initiative*, RUTGERS UNIVERSITY, (2005), available at https://bit.ly/3PlFEU7.

The Tier 2 DEIS likewise fails to adequately address the use of Managed Lanes. Managed Lanes is a dynamic management tool using real-time data to allow MDTA to decide if the contraflow lane or other lanes should have higher tolls or require high-occupancy vehicles to use it during peak conditions to reduce overall traffic congestion on the Bay Bridge. Based on a case study, managed lanes at the Chesapeake Bay Bridge could potentially reduce traffic by up to 2.7 percent during summer weekends during peak hours. *See* Northern Virginia Transportation Commission, *2019 Corridor Performance Report for the I-66 Inside the Beltway and I-395 Corridors*, (2020) available at https://bit.ly/4bqWDgl.

Thoroughly considering both congestion pricing and managed lanes in the FEIS offers MDTA a way to complete their analysis of whether a new bridge is justified, which is a mandatory prerequisite to a final, well-informed decision by the agencies.

Connected and Automated Vehicles

The FEIS should also include sufficient analysis of Connected and Automated Vehicles ("CAV"). The current analysis fails to properly consider the effect of this emergent technology on future traffic demand. A proper analysis must consider the technology of the world in which this Bridge will exist.

QACA previously provided the agencies with a CAV analysis memo from trusted consultant AKRF. According to AKRF's CAV memorandum to QACA dated November 2022:

> By 2040, a CAV saturation rate of 20 percent on the Bay Bridge could provide 15 percent more traffic capacity to reduce summer weekend congestion, and a 40 percent decrease in the types of collisions experienced during congested traffic conditions. Significant increases in traffic capacity on the Bridge are also expected beyond 20 years with further implementation of CAV, which warrants a hard look by the MDTA of CAV effects in its analysis of the need for a third bridge span in the Tier 2 EIS.

The Tier 2 DEIS does not seriously consider CAV or evaluate its potential to forestall the traffic delays and queues projected by 2045. A more comprehensive analysis must be completed; the agencies must adequately consider future conditions when justifying its construction. Failure to do so risks producing an insufficient FEIS that is vulnerable to legal challenge.

Wind Screens

FHWA also failed to analyze the impact of wind screens on traffic demand. The agency acknowledges that weather conditions have a negative impact on traffic delays, increasing demand for a larger bridge with more lanes. The agency does not, however, consider whether wind screens could have an appreciable impact on the traffic issues. As QACA previously commented:

> The addition of wind barriers on the existing Bay Bridge spans—permeable screens or baffle barriers that direct winds over the bridge—could help avoid weather-related closure of the reversible lane by eliminating the impact of higher-wind weather events on high-profile vehicles, such as buses and trucks. Such measures have been demonstrated in comparable contexts to significantly reduce traffic congestion during certain inclement weather conditions; yet, FHWA to date has never considered whether such measures have the potential to reduce congestion on the Bay Bridge to acceptable levels when implemented alongside all TSM/TDM and other MOA approaches. If the reversible lane could remain open to traffic even during high-wind events, the reversible lane would be more consistently available to help improve traffic flow.

QACA reiterates these concerns after reviewing the Tier 2 DEIS. Failing to adequately analyze measures that could reduce the traffic issues driving the purpose and need for this project risks producing an insufficient FEIS that is vulnerable to legal challenge.

Commitment to Transit Improvement

FHWA and MDTA state that transit-related improvements would be made through a financial commitment from MDTA that would focus on providing a one-time investment for local transit agencies near the Bay Bridge. Tier 2 DEIS at 3-23. To the extent that this investment was invoked to diminish the potential impact of using transit as an improvement instead of building a new bridge, the failure to adequately specify how much this investment will address and improve the purpose and need of this project is in question.

This commitment, laudable in principle, lacks specificity and must be clarified in the Tier 2 FEIS. The Tier 2 DEIS and Traffic Analysis Technical Report note that "all transit-related opportunities would be determined in the future, closer to the time of construction" but fail to even estimate the amount of the investment and how such an investment would be specifically allocated. Tier 2 DEIS at 3-23, Tier 2 Traffic Analysis at 3-5. Nor is there any examination of the anticipated benefits that would be provided by this investment, and whether, in light of those potentially significant improvements, a new bridge must still be built.

Affected Species

As QACA previously commented, it is imperative that FHWA and MDTA rigorously examine and disclose to the public the foreseeable effects on regionally and nationally

significant biological resources in the Chesapeake Bay. The agencies have not completed this analysis, and must continue to assess impacts and acquire necessary permits and authorizations.

General Concerns

The Tier 2 DEIS repeatedly uses indefinite and uncertain language, failing to present an accurate and complete analysis of environmental harms. The FEIS should clarify multiple vague statements made by MDTA and FHWA.

For example, MDTA committed to avoidance and minimization methods related to marine mammals, federally listed aquatic species, essential fish habitat ("EFH"), and habitat areas of particular concern. *See* Tier 2 DEIS at 4-113. FHWA and MDTA organized the proposed avoidance and minimization efforts into the following categories:

- Underwater Noise/Hydroacoustic Energy
- Turbidity and Sedimentation
- Reduced Water Quality
- Habitat Alteration
- Vessel Interaction
- Impingement and Entrainment

MDTA must commit to specific measures and explain the implementation process in order to produce a satisfactory and lawful FEIS. Throughout the Tier 2 DEIS, MDTA uses indefinite, discretionary language when discussing these measures: MDTA "intends to observe the time-of-year restrictions for aquatic biota to the greatest extent practicable"; "will coordinate additional avoidance and minimization measures for EFH with the agencies during final design and permitting"; and "will use specific construction techniques and equipment to reduce aquatic impacts" in "practicable" situations. Tier 2 DEIS at 4-112, 8-18, and 8-20. As a further demonstration, MDTA "anticipate[s] that not all time-of-year restrictions will be able to be employed," but does not sufficiently explain which restrictions will or will not be employed, and how such decisions will be made and vetted (or not) with FHWA. Without a concrete plan for minimization and avoidance measures, the environmental impacts analysis is incomplete and legally insufficient.

Similarly, the FEIS should include more accurate acreage estimates for the limits of disturbance ("LOD"). The DEIS notes that the LOD determination will be "further refined" during the "final design" stage, which is not until 2028, but does not include an adequate current estimate for public consumption in the Tier 2 DEIS. *See* Tier 2 DEIS at 6.

Further, the impacts analysis by FHWA and MDTA is deficient in multiple ways discussed below. To meet the "hard look" standard, the agencies must analyze relevant considerations. Without addressing the issues noted below, the FEIS will be incomplete and legally insufficient.

Marine Mammals

Multiple marine mammal species inhabit the Chesapeake Bay, with varying frequency. These mammals add to the vibrant biodiversity of the Bay and, in addition to their intrinsic value as living creatures, serve Maryland as part of a multi-billion-dollar outdoor economy. *Economy & Human Health*, CHESAPEAKE BAY FOUNDATION, https://www.cbf.org/issues/economy-human-health/ (last visited Mar. 9, 2026). Bottlenose dolphins are the most common marine mammal, followed by harbor seals and harbor porpoises. *See* Tier 2 DEIS at 4-100. Manatees, fin whales, minke whales, North Atlantic right whales, and humpback whales have also been found in the Bay. *Id.*

As it pertains to all marine mammals, QACA raises multiple concerns with the DEIS. The DEIS fails to fully analyze auditory harms and blasting effects. Additionally, the DEIS does not provide for visual monitoring and a marine mammal monitoring plan, which could more adequately prevent negative impacts to treasured and protected marine mammals.

Auditory Harms to Marine Mammals

Section 4.5.7.2 of the Tier 2 DEIS notes that concurrent pile driving is likely to occur, which would result in higher noise levels and increase the ensonified areas that could exceed noise thresholds for auditory injury or behavioral disturbance. The raised noise level and resulting impacts should be considered when estimating the distance to the isopleths for pile driving noise and assessing additional noise impacts on marine mammals. The FEIS must include maps with isopleths reflecting a reasonable worst-case construction scenario for concurrent pile driving.

Though other species (e.g., harbor porpoise, humpback whale) are not expected to occur commonly near the bridge, the auditory injury isopleths for these other hearing groups (e.g., very high frequency cetaceans, low frequency cetaceans) should be presented to show where these noise impacts could occur.

Failure to consider these impacts risks producing an incomplete FEIS and resulting in unanalyzed harms to some of the Chesapeake Bay's most treasured residents.

Blasting Harms to Marine Mammals

Section 4.5.7.2 of the Tier 2 DEIS notes that blasting impacts on marine mammals would be "short." Tier 2 DEIS at 4-109. However, an acute injury due to blasting would be a permanent effect for any affected individuals. The assessment should explicitly state what is meant by an "acute effect" and clarify that the duration of the activity itself, not the resulting effects, would be of short duration. These effects, depending on their severity, may give rise to additional legal requirements under other federal environmental laws.

Marine Mammal Monitoring

In addition to scheduling blasting when dolphins are unlikely to be present in the area, as discussed below, MDTA should implement visual monitoring conducted by certified Protected Species Observers prior to blasting activities to ensure the area is clear of marine mammals and following blasting to document any potential injuries.

Further, underwater noise mitigation measures should include the development of a marine mammal monitoring plan to minimize the risk of physiological injury and behavioral effects during pile driving. Tier 2 DEIS at 4-113. The monitoring plan should consider information obtained from any additional or revised isopleth maps, as suggested above.

Bottlenose Dolphin Health

Because bottlenose dolphins are the most common marine mammal, QACA raises some additional, dolphin-specific concerns.

Alternative C has the potential to "adversely impact dolphins through harassment via underwater noise impact from blasting and pile driving activities, which can disrupt dolphin communication, navigation, foraging patterns, and cause stress." Tier 2 DEIS at 4-108. To minimize harm, MDTA must follow through on its commitment to "conduct blasting when dolphins are unlikely to be present in the study area to avoid potential injuries," use scare charges prior to blasting, and coordinate with the National Marine Fisheries Service ("NMFS") to ensure the least potential impact. *Id.* at 4-109.

Relatedly, MDTA must complete its commitment to acquire an Incidental Harassment Authorization from the NOAA Permits and Conservation Division for impacts to dolphins. *Id.* at 4-113. This separate legal authorization is necessary to proceed with this project and failure to appropriately comply can result in civil penalties. 16 U.S.C. § 1375.

MDTA's analysis of harms to dolphins is also incomplete in multiple areas. Section 4.5.7.2 of the Tier 2 DEIS identifies stress and disruption of communication and navigation as potential effects of blasting and pile driving noise on dolphins, but the DEIS fails to include auditory injury as a potential effect. Tier 2 DEIS at 4-108. Similar to the concerns raised below about the effects of concurrent pile driving on fish, such activity in multiple areas would also increase the ensonified areas that could exceed noise thresholds for physiological injury or behavior related to dolphins. This should be considered when estimating the distance to the isopleths for pile driving noise and additional impact to marine mammals. The Tier 2 FEIS should include maps with isopleths reflecting a reasonable worst-case scenario for more than one concurrent pile driving location.

Benthic Species

MDTA must fully analyze the impacts of Alternative C to benthic species. To date, MDTA has not taken a sufficiently hard look at these impacts and risks damaging sensitive and valuable species without having completed a lawful analysis of effects and alternatives.

MDTA states that "nontidal benthic macroinvertebrate data was not available for the Queen Anne's County watersheds that cross the resource review area, as these small, nontidal stream reaches have not been assessed in recent years by state or county nontidal monitoring programs." Tier 2 DEIS at 4-97. Because nontidal stream health for the watersheds located on Kent Island is rated as "Poor" to "Fair," additional impacts threaten to have particularly damaging effects in an already sub-optimal environment. *Id.* All build alternatives would impact benthic macroinvertebrates through dredging, which would result in direct mortality and alter aquatic habitat. *Id.* at 4-103. Agencies are not required to undertake new studies under NEPA, but they must make use of reliable, available data. *See* 42 U.S.C. § 4336(b)(3)

Further, the assessment of environmental consequences of dredging on benthic macroinvertebrates focuses on the potential for direct mortality and habitat alteration without addressing potential effects of suspended sediment associated with dredging activities, which has the potential to smother benthic communities in areas adjacent to the dredge footprint when these suspended sediments are redeposited, as noted in the Natural Environment Technical Report. The FEIS should consider accepted thresholds for benthic communities (i.e., 390 mg/L, as noted in the Natural Environment Technical Report at 15-8).

Additionally, the Tier 2 DEIS does not adequately consider the impacts of a net increase in shading that is likely to result from the additional lanes and a net larger footprint of the proposed action. Reduced light penetration from shading has been demonstrated to result in negative impacts to phytoplankton, benthos, fish species, and submerged aquatic vegetation that would occupy shallow areas where light has the potential to penetrate to the bottom. The FEIS should include an analysis that determines the net change from any additional shading after the old bridge footprint has been removed.

Fish

The FEIS must improve upon the existing Tier 2 DEIS analysis by following through on minimization measures and more fully considering the impacts of bridge construction on fish species.

First, MDTA must complete its determination of "whether it is practicable to implement a Zone of Safe Fish Passage" in the Bay during construction and follow through on EFH consultation. Tier 2 DEIS at 4-105. MDTA requested an expanded EFH consultation "due to the extent of the anticipated adverse effects to EFH," and must include the determination in the FEIS. *Id.*

Next, the FEIS must improve the existing harm analysis in multiple ways. To start, the assessment of the effects of dredging on fish should include a quantitative assessment of sediment resuspension using accepted thresholds for fish (e.g., 1,000 mg/L, as noted in the Natural Environment Technical Report at 15-8). This assessment should acknowledge the variability in tolerance to concentrations of suspended sediment by species, or groups of fish.

Additionally, the assessment of environmental consequences of pile driving noise needs to present results for both the peak Sound Pressure Level ("SPL") threshold, which can result in injury or mortality upon exposure, and the Sound Exposure Level ("SEL") threshold, which can result in injury if exposure accumulates over a given amount of time, and clearly explain the potential effects of exposure to both of these thresholds.

Finally, the assessment of environmental consequences of pile driving noise needs to more completely consider the effects of noise exposure, including mortality, injury, and behavioral disruption, on resident fish as well as anadromous fish, such as striped bass and alosids like American shad, blueback herring, and alewife, that will need to pass through the bridge corridor region to reach spawning areas. The Tier 2 DEIS expects concurrent pile driving to occur, which will create isopleths (i.e. larger cross sections of ensonified areas that could exceed noise thresholds), resulting in mortality, physiological injury, or behavioral effects. *See* Tier 2 DEIS at 4-105. The Tier 2 DEIS should include maps with isopleths reflecting reasonable worst-case construction scenarios for concurrent pile driving and ensure that the pile driving plan always allows a large enough "quiet zone" for anadromous fish to pass through.

Oysters

Much like other sections of the DEIS, commitments for avoidance and minimization for oyster impacts are scant and incomplete. Alternative C will impact acres of Natural Oyster Bars as well as existing oyster sanctuary areas. *See* Tier 2 DEIS at 4-107. The DEIS notes that "any dredging or bottom disturbance within the boundaries of a Natural Oyster Bar would require mitigation," but does not follow through on explaining the mitigation. Tier 2 DEIS at 4-75.

In particular, the Tier 2 DEIS fails to describe what pre-construction or mitigation measures will be implemented to offset potential losses to oysters and their habitat. Such measures could include relocation of live oysters prior to dredging and pile driving, creation of oyster habitat using artificial substrates or shell material, oyster seeding, or contributions to ongoing oyster restoration projects, among other options.

Similarly, there is no estimate of the surface area to be affected by additional fill for new causeways in the shallows of Chesapeake Bay at the Kent Island shoreline, which extend some 3,900-4,700 feet from the Kent Island shoreline. *See* Natural Resources Technical Report Section 9.1. These shallows, where the substrate is mixed sand and silt and where the photic zone reaches down to the substrate, are typical of the most productive types of habitat in the Bay and must be responsibly managed. This omission is despite the fact that the Technical Report, Section 10.3.2, notes that Alternative C will involve dredging 10.2 acres of natural oyster bars, 136 acres of EFH, and 6.1 acres of public shellfisheries areas.

The FEIS should include and comprehensively evaluate this information in order to develop a lawful analysis of environmental impacts.

Aquatic Habitat

MDTA has yet to take a hard look at multiple impacts to aquatic habitat, particularly certain water quality impacts and modifications to the bottom of the Chesapeake Bay.

Water Quality

The Tier 2 DEIS's assessments of turbidity, suspended sediment, and contaminants are only qualitative and therefore inadequate for impact assessment. Contaminants such as metals, organic materials, and pesticides currently bound in sediments would be resuspended during pile driving or dredging, exposing fish, benthic macroinvertebrates, oysters, and other biota to toxic or sublethal effects. The DEIS acknowledges these harms in vague terms, noting that "[d]redge effects to aquatic biota will be long-term, removing existing benthic habitat in the shallows and affecting water quality and clarity during dredging." Tier 2 DEIS at 4-74.

Recognizing the damage from dredging and pile driving, Maryland regulations set guidelines for annual, and 30-day mean, limits on total suspended solids and turbidity in estuarine waters. The Tier 2 DEIS's qualitative analysis does not provide any meaningful scientific analysis as to the degree to which project activities may violate Maryland's water quality standards.

Furthermore, MDTA must follow through on its commitment to use only mechanical dredging rather than hydraulic dredging. Tier 2 DEIS at 4-75. Mechanical dredging can reduce the impacts to aquatic habitats and species. *Id.*

Chesapeake Bay Bottom

The Tier 2 DEIS performed hydrodynamic modeling to determine how build alternatives could modify the Chesapeake Bay bottom, but failed to completely analyze potential effects. The existing analysis fails to completely capture the potential impacts, which resulted in an insufficient model that does not recognize the full potential for water quality violations.

Specifically, data on sediment characteristics combined with site-specific hydrodynamic modeling, as performed in other EIS documents (e.g. the Tappan Zee Bridge Replacement Study), should also be used to determine the shapes and geographic extent of resuspended sediment plumes under different tidal conditions, thereby providing a quantitative prediction on compliance with water quality standards, and the extent of potential violations during dredging and pile driving.

Similarly, an analysis of the extent of bottom footprint gained or lost and net change in volume of fill gained or lost within the water column, after both bridge construction and old bridge removal are taken into account, needs to be calculated in order to quantify impacts to the bottom and water column habitats.

Finally, QACA recommends leaving the deeper portions of the support piers in place, so as to retain the solid substrate "reefing" effect provided to the otherwise soft bottomed Chesapeake Bay.

MDTA recognizes the "permanent impact" that dredging can have on the Chesapeake Bay bottom. Tier 2 DEIS at 4-79. Completing a comprehensive analysis of these impacts is imperative to taking a "hard look" at environmental impacts, as NEPA requires.

Rare, Threatened, and Endangered Species

Many rare, threatened, and endangered species inhabit the Chesapeake Bay. As noted previously, these creatures are cherished by the local community, as well as tourists, and must be properly considered by MDTA and FHWA during this NEPA process.

FHWA, in coordination with MDTA, prepared a Biological Assessment that determined that the action is likely to adversely affect Atlantic sturgeon, shortnose sturgeon, loggerhead sea turtle, Kemp's ridley sea turtle, green sea turtle, and leatherback sea turtle. Tier 2 DEIS at 8-20. The Biological Assessment states that FHWA, in cooperation with MDTA, will continue to coordinate with NMFS through final design of the project to ensure implementation of appropriate avoidance, minimization, and mitigation measures. In addition to including an appropriate analysis of effects to ESA-listed species in a Biological Opinion prepared by NMFS as part of the Section 7 consultation process pursuant to the Endangered Species Act, FWHA and MDTA must also evaluate those foreseeable effects in the FEIS once they come into clearer focus during the Section 7 consultation process, in order to comply with NEPA.

In particular, the FEIS should reflect an improvement in areas concerning water quality, vehicle strike, noise impacts, and species monitoring. QACA identifies specific concerns below.

Water Quality

As noted, the assessment of the effects of dredging on sturgeon and sea turtles should include a quantitative assessment of sediment resuspension using accepted thresholds (e.g., the 1,000 mg/L for fish noted in the Natural Environment Technical Report at 15-8). Failure to quantify these impacts risks causing unknown adverse impacts to aquatic creature health.

Vehicle Strikes

The FEIS must update its vehicle strike analysis for sturgeon, as it improperly dismisses the potential for shallow draft construction vessel strike on sturgeon. The Tier 2 DEIS states that the operation of shallow-draft construction vessels would eliminate vessel strike risk for sturgeon. Tier 2 DEIS at 4-130. Although utilization of shallow-draft vessels would reduce vessel strike risk, the risk would not be eliminated as there are documented sturgeon strikes by shallow-draft vessels (NMFS 2018).

Similarly, the Tier 2 DEIS improperly states the vehicle risk for vessel strikes on sea turtles. The Tier 2 DEIS mitigation measures intended to reduce risks of vessel interaction

include a speed restriction of 10 knots. Tier 2 DEIS at 4-114. However, sea turtles are known to be vulnerable to vessel strikes at speeds below 10 knots (Hazel et al. 2007). The FEIS should consider further speed restrictions when transiting through an area where sea turtles are more likely to be foraging (i.e., submerged aquatic vegetation, jellyfish aggregations).

Noise

For the SEL noise thresholds for physiological injury for sturgeon and sea turtles, the "prolonged time period" required for injury to occur should be meaningfully defined. Tier 2 DEIS at 4-131. As it stands, the term is too vaguely worded in the Tier 2 DEIS to be adequately implemented and to lawfully protect affected species.

Acoustic thresholds for sea turtles have been updated since the 2024 Multi-species Pile Driving Calculator. The isopleths should be recalculated with the current Multi-species Pile Driving Calculator, which includes these updated thresholds, and the EIS figures and text should be updated accordingly.

Species Monitoring

Given the potential for sturgeon to overwinter in Chesapeake Bay, MDTA should consider conducting an acoustic survey to locate overwintering sturgeon and/or relocation trawling prior to blasting to avoid or minimize impacts to sturgeon.

As sea turtles could be present during the blasting window, there should be visual monitoring conducted by certified Protected Species Observers prior to blasting activities to ensure the area is clear of sea turtles and following blasting to document any potential injuries.

Conclusion

The FEIS must improve on the DEIS in multiple, tangible ways. In order to fulfill its legal obligations for the remainder of the NEPA process, FHWA must: (1) remedy significant deficiencies in the traffic analysis; (2) follow through on commitments to consult on protected species and implement necessary avoidance, minimization, and mitigation measures; and (3) complete a lawful analysis of bridge construction impacts. The concerns raised above greatly affect the Eastern Shore and the Bay ecosystem; responsible management demands a considered and thoughtful review of the proposed project. We look forward to reviewing what we hope will be a considerably improved analysis in the Tier 2 FEIS.

Respectfully submitted,



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Counsel for QACA

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COMMENT RESPONSE

Response to Comments from Eubanks and Associates, PLLC
Counsel for Queen Anne's Conservation Association (QACA)

The following responds to comments received on the Tier 2 Draft EIS on March 9, 2026, by letter from Eubanks and Associates. Responses are grouped by topic in the general order that they were presented in the comment letter.

General Study Timeline

Comments on the Tier 1 Study were addressed in the Final EIS/ROD produced for that study. Comments on the Tier 2 Study are addressed below and in the Final EIS.

Thank you for your comment regarding text discrepancies related to the location of existing spans with Alternative C. Text is clarified in the Final EIS in Chapter 4, Preferred Alternative, and the Final EIS Executive Summary (Environmental Impact Statement At-A-Glance Section). These sections clarify that the new eastbound span will be constructed to the south of the existing bridge. The new westbound span will be constructed between the two existing spans.

Traffic

Bottlenecks

Table 3-6, in **Section 3.5.2.1** of the Draft EIS, discusses queues at the Bay Bridge "if the bottlenecks at the study limits or within the study area were to be removed…". Detailed analyses which account for these other bottlenecks are discussed in **Chapter 6** of the Traffic Analysis Technical Report.

The queue lengths shown in **Table 3-6** are based on the forecast traffic volumes shown in **Table 3-5**. As **Table 3-5** shows, "Between existing conditions (2022) and 2045, Alternative A (No-Build) volumes are forecast to increase by approximately 31 percent on typical [non-summer weekdays] NSWDs, and by about 25 percent on [typical summer weekend days] SWEDs." This increase in volumes is reflected in **Table 3-6** and would result in a substantial increase in queuing under Alternative A (No-Build).

Comparison of Alternative C and Alternative A shows the improvement forecast under Alternative C. Alternative C substantially improves conditions during non-summer weekday periods, where queues are projected to be eliminated, and improves overall travel time, reliability, and system resiliency. Under NSWD conditions, the queues forecast under Alternative A would be eliminated with Alternative C. SWED queues, which would be in excess of 10 miles under Alternative A, would be reduced under Alternative C.

The Tier 2 Study was not intended to address all transportation issues in the region. Rather, as stated in **Section 2.1** of the Draft EIS, the purpose of the Tier 2 Study was "to address existing and future transportation capacity needs and access *across the Chesapeake Bay and at the Chesapeake Bay Bridge approaches along the U.S. 50/301 corridor*" (emphasis added in italics).

Seasonal Traffic Delays

Traffic delay during the summer is not the only concern being addressed by the Tier 2 Study. The Purpose and Need for the project, described in detail in **Chapter 2** of the Draft EIS, identifies several concerns with the existing bridge that can only be addressed by a new bridge. These concerns include: adequate capacity and travel times (which are discussed in **Section 2.2.1**); mobility (which is discussed in **Section 2.2.2**); roadway deficiencies (which are discussed in **Section 2.2.3**), including a lack of shoulders on the existing Bay Bridge; existing and future maintenance needs (which are discussed in **Section 2.2.4**); and navigation (which is discussed in **Section 2.2.5**), including the need for increased vertical clearance for ships. Alternative C addresses each of these concerns.

Traffic Data

MDTA considered the date of data collection carefully prior to beginning the traffic analyses. Public schools in Maryland were open for full-time, in-person learning as of the start of the 2021-2022 academic year. As noted in **Section 4.2.1** of the Traffic Analysis Technical Report: “Hourly traffic volume data for the Bay Bridge itself was obtained from MDTA for the period starting on April 1, 2022, and ending on December 31, 2022. Data was not obtained from January 1, 2022, through March 31, 2022, to minimize the influence of the COVID-19 pandemic and the gradual resumption of everyday activities following the pandemic on the data set."

Traffic Projections

The Maryland Statewide Transportation Model (MSTM) was used to develop the forecasts for the Tier 2 Draft EIS. As described in **Section 4.4.1** of the Traffic Analysis Technical Report:

> "SHA has been maintaining and refining the MSTM over eighteen years. Key model inputs such as socioeconomic assumptions and future highway and transit projects are coded into the model to ensure consistency with BMC, MWCOG, and Wilmington Area Planning Council MPOs. This state-of-the-art model allows SHA to estimate how different growth and development patterns influence key measures of transportation performance. (The current version of the MSTM forecasts 2045 conditions. The BMC model has been updated to 2050, while the current version of the MWCOG model uses 2045.) MSTM is a planning tool that guides SHA policies and construction priorities and is used to develop the State’s annual Consolidated Transportation Program and to support SHA’s project-based scoring system. The MSTM offers MDTA the best option to perform the travel demand forecasting required for the Tier 2 Study and was the most appropriate option given the geographic limitations of the regional MPO models.
>
> After examining these available options and consulting with the SHA Travel Forecasting and Analysis Division, MDTA chose the Maryland Statewide Transportation Model (MSTM) to develop travel demand forecasts for the Tier 2 Study. The MSTM was also used in the Tier 1 Study. MDTA conducted travel demand forecasting to assess existing traffic volumes and conditions, and to estimate future traffic volumes and conditions in 2045 for the No-Build alternative and several build alternatives.
>
> Additional information about the MSTM is available at https://roads.maryland.gov/mdotsha/pages/Index.aspx?PageId=254."

The traffic volume forecasts are based on a set of socioeconomic (population and employment) data used in the MSTM for all 2045 scenarios. The forecasts were developed cooperatively by county and regional agencies, including Anne Arundel County, Queen Anne's County, and the Baltimore Metropolitan Council. The forecasts are based on future no-build conditions assuming no new crossings of the Chesapeake Bay are constructed, and that the existing Bay Bridge remains as it is today, providing five lanes of traffic. The baseline population and employment growth forecasts used in the future no-build scenario also assume no capacity improvements to the Bay Bridge. Use of this set of population and employment forecasts allowed MDTA to compare the differences in traffic operations based on the differences in the lane configurations and limits of construction for the alternatives, and thus allowed for a consistent assessment of how well each alternative met the purpose and need for the project.

Growth Analysis

The public comment in question asserted that the traffic volume forecasts contradicted each other, in that they forecast increases in volume for a bridge that is already at capacity. This assertion is incorrect.

The bridge currently approaches or exceeds its own capacity only during certain hours of certain days. The daily volume is expected to continue to grow, resulting in additional hours approaching or exceeding the bridge's capacity. This is reflected in **Table 3-6** of the Draft EIS shows higher total daily traffic volumes crossing the Bay Bridge in future no-build conditions because more hours are filled to capacity.

Model Year

The travel demand modeling conducted for the Tier 2 Study reflects anticipated growth in population and employment, as shown by the volumes in **Table 3-5** of the Draft EIS, in the column for the No-Build Alternative. The modeling also reflects changes in travel behavior induced in response to increased capacity, including route choice and trip distribution, as shown in **Table 3-5** of the Draft EIS for each of the build alternatives.

The year of analysis used in the Tier 2 Study is 2045. These forecasts are for the 2045 horizon year, which is the most distant future year for which approved forecasts of population and employment were available and for which the MSTM currently provides forecasts. Thus 2045 is the only year for which forecasts were developed. The MDTA has no forecasts for three-to-five-years beyond 2045, nor for any other year beyond 2045. As a result, the MDTA cannot analyze the scenario described by the comment.

The Draft EIS does not assume that congestion will be permanently eliminated, but rather that the project will improve mobility, safety, and system resiliency over the planning horizon. As shown in the Draft EIS, some congestion is expected during peak summer weekend periods in 2045 under all alternatives. However, the Preferred Alternative provides measurable improvements relative to the No-Build Alternative, including reduced queue lengths, improved travel time reliability, and enhanced system performance across a range of conditions.

Telecommuting

As shown in **Figure 2-1** of the Draft EIS, annual crossings in 2022 were lower than they were in 2018, 2019 or 2024. Even with this lower annual volume however, substantial queuing occurred during 2022, particularly on summer weekends. This is shown in **Tables 5-1** and **5-2** of the Traffic

Analysis Technical Report and demonstrates the need for additional capacity across the Bay, even under existing conditions, and even with telecommuting occurring. Traffic across the Bay Bridge reflects a wide range of trip purposes, including recreational, commercial, freight, and non-commuter travel, in addition to commuter trips. Seasonal and recreational travel, particularly during summer weekends, continues to drive peak demand conditions and congestion. The traffic projections used in the Final EIS are based on regional travel demand modeling that incorporates population growth, employment trends, land use patterns, and anticipated future conditions to the planning horizon of 2045. While telecommuting is expected to continue to influence travel behavior, available data indicate that travel demand has rebounded in recent years and is expected to continue to grow over the long term, particularly during peak recreational and seasonal travel periods across the Chesapeake Bay, but also during non-summer weekdays in 2045.

The traffic volume forecasts for 2045 were not developed by extrapolating from historic traffic volumes, but rather by using the MSTM.

Non-Construction Alternatives

Alternatives that would not add transportation capacity across the Chesapeake Bay, such as Transportation Systems Management / Transportation Demand Management (TSM/TDM) alternatives, were initially evaluated during the Tier 1 Study as "Modal and Operational Alternatives (MOAs)." Evaluation of these alternatives as stand-alone options is summarized in **Sections 3.1.2**, **3.2.1** and **3.3.1** of the **Tier 1 Draft EIS**.

TSM/TDM alternatives were then analyzed further during the Tier 2 Study in conjunction with other build alternatives. This evaluation is summarized in **Sections 3.1.2.7** and **3.3.4** of the **Tier 2 Draft EIS**. In addition, a combined Transit/TSM/TDM alternative was evaluated. As discussed in **Section 3.1.2.7** of the **Tier 2 Draft EIS**:

"Based on agency and public feedback, the MDTA considered an option that would combine transit, TSM, and TDM elements with the goal of improving travel conditions across the Chesapeake Bay without proposing a new crossing structure." However, for several reasons described in **Section 3.1.2.7** of the Tier 2 Draft EIS, "…the combined transit, TSM, and TDM option was not considered reasonable and was not included in the ARDS."

Bridge Structure

As described in **Section 3.1.2.1** of the Draft EIS:

> "The eastbound span of the Bay Bridge is more than 70 years old, and the westbound span is more than 50 years old. Keeping one or both existing spans would not address existing roadway deficiencies and would require lane closures associated with costly and timely maintenance and rehabilitation. Additionally, leaving one or both spans in place would restrict navigation as the spans do not meet the recommended vertical clearance desired by the USCG. Thus, keeping one or both existing spans was not considered reasonable and was not included in the ARDS."

Induced Growth

Eastern Shore Impacts

SHA has been maintaining and refining the MSTM over eighteen years. Key model inputs such as socioeconomic assumptions and future highway and transit projects are coded into the model to ensure consistency with the Baltimore Metropolitan Council (BMC), the Metropolitan Washington Council of Governments (MWCOG), and Wilmington Area Planning Council MPOs. This state-of-the-art model allows SHA to estimate how different growth and development patterns influence key measures of transportation performance. (The current version of the MSTM forecasts 2045 conditions. The BMC model has been updated to 2050, while the current version of the MWCOG model uses 2045.) The MSTM is a planning tool that guides SHA policies and construction priorities and is used to develop the State's annual Consolidated Transportation Program and to support SHA's project-based scoring system. The MSTM offers the MDTA the best option to perform the travel demand forecasting required for the Tier 2 Study and was the most appropriate option given the geographic limitations of the regional MPO models.

After examining these available options and consulting with the SHA Travel Forecasting and Analysis Division, MDTA chose the MSTM to develop travel demand forecasts for the Tier 2 Study. The MSTM was also used in the Tier 1 Study. The MDTA conducted travel demand forecasting to assess existing traffic volumes and conditions, and to estimate future traffic volumes and conditions in 2045 for the No-Build Alternative and several build alternatives.

The cumulative effects analyses that were a standard part of the National Environmental Policy Act (NEPA) since 1978 were rescinded in January 2025 following Executive Order 14154, with the Council on Environmental Quality subsequently removing 40 CFR Parts 1500–1508. Federal agencies are now required to focus on reasonably foreseeable effects regardless of whether they are characterized as cumulative. The Federal Highway Administration (FHWA) is not required to evaluate the incremental contribution of the project to past, present, or future actions over which it has no hand in funding or control, nor is it required to evaluate induced growth that is locally regulated. Because FHWA lacks the regulatory authority to prevent induced growth or delegate where development occurs, the responsibility to manage these impacts through zoning and conservation requirements lies with local governments.

However, independent of the federal requirements for NEPA, a state analysis of Additional Foreseeable Effects (AFE), including past, present, and foreseeable future projects, and surrounding land use effects and community cohesion, was conducted by the MDTA and is available on the study website. Furthermore, independent of FHWA's NEPA decision, the MDTA acknowledges that each build alternative has the potential to induce some growth and development pressure on the Eastern Shore, contributing to the aggregate effects experienced by socioeconomic and natural resources and historic properties. The resulting induced growth effects could have both beneficial and adverse effects. If it were to occur, induced residential growth could lead to an increase in commercial, institutional, and infrastructure facilities and the conversion of natural and agricultural lands to residential and commercial uses could provide additional tax revenue for the respective localities. Development pressures from the additional capacity created could alter the rural setting and undeveloped character mentioned in the comment, where it occurs, impacting community cohesion and the rural and local character and feel, natural resources, and historic properties if not appropriately managed by the respective localities which have the authority to manage and control such development changes.

Roadway Widening

As discussed in **Section 3.1.1** of the Draft EIS, the U.S. 50/301 split is a major highway decision point for traffic heading north or south on the Eastern Shore and is an appropriate limit for the study area.

The EIS cannot account for the effects of future, unknown projects that are proposed and implemented by entities other than the MDTA and FHWA, and which are not reasonably foreseeable due to a lack of identified funding and lack of being included in Constrained Transportation Plans. With respect to the potential for additional roadway widening on U.S. 50, the Final EIS evaluates traffic operations within the defined study area and identifies locations where congestion may occur under future conditions. At this time, there are no specific, funded, or programmed projects to widen U.S. 50 or other corridors beyond the improvements analyzed in the Final EIS that are included in adopted, fiscally constrained transportation plans. While QACA cites a study suggesting that additional widening could occur in response to increased travel demand, any potential construction project not included in a fiscally constrained transportation plan is considered too speculative to be reasonably foreseeable.

Similarly, the cost of secondary impacts from roadway widening from future, unconstrained transportation projects is not considered reasonably foreseeable. However, the AFE document does include an analysis and estimate of the total annual economic value of ecosystem services lost for each build alternative in US dollars per year. The services considered included the secondary effects from the alternatives to carbon sequestration, nitrogen removal, stormwater mitigation and flood prevention, wildlife habitat and biodiversity, air pollutant removal, groundwater recharge, and surface water protection. Alternatives B and C have the smallest impact areas, approximately 31 acres each, with associated estimates of approximately $41,800 in loss of annual ecosystem service value of forests and wetlands.

Alternatives

Congestion Pricing and the No-Build Alternative

Congestion pricing was considered in the development of the alternatives and is discussed in **Section 3.1.2.7** of the Draft EIS. The document states in part:

> "Congestion pricing as a TSM/TDM element could spread out demand, allowing the existing capacity across the bridge to be utilized more efficiently. However, in the No-Build condition, there are queues greater than one mile on non-summer weekdays that would last four hours eastbound and 11 hours westbound and there are queues greater than one mile on summer weekends that would last 14 hours in both directions. Because the congested periods are so long, congestion pricing would not be able to shift trips to periods with less congestion."

Additionally, in **Section 3.3.4**, the Draft EIS states:

> "The Bay Bridge will continue to be a tolled facility. If a build alternative is selected, congestion pricing could be used in the future to provide flexibility for toll management strategies that the MDTA could use to further reduce congestion and achieve future transportation goals. Public input would be requested prior to the implementation of congestion pricing."

The MDTA considered managed lanes or priced managed lanes with a description of this type of system in **Section 4.7.2** in the Notice of Intent Additional Project Information Document. In **Section 4.7.2.9** of that document, the MDTA concluded that priced managed lanes would not address the Tier 2 Study's adequate capacity and reliable travel times and mobility needs and the environmental responsibility and cost and financial responsibility objectives.

The No-Build Alternative serves as a baseline to compare the environmental and community impacts of the proposed build alternatives against what would happen if a build alternative were not built. The No-Build Alternative (often referred to as the "no action" or "do nothing" alternative) does not include any physical or operational improvements, other than currently planned and programmed projects. The current Draft FY 27-FY32 Consolidated Transportation Plan (CTP), Maryland's six year capital budget for transportation projects, expected to be approved in January 2027, includes the following projects for the existing Bay Bridge: replace eastbound bridge deck and floor system for 13 truss spans; strengthen steel truss superstructure for 22 deck trusses; clean and paint nine sections of deck truss superstructure and steel bent substructures and suspension span towers on eastbound span; and design/install an enhanced pier protection system for eastbound and westbound spans. The MDTA continually seeks to optimize traffic operations on the Bay Bridge and its approach roadways and works with both state and local agencies to advance those efforts, including traffic enforcement and incident management. These efforts will continue into the future regardless of whether a new Bay Bridge is built or not; however, they will not address the congestion challenges.

The Rutgers case study cited by QACA discusses the New Jersey Turnpike, a linear facility with alternative routes generally available. The Bay Bridge is not directly comparable, in that it provides the only crossing of the Bay in Maryland; alternative routes require a trip in excess of 100 miles.

Managed Lanes

Managed lanes were considered but were not included in the Alternatives Retained for Detailed Study (ARDS), for the reasons identified in **Section 3.1.2.7** of the Draft EIS. Additionally, in **Section 4.7.2.9** of the Notice of Intent Additional Project Information Document, it was stated that "priced managed lanes would not address the study's adequate capacity and reliable travel time and mobility needs and the environmental responsibility and cost and objectives." The justification is summarized in **Section 4.7.2.9** on **page 4-48** of the Draft EIS and additional detail is provided in **Section 4.7.2.6** of the Draft EIS.

The Northern Virginia Transportation Commission (NVTC) case study cited by QACA discusses two corridors near Washington, DC. Each is a linear facility with untolled alternative routes generally available. The Bay Bridge is not directly comparable, in that it is already a toll facility, and in that it provides the only crossing of the Bay in Maryland; alternative routes require a trip in excess of 100 miles.

Connected and Autonomous Vehicles

Connected and autonomous vehicles (CAVs) are addressed in **Section 7.2** of the Traffic Analysis Technical Report. **Section 7.2** states, in part: "… assessing the potential impacts of CAVs on future traffic operations involves a number of far-reaching assumptions. Because of this, the HCM [Highway Capacity Manual] states that:

> "Because of this uncertainty, it is recommended that the CAV CAFs (Capacity Adjustment Factor) and service volume tables presented in this section be applied to the evaluation of "what if" scenarios, rather than being taken as the final word on what will happen once CAVs become widespread."

The HCM additionally states:

> "CAVs are not expected to have a substantial impact on the number of vehicular trips in the region as a whole by 2045, and in the BCST2 Study Area in particular. However, they could have a substantial impact on the capacity of the regional roadway network as a whole, and on the Bay Bridge and its approach roadways in particular. However, the actual extent of that improvement cannot be determined with any specificity at this time, due to the factors discussed above. As recommended by the HCM, the Tier 2 Study has assessed these potential impacts in a "what if" manner, rather than depending upon them as part of the evaluation of the various alternatives."

Transit and TSM/TDM

The Tier 1 Final EIS/ROD eliminated modal and operational alternatives (MOA), which included transit-related improvements, as stand-alone alternatives for consideration in the Tier 2 Study. However, the Tier 1 Final EIS/ROD also committed to considering some of the MOAs in conjunction with other alternatives in Corridor 7 during the Tier 2 Study.

Section 3.1.2.6 of the Tier 2 Draft EIS addresses these MOAs and explains that enhancements to bus service is the only one that is reasonable to consider in conjunction with other alternatives. As further discussed in **Section 3.1.2.7** of the Tier 2 Draft EIS:

> "Based on agency and public feedback, the MDTA considered an option that would combine transit, TSM, and TDM elements with the goal of improving travel conditions across the Chesapeake Bay without proposing a new crossing structure." However, for a number of reasons described in **Section 3.1.2.7** of the Draft EIS, "…the combined transit, TSM, and TDM option was not considered reasonable and was not included in the ARDS."

In **Section 4.1** in the Final EIS, the MDTA states that the Preferred Alternative includes transit-related improvements that will be made through a financial commitment from the MDTA by providing a one-time investment for local transit agencies near the Bay Bridge. The MDTA will coordinate with MTA, local governments, and local transit agencies to help them determine the opportunities. Some examples of the potential improvements are listed in **Section 3.3.3** of the Final EIS and MDTA will provide up to approximately $40 million for those types of improvements. However, these transit agencies would determine the transit-related improvements that would be most beneficial for them at that time, and they would be separate and distinct projects from the Preferred Alternative.

Wind Barriers

As shown in **Table 2.1** of the Draft EIS, even with two-way operations (that is, with the reversible lane being used in the direction of greater traffic volume), extensive queuing occurs under existing conditions and would be expected to be even more extensive under No-Build conditions. Even if wind screens could be safely added to the existing structures, the maximum number of lanes in one direction would remain the same and there would be no improvement to No-Build traffic conditions. Thus, wind screens would not address the study needs.

Environmental Impacts

Natural Environment

The MDTA is in close consultation with NOAA Fisheries, Maryland Department of Natural Resources (MDNR), and other regulatory resource agencies to determine the necessary avoidance and minimization measures for potential impacts to aquatic biota. MDTA has included commitments in the Final EIS, the Natural Environment Technical Report (NETR), Biological Assessment (BA), and Essential Fish Habitat (EFH) Assessment based on the Best Management Practices (BMPs) categories outlined in the *NOAA Fisheries/FHWA Best Management Practices Manual for Transportation Actions in the Greater Atlantic Region*. MDTA has committed to specific measures in the Final EIS, NETR, BA, and EFH Assessment to protect aquatic resources and will continue to coordinate with resource agencies to determine additional avoidance and minimization measures as possible during final design. The current commitments are included in the Final EIS in **Table 4-4** and in the text in **Section 5.5.7 Aquatic Habitat and Biota,** which has been updated from those included in the Draft EIS based on ongoing consultation with the regulatory agencies, the EFH recommendations and approvals, and NOAA Fisheries Biological Opinion.

Limits of Disturbance

The limits of disturbance (LOD) included in the Final EIS is a conservative estimate of the area needed for permanent transportation infrastructure and temporary construction activities. Impacts estimated from this LOD in the NEPA documentation are likely greater than the actual impacts that will occur during construction. Impacts will be minimized as design continues and the construction contractor will be incentivized to further minimize impacts once design has been finalized. The impacts provided are reasonable estimates based on the current level of engineering for an appropriate comparison among the alternatives retained for detailed study. The impact information provided is sufficient to provide public and agency understanding of the proposed action, inform the context and intensity of environmental impacts, determine mitigation requirements, and provide a basis for identification of the Preferred Alternative and decision-making during NEPA. Additional details will be developed during design for permit applications and prior to any permit approvals from USACE, MDE, and other federal and state agencies.

Marine Mammals – Auditory

The MDTA is coordinating closely with NOAA Fisheries regarding potential effects to marine mammals. The Final EIS and NETR include an assessment of impacts to marine mammals based on the design information known at this time, including an assessment of auditory harm based on the NOAA Fisheries Multi-Species Pile Driving Calculator. Coordination with the regulatory and resource agencies will continue as design progresses and impact assessments will be refined accordingly. All proper precautions to protect aquatic species, including a marine mammals spotter during blasting, will be employed as noted in the Final EIS text in **Section 5.5.7, Aquatic Habitat and Biota**, which has been updated from those included in the Draft EIS (including the supporting technical documents) based on ongoing consultation with the regulatory agencies, the EFH recommendations and approvals, and NOAA Fisheries Biological Opinion. The MDTA will follow all guidelines and recommendations to protect marine mammals as required by the applicable regulatory agencies.

Marine Mammals – Piledriving

The Draft EIS; Final EIS; Essential Fish Habitat Assessment; and Biological Assessment, Atlantic and Shortnose Sturgeon and Sea Turtles acknowledge that it is possible that multiple pile sizes will be driven simultaneously resulting in multiple overlapping isopleths and therefore a larger overall ensonified area than would occur from a single pile being driven. The Draft EIS and Final EIS include figures indicating the reasonable worst-case construction scenario for concurrent pile driving on the marine mammals likely to be within the project study area. The auditory injury isopleth distances for all hearing groups (including very high frequency cetaceans and low frequency cetaceans) are included in the NOAA Fisheries Multi-Species Pile Driving Calculator Output, which is presented in the **Biological Assessment, Atlantic and Shortnose Sturgeon and Sea Turtles, and Essential Fish Habitat Assessment** (included as Supporting Technical Documents to the Final EIS). Additional marine mammals identified in the Draft EIS as rare or extremely rare are considered transient and/or extralimital and therefore not discussed in more detail within the document. Per direction of NOAA Fisheries, further consultation regarding potential marine mammal impacts will occur during final design.

Marine Mammals – Acute Blasting Effects

QACA notes that the description of blasting impacts as “short” could be interpreted to apply to the duration of effects rather than the duration of the activity. For clarity, the term “short” refers to the duration of the blasting activity itself. Potential effects to marine mammals from blasting are characterized as acute exposure events, which may result in a range of outcomes depending on proximity and intensity, including behavioral disturbance, injury, or mortality. An acute exposure event, even of short duration, would result in permanent injury or mortality.

As described in **Section 5.5.7.3** of the Final EIS, the MDTA will implement avoidance and minimization measures, including development of a Demolition Plan and Underwater Noise Monitoring Plan, use of protected species observers, and coordination with NOAA Fisheries and MDNR, to reduce the potential for such effects. Per the avoidance and minimization commitments included in the Final EIS, a detailed Demolition Plan will be developed and approved by NOAA Fisheries in advance of any detonation activities. Based on other recent projects in the region and coordination with NOAA Fisheries, the MDTA is assuming a time of year restriction on subaqueous blasting activities from December 16 to September 30, with blasting being limited to October through early December. This will reduce the likelihood of marine mammals being in the area. The final blasting window would be determined through coordination with NOAA Fisheries and other resource agencies during final design, based on the best available data at the time regarding the potential for protected species to occur in the area. MDTA has also committed to several other avoidance and minimization measures in the Final EIS to minimize impact to marine mammals, sea turtles, and fish, as described in **Section 5.5.7.3** of the Final EIS. These measures include, but are not limited to, using scare charges to move species out of the area and employing qualified species spotters to ensure that blasting does not occur if marine mammals are present. These and other reasonable measures will reduce the likelihood of permanent harm. Compliance with applicable regulatory requirements, including those under the Endangered Species Act and Marine Mammal Protection Act, will be achieved through ongoing consultation and permitting processes.

Marine Mammals – Visual Monitoring

The MDTA will develop a Demolition Plan and Underwater Noise Monitoring Plan in coordination with NOAA Fisheries and MDNR prior to construction to ensure all avoidance and minimization measures required to protect marine mammals are employed by the project. The MDTA has committed in the Final EIS **Section 5.5.7.3** to employing species spotters and an Independent Environmental Monitor (IEM). MDTA will follow all guidelines and recommendations to protect marine mammals as required by the applicable regulatory agencies.

Marine Mammals – Additional Concerns

The MDTA is required to request an Incidental Harassment Authorization from the NOAA Permits and Conservation Division and will do so as part of ongoing close coordination with NOAA Fisheries. The Draft EIS and Final EIS isopleth figures show the impact distance for all piles by type, so the furthest distance of impact is depicted for all piles being driven at the same time. In reality, all piles are very unlikely to be driven at one time, but a worst-case scenario has been evaluated. Discussion of the estimated auditory injury of marine mammals is included in Final EIS **Figure 5-31** and **Section 5.5.7.2 Aquatic Biota, Environmental Consequences**.

Benthic Species

The benthic macroinvertebrate community ratings of "Poor" and "Fair" apply to non-tidal communities. They are an extrapolation of conditions from nearby streams at the federal HUC-12 scale, as no recent data on the streams crossed by the project corridor was available. Dredging impacts would only occur in tidal waters and would potentially impact tidal benthic communities, not the non-tidal communities characterized as "Poor" or "Fair". Potential impacts to both tidal and non-tidal benthic macroinvertebrate communities are discussed in Final EIS **Section 5.5.7.2 Aquatic Biota, Environmental Consequences, Benthic Macroinvertebrates**, and in more detail in NETR **Section 13.2.3**.

Impacts to benthic macroinvertebrates due to siltation and sedimentation are discussed in the NETR and in **Table 4-49** of the Final EIS. It should be noted that information included in the technical reports is summarized extensively in the EIS. Technical reports are considered part of the EIS analysis and should be referenced for details that were not directly included in the EIS text. However, the following statement has been added from the NETR to the Final EIS to clarify: "Temporary and localized increases in turbidity from dredging operations associated with all build alternatives could cause deposition of silt over benthic organisms and destroy benthic food sources."

The Final EIS addresses shading impacts under **Section 5.5.7.1 Aquatic Habitat, Environmental Consequences**, as shading is a habitat modification. An additional effect on aquatic biota has been added to "increased shading" to specifically include "alteration of community structure (e.g., reduced benthic macroinvertebrate density or diversity)". Specific shading footprints have not been determined at this point of design; however, relative impacts of shading are discussed in Final EIS **Section 5.5.7.1 Aquatic Habitat, Environmental Consequences**: "As the widest alternatives, Alternatives F and G would have the largest shading impacts, reducing the amount of light reaching the photic zone and affecting the ability of plants to photosynthesize, and potentially altering community structure (e.g., reduced benthic macroinvertebrate density). Specific shading impacts would be determined in final design and permitting."

Fish

The Final EIS **Section 5.5.7.3 Minimization and Mitigation** includes the MDTA's commitment to establish a Zone of Safe Fish Passage, as coordinated with NOAA Fisheries and MDNR. This information was not included in the Draft EIS, since coordination with NOAA Fisheries has been ongoing. Final EIS **Section 5.5.7.2 Aquatic Biota, Environmental Consequences** includes all impact assessments requested by the pertinent regulatory resource agencies. The Draft EIS and Final EIS report both the Sound Pressure Level and Sound Exposure Level thresholds for pile driving. Final EIS **Section 5.5.7.2** includes summaries of potential impacts to fish from pile driving, using accepted methodologies, and references the Essential Fish Habitat Assessment and Sturgeon/Turtle Biological Assessment for additional information. Pile driving noise models have not been determined for all species of fish within the project study area; however, MDTA indicates in the Final EIS that the effects determined using the NOAA Fisheries calculator likely apply to other species within the same habitat. The Draft EIS and Final EIS isopleth figures, included in Final EIS **Section 5.5.7.2**, show the impact distance for all piles by type, so the furthest distance of impact is depicted for all piles being driven at the same time, to provide a worst-case assessment. In reality, all piles are very unlikely to be driven at one time.

Oysters

Additional information on oyster mitigation was developed for the Preferred Alternative and Conceptual Mitigation (PACM) report and has been added to Final EIS **Section 5.5.7.3 Aquatic Habitat and Biota, Minimization and Mitigation**:

> "Impacts to NOBs [Natural Oyster Bars] require a 3:1 mitigation ratio resulting in 30.6 acres of NOB mitigation required for the Preferred Alternative and an additional 1.8 acres of NOB mitigation required for the optional SUP. Oyster seeding and substrate expansion would be used as in-kind mitigation for direct impacts to NOBs and potentially as out-of-kind mitigation for impacts to tidal open water. Forty-two potential oyster seeding areas, totaling approximately 1,651 acres, were identified through coordination with MDNR Shellfish Division as opportunities for tidal open water mitigation. In addition to oyster seeding opportunities, eight areas, totaling approximately 948 acres, were identified within the Eastern Bay MDE 8-digit watershed as potential oyster substrate expansion opportunities for tidal open water and NOB mitigation. For more information on oyster mitigation opportunities see the Preferred Alternative and Conceptual Mitigation report."

The exact area of additional fill in shallow water areas has not been determined at this level of planning, as that information will be refined during final design and coordination with regulatory agencies will occur during permitting. Total tidal water impacts to the Chesapeake Bay (including additional fill), as well as impacts specifically from dredging, are provided in Final EIS **Section 4.5.5. Chesapeake Bay, Environmental Consequences**. Final EIS **Sections 5.5.7.1 Aquatic Habitat, Environmental Consequences** and **5.5.7.2 Aquatic Biota, Environmental Consequences, Oysters** provide the same quantified impacts as the NETR on NOBs, EFH, and public shellfisheries. An addition has been made to **Table 5-49** of the Final EIS (Impacts to Aquatic Habitat and Biota) to specifically include "changes in depth characteristics" as an impact type, with effects on aquatic biota being "changes in movement patterns" and "alteration of species composition (e.g., loss of shallow water species)".

Water Quality

A quantitative assessment of impacts related to turbidity, suspended sediment, and contaminants is not possible at the NEPA planning level, as detailed design information and all construction means and methods are not known. Final EIS **Section 5.5.4 Surface Water Resources, Water Quality** references Final EIS **Section 5.5.7 Aquatic Habitat and Biota**, which describes potential impacts to aquatic habitat and biota, including sedimentation/siltation, increased turbidity, changes in substrate composition, and general water quality impacts (See Final EIS **Table 5-49** and subsequent text). Final EIS **Sections 5.5.5.2 Chesapeake Bay, Minimization and Mitigation** and **5.5.7.3 Aquatic Biota, Minimization and Mitigation** include detailed discussions of minimization and mitigation measures related to dredging, including: avoiding and minimizing, implementing operational BMPs to protect water quality (e.g., turbidity curtains, silt curtains, settling basins), preparation of a Dredge Material Management Plan, and detailed coordination with resources and regulatory agencies. The MDTA has also committed to employing an Independent Environmental Monitor (IEM) during construction, including during dredging operations. The IEM's responsibility is to ensure compliance with permits and applicable standards, proper implementation of BMPs, and that any accidental discharges are identified and ameliorated quickly.

The MDTA has committed to only using mechanical dredging, rather than hydraulic dredging which has the potential for greater impacts to aquatic habitats and species.

Chesapeake Bay Bottom

The Tier 2 Study Hydrodynamics Report, summarized in the Final EIS text in **Section 5.5.5.2**, compares the existing bridge spans to the planning level concept design of new bridge spans as represented in the Preferred Alternative (Alternative C). The analysis is intended to provide a rough order of magnitude of the hydrodynamic changes between existing conditions and a conceptual condition. The model takes into account the cohesive properties of the sediment types at the Bay Bridge. The model demonstrates that the Bay bottom impacts from the existing and concept condition are similar within the resource review area. More detailed hydraulic studies will be performed when detailed engineering design of the bridge is performed. Water quality protections specific to the design of the bridge and proposed construction means and methods will be addressed in more detail during detailed final design.

Impacts to the Bay bottom and open water from constructing new bridge spans and demolishing the existing bridge spans have been accounted for in **Section 5.5.5.2** and **Section 5.5.7.1** of the Final EIS.

Thank you for your recommendation regarding the "reefing" of the existing substructure. The MDTA will continue to coordinate with the regulatory and resource agencies regarding the Bay benthic habitats.

RTE Species

As noted, Endangered Species Act Section 7 consultation has continued since the Draft EIS. The **Biological Assessment (BA), Atlantic and Shortnose Sturgeon and Sea Turtles** has been completed in consultation with NOAA Fisheries. The BA and Biological Opinion (BO) are included as Supporting Technical Documents to the Final EIS. Consistent with NEPA requirements, the Final EIS incorporates updated information from the Section 7 consultation. This includes refinements to the analysis of potential effects to Atlantic and shortnose sturgeon and sea turtles in **Section 5.5.7 Aquatic Habitat and Biota** and **Section 5.5.9 Rare, Threatened, and Endangered Species**. The Final EIS reflects the most current information available.

Dredging

As noted in the Draft EIS and **Section 5.5.9 Rare, Threatened, and Endangered (RTE) Species**,

> "Increased turbidity resulting from dredging is not anticipated to affect sturgeon species, as the life stages most vulnerable to increased sediment are eggs and non-mobile larvae, which would not be present in these areas. Any sturgeon in the vicinity would be sufficiently mobile to avoid any sediment plume or reductions in dissolved oxygen (NOAA Fisheries, 2012)" and "The physical disturbance of sediments and entrainment of associated benthic resources could reduce the availability of sea turtle prey, but the impacted benthic habitat represents an insignificant amount of the available habitat in the region, and recolonization of the opportunistic benthic species would occur quickly, making these localized impacts to sea turtle habitat and prey negligible."

Additionally, the MDTA has committed to mechanical dredging. The *NOAA Fisheries/FHWA Best Management Practices Manual for Transportation Activities in the Greater Atlantic Region (2018)* states that, for mechanical dredging, "…elevated suspended sediment levels of up to 445 mg/L may be present in the immediate vicinity of a clamshell bucket, and suspended levels of up to 191 mg/L could be present within a 2,000-foot radius from the location of a clamshell dredge." Both levels noted in the Best Management Practices Manual are below the 1,000 mg/L threshold that is noted in **Section 15.3** of the **Natural Environment Technical Report**.

Sturgeon

Section 5.5.9 Rare, Threatened, and Endangered (RTE) Species of the Final EIS states that "Strikes from construction vessels are possible, but extremely unlikely since construction vessels would be within deeper waters and have shallow drafts, and sturgeon would typically be at greater depths, substantially minimizing construction vessel strike risk (Balazik et al., 2012)." It should be noted that in the **Biological Assessment (BA), Atlantic and Shortnose Sturgeon and Sea Turtles**, a Supporting Technical Document to the Final EIS, determination for vessel strikes is not a "No Effect" determination, but a "May Affect, Not Likely to Adversely Affect" determination and includes the commitment to enforce reduced construction vessel speeds (e.g., below 10 knots).

Noise

Section 5.5.9 Rare, Threatened, and Endangered (RTE) Species of the Final EIS defines the time period as the duration of pile driving in one day, per NOAA Fisheries guidance; the NOAA Fisheries Multi-Species Pile Driving Calculator assumes a 12-hour "effective quiet" period of no pile driving within a 24-hour period for fish, and MDTA is committed to maintaining a 12-hours on,

12-hours off pile-driving schedule. No "effective quiet" period has been established for sea turtles at this time.

Calculations were completed in the updated 2025 pile-driving tool; the most up-to-date output is included in the **Biological Assessment, Atlantic and Shortnose Sturgeon and Sea Turtles, and Essential Fish Habitat Assessment** (included as Supporting Technical Documents to the Final EIS), and the date has been updated in the Final EIS per consultation with NOAA Fisheries. The figures reflect the 2025 version calculations.

Species Monitoring

The **Biological Assessment, Atlantic and Shortnose Sturgeon and Sea Turtles**, included as a Supporting Technical Document to the Final EIS, states that "Any required blasting will take place during times of lower biological activity; specific dates will be determined during the development of the Demolition Plan and will incorporate the best available data including any updated telemetry data." The Biological Assessment includes an assumed preferred window of October 1 through December 15; however, further coordination with resource agencies and data collection is required before MDTA is able to commit to dates for blasting. **Section 5.5.7 Aquatic Habitat and Biota** of the Final EIS states that species spotters will be employed to scan the work area for marine mammals and sea turtles prior to blasting to minimize impacts to these species.

6. PUBLIC COMMENTS

Table G-7 contains the complete text of all comments submitted by the public. Following **Table G-7** are comments received as letters or email attachments.

Table G-7: Public Comments

#	Comments
1	I strongly support making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge. It should not be a separately priced optional feature. Including this feature as part of the new bridge construction would be far more cost-effective than adding it after the bridge is in place and is fully operational. From an environmental perspective, it should have minimal impact. This is no different from other features such as shoulders, lane widths, and other safety barriers. From an engineering perspective, this is highly achievable as evidenced by the successful installation of bicycle/pedestrian paths on both the Woodrow Wilson Bridge and the Frederick Douglass Memorial Bridge that cross the Potomac and Anacostia rivers. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders economically and recreationally. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. Similar to the path on the Mario Cuomo Bridge over the Hudson River, a path on the Chesapeake Bay Bridge will be a world-class recreational experience and a vital regional asset. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is the missing link for three national trail networks: East Coast Greenway (a National Trail from Maine to Key West); the 911 National Memorial Trail (which connects all three crash sites); and the American Discovery Trail (a Delaware to California National Trail). Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. The separated bike/ped facility would facilitate micromobility transportation from communities on both sides of the Chesapeake Bay. It would strengthen the local and regional network by bridging the gap between Anne Arundel and Queen Anne’s counties. This would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name, Address, and Email Address Redacted]

#	Comments
2	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

#	Comments
3	Hello Bridge Study Members. Please consider and put in the bridge plan methods to offset long range impacts expected on the Eastern Shore once a larger bridge is indeed built. Developers will flock in with easier access and traffic will then certainly increase and congestion the new bridge. Yes, in the immediate, Kent Island will become a construction war zone for years to come as the work will certainly drag on. That is its own set of problems. And sadly yes, studies also show, a bigger bridge will soon likely become a not big enough bridge as more and more people will shift their focus to The Eastern Shore thinking it will now be an easy go. So the bridge will not appease existing traffic for very long and soon much more traffic will be generated and likely put us where we are now! And truly many feel you will only move the even larger bottle neck of cars further south, down the shore as more and more people will seek the beach and rural shore with a bigger bridge. But will the Eastern Shore stay rural? Developers will certainly flood in once access is increased. State actions need to be put in place now with the bridge plan. Actions that will aim to protect the Eastern Shore and the imminent rush of development that will inevitably follow bridge construction. Many Maryland agencies and leaders need to be involved in this, not just MTA, because all their varied expertise is needed to truly build a successful bridge development for Maryland to keep and enjoy the unique lands of the Eastern Shore. Agencies like agriculture, environmental, planning and zoning, natural resources, commerce, local governments, municipalities, and private stakeholders all should participate and help with this planning. Otherwise, we question the original purpose of a bigger bridge. Is this bridge just a revenue getter for Maryland to [Offensive Language Redacted]the Eastern Shore and who cares what happens to the rural character everyone so much seems to love here? Just let whatever happen with dollar signs in your eyes? Without careful protections in place this will certainly be the case. And protections that have real teeth and holding power. Case in point - Administrations have now regularly raided the funds set aside for land preservation in Maryland for our struggling farmers and saving open spaces for everyone. The dedicated revenue generated by a transfer tax of 0.5% on every real estate transaction is supposed to directly go to Maryland land conservation, but it is often used as a slush fund indicating the lack of importance for our state leaders. So sad. And so bad. This and others like it need to be safe guarded and fully used to conserve Maryland's Eastern Shore land. The appeal of the Eastern Shore will quickly be swallowed up by development if easier access to the Shore is created. Heritage lands and farmers will be put under pressure to sell to developers due to rising land values. And the quaint Eastern Shore will soon look just like the Western Shore that is so full of development. And once we turn the whole Eastern Shore into urban sprawl like Kent Island and the Western Shore, then who's going to want to come? Why not make the reach the beach roads like a Parkway to keep it rural and attractive. Williamsburg and Virginia's Eastern Shore has some lovely roads with very restricted development, which also improves traffic flow. Development is serious. And it never goes backwards. Land speculators are very hawkish and deadly opportunistic, so we really need a big picture game plan with this bridge plan. Not just of the immediate bridge area, but of all possible impacts to the Eastern Shore of a bigger bridge and more traffic south to the beach. We need all our expert Maryland agencies weighing in, to plan and arrange for a good big picture outcome for all of Maryland. And therefore have a truly successful bridge construction. Sincerely, [Name Redacted]

#	Comments
4	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
5	Good evening. My name is [Name Redacted]. My address is [Address Redacted]. Thank you. Thanks for this opportunity. I really did uh, come on because I wanted to sort of echo what the previous uh, individual said about the bike lane, the shared path. I travel across this country and around the world to do some biking and I, I, you know, I think it would be great. I think people would come here for that. I think it would just be an awesome opportunity if you could include that. I know a billion dollars. Sounds like a lot of money, but um, You know, I just, I think it would bring some economic revenue to our area. And I just think it's the right thing to do. We have to think, we have to be forward thinking about this. You know, we only get to do these bridges every cup, you know, once a century, probably. So I think that it will be beneficial to the area. And so that's, you know, the message I wanted to share, but it also comes to mind as a mental health professional that I hope that there will be something included for anybody who was using this very tall bridge to cause harm to themselves. So I hope that that is in the plan. I know that other tall bridges around our country and around the world have that. So I'm hoping that that is also a part of what we do when the bridge is completed. So that's it. And thank you so much for this opportunity and for all your hard work.
6	Hello, I am writing to register my support for a bicycle and pedestrian shared-use path as part of the new Chesapeake Bay crossing. This would have real tourism benefits for Baltimore City, Anne Arundel County, and Baltimore County, and would serve as a generationally important cross-bay connection for the region's bicycle network. Best, [Name Redacted]

#	Comments
7	Hello, I am writing to register my support for a bicycle and pedestrian shared-use path as part of the new Chesapeake Bay crossing. This would have real tourism benefits for Baltimore City, Anne Arundel County, and Baltimore County, and would serve as a generationally important cross-bay connection for the region's bicycle network. Best, [Name Redacted]
8	The pedestrian/ bike path should be included in the final design. bike access across this bridge will allow micro-mobility devices and futureproof the bridge for new transportation options yet to come.
9	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
10	In the 21st century, communities are connected via bridges. The CBB expansion offers an excellent opportunity to be bold in design and purpose. Places such as Charleston, NYC, Chicago, Montreal, Miami, Amsterdam, and Belgrade, Serbia have large bridges with bicycle linkages. I strongly urge the developers and politicians to prioritize transit and people. Economies thrive with connected communities. The eastern shore and AA County stand to benefit, financially and in terms of health co-benefits.
11	I think large public structures like this should be built with a vision toward the future, not the present. What is our vision for that future? Do we want to have a region where pedestrians and cyclists are given equal repsect and accommodations as cars? Do we want them to have full and equal access to the state's premier transportation structure? Do we envision a bridge that can potentially be a visitor attraction? Why should cars be the only ones enabled and allowed to cross the Bay? While the linking pathways enabling cyclists and pedestrians to safely access the bridge

#	Comments
	may not yet exist, they will—especially if you make the Bay crossing a possibility. If you build it they will come.
12	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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14	The bike/Walking lane is key for the annual bay bridge walk and to facilitate alternative means of transportation.
15	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]

#	Comments
16	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]
17	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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18	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
19	Any pedestrian or cycle lane would have to be under the main road way imo. I'd be scared to death trying to share with cars and trucks wizzing by on a rainy or windy day!
20	How much more tax dollars are we gonna waste on yet another study for you to tell us the same thing that's the new bridge is going to go where there is already not enough road infrastructure to support a larger bridge. I wish you would get your head out of your [Offensive Language Redacted] and just build the bridge so you can raise the toll to $10. I'm just a tired man trying to get by and this state is becoming unlivable with the choices by our current leadership who seem to only care about sticking it to the Trump Administration at the same time sticking it to it's residents.
21	Bay Bridge trail should be mandatory As my mom ages, I hold on tighter and tighter to the experience of biking across the Brooklyn Bridge with my mom a decade ago. It was awe-inspiring. When I lived in the Bay Area and friends were visiting, a bike ride across the Golden Gate Bridge was my #1 adventure to arrange for them. A barrier-separated shared-use path on the Chesapeake Bay Bridge shouldn't be allowed to be value engineered out of the project at some later point when costs inevitably increase, which is effectively what making it "optional" means. Please, PLEASE make it mandatory. Maryland SHA professes to understand Complete Streets and the Safe System Approach: decisions like this are where those 'ideas' are tested. This has the potential to be a beloved community connector - a destination on it's own - in addition to a very real transportation link for people who choose not to drive or cannot drive. With e-bikes becoming more normalized, a trip of this length on an electric bike would be within reach for more and more people.ï¿½This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. ï¿½ Sincerely, [Name and Address Redacted]

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22	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
23	I strongly support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity that will generate economic development as well as providing important recreational opportunities. I was disappointed but not surprised when the Hogan administration reneged on the promise to include a bike-pedestrian path on the replacement for the Nice bridge, but I expect better from the Moore administration. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. [Name and Address Redacted] Sincerely,[Name and Address Redacted]

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24	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
25	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both

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	sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
26	No bike path on bridge. A total hazard - accidents waiting to happen
27	Adding pedestrian and bike lanes to an already congested two-way bridge is a serious mistake. Traffic is already overwhelming—especially during the summer months when volume surges. Drivers are navigating tight lanes, heavy flow, and constant slowdowns as it is. Reducing vehicle space to accommodate additional lanes will only increase congestion, driver frustration, and the likelihood of accidents. Two-way traffic on this bridge is challenging enough. Introducing cyclists and pedestrians into that environment raises legitimate safety concerns for everyone involved—drivers, bikers, and walkers alike. Mixing high vehicle volume with vulnerable road users in a confined space creates more risk, not less. There are also mental health and safety considerations that cannot be ignored. Over the past decade, there have been tragic incidents on this bridge. While the number may not be extraordinarily high, adding pedestrian access could unintentionally increase opportunities for harm. Any infrastructure change must prioritize prevention, not create new vulnerabilities. Before moving forward, the state needs to fully evaluate traffic data, safety statistics, emergency response implications, and long-term impact. Infrastructure decisions should reduce risk and improve flow—not add complexity to an already strained corridor. Let's think this through carefully. The safety of everyone who travels this bridge should come first.
28	Even the gw bridge going into nyc has a lane for bikes and pedestrians and that bridge is old. New bay bridge needs to have bike and pedestrian access and connect to trails on either side.
29	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy.

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30	As a resident of a multi-family dwelling defined by 23CFR772 and located in Area 2-17-B, as illustrated in the BCST2 Noise Technical Report Appendix F (January 2026), I am writing to express my strong support for the proposed noise barrier known as System West-5. Noise testing has demonstrated that a barrier is both feasible and reasonable for every alternative considered. Despite this, the current plan has not yet approved the barrier, and I am unable to understand the reasons for this delay. The plan's footnote states: "The final determination for noise barrier need, location, size, and material will be made during final design." This ongoing uncertainty can cause anxiety among residents, which contradicts the purpose of the federal regulation. According to federal regulation 772.1, the purpose is "to provide procedures for noise studies and noise abatement measures to help protect the public's health, welfare and livability, to supply noise abatement criteria, and to establish requirements for information to be given to local officials for use in the planning and design of highways approved pursuant to title 23 U.S.C." Based on the evidence and regulatory guidance, the noise barrier should be approved without further delay. Thank you for the opportunity to comment.
31	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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33	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge This is pretty straight-forward to me: If we provide for a shared-use path, it opens up opportunities for the next 50 years opportunities we perhaps can't even think of right now. If instead, we decide not to do this, we close off those opportunities for the same amount of time. Would a shared-use path be popular? If you've ever participated in the Bay Bridge walk as I and my family have done you'd know how popular that is. Making it available every day would be a phenomenal achievement for Maryland one that would attract adventure-seekers and participants from around the country. Please don't let this opportunity slip away. As a lfe-long Maryland taxpayer, I believe it is a very worthwhile expenditure of my tax dollars. Sincerely, [Name and Address Redacted]

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35	There should most definitely be a shared use lane for pedestrians and bicycles on one span, and most definitely be a bus lane on the other with the institution of bus service from the Eastern shore to the Western !! And there also needs to be a switch over set of short bridges between the spans to accommodate construction and shut-down issues on one bridge as necessary; these should be placed across the water within a mile or so of the shore as part of the bridge design and not just on the land portion. The result would be a bottle neck for a mile or so of the bridge, but not the whole span. This would allow for further use of the bridges' multiple lanes when a portion of one bridge needs to be shutdown, but not the entire bridge
36	This was an excellent display of maps and charts. We attended the hearing for the 1st Tier and were not nearly as impressed. Yes - Alternative C. The graphics - large maps and interactive map - were very informative.
37	Excellent presentation. In as much as the almighty dollar is at work, I think that a poster explaining that Bay Bridge & Severn River Bridge aren't going to happen at the same time. I heard many folks ask about this. In my very non-engineering opinion, the entire project isn't going to be finished until it is completed back to 50/301. Thank you for this opportunity.

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41	Please add the Pedestrian & Bicycle path to the new bridge project. Allow the public to enjoy the views & promote health & exercise for Maryland residents living nearby as well as an attraction for visitors to the area. Thank you. [Name Redacted]
42	The shared-use path should be mandatory. On a personal level, I want to have the opportunity to use the path. I am a member of Howard County's Cycle2Health program where dozens of mostly seniors meet to cycle every week in season. The shared-use path would be a draw. However, the shared-use path also would enhance the Eastern Shore's standing as a top place to bike in the country. The addition of the shared-use path would make the Eastern Shore an even greater draw for bicycle tourism.

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44	I am commenting to support a mandatory separated bike/pedestrian path for the new bridge. A path like this would be a major tourism destination, and it would also be important for encouraging alternative transportation modes over this corridor. Not including a separated bike path on the 301/Nice bridge was a mistake. Let's not repeat that mistake.

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45	I'm writing to urge that the replacement Chesapeake Bay Bridge include a barrier-separated shared-use path as a standard feature — not an optional add-on with a separate price tag. This is a genuine once-in-a-generation decision, and I think we'd be making a serious mistake to treat it as anything less. Pedestrian and bicycle infrastructure has quietly transformed bridges across the country from functional crossings into destinations. The Mario Cuomo Bridge over the Hudson is the example I keep coming back to: people I know who've crossed it describe it as a genuinely memorable experience — not just a commute. Given the Chesapeake Bay's place in the regional identity, a path here would likely outperform almost any comparison. We already have proof of demand. The Bay Bridge Run brings 16,000 people from across the country every year — for a few hours of access, once a year. That's not a niche interest; that's a clear signal. A permanent path would turn that annual spike into a year-round draw, with compounding economic and recreational returns for the whole region. The connectivity piece also matters more than it might first appear. A shared-use path here would link directly into three National Trails: the East Coast Greenway (Maine to Key West), the 911 National Memorial Trail (connecting all three crash sites), and the American Discovery Trail (Delaware to California). The Bay Bridge wouldn't just be a local amenity — it would become a critical node in a national network. And the practical case is solid too. Beyond recreation and tourism, the path would offer a real commuting alternative for people crossing the Bay, and serve as an emergency or maintenance lane when needed. It directly supports the goals laid out in Maryland's own 2025 State Transportation Trails Strategic Plan, builds on existing investments on both sides of the Bay, strengthens the Eastern Shore Trail Network, and aligns with MDOT's 2024 Complete Streets Policy. This isn't an add-on in tension with the state's priorities — it's an expression of them. The choices made now will shape how Marylanders move through this region for the next hundred years. I'd ask that you make the shared-use path a mandatory feature of the replacement bridge — one that connects people, not just vehicles. Sincerely, [Name and Address Redacted]
46	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy.

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	The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Thank you!! Sincerely, [Name and Address Redacted]
47	I support a shared use path on the Chesapeake Bay Bridge replacement Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. This represents an historic opportunity truly support transportation alternatives, recreation and the quality of life in Maryland! There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]
48	[Email Redacted] I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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50	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both

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	sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
51	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
52	My opinion is for more lanes from Rt 97 and Rt 50 to and from the bridges and improve with as many lanes as possible for the Severn River and Bay Bridges in both directions at the current location. The Bay Bridge Eastern Shore side of Rt #50 needs the same number of lanes to and from the Bay Bridge to the Kent Narrows Bridge and the Rt 50/Rt 301 split.
53	Understanding that this would add cost to Construction, but since a new bridge is being built anyway, let's get with the times and ensure that pedestrian and bike lanes are considered.
54	Understanding that this would add cost to Construction, but since a new bridge is being built anyway, let's get with the times and ensure that pedestrian and bike lanes are considered.

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55	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves ALL Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I STRONGLY urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
56	Please make a shared-use path a mandatory feature I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional

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	transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
57	We are writing to express our support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. Numerous bridges throughout the US have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies, for example, the Mario Cuomo Bridge in NY. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail). The path would also close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also reduce traffic by providing a commuting alternative and an emergency vehicle/maintenance lane when needed. This is a unique opportunity to make the area a world-class destination for the region. We join with many advocacy partners, fellow cyclists, runners, and pedestrians in urging you to make the path a mandatory feature of the replacement bridge.
58	I support a dedicated bike/pedestrian lane for the new Bay Bridge. Please note that iconic American bridges such as the Golden Gate Bridge (CA), Brooklyn Bridge (NY), and George Washington Bridge (NJ/NY) have bike bike/pedestrian as does the Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge (MD/VA) and many other notable bridges.
59	Please consider my vote for funding the additional amount to include a separated lane for walking jogging or biking thx [Name, Phone Number, and Address Redacted]
60	Please include a pedestrian/bike walkway on the Chesapeake Bay Bridge replacement. This seems like a no-brainer. To not do so would be extraordinarily short-sighted.
61	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the

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	Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
62	I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. There is currently no way to use a bicycle to travel from the western to eastern shore without a gigantic detour around the north end of the bay. Finally providing that link would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties, and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. I urge you to make the path a mandatory feature of the replacement bridge.
63	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature.

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64	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
65	I support a separated bicycling and walking path across the Chesapeake Bay Bridge replacement. It will provide a safe passage for bikers and hikers to cross from one MD community to another. However small, it will reduce emissions and importantly foster healthy living styles for the State. The views will be spectacular and beautiful, encouraging tourists to come to our State.

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66	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
67	I am writing to urge that a separated bicycle and pedestrian path be included as a mandatory element in the design and construction of the replacement Chesapeake Bay Bridge. This bridge is a once-in-a-generation investment. Including a shared-use path would be a strategic decision that strengthens Maryland's economy and transportation network for decades. Signature bridges across the country that provide safe, separated access for people walking and biking have become economic drivers, attracting tourism, organized events, and sustained local spending. A Bay Bridge path would transform the crossing from a barrier into a destination. It would connect Anne Arundel and Queen Anne's counties, link to major national trail systems, and unlock the full value of existing public investments on both shores. Businesses in waterfront towns and along trail corridors would directly benefit from increased visitation and longer stays. At the same time, the path would diversify transportation options in a corridor currently dependent almost entirely on automobiles, adding resilience and flexibility to a critical piece of infrastructure. Maryland has the opportunity to build an asset that drives economic growth, strengthens regional connections, and reflects modern transportation priorities. I respectfully urge you to make a separated bicycle and pedestrian path a required component of the project.
68	Yes adding bridge lanes to the Chesapeake Bridge will help the bridge traffic but what is going to be done for the traffic on Route 50 through Annapolis which the road and Severn bridge can not even handle now???

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69	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
70	Our three generational family would love to see a safe biking lane across the Chesapeake Bay. It benefits both sides of the Bay and brings an economic boost to the region.

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71	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
72	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State

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	Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
73	To Whom It May Concern: As a biking enthusiast, I've ridden in many places in our beautiful state of Maryland. We are approaching a very rare opportunity in Maryland with a decision pending on a new or multiple spans across the Chesapeake Bay. Not adding bike lanes would be a huge error. I don't know the numbers but it is evident that biking as a hobby has increased many fold. Local jurisdictions are re-lining roadways to include bike lanes where bicyclists may navigate safely. I've ridden on too many roads in and out of Maryland that one gets the impression that motorists 'aim' for us. As a rider who has been hit (no major injuries) I believe the cost of adding bike lanes to any bridge built across the Chesapeake would save lives, lower medical bills, and possibly increase tourism (as biking groups always look for new routes to ride). There will always be naysayers who will protest. But protecting lives should be paramount for those crossing the bridge should they be using two wheels or four. [Name Redacted]
74	I sincerely hope that this opportunity does not pass without providing some form of bicycle AND/OR (one please if not two) across the water. I am an Easton resident and an avid trail user and I have loved what has been done with the Broadneck trail extension to Sandy Point State Park in Anne Arundel County and the Cross-Island Trail in Queen Anne's County. The state could make this bridge a DESTINATION and a feature in non-motorized connectivity! This would help tourism, economic development, active transportation, and many more facets. Please don't let this opportunity pass. Other bridges have this capability throughout the US. Happy to be contacted if needed.
75	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both

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76	I support the addition of a dedicated bike and walking lane on the new bridge.
77	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
78	The bay crossing study is a true waste of taxpayers dollars. It presents the biggest boondoggle and ill conceived idea seen in decades. The supposed goal is to reduce traffic congestion, especially for summer beach traffic approaching the eastbound bridge. With ten lanes to get more vehicles across to the Eastern Shore, no thought was given, apparently, about the impact of the increased amount of traffic on the small towns it will be going through - Denton, Easton and Cambridge. Without massive infrastructure- dedicated dollars to address the increased traffic, the congestion and traffic jams will simply overwhelm the Eastern Shore. Additionally, the proposed bridge is a Trojan horse for the designs of developers and huge utility companies to exploit the farmland and open spaces for data centers, solar farms, housing subdivisions and every manner of urban sprawl. The proposed bridge is definitely a " build it and they will come" strategy. The only people on the Eastern Shore that are in favor of the bridge are ravenously greedy people who are salivating at the prospect of how they can exploit this rural

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	landscape. The bridge as proposed is a ludicrous and dangerous idea, considering the consequences it will impart. It MUST MOT happen!
79	The bay crossing study is a true waste of taxpayers dollars. It presents the biggest boondoggle and ill conceived idea seen in decades. The supposed goal is to reduce traffic congestion, especially for summer beach traffic approaching the eastbound bridge. With ten lanes to get more vehicles across to the Eastern Shore, no thought was given, apparently, about the impact of the increased amount of traffic on the small towns it will be going through - Denton, Easton and Cambridge. Without massive infrastructure- dedicated dollars to address the increased traffic, the congestion and traffic jams will simply overwhelm the Eastern Shore. Additionally, the proposed bridge is a Trojan horse for the designs of developers and huge utility companies to exploit the farmland and open spaces for data centers, solar farms, housing subdivisions and every manner of urban sprawl. The proposed bridge is definitely a " build it and they will come" strategy. The only people on the Eastern Shore that are in favor of the bridge are ravenously greedy people who are salivating at the prospect of how they can exploit this rural landscape. The bridge as proposed is a ludicrous and dangerous idea, considering the consequences it will impart. It MUST MOT happen!
80	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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81	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]
82	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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84	Dear Members of the MD Transportation Authority & Mr. Bruce Gartner, As a resident of Anne Arundel County for nearly 47 years and living within walking distance to the Rte. 50 and Rte. 2 interchange, I am quite aware of the heavy traffic and backups that occur while people are trying to cross the Bay Bridge - especially in the summer months. Our property runs adjacent to Routes 648 and 175 that (despite efforts to prevent them being used as shortcuts) are full of bumper-to-bumper, horn honking motorists during this same time period. You might think that this would automatically make me a proponent of Alternative C - however, this is not the case. I applaud the thoughtful design location (remaining on basically the same footprint as the existing spans), but the addition of extra lanes will only tend to flood the Eastern Shore and further erode its agricultural nature and promote the expansion of the environmentally and aesthetically unappealing architecture and buildings of various purposes that have swamped all of Parole and the Annapolis area that borders Route 50. Now, instead of a view of the skyline of Annapolis we must ride through a topless tunnel of car garages and mostly empty multi-story condos. In short, the whole historic nature of Annapolis has been swallowed up into the rectangular nature of another nameless city. The expansion/new construction of the bridge spans will only further this encroachment in transforming the natural, expansive view of the Bay into a multicolored conglomeration of bricks and concrete. WHAT TO DO? Construct one, 6 lane span with additional shoulder space in the area between the existing spans. Make this new span an environmental statement by using material that resists corrosion and does not require painting. As I am not familiar with exactly what type of material this would be, I can only assume it would be of a plastic/polymer substance. Included in the construction would be jets/valves that would regularly rinse the material to keep it clean. Such far sighted construction would save the ever painting and repainting that goes on today. A crew of approximately the same size as the painters of today would clean areas that are difficult to reach while providing ongoing maintenance reviewing. Create a new type of guardrail that scoops in at the top around the height of a sedan's windows thus preventing cars going up and over them while allowing a vista-type view while crossing the bay. We have an opportunity to create a structure that will lead the way in the making of future types of projects such as these. Please, look past the basic need of traffic flow and consider the importance of what the new Bay Bridge can mean on multiple levels of importance.The Bay Bridge is a structure that is as unique (in my opinion) as the Golden Gate Bridge or the Mackinac Bridge - both of which I have crossed. Let's construct something that speaks to the vital nature of the bridge as it will serve both the transportation and economic needs of Maryland as well as the East Coast of the United States. Something that will last, at least, through the end of this century. The bigger the bridges - the more traffic you will be inviting. I love going to the beach and I accept the challenge of traffic. I don't want to see Queen Anne county (and later Caroline) slowly changed into a megalopolis with Annapolis leading the way. This is a rare opportunity for addressing the needs of our local area and beyond in a way worthy of the challenge. Please, consider a revision of your Alternative C. With Hope, [Name and Address Redacted]

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86	Please include a protected bike and pedestrian path, in both directions, on the bridge.
87	New bay bridge I live in Sparrow Point and now first hand when a bridge has a failure ie Key bridge. Have some things in common with the original 2 lain bridge were the same age and time takes it toll. I in compleat agreement with 2 new bridges at the sandy point crossing to Kent island. Hopefully it will include a bicycle and walk way lest de it right. I don't know if I drive over but hoping I ride over. Hope you can make it happen ASAP the old bridge and me are running out of time Thank you and God Speef
88	A pedestrian/cycle way needs to be included. Marylanders need a way to get across the bay other than riding in a car or in a motorcycle.
89	Please make sure to include a bike and walking path on the new Bay Bridge.

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90	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
91	comment Thank you for having a public information event at Broadneck High School. Based on the flyer I received, I looked forward to a presentation at 6 PM. I arrived late for that after a brief time in the Open House. I was disappointed to witness a video on a small screen that did not afford me information I could barely hear and definitely not see. Aside from that, I am writing to express my strong request that the environment be well taken care of for this project. The increase in lanes will for decades increase the amount of pollution those of us in the area and beyond will be subject to. It is also my wish that the idea of public transportation be taken into consideration somehow. To not consider public transportation in the construction of new bridges only forwards the shortsightedness of our current culture, and the obsession for polluting vehicles and their enormously toxic consequences. Sincerely, [Name and Address Redacted]

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92	Please make a shared-use path a mandatory feature I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
93	I'm commenting in support of the idea a pedestrian option in the plan for this very important bridge. While I am personally not very likely to walk or bike across any new bridge, I think it's shortsighted to not plan for this kind of access to the bridge. It's a matter of transportation, and cars are only one form of transportation. We live on the largest estuary in the US and there's no reason we should't include options for people to walk or bike across this wonderful natural asset at a time we are planning a new bridge. We are planning far enough in the future for this that we can include these costs as a vital part of the overall budget. Don't let anyone convince us that "we can't afford it." Yes we can. Thanks.
94	This looks like the best alternative, my wife and I fully support this option.

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95	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. I have bicycled thrice to the Eastern Shore and back to DC. It's annoying and haphazard to have us hichhike accross. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
96	The proposed option C which includes an expansion to 8 lanes will not improve congestion as has been repeatedly proven by lane addition projects. The solution to Bay Bridge's congestion problem is to scale up buses. Many cars that traverse the bridge are going to the same general location. At present, there are minimal options for crossing the bridge via bus. If the plan decides to add a lane, it should be for buses only, incentivizing the behavioral shift that is needed to truly alleviate congestion and to align with our state's climate goals established under the Climate Solutions Now Act. The plan needs to study popular routes (Ocean City, etc.) and partner with the Maryland Transit Administration to prop up bus routes that run on a frequent basis (~every 15-20 minutes). These should be large greyhound-style buses with two seats per row rather than the less nice local style buses. Alternatively, the project should select option A, no build, and significantly investment in buses, establishing a bus only lane during peak hours, determined through a study, though presumably summer day-time hours.
97	I agree with the 2 new spans but why not leave the newer of the old bridges (I believe that is the westbound) in place and make it bicycle and pedestrian only?
98	I agree with the 2 new spans but why not leave the newer of the old bridges (I believe that is the westbound) in place and make it bicycle and pedestrian only?
99	Pedestrians and cyclists need a walk/bike way across the new bridge! Please incorporate this into the plan.

#	Comments
100	My comments on the new bay bridge proposal: (1) Will there be breakdown/shoulder lanes on the new bridges in both directions? I think that should be a "must." (2) I live in Cape St. Claire (need I say more? ;-)). The idea of widening Route 50 to 4 lanes east and west of the bridge span for the new 4-lane bridges is very difficult for me to picture because the amount of traffic we already have will now simply increase, and you are "taking away" more of our land for this widening. (3) The crux of the problem is that this area is too populated, which has occurred because of a substantial increase in new residential building in the area over the past 3 decades. The way to handle the large population that now exists here and wants to cross the bridge would be to fix or replace the existing bridge with its same size and build a second set of spans north or south of the existing bridge to divert some of the overflow of the current bay bridge traffic away from our communities, to distribute that traffic more evenly. And stop building new housing, which crowds our already crowded land, roads, schools, medical facilities, shopping centers . . . our lives here. Thank you for your consideration, [Name and Email Address Redacted] Scientific/Medical Editor
101	Stay focused on the bridge and not improving communities into the Eastern & Western Shores. One project at a time. No pedestrian/bike lanes. The cost would not be justified by the usage. And safety would be a big issue.
102	Dear Tier 2 NEPA Crossing Study, Imagine the opportunities for Maryland tourism when there's room on the new Bay Bridge to run cross-bay bike rides or races, footraces, and hikes over the Chesapeake Bay. Remember the masses of people that walked the bridge each year and imagine being able to run events like that without even using a single traffic lane. The opportunities for Maryland Tourism are endless. I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]

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103	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
104	Alternative C Sirs: Having reviewed Alternative C it is difficult to understand why there is no cycling/pedestrian infrastructure and impossible to rationalize any cost objections. Most importantly, providing infrastructure to those who choose not to use cars is a civic positive The plan to open billions to widen the bridge to 8 lanes (4 east, 4 west) is fanciful since the road infrastructure on either side will remain a 6 lanes meaning traffic will back up onto the bridge The space is already there: travel lanes could be 11 feet instead of 12 or the shoulders could be 8 feet on either side instead of 12, or the bridge could simply be 6 lanes instead of 8 since feeder roads on both sides will still number 6 rather than 8 It would be a sorry state of affairs if, in the 21st century, planners were to remain blinded to the fact that not everyone wants to drive and that recreational (as well as work) activities can occur without the use of an automobile. Respectfully, [Name, Address, Email Address, and Phone Number Redacted]
105	[Name and Address Redacted]. Um, I have problems with the bike path. One problem I have is the cost. We're looking at $2 billion additional money to put the bike path across the bridge. I don't think that's cost-effective of our tax dollars. And also, even of a bigger concern in mine is safety. As people who cross the bridge regularly may understand as well, people driving over the bridge, tend to look at boats, you know, whatever's out there on the water, and you get people hitting their brakes, you get people swerving in lanes, adding pedestrians and bikes to the path, unless they're completely walled off to where you can't see them, is only going to add to that, I believe. I think it's going to be a safety concern. and probably create more accidents in the long run. Um, and that's, oh, I'll say on that. The other point is, I didn't see any cost up there for dredging if we're going to add larger ships coming through the bay. I believe you're going to have to dredge the bay further. Has that been considered at all? Okay, so I would like to see some costs. All right. That was it. Thank you.

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106	in support of the Ches. Bay bridge side path for bikes/pedestrians TO: MdTA RE: Chesapeake Bay bridge non-motorized side-path comments I'm certain that MdTA is receiving many comments supporting the inclusion of the bike/ped sidepath on the new bridge across the Bay. These comments will include examples of non-motorized bridge crossings succeeding in other locations, which demonstrates the importance of looking at this decision from a statewide perspective. Don't just look at the construction cost to MdTA, but count the benefits as measured/estimated by the economic development and tourism agencies. That's what a well-coordinated, forward-thinking Gubernatorial administrations would and should do. People from all over the country, and the world, choose to visit Maryland for a variety of reasons. However, the majority of our tourism appeal is tied to things that happened a very long time ago; both geological (beach, Bay, and mountain visits) and historical (C&O Canal, Revolutionary and Civil War sites). The last major really "new" tourist attraction added to the list of reasons to visit Maryland might be the American Visionary Art Museum in Baltimore. The impact of this small but outstanding institution would pale in comparison to the value and attention of a 5 mile, protected path across the Chesapeake Bay attached to the new bridge. This would build on our top tourist (going back to John Smith) attraction, the Chesapeake Bay, but do so in a way that will surprise and stun other states that are trying to stay competitive in the "outdoor recreation destination" field. The word is overused, but this would be absolutely unique, and far more important than just connecting the already existing trails on either side of the bridge. (Others can/will address the many obvious health and environmental benefits.) This crossing would be an immediate draw, and a spectacular rebuttal to everyone who doubts the resiliency of our state, and our ability to not just scrape by in terms of infrastructure improvements. The competition to get people to visit and support the local economy, in ways that are also supported by the local population (the majority of the users of this new path will always be Maryland residents), will always be fierce. No one else in the "outdoor recreation" conversation will be able to compete with this UNIQUE facility. Study the best numbers that have been submitted documenting the value of new, long-distance trails, and recent conversions of bridges from cars and trains to walkers and bikers. These figures have been proven. MDOT staff, and staff at DBED and DNR, will be well aware. Then multiply these numbers, as no one else has anything that could compare to this. Here's hoping that Maryland chooses to do something wonderful and special. [Name and Address Redacted]
107	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the

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	Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
108	I am writing in support of adding cycle lanes to the new Bay Bridge span. Not only would the failure to include cycle lanes represent a huge missed opportunity NOW for people's use of the bridge, it would also be extremely shortsighted. As we build this type of infrastructure that will last decades, it's massively important that we are planning for a world with less car dependence. This really must be factored into plans proactively; attempts to retrofit cycle lanes at some point in the future would also be far more complicated and expensive than including them in the original design. In my opinion, using a car should simply never be the only realistic option to get somewhere.
109	Dear MDOT As an avid cyclist, I am writing to share my thoughts regarding local infrastructure. I believe that the addition of cycling lanes on the Chesapeake Bay Bridge would be a great asset to our community and for regional recreation. Thank you for your time and for considering this suggestion. Best regards, [Name, Address, and Phone Number Redacted] GAP Selfstorage Mountain Maryland Trails
110	Dear MDOT As an avid cyclist, I am writing to share my thoughts regarding local infrastructure. I believe that the addition of cycling lanes on the Chesapeake Bay Bridge would be a great asset to our community and for regional recreation. Thank you for your time and for considering this suggestion. Best regards, [Name, Address, and Phone Number Redacted] GAP Selfstorage Mountain Maryland Trails
111	Hello. First, I want to express my strong support for adding a shared use path to the new bridge. I think not having a shared us path would be a huge oversight and would keep the two sides of the bay isolated (as it is now) to people without easy access to cars. A shared use path would significantly improve connectivity across the bay and would also be a significant tourist attraction. Second, I would like to stress that this bridge project absolutely needs to work with MD SHA and federal agencies as needed to coordinate highway improvements on both sides of the bridge outside of the current study area. Even this draft study shows that backups outside the study area (Bay Dale drive and 50/301 split) will become significant bottlenecks after the new bridge is open. Bureaucratic siloing is going to lead to a worse experience for drivers and nearby residents. Overall, I think this new bridge is sorely needed and I applaud the efforts to get it built. Let's do it!

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114	Hello, As an Annapolis resident, I would greatly appreciate a pedestrian and bike friendly route over the new bridge. This would be an economic plus to both sides, providing a new way for locals to enjoy the other side of the shore during the summer when traffic is otherwise impenetrable. Additionally, this pedestrian space will provide a sort of safe heaven for stranded folks (be it due to breakdown or accident) to stand away from traffic. Besides, many iconic bridges of America offer pedestrian friendly routes for locals and tourists alike to enjoy. I also value any proposition that keeps lane numbers high to keep traffic flowing because traffic backs up to Annapolis regularly in the summer. And despite this, I do support keeping the current rough location of the bridge because it is an essential norm to many commuters who live where they do on the Eastern shore because of access to the bridge (I have plenty coworkers who would be affected by a change in bridge location). Additionally, keeping the bridge where it is will minimize environmental impact of

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	all the wonderful coastal areas Maryland can proudly boast for both private and public use. And finally, I value the proposals with higher and safer clearance for cargo vessels passing under. I hope that plans exist to build defensive piles and other such measures to ensure a safe bridge in the event of any accidents. Thank you.
115	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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118	You know, this is [Name Redacted]. Hopefully you're hearing me now. We are, yes.Okay, it's [Name Redacted] is my name. It's [Name Redacted] ,and I live at [Address Redacted] in here in Annapolis, Maryland, which I'm going to interrupt for one second. You'll have all of your time, but we're having a little trouble hearing you, so I don't know if you could get closer to the computer or just speak up, but we just want to make sure we can hear you. Okay, [Address Redacted]. So, uh, I'm probably well aware that in the summertime, we have a really bad uh, thing with congestion, and uh, basically, we almost just don't go anywhere on the weekends in the summer because there's so much traffic and everything on Route 50 and Saint Margaret's. Um, so, you know, I've been wondering why it wasn't considered to build a bridge maybe north of Baltimore up in the Bel-Air area or to the south of uh, Annapolis down towards maybe Route 4 in that area. Uh, because that would help to relieve the traffic off of around 50. I'm not really understanding why building another bridge would actually relieve the traffic on Route 50. Um, and, you know, that's what my goal is to try to make sure that we can get around. Actually as a local resident here. It's very difficult in the summertime. Thank you very much. I appreciate.
119	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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	Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
122	Please ensure that there are bike and pedestrian lanes across the length of the bridge. This is critical to allow non-vehiclular passage across the bridge.
123	I lived on Kent Island and worked at the Northrop Grumman plant at the foot of the Bay Bridge for 10 years before retiring. Many employees there live on the East side of the Bay. I would have relished, as would many of my colleagues, the opportunity to ride a bike to work if there had been a pedestrian/bike path on the Bay Bridge. Every car taken off that bridge is a win for everyone.
124	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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126	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both

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127	Was the construction of a tunnel considered among the alternatives, and if so, why was it not recommended?
128	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves Maryland residents as well as tourists and visitors. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. Bike to the Beach could also use this trail, expanding that already popular event with a full bikeable route! And the annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: The East Coast Greenway (Maine to Florida) The 9/11 National Memorial Trail The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. I urge you to ensure the replacement bridge connects people, not just cars, by making the shared-use path a mandatory feature. Thanks, [Name Redacted]
129	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne

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130	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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132	In the design phase will there be any consideration of the wind? We have wind impacts quite often and a design that would minimize the impact would be good.
133	Please make a shared-use path a mandatory feature I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing

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135	I like this proposal to have two new spans that are four lanes & include a shoulder for safety. We lived on the Eastern Shore for several years and decided we could no longer tolerate the delays & unpredictability so moved back to Annapolis. The current bridges are under constant repair and it's not hard to see the metal is deteriorating. They are dangerous in high winds and with no shoulder, many drivers feel uncomfortable even driving over the current bridges

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136	In general,although considerable repetition occurs, this DEIS is the most thorough, most complete DEIS I have ever reviewed, in 35 years ((1965-2000) of such reviews for Maryland DNR Fisheries. (I am now retired, but have continued to be involved in reviewing environmental changes and proposed modifications of the natural environment. Nevertheless, this DEIS does have some significant weaknesses. Principal among these is the fact that (for several reasons of practicality) the limit of study on the Eastern Shore is at the U.S. 50/301 split near Queenstown. This limit makes sense but only for the main purpose of considering improvement of traffic across the Bay Bridge and western Queen Anne's County. Even though in Chapter 3 , the alternatives considered and retained for detailed study [AARDS], no. 3, section 3.1.1 states that the DEIS does NOT restrict consideration of other reasonably foreseeable transportation improvements, this DEIS ignores, and merely puts off consideration of traffic on U.S, 50 from Queenstown and Wye Mills southward to and through Easton, Trappe, and Talbot County to the Choptank River bridge and potentially to/through Cambridge, Vienna and ultimately Salisbury. It ignores population and traffic growth in Easton, (2024 population ca. 17,100) and particularly in and from Trappe, (2020 population ca.1180; 2020-2026 estimated growth around Trappe is 37.76 %) with this increased population deriving in part from the new development called Lakeside (with proposed buildout of 2500 dwelling units.) In 2024, Talbot County had a population of 38, 244 in 19, 968 housing units. The DEIS should estimate potential air pollution increases from induced growth. For example, from the projected Lakeside development buildout of 2500 dwelling units, it can be estimated that 2500 * 1.83 cars per dwelling unit * 12, 900 average miles per passenger car per year* = 59,017,500 new vehicle miles per year. And, at estimated 4.6 grams CO2 per mile = ca. 271,400 kilograms CO2 per year;; at 2.205 pounds per kilogram= 598,614.5 pounds new CO2 per year=299.3 tons new greenhouse gas per year from the Lakeside development buildout alone. The 2020 annual rate of growth in the Trappe area was about 4.79 % . From this, it can be roughly calculated that in 25 years (i.e. 2045) the Trappe area population will be about 32,373. The Talbot County effects of growth induced by improved transportation at the bay bridge should be estimated in the DEIS. =Further, the DEIS does appear to recognize that additional traffic will result in area development and growth, downstream from the eastern limit, since in the Hazardous Materials section of Technical Report,(pp. 20, 21 of 58 pp) it is stated, (for1946-1950):" Development within the surrounding area continues with the increase in road construction", and (for 1970-73) " Surrounding area... with extensive development and re-development with the expansion of U,S, 50/301", However, no consideration of this is made in the present DEIS. In effect, using the U.S. 50/301 split as the eastern limit is simply "kicking the can down the road", which will mean that as soon as the proposed improvements begin to stimulate additional traffic through Talbot County ,et al, similar improvements will have to be planned and made for aggravated congestion in the affected areas. Throughout my review, and within these comments, I have assumed that Alternative C South (Md. Transportation Authority's Preferred and Recommended Alternative) will be the selected alternative. Further, I have limited my review approach to effects on the Maryland eastern shore and have assumed that the "shared use path"(SUP) will not be included in the selected alternative. A second weakness of the DEIS is that selection of a build alternative is essentially fixed or guaranteed , once the purpose and needs statement "...to address existing and future transportation capacity needs and access across the Chesapeake Bay and at the Chesapeake bay bridge approaches along the U.S. 50/301 corridor." (pp 3 &.11 of12, Executive Summary) is accepted. Included in Alt. C south is removal of the existing spans. My review includes a recommendation of/for leaving the deeper portions of the support piers in place, so as to retain the solid substrate "reefing" effect provided to the otherwise soft bottoms Chesapeake Bay. Discussion and

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139	I would like to request a mandatory biking/walking path on the Chesapeake Bay Bridge configuration. A lot of Marylanders can't afford a car and we need to stop catering only to car drivers. If we're going to build a new bridge it should be better and benefit all Marylanders, not only the privileged ones.

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140	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
141	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State

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	Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
142	Please make a shared-use path a mandatory feature I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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144	This project represents a once-in-a-generation opportunity. Instead of focusing primarily on more car lanes, the expansion should prioritize transit and active transportation. Investments in dedicated transit lanes, safe cycling infrastructure, and pedestrian access would move far more people through the corridor using less space. When paired with walkable, transit-oriented development near bridge approaches, these investments also reduce traffic by shortening trips and enabling many daily needs to be met without driving. There is also a significant economic opportunity at stake. Land near major infrastructure like the bridge is extremely valuable. Using that land primarily for additional highway lanes generates very little economic activity or tax revenue. In contrast, compact, walkable development near transit can produce many times more economic value and public revenue per acre while supporting local businesses and housing. Designing the project around transit, active transportation, and walkable development would deliver far greater long-term benefits than simply adding more lanes for cars.

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145	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
146	I support a combination walking and biking path incorporated into the new Bay Bridge construction. I believe it will enhance safety with additional non-vehicular access in emergencies as well as a source of increased revenue for Sandy Point State Park, local businesses, and Annapolis through tourism. Who doesn't want to claim they have walked or ridden accross The Chesapeake Bay Bridge?

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148	I wish to voice my support for a complete end to end pedestrian, bicycle lane across the new Bay Bridge. It will connect the Atlantic Bikeways from north to south. That bridge with modern new modern steel will be here for 100-200++ years. To not install modern amenities such as a shared separate use lane would be short sighted, given the myriad of bridges that have already included such an addition. Sincerely, [Name Redacted]
149	The proposal is for two four-lane bridge spans which will operate at high speed and are not conducive to bicyclists operating on the shoulder. Per the AASHTO Guide for the Development of Bicycle Facilities (Bike Guide), the facility type appropriate for this bridge is a shared use path. This path should not be optional. As discussed in the AASHTO Bike Guide, bridges of this nature represent a once in a generational opportunity to complete planned bicycle connections as providing those facilities later or as a separate bridge are typically impractical or infeasible. Given the height of this bridge, providing a separate bridge would not be possible and the cost to retrofit later would be impractical, so providing it now should be a requirement of this project, particularly as it would provide connections for the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail). The cost to include these facilities is marginal compared to the overall cost, and providing these connections would serve as a destination as well as creating new tourism trips to the surrounding communities.

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150	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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151	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. I have joined the thousands of people from around the country who come each year for the Bay Bridge Run, and it is an awe-inspiring experience. The views and connectivity across the Bay Bridge on foot or bike should be available every day of the year - not just once and at a high cost. I have biked and run across the trails of Kent Island, done the Seagull Century ride across the Eastern Shore, and completed the C&O Canal Trail with my family. I have camped with my Scouts at Sandy Point State Park on numerous occasions. Connecting all these resources with a shared use path across the bridge would open up numerous new opportunities for recreation and creating memories, and boost their attractiveness and value to users. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. We cannot short-sightedly pass up the opportunity to make the bridge an attractive landmark - like the Golden Gate Bridge or Hoover Dam's Callaghan-Tillman Bridge - which attract millions of pedestrians each year. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Let's give Maryland the landmark that it - and we - deserve, by making it an accessible destination, not just a conduit for cars. Sincerely, [Name and Address Redacted]

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152	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
153	I am in favor of a shared use path on the North side of the North bridge!
154	The bridge should have a requirement for a multi-use pathway, not just an option. Bike tourism is a thing; large crossings are a particular attraction as the Cuomo bridge (neé Tappan Zee bridge), Golden Gate Bridge, and the east span of the Oakland Bay Bridge all demonstrate. The new bridge will be long enough that cyclists may stop at both ends, benefitting local businesses. This is an also once-in-a-lifetime opportunity to establish attractive new bike tourism routes. For example, a new leg of the Transamerica Trail would benefit all of Maryland, instead of the current route through Virginia that bypasses Maryland entirely (It ends in Yorktown, which isn't even the Atlantic Ocean). The Nice bridge replacement had an option to provide a bikeway that was quickly ignored, and as a result this opportunity to expand bike tourism in Southern Maryland was lost for generations. Current long distance routes such as Minneapolis to Duluth and Washington DC to Pittsburgh attract tourists from all over the country. The path could also support pedestrians, runners, and athletic events such as marathons (An Annapolis to Queenstown marathon would be pretty neat, for example). Cost estimates are not far enough along to be sure that the cost of such a path would really be $1B. The bridge has to be built regardless; the additional cost of a pathway on one side really needs to be firmed up before the option is abandoned.

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155	I support the the path 😊 I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature.
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	The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
157	Good evening, I'd like to request it be made mandatory that a separated bike path be included on the remodeled Chesapeake Bay Bridge. This is fairly important to me because I'm often frustrated by bridges in Maryland that don't permit cyclists which prove a real barrier to getting around because I don't own a car and don't need to carry much wherever I go. I live just north of Baltimore, but get over to the eastern shore to sail and find adventure whenever I can. Thank you, [Name Redacted]
158	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
159	I'm writing to you because I'm really excited about the idea of including a separated bicycle and pedestrian facility — as a shared-use path — a must-have in the design and construction of the new Chesapeake Bay Bridge. Imagine the Bay Bridge path becoming a focal point for cyclists, runners and hikers for our area, drawing attention from all over the region and the country! It would link up with the East Coast Greenway (a National Trail stretching from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a National Trail that runs from Delaware to California). Plus, it would fill in the gap between the existing trail systems in

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	Anne Arundel and Queen Anne's counties. These trails are already well-loved and represent a big investment from the counties, and they'll really help boost the Maryland Eastern Shore Trail Network. The shared-use path would also offer a great way to get around, and it could even be used as an emergency vehicle or maintenance lane when needed. I truly believe this is a once-in-a-lifetime chance to turn our area into a truly amazing destination for everyone. I'm with my advocacy partners in asking you to make the path a mandatory part of the new bridge.
160	I'm writing to you because I'm really excited about the idea of including a separated bicycle and pedestrian facility — as a shared-use path — a must-have in the design and construction of the new Chesapeake Bay Bridge. Imagine the Bay Bridge path becoming a focal point for cyclists, runners and hikers for our area, drawing attention from all over the region and the country! It would link up with the East Coast Greenway (a National Trail stretching from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a National Trail that runs from Delaware to California). Plus, it would fill in the gap between the existing trail systems in Anne Arundel and Queen Anne's counties. These trails are already well-loved and represent a big investment from the counties, and they'll really help boost the Maryland Eastern Shore Trail Network. The shared-use path would also offer a great way to get around, and it could even be used as an emergency vehicle or maintenance lane when needed. I truly believe this is a once-in-a-lifetime chance to turn our area into a truly amazing destination for everyone. I'm with my advocacy partners in asking you to make the path a mandatory part of the new bridge.
161	I'm writing to you because I'm really excited about the idea of including a separated bicycle and pedestrian facility — as a shared-use path — a must-have in the design and construction of the new Chesapeake Bay Bridge. Imagine the Bay Bridge path becoming a focal point for cyclists, runners and hikers for our area, drawing attention from all over the region and the country! It would link up with the East Coast Greenway (a National Trail stretching from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a National Trail that runs from Delaware to California). Plus, it would fill in the gap between the existing trail systems in Anne Arundel and Queen Anne's counties. These trails are already well-loved and represent a big investment from the counties, and they'll really help boost the Maryland Eastern Shore Trail Network. The shared-use path would also offer a great way to get around, and it could even be used as an emergency vehicle or maintenance lane when needed. I truly believe this is a once-in-a-lifetime chance to turn our area into a truly amazing destination for everyone. I'm with my advocacy partners in asking you to make the path a mandatory part of the new bridge.
162	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American

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	Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
163	Please include a separate walk/bike lane on the new bay bridge. I would bike so much more and use my car much less if the state had adequate bike infrastructure and the state had stricter vehicle traffic laws to protect cyclists and pedestrians.
164	Please be sure to analyze the impact of all that extra traffic the new bridges will bring on the local roads of Queen Anne's County and provide additional corridor improvements as necessary. It may need to involve SHA since our side roads are MD Route 18 and 8. We need full corridor analysis and possible roadway improvements on the side roads as well.
165	I STRONGLY support a shared-use path across the Chesapeake Bay Bridge replacement! As a bicyclist of more than a half century, I have often ridden the lovely, mostly flat roads of the Eastern Shore. However, the lack of access across the Bay Bridge has always been a major obstacle. Invariably, I've had to drive over the bridge to access that riding experience. A shared-use path would be a great boon to cyclists. To be able to park on the western side of the bridge (e.g. at Sandy Point) and ride over the bridge would not only be convenient, it would be a great experience in itself! I've done the Bay Bridge Run in the past and the breathtaking views (so often missed by drivers) are great! I think it would also be good for businesses on both sides of the bridge and potentially reduce bridge traffic. Thank you for your consideration.
166	My name [Name Redacted]. Last name, [Name Redacted]. I live at [Address Redacted]. I just wanted to make a couple comments. I've lived on Ken Allen for about 23 years. I've been commuting for all those years to college park and back because I work at the university. I have a good sense of what traffic issues are. Um, to me, the traffic issue, when I get to the bridge is not a problem. It's the 3 miles or so ahead of the bridge, that's the problem. And I think it's partly because of, you know, maybe it's 2 or 3 lanes going into a wider situation. Over that same time, with what they've done with the bridge with removing the toll booth, other things has helped because you didn't have that other kind of bottleneck. So I'm kind of concerned because I kind of feel like when I get to the bridge, it's not an issue. It's everything ahead of it. So I kind of feel like I know other than the age of the bridge. I'm kind of concerned that you're solving a problem, that doesn't solve the problem. So that was one thing I did want to mention. Um, I, you know, of course, the age of the bridge is a big issue. I would really look at how things funnel because I think that's the big issue. Of course, I don't think any of this addresses a summer issue. When the summer issue is a nightmare, it's going to continue to be a nightmare. I'm just talking about day in and day out. Um, I did have one other thing, but I can't think of what it is. So, uh... The only other thing I just want to mention is the presentation is pretty confusing. I mean, you're seeing a lot of options one after another to keep up. I'm actually a visual person. I do photography. Even to me, it was pretty, you know, it was tough to follow. So that's why I kind of took some time, went out and looked at the, you looked at the, the boards and, you know, people could kind of explain things. I also kind of misunderstood thinking the bridge was actually going to be longer to actually kind of go, kind of, uh, route, over Kent Island a little bit instead of just the lanes widening. So I got that understanding, which I think makes sense again. I think again, you just have to worry about where they come together because that, you know, you have all this great motion and then all of a sudden, you're getting stuck somewhere. And so I would just, I think that that's something to really think about, oh, this is the other thing I was concerned about. I really think there was a huge missed opportunity. There should have been a bridge further north for people in Baltimore. It just is sad that Kent Island keeps having to bear this issue. You know, I mean, we're already bearing

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	the issue. You could have really divided and conquered by having a bridge somewhere else, further up, maybe didn't have to be 8 lanes, and it could have solved a lot of, you know, just all the traffic that comes to the beach because everybody's taken it. New Jersey, New York, whatever if they're not going 301. So I just, it's sad that you're just dealing with the same people, same issues and having them having to bear the brut. So, thank you.
167	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
168	Some form of protected pedestrian and bike lane should be included

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170	Hello, I am writing to recommend that the Bay Bridge Replacement include a shared use path across the entire length of the crossing. Such a path would, in and of itself, be a draw for tourists from the region and further afield. As a cyclist, I would happily pay the same toll as any vehicle to cross the bay, so long as it is grade separated and safe. In fact, in April I am traveling to Japan and, while there, I am specifically renting a bike and taking an overnight ferry to ride the Shimanami Kaido bike route. This bike route is drawing me to visit a little known part of the country because planners had the foresight to build shared use paths with the bridges across the islands. On these small islands I'll be stopping for food and drinks, many others stop overnight as part of a more leisurely excursion. With dedicated, shared use paths that reach either end of the bridge, there will be plenty of cyclists and runners who would take on the crossing. This is not to mention the touring riders who could stop overnight in Annapolis before making their way across the bridge to the Eastern Shore. This is a once in a century opportunity to build a truly phenomenal attraction for active tourism in our state. Imagine the view from the bridge at sunrise. For drivers it's unwanted sun glare, an annoyance. But with a shared use path, cyclists, runners, even scooter users could pause, step to the side, and enjoy the beauty of the Chesapeake Bay and our state. Don't allow this opportunity for beauty and wonder to be foregone for more traffic priority, include the shared use path as a baseline part of the design. Thank you for your consideration, [Name and Address Redacted]

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172	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both

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173	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
174	Mandatory bicycle and pedestrian path Hello, I am writing to respectfully request that the new Bay Bridge plans include a bicycle and pedestrian path. This is future-thinking and future-proofing what is going to be a major infrastructure project that will be used for decades. Thank you. Regards, [Name, Phone Number, and Address Redacted]

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175	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
176	A bike/pedestrian path across the bay would be a great facility for promoting healthy activities for the citizens of Maryland. A lot more people would like to have a healthier lifestyle, both for themselves and for the environment. The ability to bike or hike across the Bay would encourage people to pursue their desire to be healthy as well as work to reduce the vehicular congestion

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177	We are writing to express our support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of a replacement Chesapeake Bay Bridge. Many bridges throughout the US have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties, and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. We see this as a once in a lifetime opportunity to make the area a world-class destination for the region. We join our advocacy partners in urging you to make the path a mandatory feature of the replacement bridge. Thank you for your consideration. Sincerely, [Name Redacted] _____ [Name, Phone Number, Email Address, and Social Media Credentials Redacted] DC & Prince George's Policy Director Coalition for Smarter Growth
178	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years.

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	I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
179	I am an avid bicyclist and support bike path inclusion on the new Bay Bridge
180	Hi, my name is [Name Redacted]. I'm the founder of SPEAK: Suicide Prevention Education Awareness for Kids. I was the spokesperson for suicide prevention in the state of Maryland and nationally and internationally and was the person responsible for getting emergency phones put on the Francis Scott Key bridge, as well as the Chesapeake Bay Bridge. I have sent numerous things to you all via email. I wasn't feeling well for a while, actually, and I have been sending things to you all that I haven't seen that nobody's responded to me, and I have no idea if you've received the information that I've sent about the bridges. Actually, my father when he was alive, the Francis Scott Key bridge was the last bridge that he worked on. He was known nationally and internationally for building bridges. He's [Name Redacted], and I was dealing with actually Secretary Armstrong and when he retired, I was dealing with Secretary Ron Freeland at the time when we worked with getting these phones put up. My father's bridge, as I said was the Francis Scott Key bridge that he last worked on before he passed away and he did the ramps entering on the bridge that are the only things that are standing on the bridge. So, I was trying to talk to somebody if I could about my (inaudible) to give some kind of information that I feel is important, for that new bridge. They're actually both of the bridges when they're built for the area of Suicide Prevention. If somebody could give me a call back at [Phone Number Redacted]. It's [Name Redacted] and thank you for all your doing and I hope to hear back from somebody or at [Email Address Redacted]. Thank you have a good day. Bye, bye. Thank you.
181	I'm just learning about the prospect of a bike bath across the Chesapeake on the new Bay Bridge. What a great idea! I love cycling around my part of Montgomery County, and in events in Kent and Caroline counties. It'd be very neat to be able to bicycle across the Bay.
182	Hello, I support a mandatory separated walking and bicycling path on the Chesapeake Bay Bridge. This is a one-off opportunity to invest in the future of active transportation. Thank you [Name, Address, and Phone Number Redacted]
183	I haven't been able to ride or hike this trail yet, and would love to. I've been over dedicated pedestrian infrastructure on an old rail bridge converted to something even better several times in Louisville, Kentucky and would love to experience the local variant and to have it available to my children long afterwards. As such, I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the

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	Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
184	Four Major Concerns: 1. Community Impact: Proposed construction threatens the "suburban vibe" and property values of the Broadneck Peninsula. Residents face long-term financial burdens and diminished quality of life due to increased noise, traffic, and environmental degradation. A long term resident of the "impact area" could see the eroision of property equity with no potential for ecouping these loses. 2. Fiscal Responsibility: A multi-year project of this scale risks significant budget overruns and shifting regulatory requirements, potentially forcing unfavorable changes to county and state tax structures to supplement the unbudgeted shortfalls 3. Induced Demand & Alternative Transit: The plan relies on outdated, car-centric models. It fails to adequately address induced demand or incorporate multimodal solutions like ferries, rapid transit, and seasonal infrastructure for cyclists and hikers. 4. Environmental Degradation: Expansion will lead to the irreversible loss of critical habitats and increased runoff pollution from new impervious surfaces.
185	Living in close range of the Bay Bridge I absolutely am against widening Route 50 for the length suggested in the study. A new bike/walking path was just built which obviously would be destroyed. Also many live right along where this widening is suggested. I doubt anyone is thinking of these homeowners. There is too much congestion already with the existing bridge. Finding a new location is highly desirable!
186	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the

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189	Thank you. My full address or just city and state. address or just city and state? If you have your address, that would be best, but first your name and spell your name. Good evening, everyone. My name is [Name Redacted]. That is [Name Redacted]. Last name [Name Redacted]. I'm a resident of [Address Redacted]. That is [Address Redacted], as in [Address Redacted]. I am an employee of the state of Maryland. I am a native and resident of the Lower Eastern Shore. Um, I have been employed uh, with the state of Maryland for years, with education and background, uh, background education and communications. And so I wanted to... get a little closer to the microphone. Okay. And so I wanted to mention about the bottlenecking that you mentioned, someone mentioned in the hall about starting in 2032 and then being completed by 2045. And if the 4 lanes is going to alleviate bottlenecking. I'm all for that. I also advocate for the bike path as transportation is a real barrier for many people on the eastern shore, especially communities of color. And so my issue is the period prior to completing the construction or beginning the construction. There is something that must be done about the bottlenecking currently. So I've only seen one time a state trooper pull somebody over for running up to the front, almost causing an incident. The 2-mile warning is not needed. Drivers don't need a 2-mile warning. The state transportation authority and the state highway administration have to do something about actively enforcing lane management enclosures presently, like allowing all that running up to the front, there's not extra space in the front. You need to close the lane, immediately put the barrels down, maybe 500 feet, whatever you feel is best, but a 2-mile warning is not needed. Like, you need to get over now in the back so that traffic can keep moving in the front and we all can get home at a present hour. I work in Annapolis, use public transportation. There is a transportation hub at the Annapolis Mall for Annapolis public transportation, and going from the mall and getting to the bridge multiple times a week. It's not a 3 day distance. It shouldn't take me an hour to get from the mall to get on to the bridge. That's not crossing the bridge. So, like, there's something that the State Highway Administration has to do now with lane management and lane closures to help with the bottlenecking. Obviously, you know, we need more lanes, but at present, there is a responsibility and something that has to be done at present to relieve that because we don't need a 2-mile warning. All this running up to the front cameras, there's ways to ticket, you know, I'm sure the state needs revenue. They ticket for everything else. Um, So I would really appreciate if that could be taken into consideration because it should not take you, you know, 3 days from now to get home. People live on the Eastern Shore and they work in the capital city, they work in metropolitan areas, taking that time away from your family is a monetary cost and a life cost. And we really can't afford both. Thank you very much.

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190	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a historic opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
191	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State

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	Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
192	Hi. I live in Baltimore and commute across the Bay Bridge multiple times per year for vacation in both Ocean City and Delaware. As a cyclist, it has always been my dream to ride across the Bay Bridge and all the way to the Eastern Shore. I know many others for whom this is a shared vision. I believe I speak for the community when I say, we would be happy to pay a toll just as motorists do in order to cross via a separated, safe lane. Additionally, there are many who commute both directions for work each day who would utilize the bicycle and pedestrian lane, further reducing congestion for motorists which is a stated goal of the project. I hope you will consider the enormous benefit such an addition would bring to this project and the additional revenue it would generate each year. Thank you.
193	I strongly urge the State Of Maryland to include a muti-use lane in the design of the Chesapeake Bay bridge crossing. This truly is a once in a generation opportunity. I believe the recreational opportunities for our communities are invaluable. A muti-use lane will increase tourism on both sides of the bridge adding revenue to pay for the much-desired construction. Please do not be short sighted with this literal gateway to an amazing pathway!
194	I wholeheartedly endorse a shared bicycle and pedestrian path be included with the Chesapeake Bay Crossing. It would encourage cyclists of all skill levels to enjoy one of Maryland's signature natural resources, and it would connect the Eastern and Western shores to modes of transportation other than automobiles. Pedestrians could enjoy the beauty and health benefits of the "Bay Bridge Walk" on a regular basis. Thank you for your consideration.
195	Good afternoon, As a resident of Caroline County, I am very concerned about the plan to build an additional span in the same location as the existing Bay Bridge. If the extra span alleviates the traffic at the Bridge, it will just move the bottleneck onto the Eastern Shore. We have no desire for 8 lane highways cutting through our rural communities. Thank you, [Name Redacted] -- _____ [Name, Email Address, and Phone Number Redacted]

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196	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. I can tell you from personal experience when my son and I rode across the bay bridge when one lane was closed for a Cycle Across Maryland event in 2002 that the experience was awsome and would attract thousands of tourists. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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198	I have been a cyclist in Maryland for forty years, and I have ridden in every corner of the State. If there is a connection across the Chesapeake Bay, there will be an upsurge in riders wanting to make it across by bike. The economic boost would be significant, especially for Kent Island and points south.
199	Please consider a bike and pedestrian walking path. As we consider more ways to increase pathways across our state this would be a great addition to making Maryland a healthier and more accessible state.

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200	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
201	Please built it ASAP!
202	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both

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203	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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204	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely,
205	It was my understanding that the purpose of a new bay crossing was to eliminate, or at least reduce, congestion in the Route 50 corridor. After attending last night's public hearing at Kent Island High School, my suspicions have been confirmed. The Tier 2, Alternative C proposed by the study DOES NOT reduce congestion, it only moves choke points to different locations in the Route 50 corridor. Now, I'm sure you'll say I'm late to the game and that I should have submitted these comments during the Tier 1 study. However, in the Tier 1 study, I see no mention of the fact that the choke points will be simply be moved to other locations along Route 50. The Tier 1 recommended corridor DOES NOT SOLVE THE PROBLEM! I urge you to reconsider the Tier 1 recommendation.
206	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is

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207	In favor of future ped/bike path on new bridge. Important to bring other travel options, tourism promote travel across the bay.
208	Bay Crossing Study To Whom it may concern: After reading the latest information on the selection of Option C for the new bay bridge, I would like to encourage the pursuit of the additional dual use lane for pedestrians and bicyclists. We very much need to pursue alternative means of transportation wherever possible. Given the number of bikers and walkers on both sides of the bay, providing for their movement across the bridge will only promote and enhance this travel alternative. I strongly support the construction of this dual use lane. Thank you for your attention. [Name Redacted]
209	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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210	Include the Shared Use Path in the proposed replacement Chesapeake Bay Bridge I am writing in support of the shared use path (SUP) on the replacement Chesapeake Bay Bridge and urge you to include the shared use path as a mandatory component of the entire project. Leaving it as an option is weak and is fatal for this key opportunity and will leave both sides of the bridge from realizing the real potential of making the bridge a economic engine and destination for bicyclist, walkers, runner, and wheelchair users. As a long-distance cyclist and bicycle guide, I have tried and now avoid tours through this area. Having a shared use path, will make the bridge and region a must visit site that will benefit area businesses substantially. It will benefit the health of area residents with a great opportunity to enjoy their region in an active way. In contrast, leaving the shared use path as optional or killing it, will result in decades upon decades with the same old barrier, and the loss of economic opportunities, healthy activity, and a more vibrant community. Passing on this opportunity will result in my kids and grandkids (and their kids likely) not having the opportunity. Please do the right thing and require the shared use path as part of this new bridge. [Name Redacted] DC Cycling Concierge LLC [Phone Number Redacted]
211	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
212	This is nothing but a short-sighted band-aid. Three extra bridge lanes will do nothing to alleviate the traffic that bails off of 50 into Annapolis and. St. Margarets/ Cape St Claire when there is an accident on 50. What about the Severn river bridge? The powers that be in MD care nothing about the quality of life in Anne Arundel or Queen Anne's counties.
213	I agree with the proposed alternative
214	Dedicated bike trails make exercise safer. More people will cycle if they can exercise away from vehicular traffic.

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216	I strongly recommend that the new bridge include a shared-use path that pedestrians and bicyclists can use. If I were able to, I would bike across the bridge to get to the Eastern Shore. We cannot build a world with only cars in mind. There are other modes of travel that should be accommodated. In the past on bike trips I have had to pay people to drive me over the Bay Bridge. This shouldn't be necessary. We should have a lane dedicated to pedestrians and bicyclists. Best, [Name Redacted]
217	Please add bike lanes to the new spans! These are desperately needed for all of us who love to bike. Thanks

#	Comments
218	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]
219	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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221	[Name Redacted], [Address Redacted]. Is it good enough? Moved over here, 1993. I've been driving on the bridge up until about 2 years ago and I semi-retired. I think it would be insane. to have a bike path and a walking pedestrian path on the bridge. I want to say, going, you know, say that. If you want to, well, what you should do is there's a documentary on the internet called, titled The Bridge. And it's about the Golden Gate Bridge in San Francisco. And just watch that and you can get an idea of where I'm coming from. Golden Gate Bridge has 30 jumpers a year that they've documented. They have others. that are not caught on the cameras they're not seen. So, you know, we have a problem now with nobody publicizes. We have people jumping off the bridge now. And you're going to put a bike path there and a pedestrian path and you just, why don't you put a sign up jumping? And, um, the other thing too is it's 4 it's almost 5 miles the bridge. And everybody wants to walk it. Everybody wants to ride the bike up it. It's 260 feet high. You're climbing. And a lot of people who think they're in physical condition to do all that, they're not going to make it. And you're going to have traffic jams and whatnot to try to access them and get them off of there. So watch that documentary. It says it all. the bridge and it's you can find it online. And that's all I have to say. Thank you.

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222	Thank you for the opportunity to comment on the Recommended Preferred Alternative for the Chesapeake Bay Crossing Study. I strongly urge you to make a bicycle and pedestrian shared-use path a required component of the new bridge spans, rather than an optional feature. Including dedicated walking and cycling infrastructure would deliver lasting benefits to Maryland residents and visitors alike. Safe, accessible active-transportation options stimulate local economic activity, support tourism, promote public health, and provide meaningful alternatives to single-occupancy vehicle travel. At a time when congestion, environmental concerns, and quality-of-life issues are increasingly interconnected, it is prudent to design this critical infrastructure to serve multiple modes of transportation from the outset. The Maryland Department of Transportation has an opportunity to ensure that this once-in-a-generation investment reflects long-term vision and fiscal responsibility. Retrofitting such a crossing in the future would be significantly more costly and disruptive than incorporating it now. By including a shared-use path as a core element of the project, Maryland can demonstrate leadership, forward thinking, and a commitment to safe, modern, and inclusive transportation infrastructure. Now is the right time to build a crossing that meets not only today's needs, but the needs of future generations.
223	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
224	I'm all for the bike path and pedestrian walkway being a part of the new bay bridge design. [Name Redacted]
225	Bay Bridge Bike & Walking Path I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to

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226	Multimodalism is essential for future transportation needs. It's imperative that the Bay Bridge replacement include a mixed-use trail for safe use by pedestrians, cyclists and others. Such access across the Bay is a missing link. And with the rise of electric bikes, such as trail could become a vital connection. In an ideal world, the bridge would have one-way trails on each side and the ability to accommodate an eventual rail line should the need ever present itself.
227	I would love to see a bike path across the bay. I would also suggest to make it accessible from Sandy Point.
228	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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229	To Whom It May Concern, Please accept mine and my husband's support for including plans for a bike/walking path across the new Bay Bridge span. Not only will this be a boon to cyclists and pedestrians, but it will help drivers by providing more safety for everyone. Thank you for your consideration. Sincerely, [Names Redacted]
230	A bike/pedestrian lane is criticial for people without cars to move across the bridge. It can also become a huge tourist/recreational draw, making the bridge a source of state pride and generating revenue for the areas around the bridge.
231	February 23, 2026 I am writing to express our support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, I envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. An example is the Mario Cuomo Bridge across the Hudson River north of New York City. People here in Maryland visit that bridge and describe how much they enjoyed walking and pedaling across it. It is a tremendous asset to the region. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties, and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. I see this as a once in a lifetime opportunity to make the area a world-class destination for the region. I join our advocacy partners in urging you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name Redacted]
232	Please make a shared-use path a mandatory feature I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane

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233	Hi, I think what we really need is a way for people to cross the bridge without a car. The Bay Bridge would be a huge attraction for people on both sides if there were cycling a pedestrian facilities. The annual bridge run is a huge event, and people would like to do that for recreation year around. It would also be important for people without cars, or who cannot drive, so that the bay is not the barrier it is today. Having a bridge with pedestrian and bike facilities, like they have in lots of cities, would be huge for the businesses on each side, too, because people would not simply drive by on their way to the Beach or DC. Back when the crossing was a ferry, pedestrians could cross with the cars, but now that doesn't exist. More public transit for commuters would also be great. The coaches are fine, but they are limited. A train would be amazing, but I would absolutely settle for a way to walk or bike across. Thank you for your consideration.
234	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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236	Please include a mandatory shared use bike/pedestrian path in the bridge crossing! A separated bike and pedestrian crossing would increase access to the shores to more types of users and showcase the beauty of the Chesapeake Bay. This could become an iconic feature and tourism draw for the area and should be an essential consideration in the planning.
237	Please do not put a pedestrian or pet path, bicycle path on either side of the Bay Bridge. People are afraid of driving across the bridge and do not need another point of attention for distraction. Driving on this bridge is distraction enough with height, water view as pretty as it is, weather i.e. wet conditions. And the drivers that speed above the limits is another huge concern. I know you want to improve traffic flow and beautification the aforementioned is enough. It seems people living in this area do not see the immediate problem(s). Think of the imperfections that exist. If necessary improve the driving aspects and leave walkers, bicycles, on dry land and not a bridge, This bridge is too important of a throughway to add unnecessary distractions. Work on a plan to widen and drive off the bridge without causing a bottleneck problem that you currently have. A bridge overpass from the bridge to a new exit towards Rt 404. Good Luck I will be in heaven when is situation is improved.

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240	Please make a bike path on the new bridge.
241	Please make a bike path on the new bridge.
242	Use Rt 4 and cross the bay near Patuxent Dr Station. Eliminate the D.C. & Virginia traffic here at Annapolis & Kent Island.
243	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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245	Sure, it's [Name Redacted], uh, [Name Redacted]. Um, first of all, I want to say I'm new to the area. I only lived here 5 years, but I'm certainly in favor of a new bridge. For obviously safety reasons. These existing bridges are old and decrepit and certainly need to be replaced and should have been replaced long time ago. I just hope that the, um, issue with uh, the amount of volume, a traffic volume on the bridges is taken into consideration. I come from an area where they just built the bridge across the Hudson River and they want to 6 lanes in each direction to accommodate the current traffic volume and for future traffic volume. And I hope that they consider the future traffic volume on these new bridges and the impact that it's going to have on Kent Island, as far as traffic is concerned all the way down to the split. One of my concerns currently, and hope it is not an issue when the construction is that construction starts or when it's finished, is that frequently, tractor trailers park on Route 50, while the drivers cross the over to Chick-fil-A and Burger King and McDonald's and Jersey Mike's to get something to eat and these trucks are parked illegally off just off the highway, and it's only a matter of time before someone runs into the back of the one as it happened in Connecticut many years ago and killed the driver and I think a child in a car. So, um, there'd be a nice thing if the, uh, highway department take into consideration, uh, um, some type of truck facility for the truck drivers to get off the road, to get food, to get fuel, and uh, to accommodate the increase volume of just truck traffic. And I'm sure that'll increase with the new bridges. So that needs to be taken into consideration. Thanks for your time.
246	bay bridge replacement Sirs: Unfortunately having 2 large new Bay Bridges witll only cause backups further down the road. What is needed is some kind of rail-travel crossing and rail line leading to "the beach" as there was many decades ago. [Name Redacted]
247	Please make a shared-use (bike and pedestrian) path mandatory in the design and construction of the new Bay Bridge. This is a one-time chance to add this widely-desired feature.

#	Comments
248	I would very much like to see accomodations for cycling and walking built into the new bay bridge. The ability to link the existing cycling and walking infrastructure which exists on both sides of the bay, potentially also including access to sandy point state park, would be amazing
249	Please support and approve the Bay Bridge bike lane initiative.
250	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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251	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
252	The bridges need replaced. It time. I am against adding pedestrian and bicycle lanes on a bridge that has quite a history for jumpers. In addition, I think the benefit just is not there. Without separate approaches, the crossing is 4.3 miles +. This would pretty much limit both pedestrian and bicycle traffic to a smaller set of people. The average Marylander is not going to benefit from that and it comes at a pretty high cost. We should also begin the process for selecting additional crossing locations for the future. Purchasing additonal rights of way, constructing additonal infrastrcuture to get traffic there... it all needs to begin now so we do not end up kicking the can further down the road.

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253	Dear Tier 2 NEPA Crossing Study, As an avid cyclist I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. I have ridden up to the bridge on both sides and often thought how great it would be to cross over. Not only from a leisure point of view but on a practical note I have often ridden to work a distance greater that from Kent Island to Annapolis. I can envision daily bicycle commuter traffic. Finally, there will only be one opportunity to make this decision. Please seriously consider making the choice to have this multi use path added to the new bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]
254	Pedestrian and Bicycle lane or whatever should be struck as an option. Between cost and driver distraction it's an issue. Plenty of trails on both side of the bridge. I use to be a cyclist.
255	Hello! As an avid bicycler, biker, and motorist, I believe that having all forms of travel is important for all people. Having a pedestrian/bike lane on the newest section of the Chesapeake Bay Bridge would facilitate better travel for all.
256	Dear MDTA, Please include a separated bicycle and pedestrian path on one of the new spans of the Chesapeake. All the great bridges of the world have this and our next bridge should be nothing less! Thank you, [Name and Address Redacted]

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257	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
258	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State

#	Comments
	Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
259	please write the shared use path in the preferred alternative
260	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
261	Heather, I have reviewed the information provided online and have one question I cannot find the answer to. We live in Woods Landing, a community that is accessed from Bay Head Road. When the east and westbound lanes are widened to four lanes that is going to require more space for the two additional lanes. Right now US 50/301 has three lanes each direction with a chain-link fence on each side. Beyond the fences are frontage roads. On the north side (our side), East College Parkway runs along the westbound lanes of 50, and this road is vital for our access. If the lanes are increased to four on each side, it doesn't appear that there is room for those lanes AND E. College Parkway. So I'd appreciate your insights into how this will be accomplished. Cordially, [Name, Phone Number, and Email Address Redacted]

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262	I fully support the removal of the 2 existing spans of the bay bridge. However, I recommend that the spans not be replaced. Since the original construction of the bay bridge, we have seen the deterioration of the quality of life on the Eastern Shore, not to mention the disastrous environmental impacts of population growth. Native Eastern Shore residents must compete with an endless flow of out-of-towners who come to enjoy God's Country but fail to recognize that their 'moving-in' is contributing to the decline of the region. Since the bridge construction, the Eastern Shore's cost-of-living and crime are up, while environmental conditions and quality of life are down.
263	It is downright dangerous, and flies in the face of common sense and safety, to have bicyclists and pedestrians on a 4 mile ,over water, bridge. People and bicyclists do not have bumpers like cars. How many people does this serve that this will conrol bridge access and safefy. So what if you cant ride your bicycle to Ocean City from Rockville? It is dangerous and unsafe and it would be wonderful if common sense would win out, rather than the dreamers who like to exercise. Ride you bike in a less dangerous place. I do not want to get into an accident with a bicyclist - so please exercise some modicum of common sense and stay out of dangerous situations and off dangerous enought bridges. You can stop your bike alot faster than I can stop my car. And my car will do alot more damage to you than your bike to my car. Please let me feel safe in my car - as you want to feel safe on your bike. You do not have to share all the roadways - especially when they are so dangerous to you. No one wants an accident on that bridge. No one. I am paraplegic and I live without biking - you can live with biking in a safer place than the Chesapeake Bay Bridge. You do not need that "accomodation" for your health, nor well being. You may want it, but you do not need it. It is too much a danger for us all.
264	Please ensure there is a pedestrian and bike safe route added to the bridge like the one near the National Harbor. .
265	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature.

#	Comments
	Sincerely, [Name and Address Redacted]
266	Good evening, [Name Redacted], Queen Anne's Conservation Association. The oldest Conservation Association on the Eastern Shore. I live in [Address Redacted]. My last name is spelled [Name Redacted]. Thank you very much for the opportunity to speak. I have just a couple of things that I want to add. I've looked at a lot of infrastructure projects just through research and what's happened in other jurisdictions. I have not been able to find a single major infrastructure project in the entire United States of this scale that hasn't brought with it a massive amount of development in its wake. To use this as an example. If you look at Route one in Delaware, when that highway was constructed, you now have a sea of subdivisions all the way down to Rehoboth Beach. It would be irresponsible to think that that's not going to happen here. And so I would ask MDTA to really look beyond just the Route 50 corridor and look northward onto 301. And if we're going to do this project, it's going to bring with it a lot of traffic and a lot more development. which will impact farmland. This is some of the best farmland on the entire Atlantic coast, some of the most productive in Queen Anne's County alone, where the largest grain producing county in the state of Maryland. We should not throw that out. without addressing the traffic that will come with it. So that was item number one. If we're going to do this, I hope there's a fair amount of land preservation money to go with it so that we can help protect and preserve those farms. On the environmental front. You mentioned the Marine Mammals Act. I saw sea turtles and I saw bats. I did not see anything about dolphins or porpoises. Something that's happening now that did not happen in the '50s and '70s when the first two spans were built, were the migrations of dolphins up the bay. Right now, some dolphins have gone all the way up to the Bohemia River, the Chester River, all the way up to the north end of the bay. If we're going to truly protect those endangered species, then we have to have some type of restriction on when this bridge is being built. Finally, as a resident of Queen Anne's County, ladies and gentlemen, I just have to say, it's not as though this bridge is just going to be thrown up in a couple of years, we're talking potentially 20 years of disruption. And so I would just say, be careful what you ask for because anybody who lives on Ken Island right now, you're talking about potential backups that dwarf anything that we're looking at right now. Um, and so I would just be, Queen Anne's Conservation Association recommends the no build option. gets cheaper. We think there are some other things that could be done to alleviate some of the traffic backups. And for right now, we would urge the no build option. Thank you very much.

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267	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
268	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both

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269	I support MDTA's Recommended Preferred Alternative, Alternative C.
270	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
271	I'd like to go on record in favor of the multi use "bike path." I don't believe that the safety concerns outway the benefit that the community would gain in: health, mental health, tourism, quality of life. Thank you for coming out and presenting.
272	I fully support including the a bicycle and pedestrian shared-use path as part of the newly constructed Bay Bridges. [Name, Address, and Phone Number Redacted]

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273	I am writing to weigh in on the Chesapeake Bay Bridge Replacement options. Please ensure that a dedicated shared use pedestrian/bike lane feature is included. And not as an optional feature. (Including it as optional will virtually ensure that it gets dropped when the funding becomes problematic as it definitely will.) The ability to cross the Chesapeake via bike or pedestrian will elevate our quality of life significantly. Putting us on par with so many other bridges across the US and Europe. Attracting tourism to boost local businesses and keeping us healthy. Thank you. --[Name and Address Redacted]
274	Adding bike and pedestrian walking lanes will expand transportation options, link national trails, boost regional tourism and the economy, and improving safety on the bridge. This a once in a century chance to help plan for our future and create a the 1st non motorized path across the chesapeake bay.
275	Thank you for the 10+ years of work to recreate the Chesapeake Bay Bridge. 1. Please do all possible to accelerate any time lines to get it completed and open for operation. 2. Please be absolutely certain to include a shared use path. We would fail to comprehend the future and its needs by not including a path. It is also an economic engine for activity. 3. Please be sure in final plans to be as careful as possible with our shore construction both east and west. Thanks god bless.
276	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
277	I strongly advocate for making a shared-use separated walking and bicycling path mandatory in the final bridge design. It's a once-in-a-multigenerational opportunity to support alternative

#	Comments
	transportation options. And it addresses a gap in a major regional trail network by connecting popular trails on either side of the Bay.
278	Sirs, Why, why, why is it so difficult for you to understand that funneling more traffic on to Kent Island IS NOT a solution! If you're going to have Maryland tax payers fund this expansion for 2 additional bridges then PLEASE consider a bridge to the eastern shore from the north closer to Baltimore and 1 further south that will bring travelers in closer to Easton. I'm so sick of being held captive in my hometown of Stevensville from before Memorial Day til after Labor Day because of the back ups both east and west bound on Rt50. I pay a pretty penny in property tax in Queen Anne County and I should be getting something other than traffic jams everyday for it. Sincerely, [Name and Address Redacted]
279	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
280	This crossing is going to create a great amount of traffic and noise on my property. It would really be nice if a noise barrier be placed from York Town Road to Log Inn. Road.
281	Please make certain that the new bay bridge has a designated bike and pedestrian lane- on both spans. Thank you
282	I am a 42 year citizen of Baltimore and Maryland, a physician, and a cyclist. I write in support of a mandatory barrier-separated shared use path on the new Chesapeake Bay Bridge, not a separately priced optional feature.

#	Comments
	I have long wanted to make a cycling trip to the Eastern Shore (and spend some money there), but the bridge has been an effective barrier to that. There are many others who have the same desire, and there will be thousands going into the future. I say that because a project like this will last for at least two generations, and the decision made now will affect all those people in the future. There are many non-personal arguments in support of a shared-use path on the bridge.I do not want to burden you with a long letter. I have come across the January 16, 2026, letter from the Maryland Bicycle and Pedestrian Advisory Committee to Acting Secretary Thomson. It presents my arguments in a cogent way, and I attach it here for reference. I urge you to make a barrier-separated shared use path a mandatory part of plans for a new Chespeake Bay Bridge. [Name and Address Redacted] [MDTA Note: this attachment can be found in the corresponding document for letters received during the DEIS Public Comment Period]
283	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
284	I encourage you to approve a separate bicycle and pedestrian shared-use path on one of the spans of the Chesapeake Bay Bridge replacement. Bicycling and walking are beneficial activities for residents of Maryland and visitors.

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285	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
286	Please provide a pedestrian /bike lane.
287	I would extend the four lanes of traffic in the following manner; 1) Going eastbound extend the four lanes to the US50/301 split in Queenstown 2) Going westbound extend the four lanes to the US50/301 intersection with Maryland Route 2 (Ritchie Highway)

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288	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
289	I spend considerable time in Annapolis due to keeping a boat there, and always bring my bicycle with me. Please make the proposed optional bike path on the bridge mandatory. Thank you!

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290	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
291	Please add the pedestrian and walker lane to the new bridge. I would use it to go to Kent Island from the Broadneck Trail. It will be a wonderful addition to our non-car transportation options. I think it will also draw more tourists to Maryland, which will help boost our economy. Thank you.
292	Please include a separated bicycle and pedestrian shared-use path spanning the Chesapeake Bay Bridge replacement. This should be mandatory. Having these types of paths implemented into our infrastructure will ensure that Maryland remains committed to providing diverse transportation options for its citizens. This would be an amazing path for non-drivers and would certainly attract cyclists and avid runners/walkers from all over the state to look over the beautiful bay. Thank you.
293	Reducing congestion means getting people out of their cars and using more sustainable modes like transit buses, trains, or even biking and walking. Alternatives that provide more options for those who can't afford a private vehicle is the equitable thing to do. Too often we cater towards vehicles that we neglect the growing population that that cannot afford or simply chooses not to own a vehicle. Please consider those who travel sustainably. Shared use paths, bus lanes, a bridge for rail. If you build it they'll come.

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294	A Shared-Use Path on the Replacement Bridge is a MUST! I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. PLEASE! Sincerely, [Name and Address Redacted]
295	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years.

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297	I am writing in support of a multi use bike ped path. This is an opportunity that can't be missed. If we are going to seriously look at reducing traffic a bike bath can play a role in that. This is infrastructure that can reduce cars on the road. It would facilitate people to commute between Annapolis and Kent Island. With the growth of e-bikes this is even more realistic. There is already cycling/ped infrastructure on both sides. Additionally this would be a tourism draw. Both from people coming just to experience it and touring cyclist. Annapolis is part of many national trail systems, East Coast Greenway and the 9/11 Memorial Trail. Several other large bridges around the country have incorporated a bike ped path. The Widrow Wilson Bridge has one that is heavily used. New York City has bridges with paths. Let's get this approved and not have a repeat of the Nice Bridge fiasco.
298	There is a lot of talk about a bike/pedestrian lane on the bridge. Sadly, we have too many people committing suicide on the bridge. Please don't even consider giving people an easier time to end their lives. Fencing will not stop someone who is that desperate.

#	Comments
299	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]
300	I am writing to provide my support for a shared-use path on the Chesapeake Bay Bridge as a mandatory requirement for approval of the project. A shared-use path is an investment in Maryland residents and visitors who wish to incorporate this iconic crossing into their athletic, fundraising or other event. This would provide a boost to tourism by being able to run bike tours using this crossing to towns on both sides of the crossing. You will probably find a few intrepid commuters. But this can be done and done safely at a relatively small cost compared to the rest of the project. Thanks.
301	I am writing to provide my support for a shared-use path on the Chesapeake Bay Bridge as a mandatory requirement for approval of the project. A shared-use path is an investment in Maryland residents and visitors who wish to incorporate this iconic crossing into their athletic, fundraising or other event. This would provide a boost to tourism by being able to run bike tours using this crossing to towns on both sides of the crossing. You will probably find a few intrepid commuters. But this can be done and done safely at a relatively small cost compared to the rest of the project. Thanks.
302	Any study done on a double deck bridge? Do you think only 4 lanes in each direction is looking far enough down the road? Span placement seems the best. Thanks
303	In any new design, accommodation should be made for pedestrians and bicyclists. This should be either a designated lane protected from motor vehicle traffic or a designated shuttle service that would be readily available to carry pedestrians and cyclists across the Bay. For the latter option, the use of driverless vehicles should be considered.
304	Please make the bridge have biking and pedestrian paths!

#	Comments
305	Please count me in favor for a multipurpose path to be incorporated in any future bay bridge construction. I am an avid cyclist and would look forward to the opportunity to cross the bay via bicycle. But more to it, I can envision that a path could be an asset to the state and local businesses, attracting both its citizens and tourists to the crossing. The state has worked hard on improving the paths that lead to the water's edge on both shores, it seems a loss of opportunity not to connect them. I was disappointed in reading the responses that Facebook was collecting on this subject and I suspect people were simply responding negatively, shooting from the hip, because they weren't fully reading or understanding how these paths function on a bridge. I attempted to persuade them that bridge paths have proven to be very popular in some areas and states. I've crossed San Francisco's Golden Gate a couple of times and can attest to those paths' (2) popularity. I am a member of Talbot Thrives volunteer staff and work alongside [Name Redacted]. Yes, please install a path and in the process consider including in the path scenic bump outs so congestion can be minimized, possibly two paths, one for pedestrian activity, the other for bikes. Keep in mind too that the path may have to be blocked/closed occasionally for repair work to the bridge; hence, two paths are better than one. But I'll take one if that's all that can be offered. ;) Thank you!
306	Hello. As a family that moved to the Eastern shore 26 years ago, I have travelled the Bay bridge all that time. A new bridge or bridges will not solve the back up issue. So called experts, have no clue on what the problem really is. It's PEOPLE. Drivers are scared of it. They do not do the posted speed limits. They don't read the signs, especially truckers. They don't stay in the right lane. So, now you will have 8 lanes of the same people not driving. Get the Governor to do a P.S.A. and tell people to treat the bridge like the HIGHWAY that it is. Not like a side road. It's a bridge, get over ot!
307	Commenting on the approaches to the Bay Bridge from the east approach and West approach: I think serious consideration should be made on the number of lanes and the distance they should be built. Eastbound lanes should be 4 lanes from the Bay Bridge to the US 5O / 301 junction with interchange improvements. Westbound lanes should be 4 lanes from the Bay Bridge to the US 50 / MD 2 interchange. This interchange has major problems and must be improved, one major problem here is the MD 2 traffic merging on to US 50 / 301 eastbound, at this point traffic backs up every day and is the cause of major backups to Parole area and I-97. Side note, I have travelled this route for 25+ years, and it has gotten very bad. There are many days that the backups at this junction are worse than the Bay Bridge backups. Another suggestion would be to add an extra lane to route US 50 and 301 east bound from the route Maryland 2 junction to exit at the red hot and blue location. This is a major merging issue on this stretch of highway and must be addressed. Thank You, [Name Redacted]

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308	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
309	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of

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310	Bike path Gentle people I write to you in support of making sure there will be a shared-use bike path across the Chesapeake Bay Bridge replacement. Increasing numbers of adults of all ages, male and female, cycle regularly and often. It's no longer just children riding in their safe neighborhoods. Thousands of people bicycle great distances regularly these days including pedaling coast-to-coast across the USA. I have been fortunate enough to have done that twice myself. I live in Connecticut now, but hasten to add, I grew up in Silver Spring Woodside School (no longer there), Montgomery Hills Junior High (another no longer there) and Montgomery Blair HS woo-hoo! still there and bigger than ever. And yes, I used to cycle to school most every day. And yes #2, I've bicycled across the existing Bay Bridge. Obviously, I made it across without incident. But that doesn't mean it was a picnic or that I was feeling carefree about it. I know you will already recognize the need for the safety of everyone who will be using the new bridge once completed and opened. And I thank you in advance for considering my sincere request. Cheerfully, [Name, Address, and Phone Number Redacted]
311	[Email Address Redacted] I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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314	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
315	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge.

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316	(1) This can't happen start enough. - Congestion is outgrowing the capacity of local roads and the bridge itself. - With the lengthy delays already in replacing the Key Bridge, I can't imagine this project taking less than 10 years (2) A bike/ped lane is a waste. Usage will never reach a rate that make the costs of a wider bridge economical. You could test the market for this by offering a shuttle at the same rate as a bridge toll to move pedestrians. (3) Good luck!
317	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond increased recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I strongly urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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322	I strongly support a mandatory separated walking and biking path on the Chesapeake Bay Bridge replacement. Please show that Maryland isn't just for motorists!
323	Reach the Beach and Save the Bay. Can the two be compatible? Can you have greater access to the beach, increase the volume of tourists, build out the necessary infrastructure and have the end result turn into an ecological benefit? This is a major project that is nearly impossible to achieve. But since we live here we have to try. The landscape is puzzled with physics, chemistry and biology. That requires space to function if it is to be regenerative. For example, sewage plants are prosthetics that do not replace wetlands. Wetlands enhance life. Sewage plants render the land fragile. Twenty years ago, I worked with officials throughout Delmarva to develop a conservation corridor for our peninsula. Our goal was to establish a cohesive and well functioning Delmarva ecosystem. The corridor would involve contiguous land on Delmarva, both public and private which is linked for the purpose of sustaining wildlife, the rural character of Delmarva and the economic stability of the region and it's ecosystem. Conservation programs that promote regenerative agriculture, recreation green ways, wildlife corridors, open space and smart growth share the common effect of long term economic prosperity by restoring the sustaining ecological health. By linking the programs Reach The Beach and Save The Bay, Delmarva can have a working and environmentally healthy future. Ralph Waldo Emerson: "We lie in the lap of immense intelligence which makes us organs of it's activity and receivers of its' truth." Reach the Beach, Save our Bay. Thank you. [Name Redacted]

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324	When constructing a new bay bridge, let's not forget that autos, busses, and trucks are not the only vehicles that need the bridge. Including pedestrian and bicycle lanes is important not only for recreational purposes but as a mode of transportation connecting both sides of the bay. Please include a dedicated lane for cyclists and pedestrians in the new design.
325	I am writing to support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge. This is a once-in-a-century opportunity and we should not squander it. The tourism generated by such a path will provide a huge source of income for our state generating substantial tourism revenue and broader economic benefits for their regions. Every year, the opportunity to cross the Bay via the Bay Bridge Run draws more than 16,000 people from all around the United States. Other states have done this. Two quick examples: California has opened the Golden Gate, New York has the Mario Cuomo Bridge. Both are incredibly popular. The time is also right, and it is a great way for us to continue our investment in multi-modal infrastructure. A bridge crossing would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail). Such a path could also provide an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
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327	Merging in Maryland is always an issue. If there are 4 lanes each way on the bridge, there should be 4 lanes backing up to and off of bridge for several miles. It may be better to make 3 lanes on bridge and again, 3 lanes leading to and off of bridge. An example is the current east bound bridge that contains 2 lanes & can fle to 3 using a lane on westbound bridge. We only 2 lanes eastbound and 3rd lane of Rt 50 becomes a red X - many vehicles will not merge even though they are given a 2 mile warning. The yellow and red x's mean nothing.
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336	I strongly urge that a barrier-separated shared-use path be a required element of the replacement Chesapeake Bay Bridge — not an optional add-on. This is a once-in-a-century chance to create a landmark that serves all Marylanders. Across the country, bridges with dedicated walking and biking facilities have become major destinations, generating tourism and economic activity. Given the Bay's iconic status, a path here would have transformative impact. The Mario Cuomo Bridge shows what's possible: a world-class recreational experience and regional asset admired by Marylanders who have crossed it. Demand already exists. The Bay Bridge Run attracts 16,000 people from nearly every state for just a few hours of access one day a year. A permanent path would open the Chesapeake's beauty year-round, turning that one-day event into a lasting economic and recreational engine. This is also a critical missing link in three nationally significant trails — the East Coast Greenway, 9/11 National Memorial Trail, and American Discovery Trail — while providing practical commuting and emergency access. It advances Maryland's own 2025 Trails Strategic Plan and aligns with MDOT's Complete Streets policy, maximizing public investments on both shores. The decisions made now will shape Maryland's transportation landscape for the next century. Please ensure the new bridge connects people, not just vehicles, by making the shared-use path mandatory. Sincerely, [Name and Address Redacted]
337	I want to add my voice to the ones already speaking up regarding a shared use path on the Chesapeake Bay Bridge replacement. Large infrastructure investment, such as building a bridge, does not happen often, so it is important to incorporate components that would really benefit the residents of Maryland. First, the added shared used path will serve as a connection point that will fill a gap between the Eastern shore and the Western shore. Cyclists will be able to use the trail recreationally and stop by and visit business on either side driving up economic investment in local business. Many cyclists would travel for interesting routes and being able to cross the Bay Bridge by bicycle is definitely interesting. Second, this helps us move towards a greener, more climate conscious future. Though not many would use cycling as a way of commuting over the Bridge. This encourages awareness to cycling and will encourage more people to show a bicycle as their mode of transportation. Third, as a planner with recreation and parks in a nearby jurisdiction, more and more I hear from residents that they want trails! This support the public's demands for more safe, recreational opportunity. Supporting a healthy and active lifestyle for our state residents. Please make the shared-used bicycle path a mandatory component of the Chesapeake Bay Bridge replacement and prioritize securing the funding to make it possible!

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338	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
339	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State

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	Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
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341	FW: Bay Crossing Study public testimonies- Bay Times Who is the correct contact to whom we forward media requests? From: Andrea Grabenstein Sent: Friday, February 13, 2026 1:19 PM To: info@baycrossingstudy.com Subject: Bay Crossing Study public testimonies- Bay Times Good afternoon Heather, My name is Andrea Grabenstein with the Bay Times. Unfortunately, I had to leave the Bay Crossing Study public hearing early last night. Are you able to provide the audio of public comment testimonies from the Bay Crossing Study Public Hearing at Kent Island High School? Thank you for your time. Best, Andrea Andrea Grabenstein Reporter Bay Times Record Observer agrabenstein@chespub.com 240-808-0201

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342	I strongly support including safe pedestrian infrastructure in Bay Bridge planning. Providing a way to walk (and bike) across the bridge would encourage physical activity, improve public health, and expand transportation choices for people of all ages and abilities. Designing this access now would create lasting benefits—supporting wellness, connection, and quality of life for generations to come. I encourage the study team to treat pedestrian access as a core part of a healthy, forward-looking transportation system. I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail). Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature.
343	I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. My family and I moved to Anne Arundel County from Pennsylvania last year, and one of the reasons we chose this area is the opportunity for outdoor activities, especially biking and walking the WB&A Trail. I think making a safe way to walk and bike across the bridge would be such a great attraction for the area, not just for visitors but for new residents/home buyers as well. Thank you for considering this. [Name and Address Redacted]
344	Bike Lane for the Bay Bridge I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. An example is the Mario Cuomo Bridge across the Hudson River north of New York City. People here in Maryland visit that bridge and describe how much they enjoyed walking and pedaling across it. It is a tremendous asset to the region. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites),

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	and the American Discovery Trail (a Delaware to California National Trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties, and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. I see this as a once in a lifetime opportunity to make the area a world-class destination for the region. I join my advocacy partners in urging you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name Redacted]
345	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
346	Thank you for the opportunity to comment on the Recommended Preferred Alternative for the Chesapeake Bay Crossing Study: Tier 2 National Environmental Policy Act. I strongly urge you to make a bicycle and pedestrian shared-use path a mandatory rather than optional component of the new bridge spans. Dedicated walking and cycling infrastructure generates economic activity in local communities, promotes health and fitness, and reduces traffic congestion by giving commuters safe, active transportation options.

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347	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
348	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the

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	Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
349	My name is [Name Redacted]. My address is [Address Redacted]. And one of the things that I am concerned about is possibly, is there any way to make sure that there is an emergency lane marked in eastbound and westbound directions that no other vehicles would be able to drive in that lane to allow for emergency vehicles to go to and from the eastern and western shore safely. Because in backups, we tend to have that issue of emergency vehicles having difficulties getting by. No, just thank you and, just my prayers, to all who are involved in this and I hope very soon we can have um, another safe and sound bridge to get to and from. I have relatives who worked on the bridge. A grandfather who actually helped build the old bridge, and so it's run its course, and it's time for new, but I just hope, uh, no, uh, politics gets involved, and that it's, uh, everything is done for the safety of everyone coming and going to and from the Eastern and Western shore.
350	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]
351	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use

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352	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
353	Lacking from this engineering / traffic oriented study process are the reasonably forecasted economic and demographic impacts on the Eastern Shore. Yet a directly analogous and highly informational proxy could exist in 1940's Long Island. It was then much as the Eastern Shore is today - rural, agricultural, water oriented, ecologically sensitive, a thriving duck industry (compared to poultry), connected to a major gateway city and employment center. The proposed study could analyze each new East River crossing - tunnel or bridge - and a whole matrix of the following decade's social, environmental, economic, demographic, housing, traffic counts, etc. impacts. I would be happy to discuss if you believe, as I do, that such data could be directly extrapolated to an analysis of the "new" Chesapeake Bay crossing. My viewpoint would be oriented from a 40-year perspective of sustainability and conservation, real estate valuation and brokerage, and direct and indirect economic impact. Thank you,[Name Redacted].
354	Bay Bridge Alternative After traveling to Philadelphia, how about considering a double decker bridge so it could be a quicker build to solve the traffic congestion. The two separate bridges would take longer and would take more budget considering time value of money along with foundation costs and construction management costs. The approach roads will still be the bottleneck for traffic congestion and local communities will suffer from delays in emergency

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	services during high traffic times. Temporary road closures at on ramps to keep traffic on Rte 50 and off local roads are needed. Closure of MD 179 on ramps is needed. Thanks for your support. [Name Redacted] Sent from my iPhone
355	I would like to show support for the alternative C with a bicycle/pedestrian shared use lane. Thank you, [Name Redacted]
356	Make the bridge accessible to bikes and pedestrians! Safe bike line with a physical barrier from cars
357	I run C3 Chesapeake Cycling Club, a Maryland Regional cycling group based in Easton, MD, and it would be great to connect the two areas for biking with the new Bay Bridge. I also would love to host a Bay Bridge ride like the Bay Bridge Run for Bikes.
358	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
359	The State of Maryland should not build a new Bay Bridge. The project is a huge expense that is justified relative to other state spending priorities. If the state builds the bridge, it should include facilities for safe, protected pedestrian and bicyclist crossing. That incremental expense, supporting a green transportation and recreation option, is completely justified.

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360	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. If we do not add this now, it will be triple, or more, the cost to retro fit it. Sincerely, [Name, Address, and Email Address Redacted]
361	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. If we do not add this now, it will be triple, or more, the cost to retro fit it. Sincerely, [Name, Address, and Email Address Redacted]
362	Must have the mixed use add-on!! Building to the South makes more sense.
363	Dear Governor Moore — On April 22, 2019, I was starting to drive on the north span bridge heading east to Chestertown. I was not feeling comfortable as I had been directed to that span with two-way traffic. As I continued, I looked way down the span, and noted a car heading toward me in the middle lane. It was weaving left and right and not driving straight. I braced myself thinking this could be it. When the car reached me, it turned into my lane. I quickly turned the wheel leftward to avoid a head-on collision. The other car hit my right rear side, spinning me in a circle and detonating my airbags. My car landed perpendicular to the lanes when it stopped. It was totaled. The other driver then slammed into the car behind me. Both of those drivers were airlifted

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	to shock trauma in Baltimore. I was taken to the Annapolis hospital for several hours and then took an uber to Chestertown. I had some mild neck issues but suffer from PTSD every time I cross the bridge. Police informed me that the driver had been texting. I wish I could move back to the western shore, but my husband prefers Chestertown. I urge you to discontinue two-way traffic on the bridges, unless both more lane space and lane dividers are added. There should be more signs stating the obvious — no texting and cell phone use — and cameras. Please consider my life-saving suggestions. Thank you for your consideration. Best, [Name Redacted]
364	My wife and I are strongly in favor of the pedestrian bike way for any new bay bridge design.
365	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
366	As a Maryland resident, I support making a shared use bike/pedestrian path part of the design rather than an optional component and I support the testimony from Bike Maryland and the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC). Additionally, I urge considering aspects that will make such a path more attractive to use, such as inexpensive fabric/tarp shade to protect people from the searing summer sun and cool the pavement, and sound isolation from the noise of high speed car traffic. To avoid shooting ourselves in the foot by emitting more greenhouse gases from inducing more & longer car trips, we need to make sustainable transportation infrastructure as friendly and comfortable as possible. As a citizen who e-bikes across Baltimore, the 4.2 mile distance of the bridge should be very doable with e-bikes which assist riders up to 20 or 28 mph. Finally, I urge the number of car lanes to be reduced, again to avoid inducing additional vehicle miles traveled (VMT) in Maryland. Even if we exclude greenhouse gases contributing to wild swings in weather, increasing automotive VMT will increase the state's maintenance liabilities while negatively impacting our health and quality of life via pollution, the stresses of driving, and

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	reduced physical activity. Thanks for the opportunity to comment.
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369	Support for a Mandatory Shared-Use Path: Chesapeake Bay Bridge To Whom It May Concern, I am writing to express my strong support for a mandatory, barrier-separated shared-use path on the replacement Chesapeake Bay Bridge. This shouldn't be viewed as a "luxury add-on" or an optional line item; it is a vital investment in Maryland's economic and environmental future. A Year-Round Economic Engine While the bridge is a transit necessity, it has the potential to be a premier Mid-Atlantic destination. By integrating pedestrian and bicycle access, we aren't just moving cars—we are inviting tourism and local spending. The "Cuomo Model": Look at the Mario Cuomo Bridge over the Hudson. It isn't just a crossing; it's a world-class recreational asset that funnels visitors into local shops, restaurants, and hotels on both sides of the water. Greenway Connectivity: A permanent path would link the East Coast Greenway, the 911 National Memorial Trail, and the American Discovery Trail. This puts Maryland at the heart of a national network, capturing the growing "cycle-tourism" market. Solving the "Event vs. Traffic" Conflict One of the most compelling reasons for a dedicated path is logistical. Currently, the annual Bay Bridge Run—which draws 16,000 people from across the country—requires shutting down travel lanes, creating massive headaches for locals and commuters. A dedicated path allows us to host 5Ks, marathons, and cycling events without taking a single lane away from vehicle traffic. We can transform the bridge into a "perpetual engine" for the regional economy, allowing for world-class events that coexist peacefully with daily commuters. Strengthening the Local Workforce & Environment Beyond the views, this path offers a carbon-neutral commuting alternative and fulfills the goals of the 2025 State Transportation Trails Strategic Plan. It bridges the gap between Anne Arundel and Queen Anne's counties, supporting the Eastern Shore Trail Network and ensuring we aren't just building a road, but a connected community. A Legacy Decision We have a rare opportunity to build a landmark that serves all Marylanders, not just those behind a steering wheel. Let's ensure the replacement bridge connects people and fosters growth for the next century. I urge you to make the shared-use path a mandatory, non-negotiable feature of the final design. Sincerely, [Name and Address Redacted]

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370	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
371	I would love to be able to bike to the eastern shore unencumbered. Many cyclists would.
372	There needs to be a shoulder built to allow for emergency pull-offs. Also, should make it that there can be no 18+ wheelers in the left lane. Expanding Route 50 before and after the bridge is needed as well. Need higher walls!
373	I am 100% in favor of the current plans for the new Chesapeake Bay bridge crossing. It improves traffic flow and safety while allowing larger ships to access Baltimore Harbor. It also leaves the rest of the Bay intact without spoiling the natural beauty. Thank you. [Name Redacted]

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374	FW: bay bridge funding and public testimony BCST2 Public Comment sent to my email (below) From: [Email Domain Redacted]. com Sent: Wednesday, February 11, 2026 10: 25 AM To: Melissa Williams Subject: bay bridge funding BCST2 Public Comment sent to my email (below) From: [Email Domain Redacted] > Sent: Wednesday, February 11, 2026 10:25 AM To: Melissa Williams > Subject: bay bridge funding and public testimony You don't often get email from [Email Address Redacted] . Learn why this is important Caution: CAUTION: Suspicious? Double-check! This email is from an external source. If something seems unusual, even from someone you know, verify directly. Forward suspicious emails directly to Email Abuse (abuse@mdot.maryland.gov) or call the MDOT Service Desk at 410-768-7181 for assistance. Ms. Williams I appreciate your taking the time to address my concerns about the funding for the bay bridge project last night. I have reviewed some of the financial data available on the MDTA website. I found it interesting and was unaware as I am sure many Marylanders are that the agency is run as it is. It appeared from the June 2025 financials that there was a gross income from operations of $179 million before adjustments. I have only taken a cursory look at the data so feel free to correct any errors on my part. My concern is how the bridge will be financed and what impact this will have on the State and agencies financial condition. I see that the agencies trust agreement has a cap of $4 billion in revenue bond approval, I assume this will have to be adjusted given the size of this project. It appears to me that there will have to be a significant increase in toll revenue to pay for this project. Have there been any projections made for the funding by a bond sale and impact of such on the agency's financials? If not, when would this be done and available for review or comment? It was interesting to see the support of bikers for a pedestrian path. I am sure the result of bike club activity. I frankly don't see many people walking or biking the bridge regularly to justify the projected added expense. I do however see the sense in making the shoulder dual-use for emergency use and pedestrian use, particularly since each bridge will have left and right shoulders. One other observation on my part: I live off Bay dale drive. It seems to me the backups have not been as severe in recent years as in the past 10 years. This may be just a poor observation but I would question this project if it were primarily based on traffic issues. I also wonder what the true benefit is going to be accommodating taller commercial vessels. How comprehensive a study has been made on the real benefit to the Baltimore port and if it will really attract significant economic activity as a result. Sincerely, [Name and Address Redacted] NOTICE - This communication may contain confidential and privileged information that is for the sole use of the intended recipient. Any viewing, copying or distribution of, or reliance on this message by unintended recipients is strictly prohibited. If you have received this message in error, please notify us immediately by replying to the message and deleting it from your computer.
375	Adding pedestrian and bicycle access across the Chesapeake Bay Bridge replacement should be non-negotiable. Kent Island already has multiple shared use paths which see significant annual use which will only improve with cross-bay connections. The Chesapeake Bay Bridge holds an annual Bay Bridge Run in November where thousands participate. Multi-modal design is a necessary part of MDOT SHA's mission to provide alternative mode options. There are countless bridge examples across the US where pedestrian and bicycles have successfully been implemented and provide a benefit to their communities.
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381	I support having bike lanes on the bridge. Building any bridge nowadays without bike lanes is a huge opportunity miss. A bridge should serve all members of the public and not exclude bicyclists.
382	Name's [Name Redacted]. Spelled like the $10 bill. I'm from [Address Redacted]. I'm going to reiterate some things that have already been said. And first thing I got to say is I'm appalled at the coordination between MDOT MDTA about traffic infrastructure, it reeks of bureaucratic shirking of responsibility to consider the local community. I mean, you're going to take 4 to 3 to 2 lane merges starting at Cox Creek to the 50/301 split. That's not going to work. We don't merge in Maryland. It's a game of screw your buddy, and that's what it's always been. And it gets worse on this island. That's one thing. Red X lane violations. It infuriates everybody that's following the rules. We do have the ability to ticket people that run red lights. We have the EZ Pass that can identify them. Send a ticket to them. If they don't like it, they can go to court and waste their time in court. Um, going against it. Last thing is, If we're going to have these 4 lanes to 3 to 2, whatever's going to happen, we don't have a southern cross over Cox Neck road right now. It's, you know, between Thompson Creek and Sherman Drive. It would alleviate us having to go over the overpass, come through, go through Castle Marina, come back over Route 8 Bridge. For those of us that live on the south side of the island. It's a pain in the neck. And if you want to go to Safeway or any of the other things in Chester. Forget about it. Sunday, we sit home. We don't even go to a movie. We don't do anything because we know we're going to get in the traffic. It's going to be the same thing by the time the bottlenecks take place. Maybe not so much coming back from Ocean City because it's going to open up. But then when it gets over to uh, Arnold and Cape St. Claire. It's going to bottleneck back up over the bridge. And I've been told, well, the people can go up Route 2. We don't go up Route 2 to Baltimore. We don't do it. We go up 97. You gotta go through Annapolis. So that's going to happen. They don't take into consideration of that. The, um, That's about all I

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	have to say. I just want to reiterate, it's the same stuff that everybody's talking about, and the coordination is horrible at this point. I've been shirk back and forth. That's not our problem. that's what they have to deal with I'll tell you, the same people that brought us 13 lanes of tolls in from 2 lanes, the 13 tolls, toll booths, back to 2 lanes, gave us 2 hour delays getting out of Annapolis. If this isn't planned for, we're going to have the same problem, thank you.
383	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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386	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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387	Don't repeat the tragic mistake that Maryland made with the Route 301 Nice Bridge across the Potomac River! I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
388	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State

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	Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
389	As an avid cyclist (bike commuter, recreational rider, racer, tourist, and overall enthusiastist) I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. I look forward to being able to ride my bike not just on the Eastern Shore but to the Eastern Shore by bike, not having to drive across a bridge to enjoy the roads in those areas. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River, which I had the pleasure of riding on a bike tour from New Hampshire to DC, offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
390	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders AND everyone else who crosses this beautiful bridgeï¿½ If we learned nothing else during the pandemic, it is that there has been a massive resurgence in cycling. People of all ages enjoy cycling for both recreation AND as a viable method of commuting to work. Protected bike lanes absolutely make cycling safer (and drivers happier because they can focus on the road, not on trying to share a lane with someone on a bicycle). Please ensure everyone's safety on the road. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a

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	mandatory feature. Thank you from a dedicated long-distance cyclist who would love to cycle safely across the Chesapeake Bay Bridge on a fully protected and separate lane ï¿½ Sincerely, [Name and Address Redacted]
391	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Please DO NOT make the same mistake made in the new Harry Nice bridge. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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398	I am writing in favor of a Bike and Ped Path on the planned New Bay Bridge. This Bike and Ped Path must be included on this project and it must go the full length of the bridge, connecting to the existing paths on the eastern and western shores. Thank you
399	Futureproof the bridge - include a separated walking / bicycling path. Non-car commutes are becoming more accessible and common with the popularity of ebikes, and will only become more common in the decades to come. My own area suffers from not having any alternative than going by car on 495 to cross the Potomac. That means the American Legion Bridge is almost constantly backed up, and commuters have no other option.

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400	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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401	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. I support recreational family access for all pedestrians in wheel chairs, bicycles, strollers, and on foot traveling across the Bay Bridge. As an avid cyclist, bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. Safe pedestrian travel is sought throughout the country. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. Come of Maryland, a path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Not everyone drives a car or truck. Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Please support pedestrian travel access for all, not just automobiles. Sincerely, [Name and Address Redacted]

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402	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
403	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many Famous Bridges like the Golden Gate and Oakland Bay Bridges, and the Frederick Douglas Bridge that provide passage of pedestrian and bicycles that stimulate economic growth from this access. Sincerely, [Name, Address, and Email Address Redacted]

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404	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
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406	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
407	Include a bike/pedestrian path on the new Bay Bridge!
408	I am strongly in favor of cycling infrastructure being a part of the new design for the bay bridge. I have a car but use a bike to get around my city because it's more efficient, I feel more connected with my neighbors, with nature, and it's better for my health. The bike lanes in Baltimore are used by far more than just hardcore cyclists in Lycra. Parents use them with their children in cargo bikes. Elderly folks use them with wheelchairs and walkers. They offer mobility and freedom of movement to people who are excluded by car-centric infrastructure. I hope the rest of Maryland can be designed with that kind of inclusivity in mind. With the costs of oil rising as a result of conflict abroad, and the ongoing evidence of the harm that cars cause to our environment and our society, we need bold leadership to rethink how we can build a better, more sustainable world less dependent on cars.

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410	I witnessed first hand while living in Charleston SC the benefits of placing a pedestrian and bicycle lane on a large bridge such as this. A similar dispute took place about the future Cooper River bridge when it was rebuilt. The amount of pedestrian, bicycle, and tour activity that is now in place as a result of such a lane is incredible. The economic and health benefits far outweigh anything that could have ever been expected. I strongly suggest that you look at this bridge as an example of why this should be done!
411	I support including a separate bike / pedestrian path on the bridge.

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414	The building of new bay bridge spans presents a once in a lifetime opportunity to include multiple modes of transportation options instead of limiting it only to people driving cars. It is vital that a multi use path be included during this contruction or we will forever have a missing link. A multi use path would immediately connect to the Cross Island Trail and Terrapin Nature Park to Sandy Point State Park, and eventually build connections to Annapolis and beyond. If we are building 12 lanes for people driving cars (4 driving lanes and 2 breakdown lanes each way), it is only fair that people in other modes have access across the bay as well. If cost is a concern, I propose removing a driving lane each way since this matches the highway width on both sides of the bridge. Let's not make the same mistake of the past by building only for people driving cars and limiting future generations, such as with the Nice bridge, which has now stuck that region with only one option.
415	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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417	To whom it may concern, The Chesapeake Bay Bridge MUST be designed with a lane barring cars. I have walked, bicycled, and scootered over many a bridge, and the ones with *no lane at all* are obsolete. As gatekeepers, you should be cognisant that *requiring cars* for access to infrastructure severely limits who can plan trips and cross bodies of water. We should be encouraging alternative transportation as much as possible in Maryland. Building a bridge for the future would allow me personally to visit Kent Island from Sandy Point State Park, without having to add to the traffic on the bridge. But beyond me, it will enable and empower many more people. Please make the right decision. Thank you, [Name and Address Redacted] I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
418	It's very important to fund and include the Shared Use Path (SUP) on one of the two new bridge spans (the north span is preferred). The SUP is needed for bikes, pedestrians, and commuters (by bike) to connect the two shores. The SUP would benefit local residents - the ones who are most adversely affected by the presence and operation of the bay bridge with all of its traffic, congestion, noise, and construction. Please fund and include this feature in the overall deign and record of decision.

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420	To Whom It May Concern, I am writing to express my support for adding a bicycle/pedestrian "shared use" path for the proposed new bay bridge crossing. Thank you, [Name Redacted]

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421	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. Cyclists and pedestrians were totally screwed by the Nice Bridge replacement: promised there would be a separate lane, then it was yanked. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. im gonna be livid if you [Offensive Language Redacted] this up. again. Sincerely, [Name and Address Redacted]

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425	Including a protected cycling or pedestrian mixed use lane for possible bridge construction will be a major boon to the ecotourist infrastructure in the region.
426	Decision makers all seem to want to show Maryland off as a top state in the country, this is an opportunity to show that is really the case. The best bridges to visit have the ability to bike and walk across the bridge. This is a one time opportunity to make this area a great place to visit, during a time when people are leaving Maryland. Please make this bridge the best it can be.
427	Please provide for separate pedestrian and bicycle lanes when designing and constructing the next Chesapeake Bay Bridge. San Francisco has 2 bridges across the SF Bay. Pedestrians can get to Marin County but not Oakland because of the presence or absence of pedestrian facilities on one but not the other bridge. Access to the other side of the Chesapeake Bay, no matter one's origin, would vastly improve recreational and tourist value of the new bridge. Thank you.
428	Would be really nice If this 6 bagillion $ bridge has a shared use trail! Would be awesome to ride across or hike it!

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429	Refer to the scanned letter following this table.
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432	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
433	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both

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434	This is a good opportunity to add a bike lane. With the broadneck trail and cross island trail, this link would make a wonderful recreational asset to the area.
435	I am the Executive Director of the American Discovery Trail Society. The ADT is the world's second longest trail, spanning our continent, going from sea to shining sea. The American Discovery Trail is 6,800 miles between Cape Henlopen and the Bay Area in San Francisco. The Chesapeake Bay is the only place on the route where bikers, hikers, and other travelers need to hitch a ride due to the lack of a safe travel lane. That is why I writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders as well as tourists who come to our region. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a strong positive impact on users as well as the local economy. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. Imagine what might happen if people could cross the bay every day of the year. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems -- our trail plus the The East Coast Greenway (Maine to Florida) and the 9/11 National Memorial Trail. Bridging this gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
436	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail

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438	I am a resident of Queen Anne's County and strongly support the addition of a bike/pedestrian path when reconstructed. This is an opportunity that we cannot pass on and has many benefits. The benefits are the following- * It would connect two local bike trails on the opposite sides of the bridge. * It would connect the national biking route on the American Discovery Trail. * The bike trail extensions who have economic pay back through eco-tourism and provide an economic boosts to local communities. * Provides an important, non-automobile connection between the Eastern and Western shores. * Promotes recreation and health including scenic views of the Chesapeake Bay. * There are bridges of similar size which have included a bike/pedestrian path in the nation including Cuomo Bridge, Golden Gate Bridge, Pensacola Bay Bridge, the Oakland Bay Bridge and the Woodrow Wilson Bridge.

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	* This addition can be done that would provide public safety. The cost for adding this is minimal considering the total cost of the bridge and would be a major missed opportunity for our State. The benefits outweigh the costs and shows that MD is forward thinking. Thank you, [Name and Address Redacted]
439	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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443	Please make a shared-use path a mandatory feature I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail

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444	Dear Tier 2 NEPA Crossing Study, I am writing as a cyclist to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. As a cyclist, I have only crossed the Bay Bridge twice on my bike, both times with the bridge closed for large cycling events. That was the only way this was possible. The construction of the current bay bridges with narrow lanes makes bike traffic impossible. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This is a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]
445	Hurry up and get the new bridge built! Include proper pedestrian and bike lanes in both directions please.
446	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed.

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447	Please make a shared-use path a mandatory feature I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
448	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge.

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451	Please include a pedestrian/bicycle path. Not for me--I'll be a nonagenarian by then--but for others who can enjoys the walk I once did over the bridge, and use the bicycles I hope will be more common by then.
452	Good afternoon. I hope you can hear me now. [Name Redacted]. My address is [Address Redacted]. I'm just representing myself, but I am the former director of bicycle and pedestrian access with the Maryland Department of Transportation. And I'm here to talk about the proposed shared use path. Um, I think um, building this could be, And the tourist attraction within itself. Um, not, you know, not to just mention the pedestrian bicycle transportation benefit. But if you look at the Mario Cuomo Bridge that carries Interstate 87cross the Hudson River, they have a bridge path. It was opened in June 2000, um, 22, 3.6 miles. I walked it, and along the pullouts of the bridge, There's all kinds of opportunities to educate people on on various issues from bridge construction, marine life, shipping life, culture, of the Hudson. Um, there are welcome centers on either side that um, you can get food and drink. Um, I think that's such a facility would um, help businesses, including um, new bike stores, um, of their show service or people who walk on one side and need to get back to the other side. Um, and provide for wonderful um, physical fitness activities. Um, said that there's nearly 650,000 people have walked across the Como bridge since it 1st opened. Um, up in um, Canada, Detroit, um, there's the Gordie Howe that's being built by Canadian authorities that will connect Windsor material with Detroit, Michigan, that will include a 1.5-mile shared use path as well. Um, So I think because of the spinoff economic benefits that a shared use path would provide. I heard MTDA to actually build such a facility. Thank you for your time.
453	I am asking that the Chesapeake Bay Bridge replacement include a mandatory separated walking and bicycling path. The Bay Bridge has terrible traffic currently; including separated walking and biking paths would alleviate traffic and provide important accessible recreational opportunities to the area. I have long dreamed of being able to bike from Baltimore City to the Eastern Shore, yet there is no pathway to doing so currently because the Bay Bridge lacks a separated walking and bicycling path. It's vital that we include one in any future design. I have traveled internationally and biked in several other countries where the bridges include separate walking and biking facilities, and they are not only useful to locals but also attract tourists like me who enjoy riding and walking. I hope that Maryland learns from these other places the importance of prioritizing bike and walking paths in such a vital infrastructure project for our area. Future generations will enjoy it for years to come. Please do not miss this opportunity to create an accessible pathway for everyone to enjoy. Thank you for your consideration.
454	I am a firm supporter of the new planned Bay Bridge. BUT the planning should include a pedestrian/biking path on one of the spans to connect existing hiking/biking trails on both sides of the bay. The new bridge offers a once in a life time opportunity to add such a trail across the bay. Thanks for your consideration. [Name Redacted]
455	Bay Bridge Hello, Absolutely disagree with two new bridges outside Annapolis. One new bridge should be near Solomons Island as was planned in the 70's. This will serve DC and Virginia traffic. You cannot add enough lanes to Rt 50 to continue all crossings near Annapolis. One accident and the county is in gridlock. Take a derp breath and be realistic. Regards, [Name Redacted]

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456	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
457	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both

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458	Decades of evidence show that expanding highways does not solve congestion. When road capacity increases, induced demand quickly fills the new space with additional traffic. The Bay Bridge opened in 1973. Fifty years later, the response to congestion is again "add another lane." But what happens in another 50 years when that lane fills up? Will we simply add another? This cycle of expansion does not create lasting congestion relief. The experience of the Katy Freeway in Houston illustrates this clearly. Despite being expanded to as many as 26 lanes in places, it still experiences frequent congestion. This project represents a once-in-a-generation opportunity. Instead of focusing primarily on more car lanes, the expansion should prioritize transit and active transportation. Investments in dedicated transit lanes, safe cycling infrastructure, and pedestrian access would move far more people through the corridor using less space. In addition, pairing these investments with walkable, transit-accessible development near bridge approaches would further reduce traffic by shortening trips and enabling many daily needs to be met without driving. Walkable communities generate fewer and shorter car trips, which directly reduces congestion on regional infrastructure like the bridge. We should use this opportunity to build a transportation system designed for the next 50 years—not repeat the mistakes of the past
459	Im totally against having a biking or walking lane on the bridge...too unsafe for anyobe to nile or walk as cars fly over the bridge. Would ve a liability for St. of MD n pur state can't afford to paying for fatalities since we're in debt now. Thanks, [Name Redacted]
460	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]

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461	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
462	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the

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	Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
463	I cross the bridge weekly, if there is going to be a new bridge , we need to improve access to and from the bridge , which could be done now, the 404, 213, outlets , and severn river all need improvement, a new bridge is no good if u can't get to and from the bridge
464	I am writing to express my strong support for the inclusion of a protected pedestrian and bicycle path on the Chesapeake Bay Bridge. Expanding the bridge's accessibility would reduce our reliance on shuttle services for cyclists, promote sustainable tourism, and connect the Western and Eastern Shores in a way that prioritizes health and the environment. I hope this can be a priority in future infrastructure planning.
465	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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467	Amphibian populations are declining worldwide, and amphibians are experiencing high extinction rates due to habitat loss, chytrid fungus, pollutants, pesticides, invasive species, and climate change. Amphibians are the most threatened class of vertebrates. Please provide reasonable protection to freshwater wetlands, riparian areas, and other habitats where amphibians may occur. Conduct long-term amphibian population monitoring. If amphibians are found, relocate them to a protected area if needed. Thank you for this opportunity to comment. References: Catenazzi, A. 2015. State of the World's Amphibians. Annual Review of Environment and Resources, 40: 91-119. Collins, J.P., and M.L. Crump. 2009. Extinction in Our Times: Global Amphibian Decline. New York, NY: Oxford University Press. International Union for the Conservation of Nature. 2024. Amphibian Conservation Action Plan. Gland Switzerland: International Union for the Conservation of Nature. Kolbert, E. 2014. The Sixth Extinction, an Unnatural History, Chapter 1. New York, NY: Bloomsbury. Luedtke et al. 2023. Ongoing Declines for the World's Amphibians in the Face of Emerging Threats. Nature, Volume 622, 12 October 2023, 308-314. McCallum, M.L. 2007. Amphibian Decline or Extinction? Current Declines Dwarf Background Extinction Rate. Journal of Herpetology, Volume 41, Number 3, pp. 483-491.

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468	Do the right thing. Bridge the gap between the east and west. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
469	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
470	I am writing to strongly support making a barrier-separated shared-use path a required part of the new Chesapeake Bay Bridge — not an optional add-on. This project represents a once-in-a-century investment, and it should reflect the full range of how Marylanders move, recreate, and connect. Across the country, bridges that include safe pedestrian and bicycle access have become powerful regional assets. They generate tourism, support local businesses, and create destinations in their own right. With the Chesapeake Bay's national reputation and scenic beauty, a shared-use path would elevate the bridge from a transportation structure to a landmark experience. The success of projects like the Mario Cuomo Bridge demonstrates how transformative this kind of investment can be. The demand already exists. The annual Bay Bridge Run attracts thousands of participants from across the country for only a few hours of limited access. That enthusiasm shows there is strong public interest in experiencing the Bay from this perspective. A permanent, safe path would allow residents and visitors to enjoy that opportunity year-round — supporting recreation, wellness, and economic activity throughout the region. Beyond recreation, a shared-use path would close a critical gap in regional and national trail systems, including connections to major long-distance routes such as the East Coast Greenway, the 9/11 National Memorial Trail, and the American Discovery Trail. It would also align with

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	Maryland's own transportation and Complete Streets policies by promoting multimodal access and maximizing public infrastructure investments on both sides of the Bay. This bridge will shape Maryland's transportation landscape for the next century. We should ensure it connects communities — not just cars. I respectfully urge MDTA to make the shared-use path a mandatory feature of the replacement bridge. Sincerely, [Name and Address Redacted]
471	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
472	I feel as if a bike/Pedestrian path would increase the cost and be a safety risk. How would they prevent suicide attempts? There is currently no walking or bike path adjacent to rt.50.

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474	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the

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475	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
476	I am writing to ask that you include a bike/pedestrian path as a mandatory feature of the Bay Bridge project.□ I would use that path, both recreationally and practically, as I am sure many other Marylanders and even out of state visitors would. I can't imagine a better way to behold our wonderful Bay than from a mixed use path on the bridge.□ This decision will stand for decades and will also be a statement on the priorities and direction of MDTA. Please support multi-modal transportation, support active mobility and healthy recreation, and support the future of Maryland by ensuring that the Bay Bridge includes a bike/ped path. □ Sincerely, [Name and Address Redacted]

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477	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
478	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature.

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480	I would like to voice my support for bicycle and pedestrian lanes on the new bridges. As a cyclist on the Eastern Shore, the possibility of cycling from my home to Annapolis is thrilling. Ever since I ran the Bay Bridge 10K a number of years ago I have thought cycling and pedestrian lanes would open up many new possibilities for folks on both sides of the Bay. I see myself primarily using the lanes for cycling. I have ridden over many bridges in New York City and they allow cyclists to travel great distances to many different towns and neighborhoods. Please strongly consider the cycling and pedestrian lanes option.

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482	I am writing to urge that a separated bicycle and pedestrian shared-use path be made a mandatory design requirement for the replacement Chesapeake Bay Bridge. The Chesapeake Bay is one of the most iconic natural landmarks on the East Coast. The replacement bridge represents a rare, once-in-a-generation opportunity — not just to move vehicles across the water, but to create something truly extraordinary for Maryland and the region. We should not let it pass. Bridges with shared-use paths across America have become destinations in their own right. The Mario Cuomo Bridge across the Hudson River is a perfect example. Marylanders who have crossed it come back raving about the experience. Walking or cycling above that expanse of water is genuinely breathtaking. Now imagine that same experience over the Chesapeake Bay, one of the most beautiful and storied bodies of water in the country. The scale of the Bay means the path would be unlike anything else on the East Coast, drawing regional and national attention and delivering economic returns that would dwarf those of comparable bridges. The strategic trail connections alone make this path a compelling investment. It would link directly to three nationally significant routes: the East Coast Greenway (Maine to Key West), the 9/11 National Memorial Trail (connecting all three crash sites), and the American Discovery Trail (Delaware to California). In doing so, it would close the existing trail gap between Anne Arundel and Queen Anne's counties, knitting together well-used, county-funded trail systems and anchoring the emerging Maryland Eastern Shore Trail Network. Beyond recreation and tourism, the path would serve as a commuting alternative and could function as an emergency or maintenance lane when needed: a practical, multi-purpose asset that justifies its place in the design on every level.

#	Comments
	This is infrastructure that pays for itself in community pride, economic activity, and national recognition. We join our advocacy partners in strongly urging you to make the shared-use path a non-negotiable feature of the new Chesapeake Bay Bridge design. Thank you for your consideration. [Name Redacted], cycling advocate, volunteer bike fixer (Bike AAA), former bike commuter in Baltimore city
483	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders and provide necessary alternatives to car transportation in a car-dependent world. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
484	I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. This is the time to do it right for generations of bikers and pedestrians to come!
485	Including a mixed-use path for bicycles and pedestrians to cross the bridge is essential to uphold the recreational culture of the eastern shore and providing connectivity across the Chesapeake Bay. Ensuring the mixed-use path is sufficiently guarded from traffic is essential and it will give Marylander's confidence to utilize the path. The bridge should embody the aesthetic of Maryland with architecture reflecting our states history, commitment to conserving natural resources, and the wildlife we share the Chesapeake Bay with (oysters, waterfowl, rockfish, blue crabs, etc.).

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487	I have a family member who is a truck driver; this bridge is a nightmare even for a passenger car; close the bridge until it comes up to modern day code for heavy trucks or ban these trucks from using the bridge: your stupid test to prove I'm human doesn't work; I hope you all get sued so the bridge goes out of commission
488	MTA has not demonstrated the ability to manage two major MD Bridge projects with realistic budgets and funding sources. The rebuilding of the key bridge project should be the first priority since it seems to have both funding and economic necessity. Lessons from that bridge work would in time, inform the Bay Bridge project and save money. In the interim, the Bay bridge should have the required work to keep it serviceable because of delays that are inevitable related to funding and bond issuance. The main reason for this project is the height restriction to shipping. To match the Key bridge the Bay Bridge has to be scrapped rather than renovated. Having two major projects underway at the same time risks cost overruns and management failure.
489	I live in Bethesda and I do not own a car. Nevertheless, I ride my bicycle to Annapolis several times per year for both business and pleasure. The decision to exclude a pedestrian/cycling option for the Nice/Middleton bridge on Route 301 was a generational mistake and I hope that the MTA does not make the same mistake with the next Chesapeake Bay bridge crossing. Please include safe infrastructure for pedestrians and cyclists to cross the Chesapeake Bay. Thank you

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492	I am writing to urge you to make a protected shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would immediately draw users. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) The path would also support the Eastern Shore Trail Network, and help implement the Maryland Department of Transportation's 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. A shared-use path on thte replacement bill should be a no-brainer. Sincerely, [Name and Address Redacted]
493	I strongly support the inclusion of a separated shared use path, not as in an alternative but as an integral part of this bridge replacement proposal. Unlike some other MDTA bridge replacement projects, which did not have existing bicycle infrastructure on one or both sides (Nice Bridge/US 301, Key Bridge - I-695), the Bay Bridge has existing bicycle and pedestrian connections on both ends. On the west side, Anne Arundel County's Broadneck Trail already extends to Sandy Point State Park. On the east side, Kent County's Cross Island Trail extends to Terrapin Park, which adjoins Route 50 at the East end of the current bridge. Making a shared use path connections not only joins local trails, but also serves broader regional goals for non-hyphen motorized transportation. This connection is identified in the Maryland Trails Plan and on the regional bicycling plan prepared by the Baltimore Metropolitan Council. The Delaware to California American Discovery Trail, a nationally recognized trail, currently is routed over the cross island trail and the Broadneck trail and crosses the Bay Bridge by taxi. The Rails-to-Trails Conservancy is currently studying the extension of its Washington State to WAshibngton DC Great American Rail Trail east to the Atlantic Ocean via this route. The Maine to Florida east coast greenway has an alternative alignment from Wilmington, De to Annapolis, MD which utilizes the Bay Bridge Crossing. Finally, the Eastern Shore regional trails network would greatly benefit from this interconnectivity. The Bay Bridge side path would provide. Such a lane would also enhance maintenance and emergency vehicle access on the bridge. Pelase build the shared use path!
494	What about passenger and/or heavy rail to support MARC and/or CSX future enhancements to the middle, upper, and lower shore?

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498	A bike path is a great idea!
499	Absolute YES - 100% YES to a bike and/or pedestrian lane on the new Bay Bridge! Those of us who already enjoy things like kayaking, hiking, and cycling near the bridge will be so very happy to show the world how friendly and fun it is to bike across to even more adventures! The bridges I have biked across in NYC, Washington DC, and Pittsburgh are a huge boon to the experience of being there and being able to #optoutside all year long! Please do not overlook the impressive addition of pedestrian and bike access across the Chesapeake in our area.

#	Comments
500	We sincerely hope you install traffic cameras for purposes of ticketing speeders on the bridge. For years we have been traveling to and from the Western Shore at least once a month -- and sometimes more -- because we continue to commute to Arlington for work purposes and because my now-deceased mother used to live in Oxford, MD. Most vehicles that cross the bridge exceed the posted speed limits by more than 10 mph. The State could use the proceeds to help pay for the bridge and its maintenance. You might even consider implementing ticketing on the "old" bridges while the new ones are under construction. In addition, since you're contemplating other modes of transportation, ticketing should help alleviate safety concerns.
501	First of all, the new crossings should not be where you propose. This whole corridor is too chocked (Severn River Bridge to Kent Narrows) and the people in Anne Arundel and Queen Annes should not have to shoulder the whole load for the State. Realizing that most of you who are making the decisions do not live in the impacted areas and most likely do not care. Living off Thompson Creek Road, I am concerned about the proposal and the extra noise and pollution this will bring. Add to this safety considerations and the effect it will have on the taxpaying citizens like me, and this is bad news. Kent Island, where I live is already getting overcrowed, and I can see the proposed deterioriation in housing prices and the quality of life to those impacted. One of the dwindling benefits of Kent Island is the abiity to enjoy Terrapin Park. Under NO conditions should you tamper and destroy parts of the park that my tax dollars pay for. In closing, I think it would be prudent for you to seek other crossing locations (you never really have - own it), and I think that you and the State and Local officials need to have frequent meetings to address a long term comprehensive plan that addresses safety, NOISE, and devolpment. The way you handle these issues will impact the taxpayers who may just have to pull up stakes and go to another area.
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503	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California

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504	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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506	I care about the future of the Eastern Shore and I am very much in favor of the plan to preserve the Shore. The huge influx following the building of the new bridge must not become a constant mess of commercial spread. We need to plan to preserve the Eastern Shore. It's been here, a special place all this time. It's a precious rare area that must be protected by careful study regarding environmental impact. We don't want another sprawling suburb. Begin with this bill. Review carefully and wisely.

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508	Please include a pedestrian and bike lane. It's imperative these days to make bike travel possible connecting Maryland. New York has separated Bike/pedestrian lanes across the GW and many other bridges, as does DC across many of its bridges. There is no reason a new bridge in Maryland cannot accommodate these lanes. Thank you in advance for accommodating all Maryland travelers and commuters, regardless of their mode.

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515	PLEASE include a pedestrian and bike lane as a mandatory component of the new bay bridge construction design. Having been to many cities with this added lane on major bridges, I feel it is a game changer for recreational experiences and to promote cycling as an option for commuting. We have many trails currently being completed within the Anne Arundel county that already enhance cycling and pedestrian experiences. Please don't miss this unique opportunity to link us to the Eastern Shore!!
516	Request for a shared bicycle lane as regards the new Bay Bridge crossings To whom it may concern at the MDTA: Please, MDTA, include a pedestrian/ bicycle shared use lane on one of the two Chesapeake Bay bridge spans planned for construction in the next 5-15 years. It would be a wonderful addition to connect the newly created College Parkway trail (in progress) to the existing Kent Island Trail. That would be a wonderful exercise opportunity, and of course would be a great, safe Bay Bridge Walk opportunity year-round. Thanks for your consideration. [Name Redacted[

#	Comments
517	My name is [Name Redacted].I live at [Address Redacted]. I am president of bicycle advocates for Annapolis and Anne Arundel County. Sorry, [Name Redacted]. President of bicycle advocates for Annapolis and Anne Arundel County. I chair the Interland Anne Arundel County Bicycle Advisory Commission, and I co-led the coalition of 56 organizations that sent a letter into MDTA last June, weighing in favor of the shared use path. So I'm going to try to get through 10 reasons why the shared use path should be mandatory, not optional. First of all, what is more fundamental to the identity of the state of Maryland than our beloved Chesapeake Bay, the largest estuary in the United States? And the bridge is part of that. We get it once in a multigenerational, um, opportunity to provide cross trail crossings like this. We can't let it go. We can't let happen what happened with the Nice bridge happen with this bridge. It's a critical gap in the statewide trail network. There's a recently published Maryland transportation trails network that identifies this as a gap. We have the existing Broadneck Trail on this side of the shore, which connects to the Anne Arundel Trail Network, which connects to the Capitol Trails Coalition Network, which connects to the Baltimore Greenway network. And we now have on the eastern shore, the Cross Island Trail, which is part of the newly formed Maryland Eastern Shore Trail network. We cannot let this opportunity close the trail gap go. That's two. Um, redundancy and resiliency. This lane could possibly be used as an emergency lane or a maintenance lane. Good building, Maryland Complete Streets Policy says we've got to include facilities like this. Fourth, equitable access to the Chesapeake Bay. Any environmentalists will tell you, nothing gets people caring more about the Bay than giving them a personal experience with this. This shared use path will do this. It's a big tourism opportunity. We heard that from the previous speaker. Um, It's it's a safe option. It's protected. It aligns with the climate, health, and mode shift goals of the state of Maryland. Costs way less to build it in than to try to retrofit it on. It matches best project, best practices for mega bridges, as we've heard about others. Locally, we've got the Woodrow Wilson Bridge, the Frederick Douglas Bridge. The Golden Gate Bridge has one, the George Washington Bridge. Even the Pensacola Bay Bridge, which is a low density area, but a very long bridge, separated shared use path. Um, And finally, this will help build public support for the bridge itself because it'll just put more people in touch and deliver more public value, as you've seen now by 4 speakers in a row, on top of the 7 or 8 last night. Thank you very much.
518	I support a shared use path on the Chesapeake Bay Bridge replacement Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne’s counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]

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519	To the Maryland Transportation Authority, We have a rare, "once-in-a-century" opportunity to redefine Maryland's most iconic crossing. Rather than viewing a barrier-separated shared-use path as an "add-on" or an optional expense, we must recognize it as a mandatory requirement for a modern, world-class bridge. From Transit Link to Global Destination The success of the Mario Cuomo Bridge over the Hudson demonstrates that a bridge can be more than a highway; it can be a primary economic driver. By including a permanent path, we aren't just moving cars, we are creating a recreational landmark. The massive popularity of the annual Bay Bridge Run proves that the public is hungry for this access. Why limit that economic and emotional energy to a single day when it could fuel regional tourism 365 days a year? A Vital Link in the National Infrastructure A shared-use path on the Bay Bridge isn't an isolated sidewalk; it is the "missing link" for three major national networks: • The East Coast Greenway (Maine to Florida) • The American Discovery Trail (Atlantic to Pacific) • The September 11th National Memorial Trail Without this path, we are effectively creating a dead-end for these historic routes, cutting off Maryland from a growing national network of cycle-tourism and interstate travel. Practicality and Policy Alignment, Beyond the views, this path serves critical operational functions: • Operational Resilience: The path provides a vital buffer for emergency vehicles and maintenance crews, ensuring traffic keeps moving during incidents. • Policy Compliance: Making this path mandatory is the only way to honor MDOT's 2024 Complete Streets Policy and the 2025 State Transportation Trails Strategic Plan. • Equity: It provides a zero-emission commuting alternative for workers traveling between Anne Arundel and Queen Anne's counties. A Legacy Decision A bridge built today will stand until the 22nd century. To build a replacement that excludes pedestrians and cyclists would be to build a relic of the past rather than a vision for the future. I urge you to move the shared-use path from the "optional" list to the "mandatory" requirements. Let's build a bridge that connects people, not just engines. Sincerely, [Name and Address Redacted]
520	We are concerned that our property will be effected again. AACounty or SHA took 30 - 40 feet of our property (which was an existing forest conservation easement...not sure how they did that) for the bike trail. Will more area be needed for the pedestrian/bike trail? Will all of the dead trees that were put on the trail be replaced this spring? The removal of all of the trees has definitely affected the sound. Regards,[Name Redacted]

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521	We are writing to express our support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. An example is the Mario Cuomo Bridge across the Hudson River north of New York City. People here in Maryland visit that bridge and describe how much they enjoyed walking and pedaling across it. It is a tremendous asset to the region. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties, and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. We see this as a once in a lifetime opportunity to make the area a world-class destination for the region. We join our advocacy partners in urging you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name Redacted]
522	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. THIS IS EVIDENT FROM THE CURRENT ONCE PER YEAR BAY BRIDGE RUN! Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature.

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523	Support of shared-use path across the Chesapeake Bay Bridge replacement I support the bicycle and pedestrian shared-use path on one of the spans of the Chesapeake Bay Bridge replacement. [Name Redacted]
524	I support the inclusion of a pedestrian and bike path as part of the bridge project.
525	I support a shared use path on the Chesapeake Bay Bridge replacement Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]
526	I am writing to support making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge. It may cost a little more up front but there is only one chance to do this right and in the long run, having a fee free shared use path will provide many health and tourism benefits. Having the path will allow pedestrians and cyclists to cross back and forth and will bring tourism dollars to both sides of the bridge, will have health benefits for users and will reduce car travel and emissions. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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530	I am a resident of the Chesapeake Preserve community, which is accessed primarily via Bay Head Road off College Parkway. I am concerned that the Draft Tier 2 EIS for the Chesapeake Bay Crossing does not adequately evaluate or mitigate impacts to local residential access, particularly at the College Parkway and Bay Head Road intersection. The Traffic Analysis Technical Report acknowledges that, under multiple scenarios, traffic is expected to divert onto College Parkway when congestion occurs on westbound US-50/301 near the Bay Bridge approaches. However, the Draft EIS does not include intersection-level operational analysis for College Parkway at Bay Head Road, nor does it evaluate queue lengths or access constraints for Bay Head Road. This omission is significant. Bay Head Road serves as the sole or primary access point for Chesapeake Preserve and nearby neighborhoods. If traffic congestion on College Parkway increases due to diversion or construction-related impacts, residents may experience difficulty entering or exiting their community, including delays that could affect emergency vehicle access, daily commuting, and essential travel. I respectfully request that the Final EIS: Include intersection-level traffic operations and queue analysis for College Parkway at Bay Head Road under Build conditions, including diversion scenarios identified in the Draft Traffic Analysis; Evaluate residential access reliability, not just regional traffic flow; Identify and commit to mitigation measures if unacceptable delays or access constraints are identified (such as signalization, turn lane improvements, access management, or traffic control strategies during peak and construction periods). Ensuring safe and reliable access to existing residential communities should be a fundamental consideration of this project. I ask that these local impacts be fully analyzed and addressed before the project advances. Respectfully, [Name and Address Redacted]
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536	Hello, I drove to Towson from Kent Island for 14 years until retiring in 2004. The problem with the current proposal is what happens with traffic on RT 50 in the towns of Easton and Cambridge, each have traffic lights. Are you taking the backup at the bridge and putting it at these towns? My option for the new bridge is to improve RT4 and build just north of Calvert Cliffs across the the bay to just north of Blackwater Refuge extending over farmland merging onto RT 50 just west of the Vienna Bridge 1/2 mile west before the bridge. This would eliminate the lights and heavy traffic in these two towns. Combined you would be bypassing about ten stoplights. I know you would not consider this as it makes too much sense. Considering that more traffic to the bridge comes from RT50 west of Annapolis (DC & VA.) than RT97 is why I believe it to be a better place to put the new bridge and RT4 would need to be improved possibly. You may disagree but I think it would reduce the traffic on the current bridge by at least 30 % . I would not eliminate the current bridge and remain open as well. Thanks for listening hoping for a reply. Respectfully, [Name Redacted]

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537	Please Please Please provide a protected bike/ped lane on the new bay bridge or whatever solution for the new/old bridge is. The solution that was used for the 301 Potomac River bridge was not a solution, and is not safe.
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539	I am writing to express my strong support for fully enabling and funding dedicated biking and walking paths across the newly built Bay Bridge. Including active transportation infrastructure is not just a "nice-to-have" amenity; it is a vital necessity for the future of our region. We must prioritize these options for two critical reasons: Lower Environmental Impact: Every trip made by bike or on foot is a trip that doesn't burn fossil fuels. If we are genuinely serious about reducing local air pollution and meeting our broader climate goals, we have to provide safe, accessible infrastructure that makes zero-emission travel a practical choice for daily commuters. A Necessary Societal Shift: We are in the midst of a much-needed societal move away from purely car-centric urban planning. People are increasingly demanding healthier, more active, and less congested ways to navigate their communities. Building a massive piece of infrastructure exclusively for automobiles is a step backward into outdated 20th-century thinking. A modern bridge should connect all people, not just those sitting behind the wheel of a car. By ensuring pedestrians and cyclists have safe passage, we are investing in a cleaner, healthier, and more equitable transportation network for decades to come. I urge decision-makers to fully support this initiative.

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541	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]

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542	I believe it would be useful and important to include cycling and walking lanes. These could also be used to evacuate the bridge in the case of an accident.
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544	[Name Redacted], last name, [Name Redacted]. I am the community president of the Harborview community located on Kent Island. I did not expect to speak today, but after being out there, I noticed that there are some issues. Harbor View community is the only strictly residential community that borders U.S. Route 50. Our top road, Sherman Drive, our northernmost road, is the barrier between the state property and the county property. Those residents up there look at US Route 50 every single day. They see the traffic, they understand what's going on. Speaking out there today. We'd like to know, what is the impact going to be on a residential community during this construction for 2 reasons. One, you have a tapering of the lanes at Cox Creek, or the lanes will go right through Cox Creek. If we have a tapering on the lanes of Cox Creek, not much property from Harborview, it's going to be taken. To me, I would prefer the lanes to go all the way to the split because it gets the traffic flowing and you're not going to have a backup. Backup causes delays for EMS coming into our community. It also has our residents looking either either a barrier, or they're looking at traffic just sitting there because when we all know going over the Bay Bridge, You have to go from 3 lanes to 2 lanes. There is always a backup no matter what. That's just nature of the beast. Um, The community health during construction. What is the impact going to be in the Harvard view community? We have over 450 homes, roughly 2000 people living right there in Route 50. What is the impact of the health going to be on our residents with all the debris, all the toxins, all the construction equipment? Also, Cox Creek. We have families that fish in Cox Creek to put food on their table. What is a water impact going to be? What is going to happen to the Cox Creek, the health and safety of Cox Creek? But also like to know, um, as a whole, the,

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	um, let's see, he had the community impact, uh, and also the impact on the residents that live there. He talked about properties and maybe purchasing their property's Right-of-Way and things like this, depending on where it is, what is the value going to be? Is it going to be the value at the time of construction, where the value is going to go down? Because everybody knows we're going to put a big wall in here? Or is it going to be now when their property value is higher? Who determines when the property value is going to be for those residents and how are they going to get the best bank for their buck? When you, the state is coming and saying, no, you have to move. You're forcing your way. Where we live on Ken Island, whether it's a Dunkin' Donuts development they want to put in or any other development, We're pushed around because we don't have the resources to fight government. We're asking for your help to make sure that this job is done correctly. It's the least impact on the residents of Harborview community.Thank you.
545	Refer to the scanned letter following this table.
546	My name is [Name Redacted]. The last name is [Name Redacted] as in [Name and Address Redacted], representing myself. Great. I'm an architect. I live about 3 miles south of here. I 1st of all, want to congratulate the team for the really thorough way, but you've moved through the options, for the initial 14 options in tier one, down to three options, and then final options, and now the design considerations that are being discussed tonight. Um, I thoroughly agree with the decision, um, to focus on Corridor 7, agrees with smart growth principles, to utilize existing infrastructure.` It will support the land uses, which are already in place and concentrate them. It's likely to increase density along the corridor. It also, and this is very important, it spares the farmland and natural resources in Kent County, Queen Anne, and Talbot County, and it also spares a number of waterfront communities in Anne Arundel County. My own county. I'm obviously concerned as a resident about the impact. Growth is already accelerating on the eastern shore, the change from 5 lanes to 8 lanes. I think is only going to accelerate that even more so. Beach traffic is already backed up well through Annapolis from Memorial Day to Labor Day. We who live here have all kinds of dodges and detours that we take to get around that. Morning and evening congestion is getting steadily worse in rush hour. Growth is happening on the eastern shore. The new study does address public transit, and that is my main concern. Your proposals are very reasonable in the report. I don't think it goes far enough. I don't think it's farsighted about the growth that is likely to happen as a result of construction of a bridge. I think expanded transit will be a necessity. It should not simply be the way it's presented as a number of, frankly, weak options now. It should be a main focus of the study. A long term consideration should be given to bus rapid transit. How that would work, of course, is very technical, perhaps for periods of the day. Also a reasonable alternative for excursion transit to the beach, for the beach going traffic, which is the main cause of the backup in the summer months. And how can people get there as an alternative to the car? I do hope that the pedestrian and bicycle shared use path will be installed. I think it would be magnificent, and as a representation, if you're familiar with the bridge across the Hudson, in New York State, and how popular that is, I think the views, the attraction would be terrific. I also believe this will be the icon for Maryland. I think it will displace the blue crab. In fact, as the Maryland icon. And so design considerations, I think, are paramount. Thank you very much.

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	Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
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550	Chesapeake Bay Bridge â€œPlease, MdTA, include a pedestrian/ bicycle shared use lane on one of the two Chesapeake Bay bridges planned for construction in the next 5-15 years. The other such sites within the USA are myriad, from Atlantic to Pacific including the new 4-mile Tappan Zee Bridge, the Warren Bridge in Jacksonville, the Woodrow Wilson bridge in Maryland, the Atkinson Bridge in Wisconsin, numerous bridges with shared use paths on the East Coast Greenway, the Golden Gate Bridge in San Francisco, and many more nationwideâ€• . Sent from my iPhone

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552	Please include a standalone bike path across the bridge that is separate from a standalone pedestrian path.
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555	I'm in support of a dual use biking/walking lane. The bike path was completed connecting it to Sandy point state park and college parkway. The dual use path could also connect with the cross connector trail on the eastern shore. This would enhance and fill a gap in this type of recreation. I was at a previous meeting at broad run high school where a local traffic lane was discussed, I'm hoping that is still in the plans. That could alleviate so much extra traffic. Thank you for all your tireless efforts on this project.
556	A wise investment: Full bike/roll/walk path on the Bay Bridge! Maryland has made many wise investments in pedestrian access on both sides of the Chesapeake Bay. We must take advantage of this opportunity to include a full, safe path on the Bay Bridge that will connect the extensive bike/walking trails on both sides of the bridge.. I fully support a separated biking and walking path. This is indeed a once in a lifetime opportunity.

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559	I would like to urge that the shared use path aspect be mandatory for the bridge instead of optional. I cycle for almost all my commutes from as much as 5 miles each way up to 100 miles in a day by bicycle. Having an option to reach eastern Maryland without needing to go north and around would be extremely appreciated as it could drastically reduce the total distance by miles I would need to travel. As a recent transplant to Maryland as of two years ago, it would also provide a very tangible way to interact and view the Bay. Thank you for all of your work on this project.
560	Please consider the addition of Supplemental Use Path following the lead of many of the iconic bridges in the U.S. Although this is an additional cost the benefits to the community, visitors, and the State of Maryland will outweigh this addition to the budget. The Bay Bridges are already an iconic crossing of the Chesapeake and connected to the history and heritage of the region. Commerce, tourism, and recreation rely on the bridges; adding a pedestrian/bicycle pathway will enhance its visibility as one of the most beautiful, and busiest, bridges in the U.S. As long as the SUP addresses appropriate safety measures to avoid injury or death this pathway will add the wellbeing of all that use it, whether for recreation or commuting.
561	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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562	The proposed new Chesapeake Bay Bridge over to Kent Island is a huge mistake. People who live on Kent Island are just about captives in their homes on summer weekends. You could build ten bridges crossing the Bay, but it still won't help travelers heading to the beach. Once they cross the Bridge, they will be stuck in a parking lot on Kent Island. The reasonable option would be to separate the traffic into two different areas...either north or south of the existing Bridge. Please, please don't expect new or more bridges to solve the traffic issue. It will only add to the traffic volume and reduce the quality of life for the people who live on the Eastern Shore. Regards, [Name and Address Redacted]
563	Please consider adding a protected pedestrian and bike lane to the new bridge span. Currently there is no way to access the eastern shore except by car. Many major bridges in the nation have protected bike lanes or shoulders, including the Seven Mile bridge causeway to the Florida Keys, all the bridges to Manhattan, the Ben Franklin Bridge in Philadelphia, the Golden Gate Bridge and the Bay Bridge in San Francisco CA. A dedicated bike lane on the Bay Bridge would be a financial asset to the growing hiking and biking communities using the extensive network of trails being built on both sides of the bridge.
564	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all nearby residents. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: The East Coast Greenway (Maine to Florida) The 9/11 National Memorial Trail The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature.

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565	I support replacing the Chesapeake Bay Bridge and the proposed 230-foot vertical clearance. This clearance is the right investment for the Port of Baltimore's long-term competitiveness. My comment addresses the navigation analysis in Appendix F and requests that the Final Environmental Impact Statement include additional coordination to avoid future permitting complications. THE PROJECT SCOPE AND THE CHANNEL ISSUE The Navigation Impact Report states that "the project will not modify the navigation channels or the open water characteristics." I understand that channel dredging and widening are not part of the bridge project as currently scoped. However, the same Appendix F includes the Maryland Port Administration memo dated September 29, 2023, documenting that several components of the federally authorized 50-foot navigation project are not constructed to their authorized widths. The Maryland Port Administration table shows the Fort McHenry, Brewerton, and Craighill channels at 700 feet actual versus 800 feet authorized, and Curtis Bay at 400 feet versus 600 feet authorized. These authorizations date to 1970. The Maryland Port Administration memo also states that vessels with beams exceeding 160 feet are already restricted to one-way traffic from the Bay Bridge north to the Port, that larger vessels are experiencing transportation delays due to inadequate passing clearance, and that even with berth improvements at Seagirt Marine Terminal, traffic and vessel size increases may result in average wait times of multiple days by 2040. The bridge is being designed for a 75-to-100-year service life to accommodate vessels that the approach channels, as currently constructed, cannot efficiently handle in two-way traffic. The Draft Environmental Impact Statement contains both the bridge clearance analysis and the Maryland Port Administration's channel deficiency documentation in the same appendix, but does not connect them. THE COORDINATION GAP The Navigation Impact Report's Section E addresses United States Army Corps of Engineers federal navigation projects. The Navigation Impact Report contains "not applicable" entries for the design vessel specifications, channel clearance requirements, and coordination timeline fields that would normally document how bridge design assumptions align with channel capabilities. Coast Guard guidance (Commandant Instruction 16590.5D, Chapter 2) requires that navigation evaluations assess "current and future navigational needs regarding the sufficiency of proposed horizontal and vertical clearances" and identifies the United States Army Corps of Engineers as responsible for federal project channels. The Coast Guard Bridge Permitting Overview states that feedback from the Corps of Engineers should inform the Navigation Impact Report, which in turn informs the Preliminary Navigation Clearance Determination and National Environmental Policy Act alternatives. The Preliminary Navigation Clearance Determination issued November 28, 2025 addresses vertical and horizontal clearance at the bridge crossing itself. It does not address whether the approach channels can accommodate the design vessel the bridge is being built to serve. REQUESTS FOR THE FINAL ENVIRONMENTAL IMPACT STATEMENT To ensure the navigation analysis is complete and to avoid the need for supplemental environmental review or permit modifications in the future, I respectfully request that the Final Environmental Impact Statement: 1. Document the design vessel assumptions for the bridge. The Navigation Impact Report identifies the Post-Panamax III Max class at 1,299 feet length overall, 175.6 feet beam, and 52.5 feet draft. Confirm whether the existing 700-foot approach channels can accommodate two-way traffic for this vessel class, or identify what operational restrictions will apply. 2. Include a coordination narrative between the Maryland Transportation Authority, the United States Army Corps of Engineers Baltimore District, and the Maryland Port Administration addressing how the bridge project relates to ongoing and reasonably foreseeable channel maintenance and improvement actions, including the Seagirt Loop Channel Modification authorized under the Water Resources Development Act of 2024 and any future approach channel widening.

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	3. Confirm that bridge design and construction will not constrain Corps of Engineers dredging operations or preclude future channel modifications to the authorized 800-foot width. 4. Address projected navigation requirements over the bridge's 75-to-100-year service life, including how increased vessel sizes and traffic volumes identified in the Maryland Port Administration memo will be accommodated, so that this analysis is captured now rather than requiring future permit amendments. 5. Provide a construction-phase coordination plan describing how navigation will be maintained during the estimated eight-plus-year construction period alongside approximately 4,774 annual vessel movements through the bridge channel. The purpose of raising these issues now is to complete the analysis during this National Environmental Policy Act process rather than discovering coordination gaps after permits are issued. The same federal agencies — the Federal Highway Administration, the United States Coast Guard, and the United States Army Corps of Engineers — are involved in both the bridge and the channels. Documenting the relationship between them in the Final Environmental Impact Statement creates a more durable record and reduces the risk of future conflicts or supplemental reviews. Thank you for the opportunity to comment.
566	Driver’s do not need further distractions when traveling. Bikes should be prohibited.
567	To the Good Folks at the Bay Crossing Study, Hello! Here is a short letter to advocate for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design of the replacement Chesapeake Bay Bridge. It is a good idea because the bridges that have ithese bike paths have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, the Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne’s counties; these well-used trails represent substantial investments by the counties, and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. It is a once in a lifetime opportunity to make the area a world-class destination for the region. Plus it is a wicked cool concept. Please make it a reality. Sincerely, [Name, Phone Number, and Address Redacted]
568	Please include a pedestrian and bicycle path in each direction on the ne bay bridge.

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571	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
572	Please add a bike/walking sidewalk to the new Chesapeake Bay Bridge! This is a once in a century opportunity!

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573	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
574	We live in such a car culture that it destroys social connection. The beautiful thing about a bike, is that it connects people and allows personal interactions. These simple community design changes increase the beauty, tourism draw factor, and overall community value. Please support a bike friendly design.

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575	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
576	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]

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577	Please include a walking/bicycle lane on the new bridge. It would be so amazing to include this lane because it will promote more cycling and walking. The lane could also potentially be used in an emergency to help facilitate access.
578	Please include a multi-use bike/pedestrian/vulnerable-road-user path. Transportation equity is a very important consideration, and maintaining a transport option for those without cars will surely increase economic opportunity across the region while dampening traffic impacts. This is also an important opportunity to preference low-carbon steel, cement, and asphalt to lower the embodied emissions of the project. A project of this scale can legitimize investments in cement and steel facilities that will slash its emissions-intensity across not only this project, but for all future production.
579	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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581	Please make a shared-use path a mandatory feature on the Chesapeake Bay Bridge Replacement Scope I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our

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582	Mandatory separated walking and bicycling path I think you should put a separated walking and bicycling path on the Bay Bridge. Thank you, [Name, Address, and Email Address Redacted]
583	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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585	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the

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586	Please add a bike path across the bridge!!
587	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
588	I continue to fail to understand why traffic continues to be forced into the same area rather than separate traffic via 702 to the eastern shore.
589	I would love to be able to bike across the Bay Bridge. A bike lane would be a great addition to the bridge.
590	When we look back at the construction of the new Bay Bridge 20 years from now, I want us to see more than just a highway over water. I'm writing to ask that a shared-use path be a mandatory requirement for the new design. Right now, the bridge is a barrier for anyone not in a car. By adding a path, we'd be connecting our communities and joining iconic routes like the American Discovery Trail and the East Coast Greenway. We've seen how much people love the path on the Mario Cuomo Bridge in New York—Maryland deserves that same kind of world-class infrastructure.

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	This is our one shot to get this right. Let's make the bridge an asset for everyone—cyclists, runners, and families alike—and a true destination for the region.
591	In addition to my short public testimony via Zoom on Monday evening, February 9, 2026, I would like to add the following: My wife and I are 74 & 75 years old. We ride a tandem bike and have ridden all over the United States and Canada. Often, we develop our trip plans around a destination bicycle ride. Most recently we traveled to Vermont to ride across Lake Champlain on the Lake Champlain Causeway. This four-mile rails-to-trails ride crosses the lake and includes the world's only bicycle ferry. The ferry transports cyclists and their bikes across the 75' break in the trail where a railroad swing bridge once allowed boats to pass when no train traffic was present. From there we went to Quebec and Montreal, both cities with bike friendly lanes, signals and other cycling facilities. Almost every bridge in Montreal across the St. The Lawrence River has bicycle/pedestrian lanes separated from traffic. Additionally, we have cycled all over NYC, crossing bridges from Manhattan to the other boroughs. We have ridden across the Verrazzano-Narrows Bridge during the Five Boro organized cycle event, and the Brooklyn and Manhattan bridges, which offer daily bicycle and pedestrian crossings. We have ridden across the Arthur Ravenel Jr. Bridge in Charleston, SC. and countless bridges in Florida and other American cities and towns. We were proud to be the first bicycle to cross the Indian River Inlet Bridge in Delaware on the bridge opening day. In addition to providing recreational offerings, these bridge crossings encourage tourism and commerce for local businesses and enhance the experience for other travelers. As I stated during my oral testimony, we were very disappointed that the new Harry Nice Bridge over the Potomac River did not include a dedicated bikeway. We strongly encourage including a pedestrian and cycle lane in the new Bay Bridge plans. We look forward to being among the first, if not the first, cyclists to cross the new bridge when it is complete. We will be in our mid 80s, but we hope to still be riding! Please remember to invite us!
592	In addition to my short public testimony via Zoom on Monday evening, February 9, 2026, I would like to add the following: My wife and I are 74 & 75 years old. We ride a tandem bike and have ridden all over the United States and Canada. Often, we develop our trip plans around a destination bicycle ride. Most recently we traveled to Vermont to ride across Lake Champlain on the Lake Champlain Causeway. This four-mile rails-to-trails ride crosses the lake and includes the world's only bicycle ferry. The ferry transports cyclists and their bikes across the 75' break in the trail where a railroad swing bridge once allowed boats to pass when no train traffic was present. From there we went to Quebec and Montreal, both cities with bike friendly lanes, signals and other cycling facilities. Almost every bridge in Montreal across the St. The Lawrence River has bicycle/pedestrian lanes separated from traffic. Additionally, we have cycled all over NYC, crossing bridges from Manhattan to the other boroughs. We have ridden across the Verrazzano-Narrows Bridge during the Five Boro organized cycle event, and the Brooklyn and Manhattan bridges, which offer daily bicycle and pedestrian crossings. We have ridden across the Arthur Ravenel Jr. Bridge in Charleston, SC. and countless bridges in Florida and other American cities and towns. We were proud to be the first bicycle to cross the Indian River Inlet Bridge in Delaware on the bridge opening day. In addition to providing recreational offerings, these bridge crossings encourage tourism and commerce for local businesses and enhance the experience for other travelers. As I stated during my oral testimony, we were very disappointed that the new Harry Nice Bridge over the Potomac River did not include a dedicated bikeway. We strongly encourage including a pedestrian and cycle lane in the new Bay Bridge plans. We

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	look forward to being among the first, if not the first, cyclists to cross the new bridge when it is complete. We will be in our mid 80s, but we hope to still be riding! Please remember to invite us!
593	There are couples of things that I want to share with . . . 1 - Eight (8) lanes is not ideal that I am thinking due . . . - There is no comment about 6 - 6 - 6 plan, 8 lanes mentioned LOTS, and nothing about 6 lanes. - I am for 6-6-6 lanes. - 6-8-6 lanes, that I believe it will be a big mistake because of the way you were planning . . - Traffic will happened at the end of bridge on both ways, West and East Bound. - Kent Island can not be done to wider because we need to have subside roads for both ways. - Suppose 8-8-8 lanes, traffic will happened at the split of 50/301 because lots of people on "third lane" drive , and pull to the lane at the end of split; cause people breaking or slowing down. - Kent Island is so small and why put all big things such as bigger highway. Then leave 6 lanes as it is. 2 - I see that the West bound 3 lanes bridge is pretty young and good for not need to replacement, then keep this for a while until in the future. - The East Bound 2 lanes bridge can replaced for a 3 lanes bridge including Bicycle/Pedestrian Path. - Path needs to be built for prevent people falling. - Add a shoulder? We can use one of three lanes as shoulder when it needs. - Need to set a speed limit to 50 or 55, and must be controlled or click by camera when people go too fast. 3 - When we need more road to East/West shore, like maybe in 15, 20 or more years later, then to do building a new bridge at the north of the Bay like from Dundalk/Essex to Chestertown or norther. - Many people coming from west of Maryland, Fredrick, Pennsylvania, even Baltimore can go on north of the Bay to avoid many, many, and many cars on the Chesapeake Bay Bridge. - Easier for people to go north of Eastern shore such as Wilmington and New Castle , Delaware. - I do not want to hear there is can not be done, there is possible! 4 - Currently, from west/north - route 301 and more Eastern shore, from East - Chesapeake Bay Bridge and from south - Chesapeake Tunnel, then why do we need to add more lanes on Bay bridge. - Just simple to building a new one at east of Baltimore or north. - Encourage people to go alternative routes - Make Eastern people happy and relax, more people coming through our Kent Island lead people become some tension or frustrate. Like your report mentioned that 75% from eastern, then we need to focus on those people instead of tourists. 5 - At last, as I heard that Queen Anne County commissions are easily to accept any new building, any changes, or anything such as roads. They need to "re"think and what will it be outcome. - As example too many building, like house for plus 55, townhouses, food store, etc. on Kent Island and not many on from Kent Narrow to Easton. I felt sorry for those people from Gransonville has to drive to food store on Kent Island. - Evenly, building more stuffs near by water tower/Fire Station, is it that necessary? - I know there is nothing do with Bridge but more building lead more people coming. I wish I can talk more but time is coming end of March 9th. Above, comments that I want to share the most. Thanks.

#	Comments
594	As a passionate recreational cyclist, I urge you to make the shared-use path a mandatory element of the Chesapeake Bay Crossing. Maryland has missed some key opportunities to include bicycle and pedestrian accommodations in highway projects (the full length of MD 200, the Harry Nice Bridge) -- once those doors close it seems impossible to reopen them -- so I'm disappointed to see this one recommended as optional. it's time we took cyclists, e-bike riders, and pedestrians seriously.
595	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely,
596	I oppose construction of a new Bay Bridge crossing at the current location. The project would cause severe environmental damage to the Chesapeake Bay, including disruption of sensitive habitats, increased pollution, and long-term ecological degradation. These irreversible impacts are unacceptable and cannot be justified. Also, the proposal fails to achieve its stated purpose. Adding spans at the existing site will not relieve congestion; it will induce more traffic and shift bottlenecks farther inland, ultimately worsening travel conditions for residents and visitors on both sides of the Bay. Further, including a pedestrian/bicycle lane only magnifies the environmental footprint. This feature is unnecessary, increases construction disturbance, and introduces new safety risks for both drivers and pedestrians in an already high-speed, high-volume corridor. A more responsible and forward-looking approach would be to revisit a crossing location in Southern Maryland. A crossing in this region would not only distribute traffic more effectively across the state but would provide a significant economic boost to communities that have long been overlooked. Investment there would support job creation, stimulate local businesses, and help revitalize a region that would greatly benefit from increased connectivity and improvements to infrastructure. Therefore, I urge decision makers to cancel the proposed Bay Bridge expansion and instead find an alternative that protects the environment, improves statewide mobility, and supports economic growth where most needed.

#	Comments
597	I am writing in support of the dedicated shared-use path as part of the expansion of Chesapeake Bay Bridge facilities. I particularly support the concepts put forth in Sue Simmon's letter to the editor of the Talbot Spy (https://talbotspy.org/2026/02/26/letter-to-the-editor-mestn-statement-on-the-bike-and-peds-path-on-the-bay-bridge/) calling for a " A safe, physically separated shared-use path for people walking and bicycling should be a core project element—planned, designed, and reviewed with the same seriousness as the roadway and shoulder components." The vision of a "true transportation facility: significantly separated from traffic both physically and visually. With robust barriers, setback distance where feasible, and screening that reduces noise, wind, and headlight glare, the experience can be safe and inviting for everyday users—not a narrow ledge beside highway lanes" would provide benefits aesthetically, and even more importantly, from a safety standpoint. That's not just for users of the path but also for suicide prevention purposes. Thank you for your consideration. [Name, Address, and Phone Number Redacted]
598	Please make a shared-use path a mandatory feature I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
599	I am in favor of a bike/pedastrian path on the new Bay Bridge

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601	I am in favor of a bike and walking path as part of the Bay Bridge expansion project.
602	The Supplemental Use Path (SUP) needs to be included as part of the construction of the bridge regardless of the additional cost. My husband and I just returned from vacationing in Sydney, Australia and both the famous Sydney Harbor Bridge as well as the Anzac Bridge that connects western Sydney to the Central Business District (CBD) have pedestrian/bicycle paths. Maryland needs to get with the times and look to the future with connecting trails for non-motorized transport. Having both walked and ran across the Bay Bridge (twice), I concur with the other callers on the 2/9/26 virtual presentation in support of having the path included in the building of the bridge. The potential draw of tourism and additional revenue on both sides of the bridge would be a plus for our economy. Our Bay is beautiful and we should be allowed to enjoy it by walking or biking across the bridges at our leisure not only just for a once a year event.

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604	Please make a shared-use path a mandatory feature I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024

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	Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
605	I support the No Build option because a third bridge crossing would be ineffective at relieving congestion and an environmental disaster to the Bay and the entire Eastern Shore. Even though Corridor 7, the preferred alternative described in the DEIS, would have the smallest environmental impact of all the corridors studied, it still would affect more than 10,000 acres of tidal wetlands and more than a thousand acres each of non-tidal wetlands, oyster resources, and other sensitive areas, according to the Chesapeake Bay Foundation. Getting REAL about the effects of Environmental Destruction Also, the increasing amount of air pollution (that contains nitrogen oxides) generated in the watershed area by the increasing number of vehicles would be bad news for the Bay and its tributaries. Roughly one-third of the nitrogen pollution in the bay comes from the air.[6] Excess nitrogen can fuel the growth of algae blooms, which can block sunlight from reaching underwater grasses and create low-oxygen “dead zones” that suffocate marine life. “No build” plus an integrated solution make the most sense We are not just recommending “no build” and ignoring existing traffic congestion. Rather, we are saying the no build alternative should be selected AND that an integrated solution of modal and operational alternatives should also be implemented. The solution should include an electric bus/minibus and van rapid transit system, in combination with a robust electric ferry system, together with a number of options offered by TSM and TDM. An integrated solution of MOAs would inevitably offer significant flexibility, capacity, dependable and reliable travel times, and would be far more equitable and environmentally responsible than any other alternative considered.
606	I would really like to see a bike and walking lane included.
607	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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608	Need a bicycle lane on the Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
609	YES to a shared-use path on the new Bay Bridge Hey, Writing IN SUPPORT of a shared-use path/lane over the Bay Bridge. Please ensure this is a feature when the bridge is replaced. This is an easy one to me, a Maryland native. Here's why: - I grew up going to Sandy Point State Park and Kent Island. It's a hike but it's crazy that you cannot walk between these. I'd love to be able to spend time at Sandy Point and then walk over to get crabs. - I ride long-distance bike tours as a hobby. This is an invaluable missing connection for anyone going up and down the East Coast or over to the Eastern Shore. There's nowhere else to cross the Bay unless you want to cross at, like, Havre de Grace on a very sketchy and dangerous high-speed bridge. - I can say with confidence that I spend $200+/day when I'm on a bike tour between food and lodging. The communities along 50 that have to watch beach traffic fly by them will have new visitors that stop more frequently and are (trust me) always hungry and thirsty. The Eastern Shore is perfectly flat and beginner-friendly — it is already where they do Bike to the Beach, for a reason — and this unlocks the region as a bike touring destination. - The state's own stated priorities support this connection — the 2025 State Transportation Trails Strategic Plan and 2024 Complete Streets policies. - If this becomes a separately priced optional feature, to be built later, it will never happen. There is no time this will be more feasible. - Other states have figured out the value of bridges you can cross on foot. Look at the bridges in New York City or Seattle. I rode my bike across the country in 2021 — there is a spacious bike lane on the Clark Bridge over the Mississippi between *Missouri and Illinois*. We can aspire to what they have figured out. This replacement probably isn't going to happen again in my lifetime. I would love to cross the Bay Bridge and spend time on the Eastern Shore on a bike. Make it possible. Sincerely, [Name and Address Redacted]

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610	Please make a shared-use path a mandatory feature I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
611	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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	Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
616	I would seriously hope and expect that our leaders and legislatures are incorporating a safe and separate biking/walking lane segment on both sides of the bay bridge. We need to encourage commuting and exercising across both spans that does not require cars! As a person who resides on both side of the bridge- this would be a welcome change. thankyou [Name Redacted]
617	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
618	Biking over the bay bridge would open lots of possibilities for bikers in MD. MD should see this as an opportunity to draw in biker communities to bike to destinations to and from the eastern shore. Please consider opening the old bridge as a biker and pedestrian path. Thanks!
619	I would like to see the bike/pedestrian path for the following reasons: - Boosts tourism and small businesses - Make bike/ped path mandatory, not optional. - Build it now, retrofitting later will cost far more. - Improves public health. - Provides a transportation alternative, not just recreation. This is a once-in-a-generation opportunity, Maryland. don't miss it.

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620	We support the idea of a bicycle/pedestrian lane on anew bridge, but do not agree with expanding it to 4 lanes each way, which will only serve to create more congestion on the arteries of the rural Eastern Shore, which is a national heritage in part because the land and history has been preserved more than anywhere else in Maryland. More development will alter the character, charm, and preservation of the Eastern Shore history and way of life, which includes Frederick Douglas and Harriet Tubman, and even our oldest Colonial history.
621	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
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623	Please build this!! As a cyclist, please put a pedestrian cycle path somewhere on this bridge. I work for a communication company and would love to bike to work in Annapolis.
624	You've done a GREAT job being transparent and professional throughout the process. Please keep this up. It will prevent issues later and create buy in in the long run. I believe the bike and pedestrian path is something that should be followed through with. Find the funds to build it because you've got one shot to do it now. Many pedestrians and bikers will use this path to tie in with the college parkway/Sandy Point path and Terrapin path. It is a no brainer. Thank you for all that you've done and are continuing to do. Its a HUGE project and you are doing it right. ps. Please add transparency to what will be done with the remains of the old bridge ie recyling, reclaiming, etc. This is important along with if there will be any kick back from this to reduce costs even if minimal.
625	Before you finalize this you need to study the traffic on Rt 50 at 213 & 404 east & west bound and create cloverleafs at each intersection. These 2 intersections are THE WORST!. Traffic backs up in both directions.
626	Does not address the Rt 8 exit. This is a serious traffic area with 4 left turns with many accidents. Serious need for a major change is needed at the Rt 8 intersection. This environmental study is seriously flawed without evaluating the need for the Rt 8 - 50/301 Interchange.
627	If we are building these new bridges for the future, they must have a bike/ped lane. There are great trails on both ends of the bridge. If you want a future with more fitness, more alternative transportation, and fewer cars, you must build a bike/ped lane. Invest in the future, which will be human powered.
628	The barrier-separated shared-use lane should be a required element of the new crossing, not an optional, separately priced feature. This accommodation is comparable to shoulders, lane widths, and safety barriers, which are standard components of major transportation projects and can also serve emergency and maintenance needs when appropriate. Barrier-separated bike and pedestrian facilities can function as destinations in their own right and as critical links to trail networks on either end, including longer and multi-state systems. This facility would provide safe access to scenic and historic byways on the Eastern Shore and support micromobility travel between communities on both sides of the Chesapeake Bay. The State should also pair any major transportation investment with a meaningful commitment to land conservation, rural character preservation, zoning support, and comprehensive planning assistance for counties. Stronger tools are needed to guide growth toward towns with existing infrastructure. Without these measures, the region risks repeating development patterns that have degraded farmland, natural resources, and community identity over the past seventy years.

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632	A barrier-separated shared-use path should be a mandatory feature of the replacement Chesapeake Bay Bridge. It's as mandatory as road markings; it's not optional. I grew up in the Mid Hudson Valley in New York, an area dominated by bridges over the Hudson River, much like the Chesapeake Bay is here and I've seen first hand the difference pedestrian access has made. The Newbirth Beacon bridge included a shared use path that is heavily used by people of all ages. My Boy Scout troop used it as part of an overnight bike ride for a merit badge; crossingthe bridge was the highlight of the trip! More recently, the completion of the Poughkeepsie/Highland rail trail bridge linked two communities that had been severed by the car-only MidHudson Suspension bridge. Opportunities to link communities like this are truly once-in-a-century. Don't squander it. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
633	I would love to see a pedestrial/bike lane on the new Bay Bridge Span. With the current cross-island bike trail on Kent Island this would create an amazing opportunity for bikers/runners to cross the bridge and explore Kent Island.
634	A pedestrian and cycling pathway across the new span of the Chesapeake Bay Bridge is a smart, forward-looking investment in health, tourism, and cost efficiency. The pathway would promote physical activity and mental well-being by giving residents and visitors a safe, scenic space for walking and cycling. It transforms exercise into an experience, encouraging healthier lifestyles in a region heavily reliant on cars. It would also create a unique tourism draw. Like other iconic bridge pathways, it could attract cyclists, runners, and sightseers, boosting local businesses on both sides of the Bay and generating new economic activity through events and increased visitation. Critically, building the pathway as part of the new span is far more cost-effective than retrofitting it later. Incorporating it into the initial design avoids expensive structural modifications, traffic disruptions, and engineering challenges down the road. In short, adding the pathway now delivers long-term public health benefits, strengthens tourism, and saves money.

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635	I have lived on Kent Island for 33 years and have been working in Baltimore for 14 years. I support the 6-8-6 South alternative for the Chesapeake Bay Bridge and appreciate the focus on improving long-term safety and traffic flow. I strongly oppose including a pedestrian/bicycle path on this crossing. The bridge's length, elevation, frequent high winds, severe weather conditions, and heavy truck traffic make a shared-use path impractical and potentially unsafe. It would also create additional maintenance and emergency response challenges. Given the cost and limited realistic usage, resources would be better spent on roadway safety improvements and expanding bike and pedestrian infrastructure on land where it can be safely and consistently used.
636	Length of the actual bridge proposed Can someone please point me to the portion of the Tier 2 DEIS where the length of the actual bridge span for Alternative C is documented? I've found sections related to the cross width of the roadway, the entire length of the corridor and other measurements - but not that of the length of the actual bridges themselves. I'm probably not finding the pages in the volumes of materials so would appreciate assistance in locating that information. Much appreciated. Jon Morrison
637	Refer to the scanned letter following this table.
638	Please ensure that a full-length shared-use path is included in the improved crossing. Providing an active mobility crossing of the Chesapeake Bay would support sustainable, non-polluting access for nearby residents and longer-distance travelers and tourists, as well as support bridge maintenance activities and emergency evacuations. With the growing adoption of electric-assisted bicycles, the length of this crossing will not pose a significant constraint on the use of this path.
639	Please ensure that a full-length shared-use path is included in the improved crossing. Providing an active mobility crossing of the Chesapeake Bay would support sustainable, non-polluting access for nearby residents and longer-distance travelers and tourists, as well as support bridge maintenance activities and emergency evacuations. With the growing adoption of electric-assisted bicycles, the length of this crossing will not pose a significant constraint on the use of this path.
640	I recommend and support a bicycle, running, and walking path adjacent to any new bridge span crossing the Chesapeake Bay. This would be a tremendous addition to Maryland trails, getting people out of their cars and experiencing the beauty of the Bay.
641	Please includ bicyle lanes on the new Chesapeak Bay Bridge. The short distance between Annapolis and Kent Island, andccontecting trails on each side make this an opportunity that should not be missed. I
642	I Strongly feel a bike/walk path on the Bay Bridge would be most Beneficial. Thank you!

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643	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
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645	Please include pedestrian and bike paths. - The Chesapeake bay is an endearing symbol of Maryland. The bridge should reflect that in architectural style. While it's essential to spend taxpayer funds carefully, we should not sacrifice beauty by creating a utilitarian bridge with no sense of place. The new bridge should be designed to become a new icon and symbol of Maryland and the Chesapeake bay. I don't know how publicly funded project calculate ROI on something like that - but we'll hopefully have the bridge for more than 100 years - think of San Francisco's Golden Gate Bridge and the "other" Bay Bridge as what the new Chesapeake Bay Bridge might become.
646	Any new span must have multimodal infrastructure. That means protected bike and pedestrian lanes. It would make no sense to not include these. It would be such a massive missed opportunity to build a bridge for cars and not for people. Add the bike/scooter/pedestrian lanes.
647	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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648	I strongly urge MDTA to include a mandatory separated walking and bicycling path in the planned new Chesapeake Bay crossing. Among many benefits, I would like to mention two. 1) Connecting existing trails on both sides of the Chesapeake will increase their use and attract cyclists from across the country for multiday visits. This will contribute to the surrounding tourist economy. I can attest from personal experience with the Great Allegheny Passage and C&O Trail how connection of cycling routes has led to sustainable commercial development of supporting services. 2) Enabling pedestrians and cyclists to gain an unfettered view of the beauty of the Chesapeake will increasing resident satisfaction/quality of life and area livability ratings, as well as citizen appreciation of and support for bay maintenance and restoration efforts. Social media sharing of bay photos and comments could also contribute to tourism.
649	As a resident of Harbor View on Kent Island off of Cox neck Road I would like to see the plan include sound barrier walls on the south side of Route 50 all the way from the Baybridge to Cox neck Road and beyond. Living four blocks off of 50 now we hear the traffic and I can only imagine the traffic noise will only increase in decibels, so please consider constructing thes sound barrier walls to mitigate the increased roar of more traffic. These walls are all along the western shore, and should be included for the impacted communities on Kent Island to the 50/301 split.
650	Include Shared Use Path as a Mandatory element of the the Chesapeake Bay Bridge Crossing study I support the MANDATORY inclusion of a traffic-separated shared use path in the Bay Bridge Crossing study. As an avid cyclist, I have crossed the Bay Bridge many times for the purpose of riding on Kent Island, many times with other people. Being able to cross the bridge on my bicycle would be a godsend for avoiding the traffic backup at the bridge. It would also open up the entire Eastern Shore to multi-day bike trips where one would not have to arrange a bay crossing. I am sure that many long-range touring cyclists do not venture to the Eastern Shore because of the logistics of getting to the other side. Connection of the Eastern Shore to cyclists, and even walkers and runners, I would dare say, would open up economic opportunity to hotels, restaurants, and other businesses to the cycling community. Sincerely, [Name and Address Redacted]
651	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy.

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	The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
652	A very important component to this plan that I do not see addressed at all, are the provisions that will need to be made in order to accommodate the increased traffic both during construction and afterward. Experimenting with closing of exit 32 during the summer on arbitrary days just punts the traffic gridlock back to the onramp at exit 30 - meaning that the issue is not addressed, just moved. For those living on the Broadneck peninsula between Rt 2 and the bridge, our kids are still stuck on school busses for 60 minutes to go 5 miles, emergency vehicles still can't get through, and once we leave our home we cannot return. If you can keep ALL of the through traffic on 50 or exit without being able to re-enter AT ALL (not just to turn around and go back up the road 2 miles at 5 mph) I'll believe this can work. I do like the idea of pedestrian and bicycle access.
653	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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655	We are writing to express our support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. An example is the Mario Cuomo Bridge across the Hudson River north of New York City. People here in Maryland visit that bridge and describe how much they enjoyed walking and pedaling across it. It is a tremendous asset to the region. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties, and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. We see this as a once in a lifetime opportunity to make the area a world-class destination for the region. We join our advocacy partners in urging you to make the path a mandatory feature of the replacement bridge.

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	Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
658	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
659	Formal Support for a Mandatory Shared-Use Path on the Chesapeake Bay Bridge Replacement Dear MDTA, I am writing to formally express my strong support for the inclusion of a mandatory, separated shared-use path for pedestrians and cyclists on the upcoming Chesapeake Bay Bridge replacement project. As the MDTA evaluates its design options, it is critical that this once-in-a-generation infrastructure project prioritizes multimodal access. A bridge that only serves motor vehicles is a missed opportunity. Why a Shared-Use Path is Essential: * Shore-to-Shore Connectivity: I advocate for a path that spans the full length of the bridge, providing a functional connection between the Western and Eastern Shores. * Economic Impact: A bicycle-compatible bridge would transform the region into a premier destination for cycle-tourism, boosting local businesses in Anne Arundel and Queen Anne's counties, and beyond. This is especially true if the trail connects to other local trail systems. * Health focus: Marylanders love and actively use our trail systems to stay healthy! The current lack of bicycle and pedestrian access across the Chesapeake Bay is a significant gap in our regional trail network. By including a dedicated path in

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	the final design, the MDTA can ensure that the new bridge serves all Marylanders, regardless of how they choose to travel. Thank you for your time and for considering the long-term benefits of a truly multimodal Chesapeake Bay Bridge. Sincerely, [Name Redacted]
660	We need a bike path and walking path on the Bay Bridge
661	Okay, my name is [Name Redacted]. I live in [Address Redacted]. No organization, actually probably bike AAA. I belong to that, bike, Anne Arundel County. Um, I have lived in Arnold for like a year and a half now. It's been great, except the access to recreation is lacking. If you if you're a biker and you like biking, then you know that winter is probably like the worst time of year to bike. And if you look at the Baltimore Annapolis Trail right now, it is just horrible. We don't clear it at all. Um, we just kind of wait for the ice to go away, which I like to bike commute as well. I moved here from Boston. They do a great job of clearing things we do not down here. That's kind of like a different story. Um, A couple comments, uh, has the traffic alleviation from the future ferry been modeled uh, with respect to this study, um, Where do the people go? Where do the people go when they cross the bridge and would that ferry do anything to alleviate the traffic in the future? Highly recommend looking into that. And I highly, highly, highly support a shared used bike path, a couple points. Biking is a 100% aid, you have to build it so they will come activity. Many people are scared to bike next to cars or on roads that do not provide for protection. I am scared of it, but I do it anyways for better or for worse. I think that Biking's an extremely underrated and underappreciated form of commuting. Maryland does a lot, but we still need to do more to make bike commuting more feasible and connecting paths is the way to do it. Again, because of the bike safety, when you leave a path, what happens when you get off the bike, the Baltimore Annapolis Trail, and then you have to go and bike through the Naval Academy, like you're still on a road with a bunch of cars. No one wants to do that. I don't want to do it. I do it anyways because I like to bike. Um, Again, yeah, when we when we when we build the shared youth's use path, we must make sure to think about the pedestrian safety. I biked on a lot of shared-use paths with, and with shared-use paths. You have many forms of use. You have walkers, bikers, strollers, you have little kids running around running right into you while you're biking, even if you're, you know, 10 miles an hour. You still have that. If we build, or when we build a shared-use path. We have to consider that there's going to be a commuter portion of this path. There's going to be bikers who want to just get to work if they're using this path. There's probably going to be pedestrians. There's probably going to be moms walking their kids and runners and whatever. We need to consider that there should be a portion of this path that is for commuting that is for 15 miles an hour plus by gain for e-bike biking. If you're on this bike path, you're not going to be going for 10 miles an hour, you're going to be trying to zoom. You're not you're not going to be trying to sit on it for 6 miles, doing 10 miles an hour. You want to get to the other side. Yield my time. Thank you.
662	Mandatory Shared-Use Path for Bay Bridge Replacement Dear MDTA, I am writing to express my strong support for a mandatory, separated shared-use path on the Chesapeake Bay Bridge replacement. * I support a full-length path to link the Western and Eastern shores. * I support the path being physically separated from vehicular traffic to allow safe passage for all ages and abilities. * I support the path being mandatory and not just an "optional" feature. Investing in a bridge without a dedicated walking and biking path is a missed opportunity. Please ensure the final design includes this essential infrastructure. Sincerely, [Name Redacted]
663	Please don't be short sighted. The Cuomo bridge and GW among others have shared used paths which are wonderful for the livability of the communities. Sincerely, [Name and Address Redacted]

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664	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
665	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next

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	hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
666	I fully support a bike/walking path on the new Chesapeake Bay Bridge. This would be a wonderful opportunity to continue providing alternative transportation and recreational resources that integrate Marilyn's concern for the environment, recreation, sport, and transportation. - [Name and Address Redacted]
667	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
668	Bay Bridge Bike Path Greetings, Let’s link the shore for seniors. As a lifelong Marylander who is retiring, I’m looking to stay active and enjoy my retirement. Biking is important to me to stay healthy as I grow older and will factor in where I live. I’m are writing to express myr support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. People here in Maryland visit that bridge and describe how much they enjoyed walking and pedaling across it. It is a tremendous asset to the region. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne’s counties; these well-used trails represent substantial

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	investments by the counties, and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. We see this as a once in a lifetime opportunity to make the area a world-class destination for the region. We join our advocacy partners in urging you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name Redacted]
669	A new bridge should go down south to divert traffic from those areas. Leave the middle Eastern Shore folks alone! Makes me wonder who is making money from the current recommendation.
670	I dont think its safe to have a bike lane. Who will monitor the bike lane? Will it be open 24 hours. Will vehicles be able to see the people riding the bikes? This is dangerous plus an extra cost.
671	I dont think its safe to have a bike lane. Who will monitor the bike lane? Will it be open 24 hours. Will vehicles be able to see the people riding the bikes? This is dangerous plus an extra cost.
672	I am writing in support of a *mandatory* separated bicycle and pedestrian shared-use path on one of the spans of the Chesapeake Bay Bridge replacement. I believe the Maryland Transportation Authority has recommended an optional bicycle and pedestrian path despite 56 local, regional, and national organizations calling for the path to be included in the new design. Including a mandatory path is a common-sense way to improve quality of life, health, and safety, while also reducing congestion on the new span, and increasing economic value of the bridge to surrounding communities.
673	Please install a dedicated pedestrian/bike lane on the new bridge.
674	Hi MDTA, I am asking for a barrier-separated bike/ped lane on a replacement Chesapeake Bay Bridge. The State of Maryland must provide the proper infrastructure for bicycle and pedestrian methods of transport throughout Maryland in order to prevent climate change, reduce vehicular traffic, lessen pollution, ensure safety, provide equitability to all, and enable health promoting facilities to citizens.
675	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next

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	hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
676	I am writing to urge you to include a pedestrian/bicycle lane, separate from the trffic lanes on the new Chesapeake Bay Bridge. As someone who participated in the original Bay Bridge Walk, and in the only cycling event that was part of Cycle Across Maryland, in the mid-1990's, I can attest to the wonder of the view. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. A wonderful example of this would be the bridge crossing Indian River Inlet, in Delaware. □Bikers and pedestrians are afforded a safe connection over the inlet, north-south, and get a nice view as well. Imagine the increase in business volume in stores and restaurants at both ends of the bridge as people spend time at their destinations, whether walking or riding. Imagine the draw this would have to bring such people to a fun area, that normally, they just drive through. Thank you, and please include the crossing! Sincerely, [Name and Address Redacted]
677	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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679	The shared use path should be mandatory for this development and the bay bridge should not be limited to use solely by motor traffic. The SUP would open the bridge up to a greater audience and provide significant value to those who choose to travel by other means
680	This is not construction related, but has there ever been consideration given to congestion pricing for the bridge? This could ease the Thursday - Sunday summer traffic issues and people might consider leaving early or staying later at the beaches as MDTA suggests. Residents with local zip code addresses would be exempt from these prices. It might help in the meantime before this huge construction project is completed.

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681	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
682	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both

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684	Comment on Draft EIS - Bay Crossing Study Dear Maryland Transportation Authority Review Team, I am submitting the following public comment regarding the Draft Environmental Impact Statement (DEIS) for the Bay Crossing Study. As a frequent visitor to the Chesapeake region, this project is of great importance to me. It is clear that the public has a need for increased transit capacity crossing the Chesapeake Bay, and based on the information provided in the EIS, Alternative C is the most appropriate among all the listed options. It has the overall lowest environmental impact and causes the least amount of damage to critical delineated wetlands, as well as other sensitive ecological zones. Regarding the potential Shared Use Path (SUP), I strongly support its implementation if the budget allows for it. Currently, the Bay Bridge is Maryland's only crossing of the Chesapeake, and plays a significant role in fulfilling the region's transportation needs. However, the lack of a dedicated, barrier-separated path for bikers and pedestrians limits the bridge's ability to fulfill the transit needs of all its potential users. Adding an SUP to any new bridges would address this gap by providing safe, eco-friendly, and recreational transportation options across the Chesapeake Bay. Adding this path would improve public access,

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	and this vital infrastructure would be able to serve a greater portion of Maryland residents. Thank you for your consideration of this comment. Sincerely, [Name and Address Redacted]
685	Please provide a safe protected pedestrian bike lane across one span of the bay bridge. Ideally this path could also act as a emergency lane for emergency vehicles.
686	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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688	I urge the Maryland Transportation Authority to make a BARRIER-SEPARATED BICYCLE AND PEDESTRIAN SHARED-USE PATH A MANDATORY FEATURE of the Chesapeake Bay Bridge replacement, not an optional add-on. Maryland has a proven model to look to: the GOVERNOR MARIO M. CUOMO BRIDGE IN NEW YORK. Its shared-use path was built as a core part of the project, safely separated from traffic, and it now serves both everyday transportation and regional recreation. It has become a destination in its own right while strengthening cross-river connectivity and economic activity. The Chesapeake Bay Bridge replacement is a ONCE-IN-A-CENTURY OPPORTUNITY to do the same for Maryland. Demand for access is already clear through the annual Bay Bridge Run, which draws thousands of participants for only a few hours of access one day a year. A permanent path would unlock that value year-round. A shared-use path would also close a critical gap in nationally significant trail systems, advance Maryland's own transportation and Complete Streets goals, and maximize existing public investments on both sides of the Bay. Most importantly, making the path mandatory ensures it is delivered, not deferred. The decisions made now will shape Maryland's transportation system for generations. I respectfully ask MDTA to ensure the replacement bridge connects PEOPLE, NOT JUST VEHICLES, by including a required shared-use path. Sincerely, [Name and Address Redacted]

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690	[Name Redacted]. Address [Address Redacted]. Good evening, and thank you for taking the opportunity to provide some comments. My name's [Name Redacted]. ecological restoration, environmental project planning. My comments come from a technical perspective, focused on protecting the natural systems while advancing this necessary infrastructure. First, I want to acknowledge the scale and importance of this project. I know infrastructure of this magnitude will inevitably interact with sensitive coastal and bay resources, and I encourage the study team to continue emphasizing avoidance and thoughtful design so that the environmental protection is built into the project framework rather than treated as an afterthought. Water quality during construction is an area that deserves particular attention. The bay is already under nutrient, sediment pressure, and its large scale construction activities can create impacts in the immediate footprint. I encourage the project team to clearly outline construction phase protections, monitor expectations, and adaptive management strategies that allow for rapid response to these field conditions when they occur. Uh, last thing I want to add is the landscape restoration. I know someone already mentioned this, but strongly recommend prioritizing those native plant communities and pollinator friendly vegetation, improving the long-term slope stability, reducing maintenance, and supporting that local wildlife, as well as those critical pollinator populations that are essential to regional ecosystem health. Uh, finally, just want to continue the request for transparency and cumulative, around the cumulative impacts and mitigation strategy developed, uh, where impacts cannot be avoided, identifying those high quality restoration opportunities within the broader watershed, um, just strengthening the environmental outcomes and public confidence throughout the process. Thank you for taking the time and uh, thanks. Bye.

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691	I am writing on behalf of the East Coast Greenway Alliance to strongly recommend that the Chesapeake Bay Crossing project incorporate the shared-use path into its design in order to spur economic development, improve public health and sustainability, and offer the many travelers an affordable non-car option for exploring the Eastern Shore and the state of Maryland. A Bay Crossing Pathway would create the ultimate gateway to the Chesapeake Bay and its rich natural and cultural history. There is no current way to walk or bike from one side of the state to the other, and this bridge path would fill that gap, tying together a critical link in the statewide trail network, as documented in the recent Maryland State Transportation Trails Strategic Plan. Regionally, this links together the existing Cross Island Trail of the growing MD Eastern Shore Regional Trail network with the immensely popular Anne Arundel Trail Network that includes the Broadneck Trail, B&A Trail, South Shore Trail, and WB&A Trail, linking Baltimore and Annapolis with additional trail connections over to DC via the Capital Trails Network. The bridge path would also create an incredibly scenic alternative route option along the East Coast Greenway, linking cities from Maine to Florida, which sees long distance travelers seeking out its trails every year. The demand is already here as evidenced by the Bay Bridge Run, as thousands (17,000 in 2024 and 19,000 who registered for 2025) come out to run across the Bay each year, paying around $100 each and bringing friends and family to the region, spending additional time and money in the area. And that's only with an option to cross the bay just one day a year. Maryland should follow the examples of the iconic George Washington Bridge, Governor Mario M. Cuomo Bridge, and Walkway over the Hudson in New York, the last of which has been documented to bring hundreds of thousands of people and tens of millions of dollars to benefit the region in those regions. Dozens more bridges across the country including MD's own Woodrow Wilson Bridge over to DC have proven incredibly successful and a draw unto themselves for people to walk and bike, and now is the time to invest in the future of how Maryland invites its own residents and many visitors to explore, enjoy, and embrace all the larger Chesapeake Bay region has to offer.
692	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the

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	shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
693	I am an avid cyclist and trail walker in Queen Anne's and surrounding counties. I have been driving across the bridge since I was 16 and I love it, except traffic, constant construction, and the shifting lane thing. But most importantly I have been disappointed by the requirement that I need to have a car to cross it. I would love to cycle/walk across the bridge and apart from the bay bridge run, I can't. Both Anne Arundel and Queen Anne's county have spectacular riding areas, trails, parks, especially ones at either end of the bridge. But they feel so disconnected when your only access is by car on the bridge. I have traveled with my bike to other places, and their bridges have protected bike/pedestrian pathways and it's amazing. People can engage with the, soon to be iconic, infrastructure in a way that is more interesting, practical, and less stressful than driving in a car. These are the places people take photos of when they reach the peak or that iconic spot with the bridge in the background. (think Brooklyn Bridge) The current bridge broke grounds for connecting the Eastern and Western Shore in a way that was fast and practical compared to the ferry it replaced. You have the opportunity to make new connections with pedestrian / cycling pathways and provide better integration into the communities of Anne Arundel and Queen Anne's. This bridge will be an icon for the state of Maryland just as the current bridges have. I beg you to please integrate pedestrian/cyclist infrastructure that into this new bridge design.
694	My name is [Name Redacted], last name [Name Redacted]. Uh, I'm just representing myself. Uh, and I live at 12 Baldridge Road. Annapolis. I've been there for 6 months now, more or less. I just moved back from Seattle. And I just have to say, listening to the last few folks kind of perked me up as far as having more of an eye to the future. I love everything you guys have done here. I think this is a wonderful presentation and a wonderful opportunity to give some input. Um, I would put forward. I know a lot of other bridges have been mentioned and I've been listening for the Seattle area because I've lived in Seattle for 20 years. I moved from Cape St. Claire out there and worked in the city, lived on the east side. I don't know if you're familiar with Seattle, but Lake Washington is a very deep lake that divides basically the 2 parts of the city. Seattle wouldn't admit that Bellevue's part of Seattle, but kind of is. Um, So they've, I don't know if they're just finishing. I know they're testing a new light rail coming across like Washington on a floating bridge. Um, they're just, they're light years ahead. The ease of commute out there was so fabulous. And I know you guys are working with a lot of other agencies, maybe have limited purview on some of the regional transportation options. But if we can think about getting away from the reliance on cars. I just want to back up that statement that some other folks have made and also throw my hat into the ring on making the SUP a required part of this project. I was frequently passed by bicycles going back and forth across the same I- 90 bridge that has been there. It was there the whole time I was in Seattle. I think I moved out in 2007. And the bikers were constantly going back and forth across the bridge on that path, and we just took it for granted. It was just, you know, the way things were there. And I think it's a real lack of, um, I don't know, moving forward here that, you know, we haven't put in more of these lanes and paths and now that we're able to connect them. I think it's a real opportunity too. So, That was basically all I had. I know I'm kind of reinforcing some other speakers, but, um, you know, again, I think that Seattle area is a real good example if, if there's any opportunity to look. Thank you.
695	A bike/ped shared use path needs to be included in the final design of any new bay crossing. This is a key link that will enable tourism and recreation connections with the network on both sides of the bay. I have used the Wilson and Tappan Zee bridge paths, and the bay needs one like it for safe bike/ped access across the bay.
696	Make it happen
697	I am contacting you to express my support for including a mandatory separated walking and bicycling path in any new span added to the Bay Bridge in the future. This has proven valuable in the Wilson Bridge and Frederick Douglass bridge replacements, for both recreational and

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	environmental reasons. I am a Maryland tax payer and voter, have often participated in the Bay Bridge Walk/Run and am a frequent bicyclist in Anne Arundel county and on the Eastern Shore. Thank you, [Name Redacted]
698	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
699	Growing up in the D.C. area I have been across the Chesapeake Bay Bridge many times in my life. I have firsthand received the benefits of the current bridge and believe that rebuilding the bridge could further the benefits and increase the safety and efficiency of the bridge. In my opinion Alternative C is a well thought out option for the future of the bridge. Alternative C has less negative impacts on the environment as well as less impacts on private and historic properties. Some have raised the concern that Alternative C will create a new bottle neck as only the bridge and areas directly near it will be expanded to 8 lanes. However, a large portion of congestion surrounding the bridge comes from lane closures due to accidents among other things. With the additional roads on the bridge there will be less congestion when accidents happen. While expanding the roads as seen in Alternatives D-G could also be useful, it would also have a larger negative impact on the human environment. Despite not having these roads I believe that Alternative C will have a beneficial impact by providing more roads to decrease congestion on the bridge and that this will lead to less congestion in surrounding areas.

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701	Don't just make the bridge accessible to vehicles. Providing bike lanes or a sidewalk would be of community value. People love walking on the Golden Gate Bridge and it's a draw
702	Please make a shared-use path a mandatory feature Good day I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. I'd love to continue my training across in preparation to participate in these events without fear of the potential dangers already plaguing the world of cyclists. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when

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704	Please make a shared-use path a mandatory feature I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic

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705	I would like to see a bike/pedestrian lane on the Chesapeake Bay bridge. Regards, [Name Redacted]
706	I strongly support the inclusion of the optional bike and shared use path. Thoughtful design of this path would more intimately connect the eastern shore to the rest of Maryland, allowing all Marylanders to enjoy the area and make visiting the eastern shore easier.
707	I am writing to support making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. Maryland should be leading the way in terms of transportation options. Maryland should also encourage integration with the three key existing routes, which can really only happen if there is a bicycle and pedestrian option across the Bay: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) You can be sure there will be competitive and community-building runs and races. Finally, it seems like a good option to also provide emergency access. Sincerely, [Name and Address Redacted]
708	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the

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	Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
709	Very interested in including bicycle & pedestrian access for the bridge. Also want to see capacity for a rail line, which will be needed in the next generation, within the lifetime of the bridge.
710	Support for Mandatory Separated Bicycle/Pedestrian Path on New Bridge Dear Sir or Madam: As residents of the local Cape St. Claire community near the western end of the Chesapeake Bay Bridge, we will be especially impacted by the construction turmoil, ultimately increased traffic, noise, and backups, and the unavoidable loss of natural land cover as local approach roads are correspondingly enlarged and/or realigned, all of which will undoubtedly result from what we consider to have been an ill-advised decision to replace the existing spans of the bridge with new, higher capacity spans. Already, automobile access roads to our local community are overwhelmed during peak traffic periods, particularly on summer weekends, frequently leaving it impractical for us to leave our community by automobile for fear of hours-long delays trying to return home. While the new higher-capacity spans might in the short-term help to alleviate the current traffic backups, traffic volume will over time continue to increase, and we will be right back to the overwhelming backups that we have now. Being realists, however, we understand that the existing bridge replacement decision has been made, and in that context, we are therefore writing to express our adamant support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. At the very least, such a path would provide us local Western Shore residents with a new route for non-automobile access to alternative aesthetic, recreational, dining, and/or retail opportunities while crossing the Chesapeake Bay and upon arriving on the Eastern Shore during peak traffic backups, as minimal compensation for the construction turmoil, ultimately increased traffic, noise, and backups, and the unavoidable loss of natural land cover as the local approach roads are correspondingly enlarged, from which we will undoubtedly suffer. Beyond our directly personal concerns and desires, we further note that there are many other bridges throughout the US that have separated pedestrian and bicycle paths, and that these bridges have become destinations for recreation and tourism that substantially bolster local and regional economies. Due to the size and scale of the Chesapeake Bay and the location of the Chesapeake Bay Bridge, we envision that the impact of a path on the replacement bridge could have magnitudes higher impact on our regional economy than most other similar existing paths on other bridges have on theirs. By closing the current gap between the existing trail systems in Anne Arundel and Queen Anne's Counties, the Chesapeake Bay Bridge path would improve non-automobile access to or along the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail). We further note that the existing well-used and directly adjacent local trails represent substantial investments by the local counties, and connecting these trails across the new Chesapeake Bay Bridge will support the budding Maryland Eastern Shore Trail Network. The shared-use path could also facilitate a non-automobile commuting alternative and, if properly designed, an additional emergency vehicle/maintenance lane. We see the inclusion of a bicycle/pedestrian path as a once-in-a-lifetime opportunity to make the new Chesapeake Bay Bridge a world-class amenity for the State of Maryland, but we also see it as minimal "lemonade from lemons" compensation for local residents like us who currently are, and will in the future continue to be, so personally and adversely affected by the direct physical and traffic-related impacts of the Chesapeake Bay Bridge. We join our advocacy partners in urging that a bicycle/pedestrian path be made a mandatory feature in the design and construction of the new replacement Chesapeake Bay Bridge. Sincerely, [Names and Address Redacted]

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711	It would be incredible to have a separate bike path that goes across the bridge. Huge community of cyclists that would utilize it to go to and from the eastern shore
712	Please make a shared-use path a mandatory feature I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
713	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next

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715	Thank you. My name is [Name Redacted]. first name is spelled [Name Redacted]. Last name is [Name Redacted]. I live on [Address Redacted]. So I appreciate the opportunity to be here. I have lived on the Eastern Shore since 2001 and was a daily commuter over the Bay Bridge for 23 years. When I retired in May '24, I was thrilled not to have that commute over the Bay Bridge, but I will say I did have a little love affair with it for 23 years because it brought me home every night. So I'm very grateful for the Bay Bridge and I'm grateful to be here. I am amused by the word queue because I never texted anyone saying, hey, I'm in a queue by the bridge. I'll be home late. It usually was traffic jam. I'm humored by you phrasing it that way. I am here to advocate for the shared-use path. As a biker on the eastern shore, I am part of the Chesapeake Cycling Club. Call us, whoever else is here, if anyone else is here. And it would be an excellent resource. We have the trail infrastructure on both sides of the bridge already. The other shore has the new paths that were just built. We have the Cross Island Trail. So all the infrastructure is there to have a crossing connecting to those pathways already. So how great would that be for people that want to commute to either side or to do recreational purposes? So I really advocate for that. I think it's worth it to do it. I know it's part of my tax dollars and I'm happy to pay that. So, as a side note, I want to mention a revenue producing item. So I would like you all to consider putting in red X cameras on the bridge, because every one of us sitting in this room, his sat on the green X and seeing inconsiderate driver, zipping up the red X side. So how great would it be for them to get big

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	fat tickets? So there is a way to raise revenue for that shared-use path. Yes. Thank you for clapping. So I've brought this up to the Queens County Commissioners, and I also have called the governor's office several times, sitting in the queue watching people zip past me. So, um, there is already technology for red light cameras and for speed cameras, so why not put in red X cameras? That would just make me super happy. Not as happy as a shared-use path, but equally as happy, maybe. So thank you for this opportunity. I appreciate it. And, um, That's all I have to say.
716	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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	Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
719	The imagery and interactive mapping was very informative and everyone was very knowledgeable. My main concern is how long it will take considering traffic is heavier every year. I understand it's not a quick task but hoping construction will not last longer than predicted.
720	Excellent presentation, all questions we had were answered by staff. As far as the optional "bike lane", I find either choice acceptable - in other words, I don't care. Smiley face.
721	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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724	If there is any way possible to add a bike/pedestrian lane to the new bay bridge(s) I strongly suggest this be added to the bridge design. Thank you
725	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all people, not just those who have a driver's license. Because of medical conditions, I'm not driving. However, I would like to be able to walk across the bridge as an alternative.□ Please make the Bridge available to all, not just those with a driver's license. I urge you to ensure the replacement bridge serves all people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
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728	Hello. I would like to offer my opinion on the proposal for the new Chesapeake Bay Crossing. I recognize that the existing Bay Bridge needs to be replaced and that there is room for improvement over the original design, but the proposal as it exists now is deeply flawed and represents a terrible investment prospect for Maryand's tax dollars. The new proposal would create a total of eight lanes, four in each direction, and that's the end of it. The intention is clearly stated to be the idea that this will reduce congestion on the bridge, which has been disproven consistently and repeatedly for decades. Traffic studies on the subject have found that the addition of more lanes does not reduce congestion appreciably, and in fact due to induced traffic often increases it within a few years. This information is not new, radical, or difficult to find; in fact here are some publications that appear simply in the top results for a basic web search on the subject, from sources with a variety of backgrounds and intentions, including citations leading to the actual scientific research: https://bloustein.rutgers.edu/demystifying-science-the-more-lanes-we-add-the-more-cars-there-are/ https://www.ucdavis.edu/magazine/does-widening-highways-ease-traffic-congestion https://www.scientificamerican.com/article/why-widening-highways-doesnt-fix-traffic-but-congestion-pricing-can/ https://rmi.org/more-lanes-do-not-mean-less-traffic/ What adding more lanes will do is increase the up-front cost and recurring maintenance costs of the project. Most likely it will also increase emissions associated with the bridge, again due to induced traffic, which will increase costs in waterway pollution, healthcare expenses, and quality of life to taxpayers like me, and do so at *our* expense to boot rather than the expense of people using the bridge. Instead, the way to successfully achieve the goal of reducing congestion is to create the following other provisions: 1) Adding a toll for motorists using their own vehicles to *discourage* driving across. 2) Adding low- or no-cost mass transit service between major transit hubs and population centers on either side--the most obvious solution being a two-way shuttle bus across the Bay, with dedicated protected lanes that only buses and emergency vehicles can access, with adequate frequency to be convenient for users, and with a park-and-ride station at each end to make it easy and convenient for motorists to access and use. 3) Adding a fully protected bike and pedestrian pathway to provide another alternate means of transportation across the Chesapeake Bay that doesn't require the use, and subsequent space and externalities, of a personal car. Fortunately, there also exists an extremely easy pathway to implement all of these changes: not to redesign the existing Bay Crossing construction plan, but to simply to change the utilization once built. One span would be used for personal and commercial motor traffic, with two lanes in each direction and those lanes made wider and thus safer than the existing bridge. The other span would have two lanes devoted strictly to buses (and emergency vehicles when needed), and the other two converted into a pedestrian and bike path complete with plenty of room for safety barriers. This is similar to the implementation of much of the Lakefront Trail in Chicago, IL, which is renowned among locals and visitors, but it also provides obvious improvements over even that. This design will make it easy for MDOT to provide quick, reliable bus service, provide a much faster way for emergency vehicles to cross the bridge if ever needed than the current plan (or Lakeshore Drive in Chicago) provides, and make the crossing pleasant and safe for those choosing to walk, cycle, scooter, skate, etc. which will further encourage these non-congestion-inducing modes along what Maryland in turn has the potential to build into a nationally renowned public green space, all while substantially reducing the maintenance requirement and associated expenses for the latter span and thus the project as a whole. If Maryland wants this project to provide the best possible benefit its taxpayers, that is the plan it should be pursuing, not the proposal as it stands now. Thank you for your time.

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729	Please include a multi-use pedestrian/bicycle path on the bridge. The paths on either side of the bridge would be greatly benefitted by such a trail, as would Marylanders!
730	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
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732	Bay Bridge Review Committee With a tight budget, the state must consider ways of avoiding unnecessary spending: The proposed new bay bridge is a perfect example of that. The state should also be mindful of its commitment to lowering greenhouse gases and air pollution. Right now and with a new bridge, the primary means and in most cases the only means of getting to the Eastern Shore is by driving one's personal car. Often there is only one person in the car. We need to think and act beyond this private box. Here are better options: 1. Subsidized bus transportation. A bus is capable of carrying over 50 passengers who would otherwise be driving their own vehicles. This alone removes 49 vehicles from traffic. 2. Give buses their own eastbound and westbound lanes. This would greatly decrease the time it takes to get to preferred destinations, such as Ocean City by bus. This is only fair since the buses are not causing the congestion. 3. Institute pedestrian / bicycle ferries between places like Baltimore and Rock Hall. Often travelers only wish to reach towns on the Eastern Shore. Bicyclists treasure the less busy and less hilly back roads of the Eastern Shore for bicycle touring. Battery electric ferry boats are cleaner and becoming less expensive compared to diesel ferries. The existing bay bridges can provide many more years of service without traffic congestion by giving travelers smart preferred options. Sincerely, [Name, Phone Number, and Address Redacted]
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737	BICYCLE CROSSING FOOT BRIDGE UNDERNEATH THE NEW SPANS. FERRY BOAT CROSSING FROM CHESAPEAKE BEACH TO CAMBRIDGE OR OXFORD.
738	I support Alternative C in its entirety. It will improve mobility and safety and enhance ship traffic on the Bay. Maryland badly needs this increased traffic capability. I dread every crossing I have to make at present, using the existing infrastructure. Let's get this built! In an ideal world, an extra lane in each direction from the eastern terminus of the bridge to the 50/301 split would be nice, too, but that can come later.

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744	I ride My bike a lot and I would never consider crossing that Bay bridge on my bike . I realize it sounds like a great idea, But I don't think it is a smart idea. Please, please, please do not put a bike lane on the bridge. People have enough trouble concentrating without the bikes on the side. There have been too many accidents on the bay bridge (s) and someone is going to get killed on their bike trying to cross over. Yes, please Widen the bridge. But please, no more distractions are needed above the water. Sincerely, [Name and Address Redacted] Eastern and Western Shore Resident

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745	Yes, hello. My name is [Name Redacted]. It's [Name Redacted]. I'm at [Name Redacted]. Um, I also want to just put in support for this, um, shared used path. Um, I think, as the previous caller said, it would sort of attract interest, and it would also be very good for people who already live here. Um, On the Western shore, they've just extended the bike and shared use path. I think it probably already goes almost to Sandy Point, and there's the Cross Island Trail over here on the eastern shore. And so the connection between those 2 would be wonderful. And I live really close to the bridge. And so, um, If if there had been a shared use path, on this existing bridge, I'm sure a lot of people like myself would go on it because, you know, it would be just a magnificent view. So again, I guess I'm just indicating my support as the previous caller said, you know, a $1,000,000,000 or so seems like a lot of money, but I think it would be money well spent. Thanks.
746	There is no reason why a pedestrian/bicycle travel path should not be added to new construction of the bridge. The cost to add this to new construction is negligible during initial construction, but to go back afterward is significantly more expensive. Please add this to the construction. Thank you,
747	Concerns: 1. Noise 2. Runoff from the road 3. Silt going into the creek Currently there is a lot of runoff that pours down my driveway and goes into the creek on rainy days. Currently the road drainage where I live is not adequate to handle the runoff. Hopefully this is remedied under the new construction plans. Meredith Creek is filled with silt.
748	Add a bike lane
749	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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750	NO SUP! Absolutely not. Dumb idea. Bikers who can't even make it across the grade or distance! $1-2 Billion for a mere 200 bikers; get real! Creates rubbernecking drivers, no rest, relief (toilet) for peds or bikers. SUP makes it easy for risk takers and bridge jumpers. Also, the focus is on Bay Bridge, NOT 213 or 404 traffic bottlenecks. Stop allowing comment on 213, 404 and 301 North housing development.
751	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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754	The bicycle and pedestrian option must be MANDATORY in the plan or else it will never happen - you know it, and I know it. We have a once in a lifetime opportunity here to create something here to really tie the state together and put it on the map as a cycling destination. I live here and can tell you I would use it regularly! Take a look at New York City and how many people walk across the narrow pedestrian path on the Brooklyn Bridge every day. Our state deserves this and it is such a lower cost of construction and maintenance compared to one more automobile lanes. Let's face it - there will never be enough car and truck lanes to make people happy, but you can add JUST ONE lane for bicyclists and pedestrians and you will make thousands upon thousands of people VERY HAPPY with what you have done. On top of that, it will connect to amazing bicycle/pedestrian infrastructure on both sides of the existing bridge and bring visitors to Kent Island especially that would otherwise never go, or just drive through on their way to the beach. Take a chance and do the right thing, please.
755	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The revent replaced Tappan Zee Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and as a former New Yorker and newly minted Baltimorean i can speak directly to the value it offered for local residents providing new access, tourism, recreational ability, and access to the amazing views. And I would deeply, deeply appreciate having that in my new home. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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756	As a bicycle rider of 50+ yrs in 8 different states, I am submitting this comment in strong support of including a designated walking/cycling pathway across the new construction of the Chesapeake Bay Bridge. Having a link between the bike paths on Kent Island w the cycle ways on the Broadneck Peninsula and the B and A trail system is critical to having alternate modes of transportation throughout Anne Arundel County. For cyclists being able to bike commute from Queenstown to Annapolis and points north all the way to Baltimore will help take cars off the roads. Furthermore the completion of bike trails from DC to Baltimore open up multiple routes for cyclists, runners, and walkers to enjoy the benefits of exercise. In addition, bike packers covering long distances on the east coast will use this bridge route to access the eastern shore of MD and DE. Please seriously consider this Bay Bridge upgrade for the benefit of health-conscious Marylanders; it will prove to be our tax money well spent. Respectfully, [Name Redacted] University of Maryland School of Public Health (retired)
757	Including a bike lane would be absolutely fantastic. It has always been a dream of mine to be able to ride my bike all the way to the Eastern shore without stopping or being carried across the bridge by a car.
758	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
759	I agree a new bridge is needed, but please do not ruin our way of life on the eastern shore in the process. There needs to be a more comprehensive plan to address local traffic concerns, land use

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	management, the environment and preserve our quality of life. The bridge cannot be built in isolation without considering and planning for all the ramifications it will cause. I also vote for walking/biking access.
760	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
761	Please include bike and pedestrian access on the new bay bridge
762	Thank you. My name is [Name Redacted], last name is spelled [Name Redacted], and I live at [Address Redacted]. I'm also President of the Arnold Preservation Council. Their address is [Address Redacted]. Unfortunately, I'm sorry I can't give public testimony tonight because I have a conflict, but I wanted to give testimony in regards to this. I understand the NEPA Study. I understand the need for the expansion of the Bay Bridge. My concerns are with access getting to the Bay Bridge. We already have a failing intersection at Route 2 and College Parkway, and we already have tremendous backups on Route 2 trying to cross the Bay Bridge. We also have tremendous backups crossing the Severn River Bridge. So we need to look at the big picture. We need to look at 97. We need to look at the Severn River Bridge. We need to look at Route 2 as well as College Parkway and all the access roads. They've done a lot to help us improve the roads along St. Margaret's and Buschs Frontage Road. But I hope that the study and the plan will expand beyond just the Bay Bridge. So, I highly encourage that we look at a five-mile radius leading up to the Bay Bridge on the Anne Arundel County side. Thank you.
763	I support inclusion of a bicycle/pedestrian crossing on any new Chesapeake Bay bridge crossing. Provision for bicycle crossing will support long-distance bicycle connectivity leading to additional tourism spending on the Eastern Shore. In addition, DC/Baltimore/Annapolis area recreation cyclists would spend more time traveling to Kent Island destinations while relieving motor traffic for

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	remote ride start locations. Experience at major bridges such as Walkway over the Hudson, Tappan Zee (Coumo), Woodrow Wilson, and the Ravenel Bridge shows that paths on major bridges not only provide connectivity, but provide an attraction in their own right by providing a unique view over the water body and adjacent land areas, again contributing to tourism participation and providing a public good for local residents.
764	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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767	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]
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770	Hello. These suggestions are not that clear to me. When will there be a meeting to discuss the implications of these proposed changes?
771	Based on feedback from members of my community, we are support two new four lane bridge span, the removal of existing Bay Bridge spans, and widening of the US501/301 to 8 lanes. We am also supportive of an optional bicycle and pedestrian shared-used pathway but would like the trail enclosed by fencing to avoid suicide attempts or accidental falls due to factors such as wind gust. Lastly, we support financial commitments for transit-related improvements.

#	Comments
772	Comments on DEIS - Alternate C MdTA, As a water resources engineer familiar with NEPA, I have reviewed the Environmental Resource Impact Mapping for Alternative C 8-6-8 South and am providing the following comments: 1. The Limit of Disturbance (LOD) as shown on the mapping is too tight. 1. With the anticipated increases in the impervious area along the east/west US 50/301 transportation corridor within the project area, there will be stormwater management requirements to address. The LOD is inadequate to design and to install feasible stormwater management BMPs/ESDs and to re-grade for positive drainage to BMP/ESD facilities and roadway drainage structures that will connect to existing storm drain systems or outfalls to new or existing discharge points. 2. The LOD around proposed noise walls along the west side is inadequate for the design and installation of these structures, especially if they have spread footings. 3. The LOD is inadequate for proposed erosion and sediment controls. 2. Have utilities been assessed for project impact, project needs, project connections, new utilities to warrant LOD adjustment? 3. The LOD, as shown on the mapping, should be delineated within CADD using the necessary resource data and then translated/converted to the GIS programming. GIS is not an accurate tool for detailing an LOD. 4. The reasoning for demarcating LOD for removal of the piers of the existing bridges is unclear. Will the existing piers be cut at channel invert (no earth disturbance) or be physically removed (will be earth disturbance)? 5. The LOD for removal of the piers of the existing bridges is off alignment. {This is the issue of using GIS to delineate off of background data.} 6. Work with the project engineers/designers to improve confidence that adequate area is covered by the LOD for grading, drainage, E&S controls and stormwater management. 7. Engage professional contractors to improve confidence that adequate area is covered by the LOD for construction staging, access, stockpiling, dewatering, etc. 8. Is this to be a design-bid-build project or an alternative procurement, i.e. Design-Build, Construction Manager at Risk (CMAR), and Integrated Project Delivery (IPD)? If the latter, get the contractors involved ASAP. Beware of scope creep. 9. If the NEPA LOD fails to address the needs associated with the items above for the FEIS in November, there is guarantee that future modifications to the approved NEPA LOD will be necessary and the Record of Decision (ROD) will be essentially meaningless. 10. RKK and AECOM should avoid multiple NEPA LOD modifications on Amtrak's major project and use experiences of the Frederick Douglass Tunnel Program to be more efficient with this multi-billion-dollar project in order to deliver a better product for MdTA to proceed with the new Chesapeake Bay Bridges and minimize delays, i.e. FHWA and MDE and other stakeholder reviews. Thanks for your attention and interest in public comments. [Name Redacted]
773	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State

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774	Please build a bike lane.
775	I strongly support the approval/inclusion of a separate Bicycle/Pedestrian Pathway as an important part of the new Chesapeake Bay Bridge. I offer the following comments which attest to the argument that this pathway will be used by many running/walking and cycling enthusiast. My wife and I moved to Kent Island 3 years ago from Old Town Alexandria Virginia, the Woodrow Wilson Bridge crosses the Potomac River at that point. One of the very popular features of the bridge is the safe and separate Bicycle/Pedestrian Pathway. I am an avid cyclist and can attest to the pleasure of enjoying the views of the Potomac River and the Old Town waterfront from the bridge. The bridge pathway also offers the opportunity to leave the car at home and ride to National Harbor for lunch and enjoy the other amenities available there. An additional comment, when we first moved to Kent Island we took advantage of the Bay Bridge Run, I was very impressed that some 15,000 individuals would arrive at the starting line at 7:30 am in November to run or walk across the Chesapeake Bridge Bridge. My point is, the bridge has a very strong recreation appeal which adds another dimension above that as a roadway for cars/trucks to cross the Bay. The Bicycle/Pedestrian Pathway would be used year round by cycling clubs , walking clubs, families and friends. It also offers a great enticement for people to get out and exercise, which is very much needed to support a health life style.
776	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the

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778	Comments on The New Chesapeake Bay Bridge Greetings! I am writing to comment on the new Chesapeake Bay Bridge. Unfortunately I didn't see an official link on https:urldefense.com/v3/http:www.baycrossingstudy.com;B5cixuoO7ltTeg!Eed4iP8Q5UHRh5V4D7EFvclrPBwgwXRwd9bV6MHOdAKKrysr3lN9eitXEOBtCooMClPl_-QWb_Ww-laFp6caymvb1DBsxg$, so this will have to do. It is my understanding that Alternative C is the preferred method. That's fine, but may I suggest that you build the bridge a bit higher to "future proof" and accommodate larger ships? I am personally more interested in cruise ships, but this could work for other types of ships as well. Thanks.

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780	Please support a separated bicycle and pedestrian shared-use path on the Chesapeake Bay Bridge replacement
781	Let's not build retrograde. Mobility is MULTIPLE MODAL. That includes safe facility for pedestrians and cyclists not just motor vehicles. MDDOT is proposing like a 1950s highway department. Look at the calendar - what year is it?
782	Let's not build retrograde. Mobility is MULTIPLE MODAL. That includes safe facility for pedestrians and cyclists not just motor vehicles. MDDOT is proposing like a 1950s highway department. Look at the calendar - what year is it?
783	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by

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	the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]
784	I support the creation of a barrier-separated shared-use path as a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Roads and bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions, including in Connecticut, where I moved from two years ago. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Thank you for thinking broadly of this state's citizens' needs. Sincerely, [Name and Address Redacted]
785	Shared Use Path Across the Bay Bridge I am writing to express our support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. An example is the Mario Cuomo Bridge across the Hudson River north of New York City. People here in Maryland visit that bridge and describe how much they enjoyed walking and pedaling across it. It is a tremendous asset to the region. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne’s counties; these well-used trails represent substantial investments by

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	the counties, and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. We see this as a once in a lifetime opportunity to make the area a world-class destination for the region. We join our advocacy partners in urging you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name Redacted] Phyllis Saroff Children's, Natural Science and Editorial Illustration www.saroffillustration.com Facebook Instagram [Phone Number Redacted]
786	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
787	I want a barrier-separated share-use path accross the Chesapeake bay. "Traffic" will be bad no matter how many useless lanes we squeeze on to this bridge. I'd much rather see my tax dollars used for mass transportation and recreation accross the bridge rather than implementing extremely dangerous directional switching at the ultra-high speeds I see MVA drivers perform on our current roads. My tax money and my vote will go towards the candidate who prioritizes recreation and safe transportation over the murder-speed mealstrom we confuse for "transportation infrastructure". Sincerely, [Name and Address Redacted]

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788	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
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790	Good afternoon, I would like to voice my support for a bike/pedestrian lane on the new bay bridge. I believe there are trails on both sides to connect to. Thanks! [Name Redacted]
791	Please change the optional recommendation for a shared use path to a mandatory requirement. This bridge is a "once per century" project and not including it will lock out the chance to build it until most of us are dead in 2100. It's a small additional cost proportionally and will drive an incredible amount of tourism considering the available views. Tens of thousands of people pay hundreds of dollars every year to to run the bridge one day. The demand is clearly here for it. The "we should maybe add this" mode should be heavy rail. Connecting Baltimore and DC to the Eastern Shore via a fast (120mph) rail connection is impossible without crossing the bay and not including it in the design now is short sighted. We don't need to actually construct the rail approaches on either side as part of the project, but the bridge should be designed as a bi-level structure with the lower level capable of carrying future electric multiple unit MARC trains.
792	Please, MdTA, include a pedestrian/ bicycle shared use lane on one of the two Chesapeake Bay bridges planned for construction in the next 5-15 years. The other such sites within the USA are myriad, from Atlantic to Pacific including the new 4-mile Tappan Zee Bridge, the Warren Bridge in Jacksonville, the Woodrow Wilson bridge in Maryland, the Atkinson Bridge in Wisconsin, numerous bridges with shared use paths on the East Coast Greenway, the Golden Gate Bridge in San Francisco, and many more nationwide".
793	We do not want the Eastern Shore of Maryland to be destroyed! We are proud of our shores farm lands and water ways. Increasing traffic with this project would destroy not only land but also very important bay life.
794	I am a cyclist and I support the mandatory inclusion of a shared use separated path for any new bridge. This is a once in 100 year opportunity and will make Maryland a tourist destination for world wide visitors as well as residents.

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	Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
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800	Comments on 3rd Bay Bridge Crossing Proposal March 9th, 2026 History of Road Widening and Its Problems "For years people have, erroneously, assumed that adding lanes to a highway will solve the congestion problem." UC Davis Magazine article, "Does Widening Highways Ease Traffic Congestion?", February 20, 2024. Research shows that when roads are widened, drivers start to take more trips and longer trips. This is referred to as induced travel demand. As a result, within a short time, traffic builds to its original volume. It also encourages people to travel longer distances, increasing sprawl. Simply stated, research shows that a 10% increase in highway volume, shortly leads to a 10% increase in the volume of driving; right back where you started. Yale University and Transportation for America have found similar results. Widening roads is not a solution to traffic congestion, a fact that has been known for 100 years and measured with increasingly advanced statistical methods since the 1970s and '80s. There are communities that sill make this mistake. Looks like MTA is on the verge of making one of those huge blunders. Adding to the problem, building roads using concrete, aggregate and asphalt is a carbon intensive process. A lot of carbon is emitted in the production of these materials. For example, for a mile of single lane highway, a detailed university study has estimated that 15,517 tons of CO2 is released. For two lanes spanning 7 miles the total CO2 released is 217,241 tons of CO2 or the annual equivalent of 47,174 passenger vehicles, or 19,800 homes. Building a third bridge across the Bay, would easily quadruple that amount when steel and concreate are added for bridge construction. That's a huge load on the environment and a huge loss to our quality of life. Widening also increases pollution in the Bay area caused by HC, CO, NOx, increases the heat island effect, increases traffic volume due to induced demand, increases noise, increases sprawl, and increases carbon release, all thumbing a nose at the risks from climate change. It's a no-win situation, we all lose. The State of Maryland and MTA will be tagged with the moniker familiar to other states that have made similar mistakes. Furthermore, highway expansion projects in the U.S. more broadly, are tied to a big political economy built up around large infrastructure projects, claiming the benefit of added jobs. A lot of people are employed in highway construction projects so there is motivation and influence by this industry to promote highway projects. But such projects may not be good for the community or the environment, and that affects everyone. Solutions Solutions that work, integrate public transportation, introduce demand pricing or tolling, and apply remote work programs, among many others. Spending millions or billions on road widening has been shown to be a poor investment and won't solve the congestion problem. There is a better way. Public transportation such as commuter buses operating along the current bridge would make a significant impact on reducing congestion and reducing pollution. Running frequent reliable service will create significant passenger-following that is convenient for workers, vacationers, and tourists traveling to and from the Eastern Shore. Furthermore, making these buses zero-emission vehicles (ZEV) using battery storage, provides reduces transportation related CO2 and toxic gas production over that of diesel-powered buses or worse yet, automobiles. Most modern motorcoaches can carry up to 60 passengers with some larger articulated buses carrying over 100 passengers; and with multiple buses operating during peak time, that's a number that will significantly reduce traffic and CO2 emissions from

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	cars. The EIS did a poor job of studying integrated transportation modes. In a recent report by the American Public Transportation Association (APTA) based on research from the National Academy of Sciences, the number of commuters is increasing. “With an estimated 16.5 million additional commuters by 2030, U.S. roads will become even more congested, and again as studies have pointed out, widening will not lead to solving this problem. Public transit will provide a high-capacity mobility alternative, as it remains the most efficient mode of travel, transporting the most people in the smallest space.” The study also found that 76% of Americans think public transportation is the backbone of a multi-transit lifestyle. Traveling to the Eastern Shore by commuter bus without the worry of traffic safety is another important benefit of a well-managed transportation system. Summary Adding a third bridge with added traffic lanes may look like Maryland is investing heavily to solve its transportation problems, but the only thing true about that statement is that Maryland is investing heavily without solving the problem. The plan to add a third bridge is based on outmoded attempts to solve traffic congestion problems, and lacks the sophistication needed for multi-modal transportation options. By the time the bridge is complete, it will be obsolete, and Maryland taxpayers will wonder where the money went.
801	Refer to the scanned letter following this table.
802	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
803	I heavily support a bicycle and shared use path on the Chesapeake Bay Bridge!
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805	New Chesapeake Bay Bridge Bike/Pedestrian Lane Please make the bicycle and pedestrian shared-use path on one of the spans of the Chesapeake Bay Bridge replacement MANDATORY, not optional. This would allow people that want to travel from AA county/ Annapolis to Kent Island to do so without a car. I live in AA County. I like to go to the restaurants on Kent Island. I currently have to drive there in my car, which leads to more bay bridge traffic congestion and pollution. If a safe bike lane were available I would use that along with the Cross-Island trail on Kent Island. I don't understand why the state of Maryland doesn't make bicycle and pedestrian shared-use paths MANDATORY on all new road construction - especially on bridges. I keep hearing how we need to lower the air pollution in Maryland. I totally agree! But our state needs more safe places to travel without cars. Sincerely, [Name Redacted]
806	There must be safe, dedicated pedestrian and bicycle lanes in each direction.
807	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. A dedicated path must be installed for safety. I commuted daily for 2.5 years over 100 miles a week until I was hit by a hit and run driver. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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809	This is a no brainer. Don't miss another opportunity (ie the Nice bridge) I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
810	To Whom It May Concern: I'm writing as a concerned citizen and Maryland tax payer along with being a highly frequent user of the Chesapeake Bay Bridge. Under NO circumstances am I in favor of adding a bike lane to the bridge now or in the future. The bridge already has frequent lane changes and necessary construction that requires drivers to be intensely focused and extra careful. Recent changes to our weather patterns via global warming have also added other challenges such as fog, severe wind warnings and unexpected hail storms. This proposed bike lane adds one more 'safety challenge' - that will certainly create accidents, and incidents that impact safe driving practices. I am vehemently against a new bike lane - perhaps some sort of ferry boat could be part of the crossing for bikes only. Heavy traffic is already a factor given Maryland's beaches, and other popular destinations. Let's please use common sense and not try to please bicyclists who have made their sport an increasing deterrent to safety for all. Thank You / [Name Redacted]
811	Bike lanes would be a great resource! It could change the way people approach the area.

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812	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
813	Anything that takes money from me and gives it to crooked politicians is dumb.
814	Good evening. My name is [Name Redacted]. I am representing the public in my own belief of how things should be and should be accomplished for the condition that it is to take place. [Address Redacted]. I hope I can do this right. Uh, and January of 2025, I went to a meeting for the crossing over of the Key Bridge characteristics that got Demolished by the ship. I went to the meeting and informed them that they should make a bridge as a 2 tier bridge. Cables go to the middle, on each side of each pillar, have a construction company there, to build the bridge, 2 different companies. They could have had it built in 2 years. Now, they want to change that to a different location, raise the bridge higher. And the traffic is backed up many miles every day, every morning for the next number of years until they get the bridge done. For the new bridge, that is be proposed. I disagree with the condition that it is, and raising the bridge. Both sections, On the Patapsco River and the Chesapeake Bay, how many ships will be coming up the coastline just to accommodate them. It would be cheaper for them to put a terminal below the bay bridge for the large ships and let the smaller ships come upstream. The new proposal I have been for many years. Built a new bridge from 695 in Edgemere, Maryland, through North Point State Park, to Tolchester, on pillars. will not affect the local traffic. The time saved will be at least 45 minutes, thereabouts. And when there's backups on the bridge, it will be less time for them to go over. For the people to get to go the same direction as going down 50 and cross the bay bridge. The existing bridges now, you have the speed limit too low. It's 45, 40 miles an hour. It should go to 55 to eliminate the backups of traffic. There was no problem with the toll booths. It was always the speed limit going over the bridge. Put gates on the south side on the side road that goes along 50, No more cheaters. And put toll booths on the bridges at the Chesapeake Bay so that they cannot have bills come and pay the fee as you go along and pay accordingly. Okay, you need to wrap up. And you could put on the bridge a walkway and a bike lane, on the existing bridge outside of the traffic lane. It wouldn't be any problem. It's cost effective. It's not that much of a problem. Thank you for the extra time. Thank you for your comments. And that concluded what I had.

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815	Yes, this is [Name Redacted] here here. I'm calling in relation to the studies that have been done. And my recommendation is that Sure. [Name and Address Redacted]. In relation to the studies that have been done for a crossing across Chesapeake Bay. My recommendation is that you come across on the beltway at 695 in Edgemere, Maryland.1242 Goes through Northpoint State Park, across Dover to Tolchester. We built the entire structure on pillars. It will not affect the local traffic, and it will relieve time frame for people going from the eastern, from the western side of, of the bridge to the eastern side. They will save 45 minutes, thereabouts, and whenever there was a backup on the bay bridge, that is there now, your time will be dec- increased, for best time to go across the new bridge to be proposed, as I have proposed for many years. People don't understand, that you already have 2 bridges there, at the Eastern Shore, Chesapeake Bay, and I come from an area in Pittsburgh, PA. They have multiple bridges there to accommodate the traffic for the different streets. We need to put another bridge here and stop worrying about raising the bridges to accommodate the tankers. The new supercargo tankers or whatever, we will never reap the money that they're going to spend, to raise them, bridges, and. How many of those ships come up to Harbor, once a month is the one going to come up? We still need to have things to be in order. And, but they would raise the speed limit on the Chesapeake Bay Bridge now, to 55 instead of 40, like, the traffic would move much faster across the bridge, and not be slowed down because of the restriction on the bridge. I believe the bridge was designed for 55 miles an hour to go. The side street on 50. There are a lot of cheaters going down, and getting in front of the line, people are already in line, and we need to put gates on those side streets, a few years back. I had the different people, the authorities, to stop the traffic on, on the weekends. When there's accidents during the week. You have lots of cheaters going down and bypassing the people in line. And we need to put gates up for the restriction only for emergency vehicles at all times so we don't have no no cheaters anytime there's a backup. How many?
816	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature.

#	Comments
	Sincerely, [Name and Address Redacted]
817	I have lived both on the Eastern and Western shores for several decades, use the Bay Bridge regularly, and am very familiar with this bridge's traffic and safety problems. I carefully reviewed the Chesapeake Bay Crossing Study DSEIS and supporting documentation through the lens of Chesapeake Bay citizen and as a registered landscape architect. Please consider my following comments: - Preferred Alternative C: Based on DSEIS studies, MDTA's Preferred Alternative C appears to meet the transportation need while having fewer environmental impacts compared to the alternative build options. - SUP/Ped Route: I strongly support pedestrian / bicycle (SUP) route should be added to the bridge design. I do not agree with building two new "vehicle-only" bridge spans that fail to provide pedestrian bridge access or connections to existing trails, parks, and Chesapeake Bay communities. - Transit Infrastructure: Traffic studies show that despite increasing 5 total lanes to 8 total lanes, the replacement Bay Bridge spans will not sufficiently accommodate increased traffic volumes in the future due to Mid-Atlantic population growth. Yet the project offers no transit infrastructure alternative that would support light rail or other mass transit transportation. I strongly support adding transit infrastructure or at least incorporating the option of adding future transit infrastructure to the new Bay Bridge design. - Bridge Size and Lane Configurations: Very general diagrams and short descriptions only of the bridge sizing and lanes are provided in this report, which made it difficult for the public to evaluate and provide comments. It would have been helpful for MDTA to provide more detailed graphic details and written information, such as bridge height and span widths, lane and shoulder layouts, etc. Looking at the aerial plan graphics, it appears the new spans will be double or more in width, and based on Key Bridge clearance, 56'? higher in elevation than the existing bridge. The lanes will be wider, and the number of shoulders to be provided is unclear – two shoulders on each side of the outer lanes plus a median shoulder? This information is crucial to understand whether the bridge footprint can be reduced at all, which would reduce construction costs, environmental impacts, impervious surfaces, etc., or if the bridge design could accommodate transit. - Traffic Calming: Current Bay Bridge is dangerous for all the reasons cited in study, but unsafe driver behavior, e.g., excessive speed, crossing solid lines, cutting off other cars, is a real problem that must be addressed. This preliminary design proposal creates additional, wider lanes, which may exacerbate unsafe driving problems due to the "speedway" effect of wider lanes, wider bridge span, less road curvature, etc. Traffic calming measures are highly recommended. - Environmental Impacts – Avoidance plus Restoration: I am very concerned about this project's impact (both short term construction and long-term impacts) to numerous environmental and cultural Chesapeake Bay resources. Avoidance and non-impairment to resources is a crucial strategy. Furthermore, I urge MDTA to not simply implement basic mitigation strategies and required regulations but go beyond the "minimum requirement" to restore the unique Chesapeake Bay eco-systems and public spaces impacted by this Bay Bridge project. A robust restoration plan should be developed that includes not just destroying and reconstructing wetlands and landscape / forest buffers with bioretention facilities and turf seeding, but holistically restores and expands these land and water systems. Shifting the existing westbound bridge span southward, further away from Sandy Point State Park on the western shore and Terrapin State Park on the eastern shore provides a unique opportunity to enhance these key sites. Additional landscape and waterway restoration focus should be given to these sites to improve their structure and functioning as key habitat and flood attenuation areas, as well as important recreational sites. - Cultural and Historic Resource Impacts: I appreciate the detailed analysis of historic properties and the thoughtful input from consulting parties. Concur that MDTA should reduce impacts to cultural and historic resources through avoidance strategies, design refinement, and mitigation. - Flooding: The DSEIS applied the 100-year flood benchmark to its existing condition and impact analysis, yet it is well documented in this region that the 1:100 year flood event is an insufficient

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	measure of flood risk and occurrence. Impacts to existing floodplains, wetlands, native landscapes, and trees must be minimized to retain the green infrastructure and reduce flooding impacts to the flood-vulnerable communities within the project area, such as Kent Island communities, Annapolis, Arnold, etc. As stated above, I strongly recommend restoring impacted sites and expanding upon the green infrastructure to add more flood-attenuation landscape, wetlands, trees, shoreline restoration, etc. - Trees and Landscape Plantings: New bridge span alignments will remove existing vegetation, such as mature tree buffers along the current Rt. 50/301 highway. These buffers are crucial not just for ecological benefits but also aesthetic and community fabric qualities. Reduce tree and landscape removals to the extent possible. Add trees and landscape along newly designed highway corridor to add ecological and scenic benefits, fit the bridge and road into the natural bay setting, and improve - not degrade - community fabric. - Stormwater Pollution: This new bridge and roadway design adds many acres of impervious surfaces, increasing stormwater run-off and pollution into the Chesapeake Bay. Significant effort should be made to reduce impervious areas and add additional landscape acres and green infrastructure (again beyond the minimum regulatory requirement) to the affected areas. Recommend utilizing opportunities to connect and enhance existing parks, green space and natural areas such as Sandy Point SP and Terrapin SP. - Aquatic, Fish, Bird, Wildlife Species: All efforts should be made to avoid and reduce construction impacts and long-term adverse impacts to aquatic, fish, bird, wildlife species. Ecological restoration, monitoring studies, and design strategies are recommended to promote species populations, migratory corridors, and native habitats. Opportunities to reduce built environment/wildlife conflicts through design strategies are recommended. Please incorporate Wildlife Crossings (e.g, culvert replacements) to facilitate both aquatic and terrestrial species connection and reduce wildlife mortality. Add wildlife habitat structures, e.g., osprey nest platforms, oyster reefs, SAV beds, and enhance native habitat for Chesapeake Bay species. - Visual Impacts: The increased size – height and width of bridge spans – of the new Bay Bridge spans will dramatically change the viewshed from both land and water, as well as on the bridge itself. DSEIS seems to emphasize land views, but water/boater views are also a consideration. I would like to see more graphics and visualizations of the bridge design and its visual/aesthetic impacts from land and water. I concur that lighting studies and strategies to reduce “night sky light pollution” and bird and wildlife impacts are required. - Bridge Design: Report did not provide any conceptual design information regarding the new bridge design. Would like to see the bridge design concept as it progresses. Since the project destroys the historic bridge, which contains some distinctive design elements and a modest profile, it would be interesting to consider incorporating some of the historic bridge aesthetic elements into new bridge design. I believe the new bridge design should respond to the unique setting and context of the Chesapeake Bay and be aesthetically pleasing, in addition to being structurally sound and responsive to the transportation need. - Context-Sensitive Design: Please apply the principles and case studies of Context-Sensitive Design to the new bridge spans, roadways, and impacted communities.

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818	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
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	Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
820	No bikes or pedestrians on bridge!! Asking for serious accidents from people not paying attention.
821	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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823	pedestrian crossing Hi, getting infrastructure right from the beginning will have huge benefits for Maryland. Please include a separated bicycle and pedestrian path on the new Chesapeake Bay Bridge. Thanks, [Name Redacted]
824	Shared-Use Path Support for Bay Bridge Replacement Dear MDTA Project Team, I am writing to express my strong support for a mandatory, separated shared-use path on the new Chesapeake Bay Bridge replacement. For the project to truly serve the region, the path must: * Be Full-Length: Functionally connect the Western and Eastern shores for pedestrians and cyclists. * Be Physically Separated: Ensure safety by providing a dedicated space away from high-speed vehicular traffic. * Support Multimodal Goals: Align with Maryland's commitment to sustainable transportation and expanded tourism. A bridge without non-motorized access is an incomplete solution for our future infrastructure. Please ensure this path is a core requirement in the final design. Sincerely, [Name Redacted]
825	Add bike lanes on the bridge!!

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828	What are the noise contours associated with construction and demolition of the Bay Bridge? How far down College Parkway has noise been evaluated? (Pile driving, increased construction traffic, increased traffic on Hwy 50 and feeder streets.)
829	Uh, [Name and Address Redacted]. I signed in. And if you could just spell your name for the court reporter. [Name Redacted]. Um, I'm not speaking for anybody other than a few folks and myself. I live on Eastern Shore. I used to be the chief NEPA attorney for the state of Maryland back 30 years ago. I handled the Woodrow Wilson Bridge project. Um, and we found that studying a short distance on other side of a major connector was insufficient that you had to evaluate impacts much further. That plan, that NEPA study was revised to go all the way to Springfield, Virginia, and College Park for that reason. Most, um, the Baltimore Beltway is in chunks and it always backs up. Um, you recognized that you're going to put 4 lanes in, if that's the plan, but you're going to go eastbound, you're going to go from 4 lanes to 3 lanes. Okay, that's fine, but then you're going to go to 2 lanes at the split. And you already know there's a bottleneck there. All the traffic is created from merges and lane drops. When you take 4 lanes and you go to three and then you go to two, you're going to just have a massive backup. There's been a study. I know it's a state highway study, not a transportation authority study, but there's already been a study completed that deals with a 301 split all the way to 404. That ought to, somebody ought to tell the governor or the legislature, let's get that funded and let's get that moving. So when the bridges done in '38 whenever, that 3 lane highway from the split to 404 is already done. Otherwise, you're just going to have a functionally obsolete backup bridge that you just spent a lot of money on. So, um, that's one thing. The second thing, the longer it takes to build the bridge. The costs are going to go up for labor, the costs are going to go up for material, the longer this huge economic impact, benefit to the state is going to be delayed. So any delay should be avoided any way to save time will save money. And also the sooner you replace the bridge, the sooner you can avoid spending money to patch the 2 bridges that you have right now. One major time savings might be to do the procurement for the design firms earlier. They're simply based on qualifications, not price. We might not know exactly what bridge they're going to design, but they're going to design a bridge. Do the selection now, have it in the can, have them ready to go. That could take a year and a half but do it in a parallel to your NEPA study. Then as soon as you have your selection determine, they're right ready to go with a design and you save a lot of time there. And then the last thing is, what these 2 ladies said, I agree entirely, consider raising the height of the jersey walls on the travel lanes higher, so people who are afraid of height, don't slow down. That might also save some time. Thanks so much.
830	Sure. [Name Redacted], I live in [Address Redacted]. Yep, it's a real place. And I am, um, and I really do appreciate the opportunity to be a part of this process. I was in Annapolis today. And I witnessed the, um, the monk traffic jam, but bring that energy forward. So here we are. I serve as the chair of the Maryland Eastern Shore Trails Network, a group of individuals who are trail enthusiasts as well as advocates and educators, relatively new group, but really very interested and involved in increasing the trail availability. And of course, the shared used trail proposal. I think words matter. And I think shifting from optional to integral would be really important for us to consider if we are going to proceed with the new bridge construction. And I just wanted to reinforce that, that we are, you know, several hundreds strong in terms of folks that have pledged to support that. I know that we have brothers and sisters over in Arundel County, and of course, points west, and certainly what Miss Reno had indicated earlier in terms of the integration and the infrastructure, is powerful and a potential. I think one of the things I ask one of the engineers, what

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	are some of the reservations that you have about something like this? And of course, from her perspective, and it's a valid one, and I think one of our other speakers today, address that, safety, what happens if people get there? And, you know, they are 2 miles in and they need to go to the bathroom or there's a heart attack issue. And I think that I have a great deal of confidence, what an interesting problem to address. I have a lot of confidence and the people that are trail enthusiasts that are looking at alternative transportation forms, I think that we will come up with some terrific solutions for that and in partnership with the state and other parties. So I think there's, I have, yeah, the public can sometimes be knuckleheads, but I also think that they have great capacity for creative salt problem solving, and MSE, the Maryland Trails network is very interested in being a part of that. So thank you very much.
831	If you travel around the country and the world you will see that almost all new bridges and highways are being built with safe bicycle/pedestrian lanes. Even go down to Florida where you will see this everywhere. I insist that the new bridge MUST have such a lane.
832	I would like to see a protected pedestrian path on the bay bridge project
833	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne’s counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]
834	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California

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836	Thank you for the opportunity to provide comments on the Recommended Preferred Alternative for the Chesapeake Bay Crossing Study: Tier 2 National Environmental Policy Act. As MDTA moves forward with a generational infrastructure investment, I urge you to require—rather than merely consider—the inclusion of a protected bicycle and pedestrian shared-use path on the new bridge spans. Building multimodal access from the outset is more cost-effective than retrofitting later, strengthens local economies, expands transportation choice and system resilience, promotes public health, advances environmental and climate goals, and ensures that this publicly funded structure serves the widest possible range of Marylanders. Major bridge projects are generational investments. Once constructed, design decisions are effectively locked in for decades. Including a safe, protected shared-use path at the time of construction is far more cost-effective and structurally feasible than attempting to retrofit access later. If the bridge is built without this accommodation, the opportunity may be lost for the lifetime of the structure. Providing dedicated bicycle and pedestrian infrastructure would deliver measurable economic benefits. Long-distance cycling tourism has become a significant contributor to local economies across the country. Communities that connect to regional trail networks consistently report increased spending at restaurants, hotels, and small businesses. A shared-use path across the Bay would create a unique destination experience, linking existing trail systems and supporting small businesses on both shores. A bicycle and pedestrian path would also expand transportation choice and system resilience. A bridge that serves only motor vehicles limits flexibility during emergencies, incidents, or peak congestion periods. Multimodal infrastructure provides redundancy and supports future transportation trends, including micromobility and e-bikes, which are rapidly growing in popularity. As technology and commuting patterns evolve, infrastructure that accommodates multiple modes will prove more adaptable and cost-effective. Public health is another critical consideration. Safe facilities for walking and cycling encourage physical activity, reduce chronic disease risk, and improve mental well-being. By enabling active transportation, the bridge would contribute to long-term healthcare savings and improved quality of life for Maryland residents. Environmental and congestion benefits are equally important. Even modest shifts from single-occupancy vehicles to cycling can reduce emissions and traffic pressure during peak travel times. While not all users will choose to bike across the Bay, providing the option supports Maryland's climate and sustainability goals and signals a commitment to reducing transportation-related emissions. Equity and access should also guide this decision. A publicly funded bridge should serve the broadest possible cross-section of residents. Not every Marylander owns or can operate a motor vehicle. Providing safe, protected access ensures that the infrastructure serves people of varying ages, incomes, and abilities, rather than exclusively motorists. Finally, including a shared-use path would reflect forward-looking leadership. Across the country and internationally, major bridge projects are increasingly designed as multimodal corridors. Incorporating bicycle and pedestrian access aligns the Chesapeake Bay crossing with contemporary best practices in transportation planning and demonstrates a commitment to a more connected, resilient, and inclusive future. -- [Name and Address Redacted]
837	To Whom it May Concern, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US and of course around the world, that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would

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	have magnitudes higher impact on the regional economy than most of these existing paths. I have been a recreational, touring and commuter bike rider for over 50 years. It is obvious that bicycle commuting is growing in popularity. While I realize the challenges of managing that traffic, cyclist tend to be courteous and compliant as a group. They are much more aware of their vulnerability than drivers and follow the rules of the road for their own safety. The shared-use path would provide a commuting alternative and an emergency vehicle/maintenance lane when needed. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties, and will support the budding Maryland Eastern Shore Trail Network. I see this as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name and Address Redacted]
838	Bay Bridge plans Please incluse a bike and walking lane to the new bay bridge plans. It is truly needed. Thank you for your time and attention, Joan Slettvet Churchton, MD Sent from the all new AOL app for iOS
839	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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840	I accept that we need a replacement for the Bay Bridge and that it should have added capacity. My concern is that it appears to be expected to create additional and perhaps greater bottlenecks on Kent Island with traffic going from 4 lanes Eastbound on the bridge to 3 lanes mid way on the island to 2 lanes at the 50/301 interchange. Currently Kent Island has major backups Westbound on summer weekends. With the new bridge we will not have major gridlock Eastbound. The video presentation included a slide showing new "queues" all along Kent Island. Unless the capacity & traffic flow Eastbound beyond Cox Creek is addressed by the time the new bridge opens our local traffic situation will be worse than it is currently.
841	[Email Address Redacted] I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Email Address Redacted]
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843	I am in full support of a separated bicycling and walking path across the Chesapeake Bay Bridge. As a retired naval officer with multiple moves across my career, I spent 20 of them commuting by bicycle. I've been able to use the separated bike path across the 14th Street Bridge in Washington, DC, the I-495 Woodrow Bridge, connecting Virginia to Maryland, as well as other bridges with separated paths across the country. Not having those options would have put one more car on the road, reduced my fitness options due to a heavy work schedule, and the opportunity to enjoy time outside. Having over 15,000 miles on my current bike, accumulated across the country, I can attest to the fact, that despite the hard work of many bicycling advocates, Maryland has some of the most dangerous biking roads in the country and is behind in biking infrastructure. With the anticipated new Chesapeake Bay Bridge, it would be a missed opportunity to not improve Maryland's biking options, as well as being seen as leader working to improve and create safer cycling choices.
844	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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847	I was alerted that there were open comments to the bay bridge project. The eastern shore offers some of the quietest roads in this region for cyclists and right now the only way to access them is by driving across the bridge. It would be amazing if it was possible to cycle across the bay and over to the eastern shore. It would be amazing for residents and also would bring tourism and people looking to cross the Chesapeake to enjoy the experience which is so much better when not stuck in a car. Both the i90 and 520 bridges in Seattle added pedestrian paths to their bridges and it's a major part of the city now. Please consider adding cycling paths to the bridge.

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850	I am writing in support of the bike/pedestrian shared-use path on the Chesapeake Bay Bridge replacement. When in New York, I regularly used the path along the George Washington bridge, it was fantastic. Similarly, a path like this would connect tons of fantastic Eastern Shore riding with excellent riding in the rest of Maryland. Please connect Maryland for bikes and pedestrians.
851	I am writing in support of the bike/pedestrian shared-use path on the Chesapeake Bay Bridge replacement. When in New York, I regularly used the path along the George Washington bridge, it was fantastic. Similarly, a path like this would connect tons of fantastic Eastern Shore riding with excellent riding in the rest of Maryland. Please connect Maryland for bikes and pedestrians.
852	I commend the State for recommending a shared bike/pedestrian path for the Bay Bridge. I strongly recommend that you make it a permanent part of the plan and not an optional add on. This is a once in a century project and an opportunity to allow Marylanders and the many tourists it will attract to utilize the Bay Bridge for alternative forms of transportation and recreation. T'he greatest bridges in the USA -- Brooklyn Bridge, Golden Gate Bridge, Mario Cuomo Bridge, etc. -- have such lanes. They are heavily utilized. If it is not built at the time of construction, it will never be built because the cost will be prohibitive. Let's have a vision for Maryland to make our infrastructure equal to be one of our nation's greatest states.

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854	From my perspective, this is deja vu all over again. A shared-use path was to be built along the entire length of Maryland Route 200 (The Inter County Connector Trail). This would have provided a safe, contiguous route to help reduce motor vehicle traffic and to expand recreational opportunities for Marylanders. The plan was scrapped and promises were made that convenient alternatives would be provided. Promises that was broken. Now the Maryland Transportation Authority has a chance to redeem itself by mandating the inclusion of a separated bicycle and pedestrian path on the spans of the proposed psans of the Chesapeake Bya Bridge replacement. Citizens are calling for this, local, regional, and national organizations are calling for this, and research consistently shows that adding such infrastructure leads to increased economic benefits to the areas that such infrastructure passes through. So, please do the right thing for our citizens and include the shared-use path in this project. Thank you. [Name Redacted]

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855	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
856	Any replacement for the Bay Bridge should require dedicated transit lanes in both directions, not just nebulous "financial commitments for transit-related improvements." What is the extent of these financial commitments? What will the improvements be? Also the "optional bicycle and pedestrian shared-use path" might as well mean there will not be one. If active transportation is truly a focus, then the plan must include infrastructure to facilitate it.

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858	I am in support of the development of a shared use path on the Chesapeake Bay Bridge. This is a once in a century opportunity, and I would like to see pedestrians, bicyclists and other micro mobility users to be considered. Thank you

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859	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
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861	A bike lane would be an amazing unlock
862	I support a walking/bike lane for the new bay bridge
863	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
864	I've riden a bike in all 50 states but I can't swim with it across the Bay

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865	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
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867	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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868	To whom it may concern: I am writing in support of the shared use path (SUP) on the replacement Chesapeake Bay Bridge and urge you to include it as a mandatory component of the entire project, rather than as an option. The DEIS states in several places that financial considerations are the determining factor of whether or not the SUP will be included in the project, without further explaining what those financial considerations are. The Walkway Over the Hudson has provided substantial financial benefits to Dutchess and Ulster Counties, and to the state of New York, since its launch in 2009. The Walkway spans the Hudson River at Poughkeepsie, New York and attracts approximately 500,000 visitors each year, on foot and on bicycle. These usage numbers and financial benefits are detailed in an independent study completed in 2012; that document is linked at the end of this letter. The Walkway Over the Hudson is a compelling structure to use as a comparison for an SUP on the bay bridge because: 1. it does not include a bridge, so therefore, any economic benefits that the structure generates are solely the result of it being an SUP; 2. it connects two existing trail systems, as an SUP on the new bay bridge would do; 3. it crosses an iconic waterway that is rich in both scenery and history, just as an SUP on the bay bridge would do; To summarize the economic benefits contained within the report: * The economic benefits to the two counties that the walkway touches - Dutchess and Ulster Counties - that were generated by those who visit the Walkway from outside those two counties are substantial. In 2012 dollars, this cohort generated $34 million in direct and indirect sales, wages, and county revenues annually. The Consumer Price Index (CPI) has increased by 41.66% cumulatively since then, bringing that $34 million to $48.5 million in 2026 dollars. (Indirect dollars are those that are produced as direct dollars cycle through the economy.) * At the state level, dollars generated both directly and indirectly in sales, wages, and state revenues from visitors who came to the Walkway from out of state totaled $31 million annually (2012 dollars), which is $44.1 million in inflation-adjusted (2026) dollars. * Added together, the Walkway generates $92.6 million annually for Dutchess and Ulster Counties and the state in private and public funds (2026 dollars). If we apply the 2026 revenue numbers to the Chesapeake Bay Bridge SUP, which has been estimated to cost as much as $1.3 billion, the SUP would effectively pay for itself, conservatively, in 14 years, in economic contributions to Anne Arundel and Queen Anne's Counties, and to the state of Maryland. That is an astounding number given the predicted lifespan of the bridge, and should be the primary determinant in the "financial considerations" of whether or not to include the SUP in the project. Would the bridge function as a revenue generator of this caliber without the SUP? Probably not. How often does the MDTA have the opportunity to create a facility that gives back economically to the surrounding communities and the state? Here is the link to the report: https://kingston-ny.gov/filestorage/8463/8511/8682/8694/Walkway_Over_the_Hudson-Economic_Impact_2012.pdf Not only is this a once-in-a-generation opportunity to create a destination for the public, but it is also a chance for the MDTA to contribute to the economic vitality of the region in a way that will be front and center in the public consciousness. I hope these benefits are the driver of the "financial considerations" that the MDTA will be including in its go/no-go decision. Sincerely, [Name andAddressRedacted] Member, Bike Annapolis & Anne Arundel County Former Executive Director, New Jersey Bike & Walk Coalition Former Board Chair, Bike New York Former Board Member, 911 National Memorial Trail Alliance

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869	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
870	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State

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	Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
871	Yes, my name is [name Redacted]. I'm located here in [Address Redacted], and I think the idea of building three bridges in the same location is about the most foolish thing I've ever heard for the state of Maryland is known for doing foolish things. You're going to have the same number of cars going east, turning around the same number of cars going west. And the only people that are going to benefit from a third bridge are the people that are on the bridge. Now, you're still going to have the problem with people coming down from Pennsylvania, Ohio coming over from Ohio and places, Western Maryland, and funneling into the same area and the consequences of building a third Bridge are not going to help anything or anybody. It's absurd they would even consider that. The second location is far preferable, and I can't understand why anyone in the world would think otherwise. It's just fascinating to me that they can't see the fact that the third bridge is not going to alleviate anything on the Eastern Shore or the Western shore when it comes to traffic backup,If you need to contact me. I can be reached at [Phone Number Redacted]. Once again, I say my name is [Name Redacted] I live here in [Address Redacted]. Thank you.
872	A larger bridge to allow for more cars to cross more quickly is not the answer. where is there provision for mass transit? So much of the heavy traffic is due to commuters during the week and weekend beach traffic. Both could be handled with mass transit. A solution to the present problem needs to think into a future with more efficient transit not just more of the same. A new bridge with a mass transit lane must be part of the solution while facing the fact that single cars are not the way to move large numbers of people to a limited number of destinations is 1950's thinking.
873	Thank you for providing information at the open houses and online. I am concerned that the traffic study was conducted in 2022 during remote working for most employers and does not reflect current traffic situations. Also, with the collapse of the Francis Scott Key, there has been an increase of truck traffic on the route 50 corridor. Even with a potential low count of traffic shown within the report, the entire corridor from the Severn River bridge to Oceanic Drive is operating at a level of service F under the 6-8-6 option . Although I approve the bridge plans of the 8 lanes with shoulders, I believe that this project should be expanded to include. improvements to the entire route 50 corridor from 97 all the way to the bay bridge. The Severn River Bridge is inadequate along with the interchange at Maryland route 2 and 450 considering the reduced weave lengths and other lane constraints, not to mention the high volumes of traffic. I live in the neighborhood south of Route 50 between St. Margaret's Rd and when route 50 stops functioning, traffic is diverted to local roads by routing programs which is unacceptable. The roads will only function at their weakest link, which will be along the 5 mile Route 50 corridor at a LOS F. Please reconsider 4 east bound lanes from Severn River to Bay Bridge. Maybe ramp improvements at Rte 2/450 as a start. Also, based on the construction schedule starting in 2032, please close or restrict eastbound on ramps to keep interstate traffic from being able to use local roads to avoid the congestion on Route 50. Thanks for all your support of the local communities. Our lives depend on it during emergencies if traffic is blocking our local roads. Maybe a secondary road alignment directed north to MD 100 through Gibson Island from Sandy Point would be a long term solution for the Regional transportation network.

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879	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. I recently lived in the Bay Area where a similar facility was added to the Richmond-San Rafael bridge, which is nearly identical in length and height. That bridge was and still is heavily used by recreational and commuter pedestrians and cyclists. Why should the Bay Area get this and we miss out on forward thinking design here in Maryland? Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
880	I have lived near the Bay Bridge for 44 years and love the Annapolis area. I attended the recent meeting at Broadneck High School and have concerns about some of the info that was presented. I am very much against spending 1.2 BILLION dollars on a walking/bike path across the bridge. I am an avid walker and use our current walking paths daily but I do not think you can justify spending that kind of money on a path on the bridge. The serious bikers that attended the meeting would have you think otherwise but they are being selfish in their thinking. Our state's financial situation seems to make this bike path a poor decision.

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881	To Whom It May Concern, As a Maryland citizen who currently lives near the Bay Bridge, I would like to express my complete disagreement with the possibility of spending an additional1.2 billion dollars on a bike/pedestrian lane on the proposed new bridge. The arguments for this addition to the project that were brought forth at Broadneck High School were full of errors in regards to the usage and possible economic benefits that this would bring to the community, county and state. The people who spoke consisted of a small minority of bikers who are in favor for their own selfish reasons. This state is already experiencing tremendous financial difficulties and does not need to spend more of our hard earned dollars for a frivolous trail that would serve the interests of a very small group who portray themselves as a majority. The state and county already have a number of bike trails which I personally use to bike and find they are anything but overused.
882	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
883	Yes to shared used path on Bay Bridge Hello, I am writing as a Maryland resident on the Eastern Shore to strongly advocate for a shared use path in the new Bay Bridge plans. Maryland is known for our access to recreation and a shared use path would increase this. Additionally, many community members struggle to find transportation to the Western Shore, including destinations like Sandy Point State Park. A shared use path would increase equitable access to a Maryland State Park and open up opportunities for movement across the Bay. Please don't miss this opportunity for forward thinking! [Name Redcated] Director of Education, ShoreRivers (she/her) office: [Phone Number Redacted]

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888	New Bay Bridge I don't believe there should be a pedestrian crossing on either bridge. There are too many accidents and too many jumpers. A access point would just add to issues. I live in Stevensville and have been inconvenienced many times by both things. Thanks for listening. [Name and Address Redacted] Sent from my iPhone
889	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I

#	Comments
	urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]
890	Hello, and thank you for listening. Please include the multi-use lanes on new Bay Crossing bridges. My family and I are avid bikers and runners. We'll use the bike lanes. Thanks again. [Name Redacted]
891	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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894	It is my understanding that this project was to replace aging infrastructure and to lessen the traffic congestion on the Bay Bridge and the connected roadways. With that in mind my first comment is that a pedestrian and bike path addition to the bridge project is not warranted, creates more problems than provides value and especially at the cost of a projected $1.2B is money that is not tax dollars well spent. This is not a parks and recreation project. This money would be better spent on extending a fourth lane from the currently proposed Oceanic Drive to Route 2 on the westbound side of the bridge and from the currently proposed Cox Neck Road to the 301/50 split. This would eliminate the bottlenecks that are being intentionally created when four lanes are reduced to three at the currently proposed locations. For those of us who have experienced summer traffic, it is not uncommon for eastbound traffic to back up at the bottleneck that currently exists at the bridge to Annapolis or close to it. This backup is measured in miles, sometimes 8 miles in length. If you simply create another bottleneck at Cox Neck going east then the the backup will extend from that point across Kent Island and actually strand travelers on the Bay Bridge itself. This backup will also encourage travelers to get off of 50 at Cox Neck, take Postal Road to MD 18 (Mainstreet) and add to the already exorbitant traffic on local roads on Kent Island and specifically in Chester. The reverse would be true on the westbound side....traffic would back up from Oceanic Drive and strand travelers on the new bridge going west.....and encourage them to take the side access roads to get relief from the backup. Using the tax dollars, currently being considered for a pedestrian/bike addition to the new Bridge project, to extend the fourth lane to a natural and seamless merge onto Route 2 would allow traffic to continue without any bottlenecks and eliminate local road congestion. This type of thinking has already been applied to the Severn River bridge when they added a fourth land from Rowe Blvd to Rt 2 to funnel traffic to the residential areas up Rt 2 towards Arnold, Severna Park, Glen Burnie, etc. This eliminated the backup at Severn River bridge as traffic from Rowe Blvd was no longer had to force their way into the existing three lanes of traffic only to get off on the other side of the bridge and travel north on Rt 2. The same would be true of extending the fourth lane to the 301/50 split. This would eliminate the bottleneck at Cox Creek and allow traffic to flow away from the bridge going east and allow time for travelers to merge into the right two lanes going to the beaches. I would also suggest that follow on projects to build overpasses at the lights on Rt 50 at Queenstown and Rt 213 and possibly to widen the road from the 301/50 split to Rt 404 would allow for better traffic flow. But that is a consideration for another day. All of my suggestions only have merit if you are trying to do something to solve the congestion problem rather than just appearing to do something. I have lived on Kent Island for over 20 years and can tell you without a doubt that intentionally creating bottlenecks under the current proposal will not solve the problem. You will have a new bridge but perpetuate the congestion problem that currently prevails.....all to the detriment of travelers and locals alike. I am happy to talk to anyone about this.....

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896	As a resident of Kent Island, I cannot believe we would even consider adding more lanes across our poor little island. The place is already a traffic nightmare in the summer and then to expand from 5 lanes to 8 lanes is ludicrous. I don't understand why we wouldn't want to move some of the traffic south and come into 50 at Easton or Cambridge. There is already a lot of traffic going to the beach from Virginia, so it would reduce their travel. The standard of living on Kent Island is horrible during the summer. You have to stay home on the weekends, Thursday and Friday afternoons and evenings and most recently even Monday mornings. If you go out, you get stuck in the traffic mess and it can take 30 minutes to go 1 mile. Kids are late for school, emergency vehicles can't get through, people are late getting to work. It is horrible. Please think of other alternatives rather than just turning Kent Island into a huge turnpike of traffic. With 8 lanes, there will just be more accidents and traffic! [Name and Address Redacted]
897	Adding new lanes to the existing bridge will do nothing to help traffic. There will still be bottlenecks on both sides before and after crossing. There should be a bridge in another area to alleviate either the Viginia people coming up to 50 or the Northern section driving south to 50.

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898	I attended the Chesapeake Bay Crossing Study held in Stevensville at Kent Island High School. While I am in favor of constructing a new bridge with six lanes and shoulders on each side, I do not support the proposal for eight lanes. It has been suggested that such an expansion would eliminate bottlenecks at both ends of the bridge; however, this seems unlikely. If eight lanes converge into six upon reaching either shore, it will simply recreate the bottleneck, potentially resulting in increased traffic congestion. There is an urgent need to develop a plan to address existing congestion on the service roads in Stevensville and Grasonville, which are frequently misused by drivers attempting to bypass traffic. This situation also poses risks to emergency responders, including fire departments, police, and paramedics, whose access can be hindered during emergencies. Additionally, I would appreciate clarification regarding where the individuals involved in planning reside, as it appears that few, if any, currently live in the areas most impacted by these concerns. V/R [Name Redacted]
899	Adding pedestrian access to the Bay Bridge would be a terrible idea and I hope it's not being seriously entertained. I am a regular commuter/user. There is no safe access on either side of the bridge. The bridge is dangerous enough; adding pedestrian to access would be an unnecessary distraction to drivers.
900	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
901	It is my understanding that the bicycle and pedestrian lane/dedicated space, on the bay bridge design has been labeled as optional. This needs to be mandatory. A modern redesign of the bridge should include all forms of transportation, including bicycles and pedestrians. The citizens

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	and businesses of MD strongly support a mandatory design element of bicycle and pedestrian lane/dedicated space.
902	It is my understanding that the bicycle and pedestrian lane/dedicated space, on the bay bridge design has been labeled as optional. This needs to be mandatory. A modern redesign of the bridge should include all forms of transportation, including bicycles and pedestrians. The citizens and businesses of MD strongly support a mandatory design element of bicycle and pedestrian lane/dedicated space.
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904	Good evening. [Name Redacted]. I live in [Address Redacted]. Um, I'm not representing anybody but myself, but I am a longtime environmental advocate. So I have a couple of things for you. Three actually. One is that the shared path should not be an option. It should just be part of this, period. Um, and secondly, I would love to see a dedicated lane for public transit, maybe not for tomorrow, but in the future, so that there could be a lane for light rail. Um, or even a dedicated bus lane so that we're not building something that is automobile dependent only. You see what I mean? And then the final point is that I would love to see when you rebuild Route 50 and the other approaches to the bridge, um, that native plants are planted in the medians, instead of turf that has to be mowed, and that does nothing for the environment and the critters that live with us. So I'd like to see native plants that support monarch butterflies, birds, bees, etcetera. And that's about it.

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907	Your logic for preferring to put the SUP on the westbound bridge makes sense in the long run. But the Eastbound bridge should have at least a temporary trail when it opens. Most people would rather have the trail 6 or more years sooner even if it is on the south side, than wait years. By putting at least an interim trail on the Eastbound bridge, you not only deliver that service sooner (by having one less traffic lane which is still one more than we have now) but you will get valuable experience in operating a trail on the bridge which can be considered to refine plans for the final trail on the Westbound bridge.
908	Consider this article by Eric Brenner if he did not already submit it. The Maryland Transportation Authority (MdTA) has recommended that the design for the new Chesapeake Bay Bridge include the "option" of a separated bike and pedestrian shared-use path on one of the spans. MdTA is receiving comments supporting the inclusion of the sidepath that document the economic impacts of non-motorized bridge crossings where the benefits have far surpassed the construction costs. MdTA can count construction costs, but it should include a rigorous analysis from the state agencies skilled at developing economic impact assessments: the tourism staff at the Department of Business and Economic Development, and the outdoor recreation experts at the Department of Natural Resources. The majority of our tourism appeal is tied to things that happened a very long time ago; both geological (beach and mountain visits) and historical (C&O Canal, Revolutionary and Civil War sites). Our top tourist attraction (going back to John Smith?) is the Chesapeake Bay. A 4.3 mile, protected path across the Chesapeake Bay as a feature of the new bridge will be unique; a once-in-a-century opportunity. Tourists will come from all over the world to see this facility, though Marylanders will always make up the majority of users. Nothing engenders more support for the Chesapeake Bay than personal experience. This path will deliver. In the hyper-competitive race for "outdoor recreation" dollars, Maryland rarely comes out on top. Here's a chance to flip that script. Others will address the many health and environmental benefits, and the importance of connecting existing trails, but this path would be a spectacular rebuttal to everyone who doubts the resiliency of our state, and our ability to do more than just scrape by in terms of infrastructure improvements. A well-coordinated, legacy-building governor would use all relevant agencies (not just Transportation) to help make this important decision. Past MdTA projects (Nice-Middleton bridge and the Intercounty Connector) included mandatory shared-use paths as part of their design, only to have these eliminated farther along in the process, once all regulatory hurdles had been cleared. When DBED and DNR objected to being excluded from these policy reversals, past governors chose to only look at the cost side of the equation, as provided by MdTA. Almost all major U.S. bridge projects being designed and constructed now include safe, separated accommodations for non-motorized users. Recent U.S. bridges with a shared-use path include the Tappan Zee, Gordie Howe, and Pensacola Bay bridges; locally, the Woodrow Wilson and Frederick Douglass bridges. Historic bridges with sidepaths central to the visitor experience are thriving in San Francisco (Golden Gate), New York (Brooklyn and George Washington), and Philadelphia (Ben Franklin). MdTA history indicates that leaving this as an "option to be considered," at this early stage, will result in it never being included. The current governor and the Transportation Department leadership are aware of the short-sightedness (and occasional vindictiveness) of past gubernatorial administrations on similar projects and might like to leave a better legacy. Understanding mistakes that were made is important, but so is recognizing that our federalist system (the power balance between states and the federal government) is being upended. We live in a state with a Democratic governor in the presidential candidate discussion

#	Comments
	(see also California and Minnesota). Because of this, we have suffered politically targeted, and disproportionate, federal funding cuts (see Key Bridge rebuild, FBI headquarters, Western Maryland disaster declaration … the list is longer). This complicates developing a strategy of how best to include the sidepath once DBED and DNR have shown that the economic benefits easily surpass the cost (which will be a small fraction of the overall project cost). One strategy might be to lie low, and avoid anything that, however irrationally, could find its way onto the president's list of grievances, while keeping the design/build process open to amending the sidepath back onto the bridge in 34 months … just as past administrations have amended sidepaths OUT at the last minute. A different strategy might be to fight for what's right now, and what's in the long-term interest of the state, by embedding the sidepath in the project, and removing the "optional" tag. There is nothing more central to Maryland's identity, nor more threatened environmentally, than the Chesapeake Bay. Let's use this once-in-a-century opportunity to draw more people to a personal connection with our signature landmark. The state deserves it, and the legacy of resilience, creativity and economic benefit would be something that the governor will always have, whatever his future may hold. Creative Commons License Republish Our stories may be republished online or in print under Creative Commons license CC BY-NC-ND 4.0. We ask that you edit only for style or to shorten, provide proper attribution and link to our website. AP and Getty images may not be republished. Please see our republishing guidelines for use of any other photos and graphics. Eric Brenner Eric Brenner Eric Brenner is the former chair of the Maryland Bicycle/Pedestrian Advisory Committee. He has worked for five governors in three states, founding the Governor's Grants Office for Maryland Gov. Robert Ehrlich and continuing under Gov. Martin O'Malley. Your opinion matters Maryland Matters welcomes guest commentary submissions at editor@marylandmatters.org.
909	Adding to my last comment. By including an interim trail (e.g. jersey barrier, moveable or otherwise) on the Eastbound Bridge when it opens, you will have a better sense of the expected ridership for a permanent trail on the Westbound bridge (though the SUP for that bridge may be nicer and attract more use). Information is valuable! Also: Fall protection is needed for all the shoulders given the problems the bridge has even now with no shoulders. So fall protection is not an incremental cost of the trail.
910	Hello, I'm [Name and Address Redacted] Washington area Road skaters. Oh, [Name Redacted] For an option for a $1.3 billion project, the analysis of the trail is not adequate. The EIS says a lot about the incremental cost effectiveness of adding travel lanes, but for the trail, it's all or nothing without looking at any low cost incremental options. And it only looks at the costs. It needs to quantify the benefits. We know that this is similar Hudson River Trail gets 120,000 visitors per year. How much is that worth? You simply assume that no auto trips will be avoided with a trail facility rather than calculating how many people will bike to work over the bridge. If, for example, the mode share in Ann Arundel and Queen Anne County were to apply. Let alone, how many more people will be using this trail as e-bikes have market penetration, and the gridlock on US 50 becomes slower than the e-bike speed of a 100 of a 25 miles an hour. How can you know? If the trail is one worth one. $1.3 billion without quantifying what we get? And if you're not sure that it's worth $1.3 billion, why haven't you evaluated the $65 million trail option? You can afford that. Consider the 4 mile Richmond Sand Rafael Bridge across San Francisco Bay. It has a trail behind a Jersey Barrier, most of the time, along its 14 foot shoulder, but during, when there's high traffic, a pair of zipper machines. Move the Jersey Barrier, 10 feet to the right, restoring a travel lane that people drive cars in, you could do that the same and have a clear shoulder on Sunday afternoon or whenever you really need 5 lanes going east. It costs them $25 million, but, you know, maybe it would cost a little bit more in Maryland. So for the sake of argument, let's say, 65 billion. By the way, that's what the ICC trail costs the state, and it has far less use than a trail over the bridge would have. Maybe bike ways would fund some of these incremental costs. The environmental footprint would be less. Now, does it make sense to build a trail that only costs 5% as much but doesn't give you as much service? I don't know. Nobody knows, because it wasn't analyzed. And for that reason, You need to have a supplemental analysis in the EIS.
911	Refer to the scanned letter following this table.

#	Comments
912	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
913	Please make a shared-use path a mandatory feature I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024

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	Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, Christian [Name and Address Redacted]
914	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely,
915	I support a separate bike lane for the bay bridge I ride bikes My kids ride bikes Their kids ride bikes Their friends ride bikes Keep riding bikes fun and SAFE! Thank you [Name and Address Redacted]
916	Please make a shared-use path a mandatory feature I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail

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917	I am writing to express my ardent support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. My family and I have lived on Kent Island, Edgewater, Annapolis and Parole. We are avid bicyclists on both sides of the bridge and think this is the chance of a lifetime that should not be missed. Thank you.
918	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
919	Please, please include a bicycle/pedestrian lane on the new bridge. There will be no way to include this later. It only makes sense to be able to connect the Broadneck Trail to the Cross Island Trail. Do the right thing!

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920	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
921	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State

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	Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
922	Crossing the bay bridge on foot or wheel would be a cool bucket list item for Marylanders and tourists alike! I know lots of cyclists who dream about riding from their homes in HoCo.
923	Hello? Can you hear me? All right.[Name Redacted]. I live in [Address Redacted]. Um, I'm just calling. I'm so happy to see our tax money going to something so useful as improving infrastructure for the sake of the commuters and the most important and the port of Baltimore. Also, I want to talk, just mentioned that as a cyclist, I just, I'm especially interested and excited about the shared use path. I think it's rather prejudicial to expect everyone to drive across the bridge. And as a, actually, I don't have a car. So my thought when it's done would be to grab some friends, get them to go down there, and as a group, we could visit Whitehall, all the history there, bike across the Stevensonville, Stevensville, all the history there, get the Kent Narrows, look at the environment down there, get to know people, bike back across the Whitehall. And spend our, you know, spend money there, visit, uh,get to know everybody. Not back up, cause backups on the bridge because we would be using our bikes. I just think it would be a great attraction for people. And I also think now that I'm older, I'm going to be pushing 70 soon. Uh, getting out and biking has been an amazing way for me to stay healthy. And I'm thinking of the people on either side of the bridge. And the, you know, how great it would be for them to visit people to the other side and come back again and improve their health and help them when they get to their '60s. Anyway, thank you very much for this opportunity. Thank you for this upcoming bridge. Improvement, uh, new bridge, and um, good luck.
924	An "optional bicycle and pedestrian shared-use path" is insufficient. The crossing MUST include facilities for bicycle riders and pedestrians.
925	I am writing to urge you to consider a bike and pedestrian lane as mandatory to the future bridge that will replace the Chesapeake Bay Bridge. When I moved to Maryland from Seattle in 2018, I was shocked to learn how few bridges in the region accommodated bike and pedestrian use. In Seattle, the I-90 floating bridge has had bike access since 1989. Ten years ago in 2016, the replaced Evergreen Point Floating Bridge opened with a 14-foot wide multi use trail and should act as the example of what is needed to create a safe path that will actually get used! The 10-12' on the I-90 briddge from 1989 was not enough. I encourage you to plan a trip and experience the difference between 10' to 14' with pull outs. The bare minimum should not be the consideration. For reference, both of these bridges are 1.25-1.5 miles in length. The Eastern shore of the Chesapeake offers so much to attract people to run and bike there. It really is a cycling and running destination with numerous events that should be accessible outside of privately-owned motor vehicles. It's not equitable that the only event to cross the bridge on foot is one 10K every year that can be canceled due to traffic conditions. This really is a once in a lifetime chance to get this right. The people of Maryland deserve to move freely outside motor vehicles and that includes across the Chesapeake. This isn't just about the cost. This is about the values of our community. Do not move forward without it. Thank you. Regards, [Name and Address Redacted]

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926	I am writing to urge you to consider a bike and pedestrian lane as mandatory to the future bridge that will replace the Chesapeake Bay Bridge. When I moved to Maryland from Seattle in 2018, I was shocked to learn how few bridges in the region accommodated bike and pedestrian use. In Seattle, the I-90 floating bridge has had bike access since 1989. Ten years ago in 2016, the replaced Evergreen Point Floating Bridge opened with a 14-foot wide multi use trail and should act as the example of what is needed to create a safe path that will actually get used! The 10-12' on the I-90 briddge from 1989 was not enough. I encourage you to plan a trip and experience the difference between 10' to 14' with pull outs. The bare minimum should not be the consideration. For reference, both of these bridges are 1.25-1.5 miles in length. The Eastern shore of the Chesapeake offers so much to attract people to run and bike there. It really is a cycling and running destination with numerous events that should be accessible outside of privately-owned motor vehicles. It's not equitable that the only event to cross the bridge on foot is one 10K every year that can be canceled due to traffic conditions. This really is a once in a lifetime chance to get this right. The people of Maryland deserve to move freely outside motor vehicles and that includes across the Chesapeake. This isn't just about the cost. This is about the values of our community. Do not move forward without it. Thank you. Regards, [Name and Address Redacted]
927	I use East College Parkway (the north side service road) all day long, anytime I go somewhere. I have two requests: 1) Strong and safe barrier - When you add the 4th lane on Rt. 50 eastbound and have to take away from the buffer that is between the service road and Route 50, please keep in mind the safety of those of us driving every day on the service road. Can it be more than a "jersey" barrier? 2) Some type of visual barrier to hide the headlights of the westbound Rt. 50 traffic that parallels the service road. When I leave at 5:30AM and have to pull out onto the service road from Bay Head Road, I cannot tell the difference between headlights on Rt. 50 and headlights on the service road that are coming westbound. I almost had an accident because of this. Bottom line - having Rt 50 so close to the road (service road) I must use daily is scary. We have slowly lost much of the buffer zone. Thank you.
928	I am in full support of dedicated bike lanes on Chesapeake bay bridge. I have swum the bay beneath the bridge, run across the closed bridge and driven it many times. The possibility of riding across it to reach Kent island and possibly Cambridge would allow bike commuting and recreational riding connecting the 2 sides of Maryland.
929	New Bay Bridge - Bike crossing I am an avid cyclist. I very much want there to be available an cyclist crossing on the new Bay Bridges. Such a crossing would enhance the quality of lives of many individuals in the surrounding area as well as provide a tourist attraction. Thank you. [Name Redacted]

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931	public comment period is open now for the new Bay Bridge project, and 1 of the action items up for discussion is an optional Bicycle/Pedestrian shared use path across the new span. To be able to ride by bike all the way to the Eastern shore without stopping or being carried across the bridge by a car. I think that would be a good addition, now is your chance to add your name to something that could potentially live on long past any of us 😳

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934	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, Velo City Riders Cycling Club Pasadena , Maryland

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937	New Bridges â€œPlease MDTA, we ask that you consider including a pedestrian/ bicycle shared use lane on one of the two Chesapeake Bay bridges planned for construction in the next 5-15 years. The other such sites within the USA are myriad, from Atlantic to Pacific including the new 4-mile Tappan Zee Bridge, the Warren Bridge in Jacksonville, the Woodrow Wilson bridge in Maryland, the Atkinson Bridge in Wisconsin, numerous bridges with shared use paths on the East Coast Greenway, the Golden Gate Bridge in San Francisco, and many more nationwideâ€• . Thank You [Names Redacted]
938	Would like to see a bike or multi-use path on the bridge protected from vehicle traffic.
939	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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943	My name is[Name Redacted], and I am submitting this testimony to strongly urge the Maryland Transportation Authority (MDTA) and the Federal Highway Administration (FHWA) to classify the Shared Use Path (SUP) as a required, not optional, component of the Bay Crossing Preferred Alternative. After reviewing the Draft Environmental Impact Statement (DEIS), it is clear that while the project proposes to add two brand new four lane vehicular bridge spans, the SUP is the only non vehicular, zero emission mobility option across the Chesapeake Bay and is treated merely as an optional add on subject to "financial considerations." This approach is inconsistent with the environmental, mobility, and quality of life goals outlined throughout the DEIS. The DEIS indicates that the proposed new Bay Bridge would include eight general-purpose travel lanes, along with two 14-foot shoulders and two 12-foot shoulders. In practical terms, this results in a cross-section equivalent to twelve vehicular lanes. These shoulder widths significantly exceed both Maryland Transportation Authority standards and applicable Federal Highway Administration guidance. Before exceeding established design standards, the Authority should include the shared-use path (SUP) as a required element of the project. By adhering to standard shoulder

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	widths, the SUP could be accommodated while reducing overall cost and minimizing environmental impacts. Therefore, I strongly recommend that MDTA and FHWA update the project to make the SUP a required, integral component of the Selected Alternative, ensuring that Marylanders receive not just more vehicle lanes, but a 21st century multimodal crossing that genuinely serves the public interest. Thank you for your consideration. [Name, Address, and Phone Number Redacted]
944	My name is[Name Redacted], and I am submitting this testimony to strongly urge the Maryland Transportation Authority (MDTA) and the Federal Highway Administration (FHWA) to classify the Shared Use Path (SUP) as a required, not optional, component of the Bay Crossing Preferred Alternative. The DEIS indicates that the proposed new Bay Bridge would include eight general-purpose travel lanes, along with two 14-foot shoulders and two 12-foot shoulders. In practical terms, this results in a cross-section equivalent to twelve vehicular lanes. These shoulder widths significantly exceed both Maryland Transportation Authority standards and applicable Federal Highway Administration guidance. Before exceeding established design standards, the Authority should include the shared-use path (SUP) as a required element of the project. By adhering to standard shoulder widths, the SUP could be accommodated while reducing overall cost and minimizing environmental impacts. Therefore, I strongly recommend that MDTA and FHWA update the project to make the SUP a required, integral component of the Selected Alternative, ensuring that Marylanders receive not just more vehicle lanes, but a 21st century multimodal crossing that genuinely serves the public interest. Thank you for your consideration. [Name Redacted]
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947	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years.

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	I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
948	Shared Use Path across the Bay I am unable to attend the February public meetings on the Bay Bridge replacement, but want to let you know I favor inclusion of a shared use pathway across the Bay.
949	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
950	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne’s counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use

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	path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]
951	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

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953	SUPPORT SEPERATED BIKE LANE! Please add my voice to those supporting a mandatory separated bike/ped path on the new Bay Bridge. It just makes sense because: There exist trails on either side of the bridge already It is part of the Coast-to-Coast trail network now under development in the USA You have plenty of other examples where it has been very successful, including the Potomac River I-95/495, Cuomo Bridge (Hudson), and many others. It will reduce traffic by taking people out of their vars and onto the path It will draw tourism to MD; many cycling groups would love a Ocean to Annapolis opportunity. It promotes equity, providing transportation opportunities to those who can not afford a car. It is better for the environment. This is a once in a multi-generational opportunity. Don't ignore it If necessary, find a less expensive way to build it (cantilever design, perhaps?). Or if there is to be a permanent lane restricted for emergency vehicles only, it could double as a Bike/Ped path. Please do not screw us out of this alternative like you did on the Nice Bridge. Make it a MANDATORY COMPONENT of the design! Thank you [Name and Phone Number Redacted]

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954	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
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956	Given the continued growth in the region of the bay bridge the traffic will outgrow the capacity of the planned dual 4 lane bridges before they are completed as well as the surrounding infrastructure. The commission also needs to consider building the next set of four lane bridges at another potential crossing north of Baltimore.. Suggest to look at the Edgewood Area APG to Pooles Island and onward to Melitola in Kent County, MD. Also note that the current plans will require dual 4 lane bridge construction over Kent Narrows on the Eastern Shore and widening of Route 50 to the 404 split and 301 north on the eastern shore as well as widening of route 50 west of the Bay Bridge and I-97 north towards Baltimore…. The land acquisition in that region will be a very large expense whereas an APG to Melitola route would be across relatively undeveloped land at a much lower cost in the long run. It is NOT JUST the cost of the bridge that needs to be considered but also the cost of the surrounding infrastructure. [Name and Phone Number Redacted]
957	I agree with the proposed plan. There should be some phone access on the bridge in case someone needs to call along with cameras for any emergency. Large tractor trailers should only be allowed on the far slow lane and their weight should be checked. Markers should be posted on the bridge in case someone breaks down they could identify their location. 4 lanes both sides may be good but need to understand the merge and if risk for accient.
958	A shared use path for bicycles and pedestrians would be an amazing addition to a new chesapeake bay bridge
959	Went to the Anne Arundel county meeting on 2/10/2026 and the tier 1 meeting several years ago. In both of these meetings a number of options were presented but it was clear that the recommended option…the route 50 bridge during the first meeting and alternative C in the tier 2 meeting is likely a done deal regardless of any public opinion. This makes sense as the people doing these studies are more qualified than the average citizen. I would have liked some discussion about a train to and from the shore that would connect with the DC and Baltimore public transport but I suspect this was a non starter re cost, land use etc. A train would help meet the goals of reducing traffic, shortening commute times and decreasing air pollution, however. My main reason for writing is in support of the mixed use lane which seems to still be up for consideration. This would provide a unique recreational option , potential for bicycle commuting without increasing traffic or pollution. The mixed use lane on the Golden Gate Bridge (understandably shorter) gets significant use. Very clearly, if it's not planned as part of the build out now, it will never be an option in the future. Thanks for your consideration, [Name Redacred]
960	Make one bridge Raven's Purple and the other bridge Oriole's Orange and have those sports teams contribute money to maintain the bridges. To ease congestion, build a third bridge in a different location to ease traffic heading to Ocean City, Maryland or to the location most take the Bay Bridge to/from. Put in place a better maintenance program so the new bridges will last longer. Add better safety and security features to prevent vehicles from going over and falling into the water, such as taller guard rails Add better wind protection for vehicles.

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961	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
962	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both

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963	I support a shared use path on the Chesapeake Bay Bridge replacement Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]
964	As a future Bay Bridge undergoes further study and design I would hope there is considerable attention given to the need for a dedicated reduced-size side lane or walkway to allow for walking, hiking and biking citizens to safely cross from one side of the Bay to the other. It should be designed to physically separate vehicular traffic from walking/biking traffic. Just before Christmas one of my bike-packing friends was completing a 4,000 mile bike trip and as he came down the East-coast leg and crossed the Delaware Bay on the Cape May Ferry he realized he would have no way to cross the Chesapeake Bay Bridge. He would have to backtrack to the North through Delaware then almost to Baltimore then south to compete his several-month trip in Washington D.C. He contacted me through my Instagram feed ([Social Media Username Redacted]) and I agreed to meet him near Queenstown, put him up for the night in Easton, then dismantle his bike so we could put it in my car to DRIVE across the Bay Bridge. We did it. I dropped him on the other side of the Bridge and 2 days later he completed his 4,000 mile trip at the base of the Washington Monument. While his story is unique (especially considering he is a bi-lateral partial amputee, half of both feet, and wears two prosthesis), the need a safe crossing method exists for the many more 'normal' citizens that enjoy active lifestyles and spend time walking, hiking and biking. There exist already excellent extended hiking and biking trails on both sides of the bridge. Connecting them to increase their utilization and value makes common sense. As a long-distance bike-packer, I look for connected trails and networks on which I can travel many days allowing for town-to-town and region-to-region travel. 300 miles, 400 miles, etc. If the Bay Bridge had a safe, dedicated (barrier-separated) pedestrian-friendly bike lane it would add considerable value to the bike routes already in existence. - [Name Redacted]

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965	I support a mandatory shared-use path on the replacement Chesapeake Bay Bridge I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
966	A new or expanded crossing will cause significant and irreversible environmental harm to the Chesapeake Bay's sensitive ecosystems, wetlands, and water quality. The project's traffic projections understate the effects of induced demand, which will increase congestion and emissions rather than provide long-term relief. Sustainable alternatives — including transit, toll reform, transportation demand management, and targeted operational improvements — have not been adequately prioritized or evaluated. The projected cost of this mega-infrastructure project raises serious fiscal concerns and will divert scarce transportation funds from maintaining existing infrastructure and supporting more effective, less damaging solutions. I urge MDTA to reconsider the preferred alternative, place greater emphasis on non-build and low-impact alternatives, and fully assess environmental, community, and economic impacts before advancing any build option.
967	The MdTA needs to give serious consideration to a bike/ped path on the new bridge, and not just structure their evaluation of the project to ensure that the path is not built. Most major bridges built in the U.S. in the last decade have included a bike/ped path. The Tappan Zee over the Hudson is just one example. The glaring exceptions are in Maryland. The MdTA did not build the bike/ped path on the Governor Nice Bridge, even though it was in the alternative that was selected in the environmental review process. The MdTA did not build a continuous path along the ICC, even though it was in the Master Plan for that highway. More recently, the MdTA did not include a bike/ped path on the replacement Key Bridge in Baltimore, even though it would have provided a major improvement in connectivity in that city. Given their poor track record, it would be foolish to rely on the MdTA to give fair consideration to a bike/ped path without providing clear guidance in the underlying documents.

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968	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
969	To Whom It May Concern, The Bay Crossing DEIS used a conclusions-first approach that eliminated consideration of reasonable alternatives to ensure selection of an alternative that MDTA wanted - a new bay crossing corridor. Consequently, the DEIS conclusions are seriously flawed. The no-build alternative, together with implementation of an integrated solution comprised of an electric bus/minibus and van rapid transit system, TSM/TDM, and an electric ferry service, would address current and future traffic congestion at the current bay bridges in a much more cost-effective, equitable, and environmentally friendly manner than how traffic is now handled there. Thank you in advance for hearing my concerns.

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971	I think there absolutely should be a protected bike and pedestrian lane on the bridge. If we're doing this let's do it right and be inclusive and think in a visionary manner. This is an opportunity to create and enhance recreational activity in the area as well as provide an alternative to car transportation.

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973	Dear Tier 2 NEPA Crossing Study, I am writing to express my support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, we envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a trail from Maine to Key West), the 9/11 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California trail). The path would close the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. This as a once in a lifetime opportunity to make the area a world-class destination for the region. I urge you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name, Address, and Email Address Redacted]

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974	I am writing to express support for a separated bicycle and pedestrian facility (shared-use path) to be included as mandatory in the design and construction of the replacement Chesapeake Bay Bridge. There are many bridges throughout the US that have separated pedestrian and bicycle paths - and I have used both the Wilson Bridge and 14th Street bridges for cycling and it is a huge benefit recreationally as well as economically for increased business in DC, MD, and VA. These bridges have become destinations for recreation and tourism, substantially bolstering local and regional economies. Due to the size and scale of the Chesapeake Bay, I envision that the impact of a path on the replacement Bay Bridge would have magnitudes higher impact on the regional economy than most of these existing paths. Another example is the Mario Cuomo/Tappan Zee Bridge across the Hudson River north of New York City - I have cycled across this relatively new bridge as well and it is fantastic! It is a tremendous asset to the NY/NJ region. The Bay Bridge path would bring regional and national recognition to the local area, as it would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail). The path would connect the current gap in the existing trail systems between Anne Arundel and Queen Anne's counties; these well-used trails represent substantial investments by the counties, and will support the budding Maryland Eastern Shore Trail Network. The shared-use path would also provide a commuting alternative and an emergency vehicle/maintenance lane when needed. We see this as a once in a lifetime opportunity to make the area a world-class destination for the region. We join our advocacy partners in urging you to make the path a mandatory feature of the replacement bridge. Sincerely, [Name Redacted]
975	This letter is in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-lifetime opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years.

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	I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Thank you for your serious consideration, [Name and Address Redacted]
976	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
977	Please make a shared-use path a mandatory feature I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane

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978	Please make a shared-use path a mandatory feature I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Thank you. Sincerely, [Name and Address Redacted]
979	It is incredibly important to include a pedestrian/bike lane on the bridge. It will be a much welcomed and used addition to the new bridge. Thank you sincerely, [Name Redacted]
980	I am an infrequent user but thought about the costs for a new bridge. There are several bridges that have over and under roadways. Has that been considered? Although expensive,G it would probably be a 1/3 less than two spans. The lower span would allow continued use during inclement weather and with that exception greatly eliminate two way traffic patterns. Given the State finances, it should be considered.

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982	Hello, [Name redacted]. I live over in [Address Redacted]. Um, [Address Redacted]. Um, so I saw a line that I just wanted to address that's mentioned financial commitments for transit related improvements and I would like a clarification on whatever that would mean in the future. Um, and then I noticed that it seems that no matter what the plan is, westbound summer weekend traffic is going to be abysmal. That is a huge issue, quite honestly, because we can't continue to exist like this. It's not tenable. And it seems that there's not really going to be an answer even with the proposed ones. One of the reasons seems to be the bottleneck at Bay dale Drive, which I would like to iterate, one of our friends had said something about focusing on the bottleneck further downstream, going towards Easton. I would suggest something similar in nature for that bottleneck as well to be observed. Um, and then my final thought, I believe I have. is that it looks like there is going to be construction on the highway with plan C past Cox Creek as someone who lives in Chester. It is extremely hard to get over to the trail and everything like that. So I'm extremely conscious of people who are going to be pedestrians and bikes, bicyclists. If there's going to be a shared-use path for the bridge, those people would then have to somehow get over Cox Creek. Um, whether that's at the overpass that already exists or a new one that would have to be constructed at the same time as this expansion. Um, I believe those are all my comments.

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983	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
984	I have commuted this route for over 40 years. I don't understand why solutions to the Severn River bridge and Rt. 50 split are not identified as they too back up. Also, please don't waster my tax money on a bicycle lane.
985	I strongly urge you to include mandatory separated walking and bicycling paths to the bridge spans.
986	Put a light rail line from the DC Beltway to Ocean City. Use the center median as the right of way. Have stops in Salisbury, Cambridge, Easton, Kent illsland. You could have tourist trains run non stop to OC, as needed.

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987	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
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989	I agree with Option C it building to the south of the existing bridge. I would strongly disagree with anything that would adversely affect Sandy Point State Park.
990	Yes, my name is [Name Redacted]. My address is [Address Redacted]. If you're not familiar with Chesapeake Road, it is out near Sandy Point State Park. So, I am deeply affected by all this activity. And I would like to say, 1st of all, that I am very, very happy that you are fostering Option C, which is to build to the south, because a very, very strong concern when we started talking about this, was that any build to the north would adversely impact Sandy Point State Park, which is one of the few, if only public access points to the bay for some probably 1,000,000 people. People come all the way from Virginia to that park in order to be able to access the bay. And the boat ramp, launch access there is right north of the existing roadway. So any construction on the north side would definitely have an adverse impact on the utility of the park. So I'm happy to see that we're talking about building to the south. And I would encourage that that continue. The only other thing, and this is, I'm sorry to contradict some of the previous speakers, personally, I really do not think the shared use path on the bridge at that price is really worth it. There is currently a paved path all the way out to Sandy Point State Park. They finished that this past summer. And on any given nice sunny day, you can go out there and count 10 people riding their bikes down that path in a whole day, on a nice sunny Saturday day. Now, given that over the next few years, more people might know about it and it would use, but, you know, given that the paths, the trail system coming down College Parkway and all the way out to the Sandy Point State Park, the usage has really, really been surprisingly minimal. So, now I'm happy that it's there because having people ride their bikes on College Parkway was always bad because there's no shoulder there and it's dangerous. So having the park, right now, you can ride your bike all the way to Sandy Point State Park all the way essentially to the beach because you can get inside the park. But to extend it over the bay. I don't think that many people are going to do that. And if you do that, you're definitely going to need to provide some kind of parking and access to tie it in so you can park a car because most people aren't necessarily going to ride their bike all the way to get to the end of the bridge. So you're going to need parking and access at both ends for people to get on and off the path and then put their car in a truck or whatever and get home. So thank you very much for your efforts, and I do appreciate that, and that's all I have to say
991	Please, please give us a bike/walking trail across the new Bay Bridge,

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993	Please include a separated bike and walking path in the bridge design. This will be a generational investment that will pay dividends for 100 years. It will never get cheaper than doing it now, and our decedents will thank us for it. It really should include an option for future rail to be added, but that may be a bridge to far. It was monumental failure to not include a separated bike path on the 301 bridge a few years ago. Please don't repeat that failure.
994	Hello, I'm definitely advocating a cycling and pedestrian pathway for the new Bay bridge. And perhaps to even future proof it for a future public transit system. Others may argue it will add more cost to the construction project but forget the potential economic benefits it will provide. If done correctly, if can bring in more tourism dollars on both sides of the shores while not adding any more traffic congestion which means less delays and lost times for commuters and less disruption for locals living around the bridge. But it does mean we need to view more widely than just building a pathways on a bridge. We must integrate and expand it further so cycling and walking would be safe and inviting to individuals and families too

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998	Hi, I am[Name Redacted], a Member of Gibson V Holdings LLC. Gibson V owns [Address Redacted]. We just received a certified letter indicating that the property may be impacted by the new bridge project. When I look at Appendix A of the Socioeconomics and Land Use Technical Report, I see where a portion of our property is within the Alternative C Impact Area. It also appears that Alternative C impacts[Address Redacted]. I also own[Address Redacted]. I did not receive a letter indicating that 1033 Skidmore Drive may be impacted. Why no letter? Thank you, [Name, Address, and Phone Number Redacted] Managing Member W-ZHA, LLC

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1001	[Name and Address Redacted]. Um, a couple of comments I saw on the video that, uh, um, often that, uh, the supplemental use path was added that there would be fall protection. I did not see that as an option for regular bridge. And as the gentleman mentioned before, there have been suicide attempts on the Bay Bridge. Why hasn't there been fall protection as part of the study for option C? Also, you know, the comment about the lanes 3 to 2? Why haven't we included the full 20 mile corridor for expansion and just the part of the bridge. And then, um, lastly, I think, um, the kind of concern that I have as a community that goes to DC is there's no alternatives, right? You know, I know earlier on the study, they looked at different locations of the bridge. I don't know why those different locations have been excluded. I would say not only does the current Bay Bridge need to be expanded, but we need to look at other crossings of the bay. And as someone else mentioned a ferry, to give commuters, other alternatives to get from their eastern shore to Western Maryland. Thank you.
1002	I am writing to express complete support for a walking/biking lane on any new bridge. It would connect existing multi-use trails on both sides and would create a huge tourism draw. Missouri has experienced this with the statewide Katy Trail. New York has this with the Erie Canal and Empire State trails. New York funds their parks in part through an annual ride along the Erie Canal that gathers thousands of dollars from 600-700 riders annually. Imagine the draw that cycling across the bay would have! Pennsylvania and Maryland have had similar economic boosts from the Great Allegheny Passage and the C&O canal trails. It would be extremely shortsighted to build a new bridge without allowing for recreational opportunities that are part of this day and age.

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1003	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
1004	Re: CHESAPEAKE BAY CROSSING STUDY I strongly support the bicycle and pedestrian shared-use path as part of the Chesapeake Bay Crossing, and believe it should be included in the design, even though it is currently designated as optional. A safe, separated path for pedestrians and bicycles would connect the existing Cross Island Trail at Terrapin Park on the eastern shore with the just-completed Broadneck Trail at Sandy Point State Park on the western shore. These trails are part of the envisioned Maryland Eastern Shore Trail Network, Anne Arundel Trail Network, Maryland Transportation Trails Network and potentially part of national trail networks like the coast-to-coast American Discovery Trail and the East Coast Greenway which goes from Maine to Key West. As someone who has frequently bicycles as a form of exercise and recreation and has gone on multiple full-day and multi-day bike trips on connected trail networks in Maryland and beyond (e.g. Anacostia River Trail, C&O Canal Trail, WB&A Trail, BWI Loop Trail), I can attest to the benefits that a shared use path brings. It will connect the eastern and western shores of the Chesapeake Bay for non-automotive users, contribute to the local economies off-trail from recreational users such as myself, and divert some number of cars from the roadway. This iconic Maryland infrastructure should serve all Marylanders, not just those in cars. Thank you for the opportunity to provide feedback. [Name and Address Redacted]

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1006	Separate bicycle and pedestrian lanes on new Bay Bridge. I strongly encourage mandatory protected separate bicycle and pedestrian lanes on a new Bay Bridge. Construction costs would be reasonable compared to the overall costs of building the bridge and would provide safe access to the bridge for alternative transportation. Too often bike lanes get left off plans. There is a strong bicycle riding culture in the area and they deserve to be treated as well as cars and trucks are treated. [Name Redacted]
1007	As a newer commuter cyclist, I am very excited for the opportunity for a mandatory shared use path to be constructed on the Chesapeake bay bridge. I think that having this opportunity for a shared use path will make the natural resources for Maryland all the more accessible and will encourage more Maryland residents as well as tourist to consider alternative options for transportation that will reduce traffic and therefore lower the risk of automobile related accidents. I hope that we can see the bridge be built in a way that encourages more walkable and bike friendly areas within Maryland.
1008	I am wholeheartedly in favor of the Bay Bridge design incorporating access for bicycles and pedestrians. A modern transportation network requires multimodal transportation and ignoring Bikes will be a critical mistake for this project. Similar public infrastructure projects here in the US and around the world provide access for bikes and Maryland should not be shortsighted in the design of a bridge expected to last generations.
1009	If we are going to build a new bay bridge it should definitely have a protected lane for bicyclists and pedestrians.

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1010	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
1011	Bike Path proposed for the new bridge My preference is that the bike path across the bridge be mandatory rather than optional. It affects not just the weekend traffic going to the Eastern shore but also commuters and recreational bikers who prefer to bike rather than haul their bikes across the bay. Let's make it possible for bikers to commute from Kent Island to Annapolis and environs and for recreational bikers to take advantage of the biking opportunities on Kent Island without adding to the bridge car traffic. Sent from my iPad
1012	I am concerned that the planning for a replacement "Bay Bridge" is not based upon a broader plan for the "Eastern Shore" in general. What is the future of the Eastern Shore? Will it be a continuation of what it is today: tourism and agriculture? Because, if that is the rationale, then the residents of the Eastern Shore can take it upon themselves to continue maintaining the existing Bay Bridge, build another one at their expense, or rely on more roundabout highways (as before the 1950s). As a resident of Anne Arundel County, I don't see why I should have to pay higher taxes to amortize the colossal construction cost of a new bridge. I would like those who want a new Bay Bridge to pay for it.

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1014	1.KEEP the newer of the two existing bridges should be converted to one lane each way bus route that will give the bus a dedicated lane. Easier to get people out of their car when the busses fly by unobstructed - similar theory to the HOV lanes. The lessened usage of this bridge will also prolong its life for many years. If it doesn't seem to be as efficient as one hopes, it can still be removed. New bridge being 4 lanes each way with expansion to 5 lanes is preferred. In 25 years it will be full to capacity, then adding any lanes will be impossible. One extra lane now is vastly cheaper than a new two lane bridge in 20-25 years.

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1015	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]
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1017	I would like to strongly advocate for a shared-use path to be included in the final design for the Chesapeake Bay Bridge. Bridges are a key chokepoint for surface transportation, which is why it is crucial that any replacement includes accommodations for all modes. Without a shared-use path, the bridge will not truly be open to all users — only to those own and are able to use a car. This is in spite of the fact that a shared-use path would be a relatively minor cost, relative to the overall cost of the project. Bridges are long-term infrastructure; if proper accommodations for alternative transportation aren't made now, then that oversight will remain in place for decades to come.
1018	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It also would connect to the East Coast Greenway (a National Trail from Maine to Key West), the 911 National Memorial Trail (which connects all three crash sites), and the American Discovery Trail (a Delaware to California National Trail) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne's counties also would fulfill the goals of Maryland's own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation's own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

#	Comments
1019	I urge you to make the shared use path on the replacement bridge mandatory, not optional. Every spring and summer I use the Bay Bridge to access beautiful destinations in Maryland like the beaches, Annapolis, and Smith Island. This opportunity is a once in a lifetime chance to give people more options to cross the bay without using their car. That is why I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. By building in the shared use path, you're increasing the utility of the bridge, especially for families who want to use it to enjoy amazing views of the Bay that you can only glimpse for a few seconds when you're driving over. You're also attracting a different market of tourism to Kent Island, Sandy Point State Park and my beloved Renaissance Festival. This is a market that doesn't require parking and spends a lot of money on food. And you're attracting long distance riders who already are riding in other parts of the country, but not in Maryland because of this missing trail link. Building a separated shared use path is also consistent with other statewide plans and priorities like the 2025 State Transportation Trails Strategic Plan and the 2024 Complete Street Policy. Again, I urge you to include the separated Shared Use Path as a mandatory feature of this exciting and transformative project. Thank you, [Name Redacted]
1020	Refer to the scanned letter following this table.
1021	I am writing in strong support of making the barrier-separated shared-use path a mandatory feature of the replacement Chesapeake Bay Bridge, not a separately priced optional feature. This is a once-in-a-century opportunity to build a landmark that serves all Marylanders. Bridges with dedicated pedestrian and bicycle facilities have become destinations in their own right across the country, generating substantial tourism revenue and broader economic benefits for their regions. Given the Chesapeake Bay's iconic status, a shared-use path here would likely have a significant impact in Maryland. The Mario Cuomo Bridge over the Hudson River offers a compelling model: it has become a world-class recreational experience and a vital regional asset, and Marylanders who have crossed it speak of it enthusiastically. The demand for this kind of access on the Bay Bridge is already proven. The annual Bay Bridge Run draws 16,000 participants from nearly every state in the country — all for just a few hours of access one day a year. A permanent path would unlock the stunning beauty of the Chesapeake Bay year-round, transforming the impact of the Bay Bridge Run into a perpetual economic and recreational engine for the region. A path on the Bay Bridge is more than a scenic overlook. It is also a missing link for three nationally significant trail systems: * The East Coast Greenway (Maine to Florida) * The 9/11 National Memorial Trail * The American Discovery Trail (Delaware to California) Beyond recreation and tourism, the path would provide a practical commuting alternative and serve as an emergency or maintenance lane when needed. Bridging the gap between Anne Arundel and Queen Anne’s counties also would fulfill the goals of Maryland’s own 2025 State Transportation Trails Strategic Plan, maximizing the value of existing public investments on both sides of the Bay, including supporting the Eastern Shore Trail Network, and aligning with the Maryland Department of Transportation’s own 2024 Complete Streets Policy. The decisions made today will define our state and regional transportation landscape for the next hundred years. I urge you to ensure the replacement bridge connects people, not just vehicles, by making the shared-use path a mandatory feature. Sincerely, [Name and Address Redacted]

429

Comments by [redacted] opposing the Maryland Transportation Authority's proposal to build two new Bay Bridges

([redacted] is a longtime Maryland environmental journalist and retired professor of Environmental Studies at Salisbury University)

The $15 billion proposal to build two new and expanded Bay Bridges (present five lanes to eight) is at best premature, at worst a disaster for the rural nature of Maryland's Eastern Shore.

It's also oblivious, in its desire to "reach the beach" with even more vacationers, to the looming specter of climate change and rising sea levels at places like Ocean City.

The current spans are structurally sound with current maintenance programs for another 40 years, according to an analysis by the Queen Annes Conservation Association (QACA). The association has also identified several proven ways, like congestion pricing and HOV lanes, to even out growing backups at the current bridges.

Beyond the new, wider bridges themselves, the considerable impacts of more traffic that will reverberate through the Eastern Shore are virtually ignored by the Maryland Transportation Authority's Draft Environmental Impact Statement.

The first Bay Bridge in 1952 and the second one in 1972 both caused explosions of development and population increase on the Shore. There is no reason to think the third time will be any different. Just to take one example, the new Lakeside development along U.S. 50 near the village of Trappe is approved for more than 2000 new homes, despite a lack of sewage treatment capacity.

It took 366 years after Captain John Smith mapped the Chesapeake--1607 to 1973-- for population on the Shore to reach around a quarter million. In the 60 years since it has pushed close to half a million. Similarly, about 75,000 acres of the Shore developed in those first 366 years. Current growth--without new and expanded bridges--is projected to develop another 200,000 acres of farms and forests in coming decades.

This forecasts massive change to a region so unique its very name, Eastern Shore, like Everglades of Adirondaks, has always conveyed a special sense of place. "Go to the Eastern Shore if you would see villages that are poems," wrote H.L. Mencken in 1927. No one today would call Kent Island, where the Bay Bridges spill out, a poem.

Nor Ocean City, where the cost to taxpayers this year of pumping the beach back up from offshore sand deposits is forecast to double since the last pumping in 2021--from about $20 million to $40 million. This is driven by rising costs in general, but also by worsening erosion as climate change pushes sea levels higher. With near abandonment by our federal government of

the battle to rein in climate change, this will get worse.

Currently the federal government picks up slightly more than half the cost of beach building, but that contract runs out in another 20 years. And just projecting those relatively predictable beach nourishment costs ignores the unpredictable, but sure to happen, major coastal storms.

It is past time when Maryland should be discussing a long term strategy for retreat of people and property from its increasingly vulnerable coasts. It is surely no time to be spending billions on bridges to boost population there.

545

March 9, 2026

Maryland Transportation Authority
2310 Broening Highway
Baltimore, MD 21224

Re: Chesapeake Bay Study, Tier 2 NEPA

To Whom it May Concern:

I write in support of the recommended Corridor C option that has been proposed by MDTA for the new Chesapeake Bay Crossing. I commend the Authority for the thorough and systematic study it undertook of the initial options in the Tier 1 study, the reduction to three options at and adjacent to the existing crossing, and the final recommended option to build in alignment with the current Route 50 approaches. This is the best option for a number of reasons:

- It makes use of existing roadway infrastructure, in alignment with Maryland's long-standing Smart Growth policies.
- The recommended alignment is the shortest distance across the Bay, reducing drivers' exposure to winds and other environmental hazards, and decreasing the total size of the bridge infrastructure.
- Existing commercial land uses along this corridor will be supported by the increase of traffic that the new bridges will generate, with an increase of density that will make efficient use of existing and planned infrastructure.
- Farmland and natural resources in Kent, Queen Anne's, and Talbot Counties will be spared, protecting precious environmental areas and helping those communities to preserve their traditional agricultural and fisheries ways of life.

The thoroughness of the studies is admirable, as is the way that the options have been presented to the public. I attended events at Broadneck High School in Anne Arundel County in December 2024 and February 2026, and have benefitted from my conversations with the knowledgeable staff of MDTA.

However, in two important respects, I believe that the Study falls short: the provision of the pedestrian and bicycle Shared Use Path (SUP) as an alternative, subject to funding availability; and the inclusion of the transit provisions as a set of options rather than as an essential component of the recommendations.

Pedestrian and Bicycle Shared Use Path (SUP)

Failure to include the SUP as an essential part of the new Bay Crossing bridge system will represent a lost opportunity that will not be recoverable in the future. This path will connect hike-bike trails that are already well developed on the Western and Eastern Shores of the Bay and will provide a magnificent recreation experience for residents and visitors. The heavily used hike-bike trail on the northern side of the Woodrow Wilson Bridge on the Potomac River demonstrates how popular such features can be; other examples include the walkways on the San Francisco Golden Gate Bridge and the Walk Across the Hudson at Poughkeepsie, New York.

The new bridge will become the iconic landmark for the state of Maryland and for the Chesapeake Bay itself. Provision of viewing platforms and telescopes would give visitors a truly memorable understanding of the Bay, its culture, and its shipping economy, promoting recreation and leisure

facilities on both sides of the Bay. While it is doubtful that the SUP would be used by bicycle commuters in any substantial numbers, it would at least provide this as a travel option.

Failure to include this important public feature at this early stage of design and project costing will be a point of criticism that will haunt the Bay Crossing for decades to come. If the SUP is not included now as a component of the scope of work, it is likely that it will never be added later, when the breadth of the bridge will be largely consumed by vehicular traffic.

Transit

The report projects a number of enhancements to public transit, deeming congestion pricing, expanded park-and-ride facilities, and part-time shoulder use as reasonable alternatives. These are essentially mitigation measures for the increase in vehicular traffic which will inevitably result from the expansion of the bridge from five lanes to the projected eight lanes.

Instead, the project should present a genuine alternative that will reduce dependency on the automobile and support a substantial shift in the public's use and perceptions of public transportation. The Bay Crossing project presents a serious opportunity to stimulate a change of modal use that will have lasting effects on the region and might serve as a model for other transportation improvements in the future. In effect, this will involve a cultural shift within our region away from over-dependence on the automobile.

Likely induced traffic

There can be little doubt that the change from five lanes to eight lanes will induce a great deal more traffic than we currently see. The new traffic load will lead to significant growth in commercial and hospitality development, particularly on the Kent Island side of the Bay. In the absence of strong local planning controls, the density of housing will increase as well. With it, there will be a concurrent increase in commuting traffic, with many residents enjoying the quality of life on the Shore while working at jobs in Annapolis, Washington DC, and Baltimore.

The bridge design should address this expansion of development and travel demand over the many decades that the bridge will be in service. Simply enhancing the existing bus services will not be sufficient to significantly reduce the number of cars and provide rapid, efficient and attractive commuting options. Instead, transit services need to be deliberately designed from the beginning to be fast, convenient, and affordable if they are to convince commuters and others to consider transit as a reasonable alternative to driving.

Possible options

The Report states that "Bus rapid transit (BRT) was not considered reasonable and was not included in the ARDS because it would:

- Remove less than 2% (estimated) of traffic from vehicular travel lanes, and
- Require new stations and a connection to limited existing transit, increasing environmental and property impacts and cost" [1]

While this cautious approach is understandable in the face of cost, funding, and scope uncertainties, provision should be made during the planning and design phases for the eventual incorporation of some form of BRT. Adjustments of scope can be made in these phases of project development most

[1] Draft Environmental Impact Statement, Section 3 "Alternatives Considered," Page 3-7

easily and without the enormous expense of changes during or after construction. Planning considerations include:

- Since BRT uses the same horizontal infrastructure as the road traffic, it will not change the structural design of the bridge spans themselves. However:
  - Master planning for the passenger loading and unloading infrastructure at each end of the bridge should be made during these phases to avoid costly land purchases in the future.
  - The infrastructure needed to ensure safe lane management should be envisioned and planned for at an early stage, even if it is not installed until much later (after the full need and justification for BRT is established).
- One lane in each direction could be dedicated to BRT during rush hours in the work week. This lane could be combined with High Occupancy Vehicle (HOV) pricing to allow a reasonable and safe mix of cars and buses.
- The BRT lane could be combined with the SUP, using moveable barriers with ample warning to ensure the safety of the pedestrians and bicyclists. The current traffic management of the five bridge lanes provides a precedent for how this kind of daily manipulation of traffic can be safely managed.

The Crossing project represents a once in a century opportunity to not only improve an essential element of infrastructure, but to support a cultural change in the way our region satisfies its transportation needs. The SUP would enhance the iconic value of the new Bay Bridge, placing this project squarely in the company of some of the great bridges of this country. Providing for a robust and attractive transit system is more than an enhancement; it is a necessity, and I am convinced that omitting it from planning and design while the opportunity exists will eventually be deemed a major failure of foresight.

Thank you for this opportunity to comment on the Bay Crossing project. Many thanks as well to your helpful and courteous staff for the information they have provided throughout this process.

With best regards,



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DEIS – Bay Crossing Comments

The DEIS evaluates Alternative C but leaves a separated shared use path (SUP) for pedestrians, cyclists and other potential users as an optional feature. The project should make the SUP a mandatory feature for multiple reasons.

Further, the DEIS only refers to the potential incremental cost of the SUP but neglects to evaluate the economic and other benefits associated with including the SUP.

Additionally, MDTA is required to address and comply with Maryland policy regarding Complete Streets. In no cases has Maryland provided a separated pedestrian, bicycle or micromobility crossing of the Bay (or the Susquehanna River) severely impeding safe travel down the northeast corridor and eastern shore.

Existing hiker/biker trails already exist on both sides of the Bay; the Bay Crossing SUP will provide the missing connection and direct links to several national and regional trail networks.

This is another once-in-a-lifetime opportunity to do something that will benefit generations of Marylanders. If not built now, it will not be built later and that is a decision that will live for the lifetime of the new crossing.

The Moore/Miller administration has this opportunity to leave its mark for generations. Let your memory be one that includes a grand vision for all of Maryland and create a world class attraction and not just a bigger bridge.

Specific Comments:

Tourism and economic benefits

A SUP crossing the Chesapeake Bay is a potential destination in and of itself.
The SUP would be a landmark feature drawing Marylanders to both sides of the crossing.
Additionally, it would be an iconic drawing card for Maryland tourism for those from other states and countries.

Maryland has a (inter)nationally recognized SUP that is a massive tourism draw and annually generates tens of millions of dollars for the towns along the Chesapeake and Ohio Canal. Adding a crossing over the Chesapeake Bay would encourage those using the C&O towpath/trail to further their journey to Annapolis, over to Kent Island and possibly beyond. The Great American Rail-Trail: A Trail That Connects the Country currently ends at the terminus of the C&O

canal in Georgetown, Washington, DC. An extension to that trail could extend over the Bay and end at Ocean City, Maryland. Those completing the trail would stop on both sides of the Bay and along the Eastern Shore, driving tourism dollars into those communities.

For 15 consecutive years the Race Across America (RAAM) finished in Annapolis. 2 years ago, it was moved to finish at the Atlantic Ocean – in Atlantic Beach, NJ. Allowing the Race to traverse the Bay Crossing would allow a true transcontinental race again to come to Annapolis and then finish at the Atlantic – but this time in Ocean City, Maryland.

The East Coast Greenway (ECG) routes from Philadelphia toward Baltimore then toward Annapolis and then to DC. Allowing for a safer alternate route along the Eastern Shore and over the Bay Crossing into Annapolis would provide the ECG and the 9-11 Memorial trails with additional opportunities and options.

Added associated tourism benefits would include those who day trip to cross and back as well as through travelers.

Comparable facilities have substantial tourism impacts:

Cuomo Bridge (crossing the Hudson River north of New York City)
Walkway over the Hudson (allows bicycling and rollerblading in Poughkeepsie, New York)
Big River Crossing (Memphis, TN crossing the Mississippi River)

The Cuomo Trail would be closest in comparable length to the Bay Crossing SUP. In addition to the SUP itself, it has six scenic overlook areas where trail users can rest, admire the view and educate themselves about the bridge, trail, river and surrounding area and history. Features like these would further encourage people to come to the areas near the Bay Crossing and spend time and their directional dollars nearby. Similar features should be included as part of the SUP for the Bay Crossing.

Health and wellness benefits

A statement of the obvious: providing alternatives for walking, running, bicycling and other activities promotes and enhances wellness. Driving over the Bay is a cause of stress, anxiety, sedentary non-activity, harmful emissions – none of which are beneficial. These health and wellness benefits need to be factored into the overall evaluation of the net return on the investment in the SUP.

Connectivity

Maryland has failed to provide a safe crossing for pedestrians and mobility devices other than bicycles anywhere in the state over the Susquehanna River or the Chesapeake Bay. Crossings for bicycles at the Conowingo Dam are substandard and severely curtailed on the Hatem Bridge as well as being hazardous for most riders. In no cases are there accommodations for anyone who would not categorize themselves as 'fearless'. I personally knew 3 riders struck and killed on roadways in Maryland. I know of dozens of others that have been struck by motorized vehicles. Many cyclists are rightly afraid of using shared travel lanes. Maryland only provides limited crossings in shared travel lanes over the Susquehanna and no means over the Bay. The only way to cross this river or the bay on a bicycle safely - is in Pennsylvania. It is beyond time for Maryland to provide for all alternatives in crossings spanning major natural barriers.

<u>The SUP will connect existing trail infrastructure on both sides of the Bay.</u>
One excuse MDTA provided for not including a SUP at the rebuilt Nice-Middleton Bridge was the lack of existing trail networks at the ends of the bridge. A completely circular argument that no trail came to the foot of a bridge that didn't then and doesn't now provide for pedestrians or bicycle trail users. This argument does not apply to the Bay Crossing as there are existing trails on both sides of the Bay which are heavily used and would thus be interconnected as soon as the Bay SUP was opened.

A well-constructed SUP could be used for an extra emergency lane if necessary to access a collision scene or allow bridge evacuation for drivers stranded on the span.

Complete Streets
MDTA has not fulfilled Complete Streets for its last two major projects – The InterCounty Connector and the replacement Nice-Middleton Bridge. Both failed to include complete end to end pedestrian and bicycle accommodations. And for the ICC in the decade since it has been built none of the gap sections have been completed despite promises that the gaps would be closed. Will MDOT, MDTA and this Administration stand behind its promise to its citizens to include everyone in the scope of its projects? Or will once again these become empty words and promises that go unfulfilled.

It's time to demonstrate that the talking points, promises made, vision expressed and policies written are truly meaningful. Include the Shared Use Path. Build the Shared Use path.

[redacted]
[redacted]
March 8, 2026

801

Comments on 3rd Bay Bridge Crossing Proposal

March 9th, 2026

History of Road Widening and Its Problems

"For years people have, erroneously, assumed that adding lanes to a highway will solve the congestion problem." UC Davis Magazine article, "Does Widening Highways Ease Traffic Congestion?", February 20, 2024.

Research shows that when roads are widened, drivers start to take more trips and longer trips. This is referred to as induced travel demand. As a result, within a short time, traffic builds to its original volume. It also encourages people to travel longer distances, increasing sprawl. Simply stated, research shows that a 10% increase in highway volume, shortly leads to a 10% increase in the volume of driving; right back where you started.[1] Yale University and Transportation for America have found similar results. Widening roads is not a solution to traffic congestion, a fact that has been known for 100 years and measured with increasingly advanced statistical methods since the 1970s and '80s. There are communities that sill make this mistake. Looks like MTA is on the verge of making one of those huge blunders.

Adding to the problem, building roads using concrete, aggregate and asphalt is a carbon intensive process. A lot of carbon is emitted in the production of these materials. For example, for a mile of single lane highway, a detailed university study has estimated that 15,517 tons of CO_2 is released. For two lanes spanning 7 miles the total CO_2 released is 217,241 tons of CO_2 or the annual equivalent of 47,174 passenger vehicles, or 19,800 homes. Building a third bridge across the Bay, would easily quadruple that amount when steel and concreate are added for bridge construction. That's a huge load on the environment and a huge loss to our quality of life.

Widening also increases pollution in the Bay area caused by HC, CO, NO_x, increases the heat island effect, increases traffic volume due to induced demand, increases noise, increases sprawl, and increases carbon release, all thumbing a nose at the risks from climate change. It's a no-win situation, we all lose. The State of Maryland and MTA will be tagged with the moniker familiar to other states that have made similar mistakes.

Furthermore, highway expansion projects in the U.S. more broadly, are tied to a big political economy built up around large infrastructure projects, claiming the benefit of added jobs. A

[1] Handy, Susan, "Increasing Highway Capacity Unlikely to Relieve Traffic Congestion", National Center for Sustainable Transportation, University of California, Davis.

lot of people are employed in highway construction projects so there is motivation and influence by this industry to promote highway projects. But such projects may not be good for the community or the environment, and that affects everyone.

Solutions

Solutions that work, integrate public transportation, introduce demand pricing or tolling, and apply remote work programs, among many others.

Spending millions or billions on road widening has been shown to be a poor investment and won't solve the congestion problem. There is a better way. Public transportation such as commuter buses operating along the current bridge would make a significant impact on reducing congestion and reducing pollution. Running frequent reliable service will create significant passenger-following that is convenient for workers, vacationers, and tourists traveling to and from the Eastern Shore. Furthermore, making these buses zero-emission vehicles (ZEV) using battery storage, provides reduces transportation related CO_2 and toxic gas production over that of diesel-powered buses or worse yet, automobiles. Most modern motorcoaches can carry up to 60 passengers with some larger articulated buses carrying over 100 passengers; and with multiple buses operating during peak time, that's a number that will significantly reduce traffic and CO_2 emissions from cars. The EIS did a poor job of studying integrated transportation modes.

In a recent report by the American Public Transportation Association (APTA) based on research from the National Academy of Sciences, the number of commuters is increasing. "With an estimated 16.5 million additional commuters by 2030, U.S. roads will become even more congested, and again as studies have pointed out, widening will not lead to solving this problem. Public transit will provide a high-capacity mobility alternative, as it remains the most efficient mode of travel, transporting the most people in the smallest space." The study also found that 76% of Americans think public transportation is the backbone of a multi-transit lifestyle. Traveling to the Eastern Shore by commuter bus without the worry of traffic safety is another important benefit of a well-managed transportation system.

Summary

Adding a third bridge with added traffic lanes may look like Maryland is investing heavily to solve its transportation problems, but the only thing true about that statement is that Maryland is investing heavily without solving the problem. The plan to add a third bridge is based on outmoded attempts to solve traffic congestion problems, and lacks the sophistication needed for multi-modal transportation options. By the time the bridge is complete, it will be obsolete, and Maryland taxpayers will wonder where the money went.

911

Comments on Bay Crossing DEIS,

[redacted], [redacted], Glenn Dale, MD. 20769

I am writing to elaborate and provide additional support for the comments on this DEIS provided March 6, 2026, from the Maryland Bicycle and Advisory Committee (MBPAC), which I attach at the end. Although I discuss the MBPAC arguments in reverse order, I otherwise track the structure of their letter. For the sake of anyone who has to categorize comments received, I'll first provide a list of my comments [section of this submission in brackets].

Comments on revisions needed to meet NEPA requirements.

- MDTA should prepare a Supplemental Environmental Impact Statement on the shared use path while the rest of the project moves forward, leaving the shared use path as a remaining option in the FEIS. [1.0]
- NEPA requires the DEIS to include an alternatives analysis of the SUP, because it has independent utility and by itself constitutes a major federal action, and NEPA does not allow agencies to escape conducting an EIS for a major federal action by bundling it with a larger project that has its own EIS. [2.1]
- The DEIS does not define the NEPA requires the environmentally preferable alternative for the SUP as required by 40 CFR §1502.14(f). even though available alternatives to mee that need would reduce or eliminate its environmental footprint. [2.3.4]
- The DEIS should have considered the option of providing an SUP by narrowing some shoulders on the bridges, which would cost less than the sole option considered and eliminate the environmental footprint of the SUP over Chesapeake Bay. [2.3.1]
- The DEIS should have considered the option of providing an interim or intermittent SUP by separating the SUP from travel lanes with moveable Jersey barriers, which would cost less than the sole option considered and eliminate the environmental footprint of the SUP over Chesapeake Bay. [2.3.2]
- The DEIS should have considered the option of designing the SUP to only carry bicycles, pedestrians, and an occasional maintenance vehicle rather than heavy trucks, by the use of lighter deck materials and possibly cantilevering parts of the trail, which could reduce the cost and the environmental footprint on the bottom of Chesapeake Bay by 50 to 70%.[2.3.3]
- The DEIS does not satisfy the NEPA requirement to clearly explain the basis for the decision between the alternatives of building an SUP or not building it, because it makes the vague statement that the decision will be based on financial considerations without explaining what that means or what those considerations are or what they will be, making it impossible for the public to know how to provide meaningful comment. [3.1]
- Because the DEIS fails to provide the basis for the $1.3 billion cost estimate for the SUP which it implies is the primary (or sole) consideration in deciding between the alternative of building or not building an SUP, it does not satisfy NEPA's requirement to avoid basing key decision factors on conclusory statements. [3.2]
- By failing to explain assumptions regarding the design of the SUP which would determine the environmental footprint, the DEIS does not meet the requirement to explain methods for calculating environmental impacts in 40 CFR § 1502.24. [3.3]

- Although NEPA generally does not require a cost-benefit analysis, in this case, NEPA does require an assessment of benefits because the DEIS states that financial considerations are the primary basis for the decision. [4.1]

Comments needed for the DEIS to better inform MDTA for the SUP decision.

- An Alternatives Analysis would also support good policy: Policymakers should be given options that are less expensive than $1.3 billion in case that is too much to justify. [2.2]
- Designs that involve interim and intermittent trail options are more robust under uncertainty, by maintaining the option to have a trail if the user base demands it without a large irrevocable resource commitment.
- A Benefits Assessment would be good policy regardless of whether NEPA requires it. [4.2]
- A Benefits Assessment of Sufficient Quality Need Not Be Unreasonably Costly [4.3]
- The MDTA Board should be explicitly informed about the tradeoffs between providing an SUP and narrowing left-side shoulders or intermittent lane reductions, in terms of number of users dollar valuations are not available. [4.3.h]
- The MDTA Board should be informed about the value to Marylanders—especially cyclists—of how the addition of a trail would enhance the iconic status of the Chesapeake Bay Bridge for generations. Economists can put a dollar value on this feature if helpful. [4.3.f]

1. MDTA SHOULD PLAN TO PREPARE A SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT ON THE SHARED USE PATH WHILE THE REST OF THE PROJECT MOVES FORWARD

If MDTA accepts this comment, doing so will satisfactorily address the rest of my comments, and probably the vast majority of comments by other people on this DEIS associated with the SUP, both because doing so will enable an EIS to address the specific issues raised by comments and because it would respond to the totality of the message from these many commenters and say, in effect: "We hear you."

The end of the MBPAC letter points out:

> The supplemental analysis necessary to ensure that this environmental impact statement complies with NEPA will take time, but it need not impede the progress of the Bay Crossing Project. The final environmental impact statement can retain the shared use path as an option. Such an approach would enhance NEPA compliance because the more refined engineering may find additional ways to greatly reduce both the cost and the environmental impact of the shared use path, compared to the approach assumed in the DEIS.

Thus MNPAC suggests that there are two reasons why the evaluation of the SUP can and should be uncoupled from the FEIS: First, the evaluation of the SUP in the DEIS fails to fully comply with the requirements of NEPA, and while some of the ways in which it falls short could be remedied in a few months, the alternatives analysis is likely to take longer. A practical way to

allow the FEIS to move forward in spite of the failure to include the required alternatives analysis is to explicitly defer the alternatives analysis to a later SEIS.

Secondly, deferring decisions on the SUP is both good policy and likely to reduce the footprint of the SUP. A decision on the number of lanes and an FEIS are needed soon to get the project started at all, but the decision on widening the westbound bridge to add an SUP—and hence the EIS on the SUP--can be delayed at least another six years given the phasing of the project.[1] During that time, understanding of how to reduce the footprint of an SUP and knowledge of the environmental impact of an SUP are likely to improve, possibly rendering the DEIS analysis of the SUP obsolete before the decision is even made: In the past, most bridges with trails have simply been widened enough to add the lane, and costs and environmental impacts were increase proportionately. But there is no physical basis for assuming that things must be that way, since bikes and people weigh less and move more slowly than trucks.[2] It's just a matter of engineering!

And engineers are finding better ways to do things all the time. Moreover, MDTA's finances and federal support for bike-ped facilities may be different in six to eight years---that already happened in the case of the Nice Bridge where the planned SUP was dropped for financial reasons. So it may be prudent to delay a decision on the SUP for the better part of a decade. And it would be especially ill-advised to make such a decision in 2026 because options for providing a bike-ped facility without even widening the bridge were not explored. (Only two of the no-cost alternatives that MBPAC listed[3] would require a relatively near-term decision, and both of those alternatives would reduce the environmental impact of the SUP to zero.)

Because it will take time to develop a proper EIS on the SUP and it is most rational to delay a decision on adding an SUP to the westbound bridge, the FEIS should retain the option of an SUP on the westbound bridge while developing a SEIS for the SUP.

2. The DEIS Needs an Alternatives Analysis of the Shared Use Path

2.1 NEPA requires an alternatives analysis.

By itself, the SUP would be a major federal action requiring a full-blown EIS because of its cost and need for a federal permit. The shared-use path and the highway lanes have independent utility. Is there a loophole where bundling one major federal action into a larger project could

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[1] One of the alternatives suggested by MBPAC would be for an interim SUP on the eastbound bridge, but because that option would not involve changing the footprint of the bridge, even that decision could wait for several years after the FEIS is released.

[2] Wind resistance may be roughly a proportional increase, but most of the mass of a bridge is for load bearing.

[3] Those options were:

d. Narrow one of the bridges by 7 feet and widen the other by 7 feet. Narrow the left side shoulders to 6 feet on each bridge, and the right shoulders to 13 feet, thereby gaining 14 feet of available space on the wider bridge, enough space to add a shared-use path without increasing the total footprint (or approximate cost) of the path.

e. Same as (d), except use a moveable Jersey barrier instead of a fixed barrier separating the SUP from traffic, so when necessary, an additional travel lane can be provided, i.e., there can be five travel lanes on that bridge during emergencies such as the other bridge being closed.

ever allow an agency to avoid considering reasonable alternatives for the smaller major federal action?[4] If so, this is not such a case.

Even if the SUP was not by itself a major federal action (e.g., if it only cost $900 million back when the threshold was $1 billion), NEPA would require an evaluation of alternatives. "The alternatives section is the heart of the EIS." 40 CFR 1502.14. "The existence of a viable but unexamined alternative renders an environmental impact statement inadequate. An agency must look at every reasonable alternative, with the range dictated by the nature and scope of the proposed action, and sufficient to permit a reasoned choice." Alaska Wilderness Recreation & Tourism Ass'n v. Morrison, 67 F.3d 723, 729 (9th Cir.1995). The DEIS and its precursor has looked at 6 lanes, 8 lanes, and 10 lanes--plus 4 shoulders—as well as a no-action alternative that has zero shoulders. While adding one more lane for an SUP at great cost is a reasonable option to consider, narrowing some of the shoulders while still meeting AASHTO standards is also a reasonable alternative. So is providing an intermittent trail during periods of low and moderate traffic on the bridge. So is setting a budget (in terms of dollars or percentage of total cost) and then making the trail option conditional on a design that meets the budget, as opposed to selecting an expensive option and making selection conditional on an unspecified budget constraint defined as "financial considerations". What was not reasonable was to assume that the only way to add a trail that is even worth thinking about is to spend an extra $1.2 billion to widen the bridge.

The key requirement of NEPA is to "objectively evaluate reasonable alternatives to the proposed action, and, for alternatives that the agency eliminated from detailed study, briefly discuss the reasons for their elimination." 40 CFR 1502.14. Not only does the DEIS fail to evaluate alternatives to the proposed SUP, it does not even list the alternatives eliminated for detailed study--let alone discuss reasons for their elimination. The DEIS is clear that the purposes and needs include "considering objectives for environmental and financial responsibility". Given this emphasis on financial responsibility, the high cost, and the explicit statement that the SUP may be dropped due to "financial considerations," the DEIS has clearly failed to meet the legal requirement to provide decision makers with an evaluation of reasonable alternatives to the SUP that would meet the purposes and needs for a bicycle-pedestrian crossing of Chesapeake Bay.

2.2 An Alternatives Analysis would also support good policy: Policymakers should be given options that are less expensive than $1.3 billion.

The $1.3 billion cost of this trail is so great that any reasonable person would ask whether there is a less expensive way to provide people with the opportunity to cross Chesapeake Bay on a bike or on foot. That's even more so if MDTA has to pay for it, because its facilities are funded by tolls. People will be annoyed enough when tolls on I-95 go up to pay for this bridge—and even more so if they find out that 10 percent of that increase was for a bike trail. What will they think if they find out that MDTA did not even consider a less expensive way to do it?

[4] I doubt there is a reported case that has said it's okay.

Conversely, think of the missed opportunity if MDTA decides that $1.3 billion is too much, and provides no way for bikes and pedestrians to cross, without even thinking about options that would have been less expensive.

And there are less expensive ways to do it. Some alternatives are more than 95 percent less expensive and have almost no environmental footprint because they do not require one of the bridges to be 14 feet wider, which is the main cost of the SUP.

The DEIS is clear that the decision on the SUP will be based on "financial consideration." Although those considerations should have been explained, the common reading of that statement is that no one knows how much MDTA will actually be willing to spend on this trail. Maybe that's because an actual financial analysis will take place, or maybe because a political decision will be made that cannot be explained because the people that will make that decision have not provided input to DEIS. But regardless, it's clear that MDTA does not know how much it will be willing to spend.

Therefore, the rational way to proceed is to develop a suite of options to increase the probability that at least one option will meet the budget when the budget is known---or put another way—let policy makers decide how much they want to spend by providing options that allow them to see what they can get for different costs.

2.3 There are many possible alternatives for providing a bicycle-pedestrian crossing.

Here are the options that appeared in the MBPAC letter (a–l), followed by a few more options.

a. Add a standalone shared-use path to one bridge as defined in the DEIS, widening bridge 14 feet. [88 feet].

b. On one of the bridges, redefine the right most travel lane as a shoulder, and add the shared-use path where the right shoulder is in the current design. The bridge with the shared-use path would have 5 total lanes instead of 6 (including shoulders), that is, 3 travel lanes and 2 shoulders. When necessary, during peak periods, send some traffic to the other bridge with ample capacity or obtain permission to use a shoulder as a travel lane. [74 feet]

c. Same as (b) except (either in initial construction or at some point in the future) replace the fixed barrier between the shoulder and shared use path with a moveable Jersey barrier, following the approach used by the Richmond San Rafael bridge over San Francisco Bay, so that during peak periods the path becomes a shoulder and what is normally the shoulder becomes a travel lane, but otherwise the shared use path remains available. (A video by the construction contractor shows that path in operation: https://www.youtube.com/watch?v=4SjnJy1AS0w). Possibly narrow the left shoulder one foot so that the intermittent right lane can still carry buses. [74 feet]

d. Narrow one of the bridges by 7 feet and widen the other by 7 feet. Narrow the left side shoulders to 6 feet on each bridge, and the right shoulders to 13 feet, thereby gaining 14 feet of available space on the wider bridge, enough space to add a shared-use path without increasing the total footprint (or approximate cost) of the path. [67 and 81 feet].[5]

e. Same as (d), except use a moveable Jersey barrier instead of a fixed barrier separating the SUP from traffic, so when necessary, an additional travel lane can be provided, i.e., there can be five travel lanes on that bridge during emergencies such as the other bridge being closed. [67 and 81 feet]

[5] If transverse beams are only available up to 80 feet at the required size, narrowing the trail or one shoulder another foot might be worth considering in the case of the bridge with an 81-foot cross section.

f. Same as (a) except on one bridge, left shoulder is only 4 feet, right shoulder 10 feet, leaving 12 feet for a 10-foot path with 2-ft barrier on a 74-foot bridge.

g. Same as (f) but widen the span 2 ft, allowing right shoulder and path each to be 11 feet. (Narrow left and right shoulders on other bridge to 11 and 13 feet, respectively, if offsetting the costs and impact of greater footprint is necessary.) [74 feet]

h. Same as (f) but widen span 4 ft, and use a moveable Jersey barrier, so that under normal conditions there will be a 12-foot shoulder and 12-foot path, but when additional throughput is needed, during emergencies, there will be an extra 12-foot travel lane with 8-foot shoulder. (Narrow left and right shoulders on other bridge to 10 and 12 feet, respectively if offsetting the cost and impact of the greater footprint is necessary.) [78 feet]

i. Same as (a), except reduce structural clear width of the trail to 10 feet and the entrances to slightly less, thus reducing the deck's required dynamic load to that of an H5 truck, partly cantilever the SUP with outriggers, significantly reducing cost and environmental footprint of the shared use path in a manner similar to the Governor Cuomo Bridge, possibly being the "environmentally preferred alternative" design. 40 CFR § 1502.14(f). [86 feet]

j. When the eastbound bridge is opened, place a Jersey barrier separating the design shoulder from the roadway, to make an interim path. Only open three lanes for automobile traffic under normal conditions so that the right-most lane operates as a shoulder. Remove the Jersey barrier and shift bicycle-pedestrian traffic to the westbound bridge when it opens, regardless of the final permanent accommodation for bicycles and pedestrians. [74 feet]

k. Shuttle buses only.

l. Passenger ferry.

m. Allow bicycles to ride on shoulders, with or without time restrictions, possibly with one or more of the right-most travel lanes closed to traffic, possibly with temporary markers in addition to the overhead lights, such as cones to close the lanes. [6] [74 feet]

n. Same as (j) except use the intermittent lane option described in (c) until the westbound bridge is opened and then move the entire system to the westbound bridge. [74 feet]

o. Same as (i) except do not reduce trail width compared to (a) by making the trail two feet wider and designing it for the weight of an H10 truck. [88 feet]

p. Same as (a) but instead of separating with a fixed barrier, use a moveable jersey barrier so that when necessary, the trail can be closed, and an additional lane of traffic will be available. (In effect, this provides both the incremental the benefits of the 10-lane bridge option in the westbound direction and the benefit of a trail, except during those periods when the lane is needed for both traffic and the SUP.) [88 feet]

q. Same as (i) but narrow left shoulder to 6 feet so that bridge is only 80 feet wide. The frame of the bridge supported by cable suspension, as well as the next section or two supported by a truss, would be 80 feet wide, but approaches supported by truss can be only 68 feet wide, allowing for narrower transverse beams. So the combined cost savings from the narrower left shoulders, lighter deck, some of the transverse beams being less over the trusses, and reduced rotational inertia can reduce the incremental cost and footprint of a 10-foot (with 2-foot buffer). Further narrowing the left and right shoulders another foot might make a 14-foot trail similarly practicable.

r. Eliminate the left shoulders entirely, on at least one bridge, and use the extra space for the SUP. [7]

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[6] This approach would require modifying state law since the Bay Bridge is an expressway, unlike the Nice Bridge.

[7] This option would violate existing AASHTO guidelines for new interstate highway bridges and hence would require a waiver. Given the large number of bridges lacking any shoulders, the design itself is clearly feasible, but this approach goes against the grain, so I am putting it here just to help show how much extra money is spent on lanes that are mostly unused.

Those options demonstrate that there is a universe of reasonable alternatives, most of them feasible as well, that can be considered in an initial screen. Most of them follow one of three approaches:

i. Reallocate spatially some of the bridge from shoulder to bike-ped trail,
ii. Reallocate temporally some of the bridge from shoulder to bike-ped trail,
iii. Use cantilevering and lighter materials for the trail to reduce the incremental cost of widening the bridge for the trail.

Combinations of (i) and (iii) are possible, such as option (g). And combinations of (i) and (ii) are also possible. All of these options would be less expensive than the SUP with alternative C, except for option (p), which more closely resembles the 10-lane alternative bridge with SUP option (c). Let's look at this both to see how the alternatives might be pared to a short list to be seriously analyzed, and to see what—if anything—NEPA requires.

2.3.1 Reallocating spatially.

If we have 74 (or 88) feet to work with, the Board might ask: what is the best way to allocate that space, between travel lane, shoulder, and bike-ped? On most existing highways that is what SHA does. But for new roads, some general rules seem to constrain MDTA. State highway departments (AASHTO) have agreed to issue guidelines for shoulders on new highways, while the state of Maryland has a complete streets policy requiring bike-ped access on new highways. Following both policies would have led the DEIS to include both the shoulders and SUP as part of the baseline design. Yet only the shoulders are included in the baseline.

The DEIS should do one of two things: seriously evaluate whether an SUP would better meet the combined purposes and needs for the next Bay Bridge than adding a left shoulder on one of the bridge, or clarify why the AASHTO guidelines for shoulders are treated as essential (not an option) while providing access to bike-ped is viewed as optional. There certainly are rational explanations: if MDTA only serves the needs of toll-paying motor vehicle drivers and not the greater values of the state of Maryland for recreation and bike-ped mobility, that would be a fair justification. NEPA does not require everybody to agree with policy assumptions of an agency, but it does require transparency of the purposes so one can ensure that the purpose and needs statement was not artificially constrained.

Once the DEIS justifies complying with the AASHTO guidelines on shoulders, we are left with options (d–f), which reduce shoulder widths but still comply with the AASHTO guidelines which allow left shoulders to be as narrow as 4 feet on very long bridges. Here especially, MDTA management is free to consider whether the extra shoulder width is as beneficial as adding an SUP, rather than be constrained by AASHTO. Thus, even if option (r) can be dismissed in a screening as infeasible because of AASHTO, those other options could not. Put another way in the NEPA context, requiring shoulders wider than AASHTO requires could be viewed as an artificial constraint making the footprint for the SUP option wider than it needs to be, and thus causing the environmental footprint (as well as the cost) to be higher than it needs to be. That does not mean that the wider shoulder should not be considered, only that NEPA would require the narrower shoulder to be considered as well for evaluating the SUP.

2.3.2 Reallocating Temporally.

The DEIS calculates the traffic will increase over time, but it's assumptions about level of service are static, that is, the bridges will always have the same number of travel lanes, shoulders, and bike-ped trails. That's a reasonable and—unlike the shoulder statement---it does not involve constraining alternatives to follow one policy and reject another, so it does not require clarifying purposes and needs.

Nevertheless, a reasonable board could ask management whether the benefit of having a bicycle and pedestrian trail some of the time would be greater than the cost of losing a travel lane some of the time. It seems likely that the answer would be yes. Two lanes are sufficient to carry traffic in one direction most of the time today, so it follows that three lanes would also be sufficient, at least in the early years. Options c, j, m, and p consider this possibility. The temporal reallocation could either be an interim trail during the early years until traffic requires the extra lane, or a weekly (or even daily) reallocation accomplished with a moveable Jersey barrier and zipper truck as on the Richmond San Rafael Bridge. (See https://tinyurl.com/BridgeTRail), or a scenario in which a permanent trail becomes an intermittent trail. This approach can be consistent with AASHTO, because instead of eliminating a shoulder, there is one less travel lane.[8] In the longer run, if traffic continues to increase, the next generation could decide whether the State of Maryland's needs are best met by reducing (or even eliminating) the availability of a bike-ped trail, allowing traffic on what were originally shoulders, or maintaining the status quo.

For these reasons, it seems at least plausible that these approaches are all feasible and that one of them would be the environmentally preferable option for providing bike-ped access, because they do not increase the footprint of the bridge, unlike the DEIS SUP. It even seems reasonably likely that they would pass a cost-benefit test were one to be conducted given the relatively minor cost. Therefore, at least some of these options should be evaluated.

2.3.3 Better engineering to reduce the incremental cost and environmental footprint of the SUP.

The DEIS is vague about the design of the SUP, but apparently the DEIS assumes that the bridge would simply be widened in proportion to the width of the SUP and associated barrier.[9] As the most common design, it is reasonable. But reducing the weight and thus the environmental footprint of the bridge is also a reasonable alternative, especially because it reduces the cost.

Here are some ways to reduce the total weight of the bridge to accommodate a shared use path.

2.3.3.1 Use lighter materials for the SUP deck, such as fiber reinforced polymer or hollow steel plate. This alone can reduce the incremental dead weight of the trail—and thus the environmental footprint--by about 50%. As a result, it also reduces the required longitudinal beam. The asymmetric weight load is a known stress for which engineers can make necessary

[8] Admittedly, the temporary shoulder would be marked differently than a normal shoulder, but overhead lights have been effective at closing lanes—and the occasional violator would pose no greater hazard than anyone who drives on a shoulder.

[9] The estimated SUP increases the cost of the bridge by the same cost/foot as an increase from 8 to 10 lanes in the DEIS.

adjustments. This is increasingly common for shared use paths on major bridges, such as the new Tappan Zee bridge.

2.3.3.2 Cantilever portions of the SUP not supported by cable span. Putting the trail outside of the main bridge structure shortens the stressful span of the transverse beams, allowing them to be both narrower and shorter and thus lighter. The cost savings could be disproportionate because 88-foot beams are likely to be unavailable and would require on site welding and create another stress point, while there is greater chance that a 74 beam can be purchased.

Many pedestrian trails on highway bridges are cantilevered, often through retrofits. [10] Notable examples include the Fort Duquesne Bridge along I-279 in Pittsburg, and the Jacques Cartier Bridge over the St. Lawrence in Montreal[11]). Pull-offs for viewing are often cantilevered, such as on the Tappan Zee Bridge.

Nevertheless, in the case of the Chesapeake Bay crossing there is an extra challenge of going from a suspension bridge to a truss-supported bridge, which would be further complicated if the frame narrowed from 88 feet to 74 feet. While engineers can design the transition, inspections are required for signs of stress. That can be simplified by separating the transition from suspension to truss, from the transition narrowing the bridge frame from 88 to 74 feet. This sort of transition is already found on the I-74 bridge over the Mississippi River from Iowa to Illinois.[12] In that case, the trail was within the frame of the bridge on the approaches, and cantilevered from a narrower frame in the center, where an archway necessitated minimizing weight. But this shows that the transition has already been done on an Interstate highway.

2.3.3.3 Other options. It would be possible and possibly worth considering cantilevering the entire SUP. Nevertheless, the engineering challenges from the extra swing of a suspension bridge probably make this an approach where MDTA is not going to be the one to innovate. It would be worth adding as a rational and feasible option not further considered. Underslinging a bike-ped bridge from the center of the bridge is also feasible and has been done as a retrofit in Europe and Canada. But because it would increase the required height for the bridge, it would probably not save money in this case, even if MDTA was willing to innovate. So again, it is a rational option to list and not consider further.

Summarizing, there are reasonable and feasible options for both reducing the cost and environmental footprint of providing a bike-ped crossing by either (a) reallocating space from shoulders to an SUP by narrowing shoulders, (b) reallocating space from shoulders to an SUP on a time dependent basis with moveable or immoveable jersey barriers, or (c) using modern

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[10] See also https://vdot.virginia.gov/media/vdotvirginiagov/doing-business/technical-guidance-and-support/technical-guidance-documents/structure-and-bridge/migrated/bcbestpractices/Cantilever_Sidewalk_FRP_eBook_Path_to_Pedestrian_Safety_on_Bridges.pdf

[11] https://publications.gc.ca/collections/collection_2012/tc/T41-1-50-eng.pdf

[12] See Norman MacDonald e al. I-74 Mississippi River Bridge, A state of the art design. https://www.aisc.org/media/r12ktbcb/mcdonald-2014-wsbs-final.pdf https://www.intrans.iastate.edu/wp-content/uploads/2018/07/I-74-Mississippi-River-Bridge-A-State-of-The-Art-Design_05082017.pdf

approaches to reduce the incremental weight added by an SUP. Costs and environmental impacts can be further reduced by combining these approaches.

2.3.4 The DEIS does not define the environmentally preferable alternative for the SUP.

One other consideration is that NEPA requires an EIS to define the environmentally preferable alternative, 40 CFR §1502.14(f). Because alternative are not defined at all, clearly that requirement is not met. Because most alternatives to the SUP as defined in the SUP would have a smaller footprint (e.g. using lighter materials, reducing shoulder widths, or creating an intermittent trail), there are several alternatives that would be environmentally preferable to the single approach defined by the DEIS.

3. THE DEIS DOES NOT SATISFY THE NEPA REQUIREMENT TO CLEARLY EXPLAIN THE BASIS FOR DECISION WHETHER TO BUILD THE SUP, SO THAT THE PUBLIC CAN PROVIDE MEANINGFUL COMMENTS ON THE DECISION.

3.1 The DEIS Should Explain the Financial Considerations that will determine the decision about the SUP, to enable the public to comment on this over-riding decision factor.

The DEIS says that "financial responsibility" is part of the purposes and needs for the new Bay crossing, and that the decision whether to include the SUP will depend on "financial considerations". But the DEIS does not explain what financial responsibility means in the context of the SUP, nor what the financial considerations are—let alone how they will be evaluated. NEPA requires that an EIS must provide the public with sufficient information to understand the basis for an agency's decision and to comment meaningfully on how that decision will be reached. (EDF v Corps of Engineers, 492 F.2d. 1123, 1136; Izaak Walton League v. Marsh, 655 F. 2d 346, 365)., which is impossible unless the financial considerations are explained and how they apply to the SUP. For that to be possible, the EIS will have to explain how financial considerations apply to the shared use path and provide the basis for the cost estimate.

NEPA requires that the information underlying an agency's decision be disclosed in time for public evaluation and comment.[13] The Supreme Court has explained that "The statutory requirement that a federal agency contemplating a major action prepare such an environmental impact statement serves NEPA's "action-forcing" purpose in two important respects….It ensures that the agency, in reaching its decision, will have available, and will carefully consider, detailed information concerning significant environmental impacts; it also guarantees that the relevant information will be made available to the larger audience that may also play a role in both the decision making process and the implementation of that decision." Robertson v. Methow Valley Citizens Council, 490 U.S. 332, 349 (1989).

[13] "...the EIS process ... also guarantees that the relevant information will be made available to the larger audience that may also play a role both in the decisionmaking process and the implementation of that decision." Conservation Law Foundation v. Fed. Highway Admin., 630 F. Supp. 2d 183, 215

Asserting that a decision will be made based on financial considerations is a vague and glib statement, which NEPA does not allow in an EIS.[14] People commenting on the EIS have at best a very vague idea about what information MDTA will use to decide whether the financial consideration would lead a decision on whether to build the trail. Many people are assuming that this means a cost-benefit decision, and hence MBPAC and others have commented that the DEIS needs a benefits assessment since the current version provides people with no indication of the benefit to cost ratio. But is that what MDTA really means? Maybe it means that MDTA has a budget beyond which financial considerations prevent additional expenditure. If that is the case, then the public should be commenting on how to lower the cost instead---and some have noted that the basis for the current cost estimate is weak and needs to be explained, and that the estimate seems too high dues to the lack of an alternatives analysis. Or does MDTA mean something else?

The DEIS needs to explain what is meant by financial considerations so that the public can understand and provide comment on the financial considerations.

3.2 The DEIS fails to explain the basis of the cost estimate for the SUP, making it difficult for the public to offer meaningful comments on what appears to be the single most important factor in the decision on the SUP.

The DEIS states several places that the incremental cost of the SUP would be $1.2 or $1.3 billion, depending on the bridge alternative. The cost estimate is stated, but the basis or source of that estimate is nowhere explained. It is simply a conclusory statement.[15] But NEPA requires more than a conclusory statement about the value of a key factor.

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[14] See for example:

> One aspect of this determination is whether the agency has gone "beyond mere assertions and indicate[d] its basis for them." Silva v. Lynn, 482 F.2d at 1287. The agency "must explicate fully its course of inquiry, its analysis and its reasoning.'" Massachusetts v. Andrus, 594 F.2d at 883 (quoting Silva v. Lynn, 482 F.2d at 1284-85)". Dubois v. US Dept. of Agriculture, 102 F. 3d 1273, 1287, Court of Appeals, 1st Circuit 1996. Finally, and perhaps most substantively, the requirement of a detailed statement helps insure the integrity of the process of decision by precluding stubborn problems or serious criticism from being swept under the rug. A conclusory statement "unsupported by empirical or experimental data, scientific authorities, or explanatory information of any kind" not only fails to crystallize issues, Natural Resources Defense Council v. Grant, 355 F.Supp. 280, 287 (E.D.N.C.1973), but "affords no basis for a comparison of the problems involved with the proposed project and the difficulties involved in the alternatives." Monroe County Conservation Council v. Volpe, 472 F.2d 693, 697 (2d Cir. 1972). Silva v. Lynn, 482 F. 2d 1282 - Court of Appeals, 1st Circuit 1973)

Conservation Law Foundation v. Fed. Highway Admin., 630 F. Supp. 2d 183 - Dist. Court, D. N, 215).

[15] Elsewhere, I have stated my guess that the DEIS is assuming that the cost of the SUP is simply proportional to the total cost, but that is just my guess. And in any event, that is a ratio of two unexplained variables, since the basis for the cost estimate of the project is not provided either. The actual cost of is what matters, not a ratio of costs.

> [An EIS] "must be written in language that is understandable to nontechnical minds and yet contain enough scientific reasoning to alert specialists to particular problems within the field of their expertise." Environmental Defense Fund v. Corps of Engineers, 348 F.Supp. 916, 933 (W.D.Miss.1972). It cannot be composed of statements "too vague, too general and too conclusory." Environmental Defense Fund v. Froehlke, 473 F.2d 346, 348 (8th Cir. 1972). Finally, and perhaps most substantively, the requirement of a detailed statement helps insure the integrity of the process of decision by precluding stubborn problems or serious criticism from being swept under the rug. A conclusory statement "unsupported by empirical or experimental data, scientific authorities, or explanatory information of any kind" not only fails to crystallize issues, Natural Resources Defense Council v. Grant, 355 F.Supp. 280, 287 (E.D.N.C.1973), but "affords no basis for a comparison of the problems involved with the proposed project and the difficulties involved in the alternatives." Monroe County Conservation Council v. Volpe, 472 F.2d 693, 697 (2d Cir. 1972)

Silva v. Lynn, 482 F. 2d 1282 (Court of Appeals, 1st Circuit 1973).

By stating that the decision whether to build the SUP will depend on financial considerations, the DEIS implies that the cost of the SUP is the most important factor on which adoption of the SUP will depend. Therefore, the DEIS needs to provide the basis for that cost estimate. (By contrast, the DEIS does not imply that the decision between the highway alternatives A–G depends on cost or financial considerations, so the absence of the basis for the cost estimate of the travel lanes is less problematic)

3.3 The DEIS fails to explain the basis of the environmental impact of the SUP on Chesapeake Bay. which is the most important environmental impact.

Finally, NEPA requires that the EIS provide the basis for estimates of the environmental impacts. [i] "They shall identify any methodologies used and shall make explicit reference by footnote to the scientific and other sources relied upon for conclusions in the statement." 40 CFR § 1502.24. The impact of the shared use path on the bottom of Chesapeake Bay depends on the area of bay that are filled with bridge support structures, and the DEIS does not explain how that area was calculated.

As previously discussed, the DEIS does not state whether the SUP would be created following the old approach of simply widening the bridge as if the path will carry truck traffic at highway speeds, or the newer less expensive approach of designing the shared use path to carry bicycles, pedestrians, and an occasional small motor vehicle. The footprint of the newer approach is a fraction of the old approach, so evaluating the reported environmental impact requires the DEIS to state the assumed design approach, and the requirement to define the environmentally preferable alternative, 40 CFR §1502.14(f), would require the DEIS to identify accommodation with a smaller footprint.

4. THE DEIS SHOULD ASSESS AND QUANTIFY THE BENEFITS OF THE SUP

4.1 Although NEPA generally does not require a cost-benefit analysis, in this case, NEPA does require an assessment of benefits because it states that financial considerations are the primary basis for the decision.

NEPA generally does not require a cost-benefit analysis in an environmental impact statement, so generally, it does not require benefits to be estimated. But in this case, the EIS

states that the decision on the SUP will be based on "financial considerations," without explaining what that means, so that forces commenters to guess what that means. (Elsewhere I argue that this lack of explanation also is a deficiency in the EIS).

The most obvious interpretations of the assertion that the decision will be based on financial considerations are:

- MDTA will compare the costs to the benefits.
- MDTA will consider the cost-effectiveness of the SUP compared to alternatives (though that would be more plausible if different alternatives are considered).
- MDTA has a limited budget for the SUP, but that limitation will still depend on how much value the public derives from the SUP.
- MDTA has a limited budget for the SUP regardless of how beneficial the trail is but will not know until later what that budget for reasons that it did not explain in the DEIS (elsewhere I argue that this lack of explanation is a deficiency in the EIS).

All but one of these interpretations of "financial considerations" would require an assessment of the benefits of the SUP as defined in the DEIS and the benefits of alternative ways to create the SUP. Therefore, unless the final possibility applies, the decision will require an assessment of the benefits. EPA requires that an EIS must provide the public with sufficient information to understand the basis for an agency's decision and to comment meaningfully on how that decision will be reached. (EDF v Corps of Engineers, 492 F.2d. 1123, 1136; Izaak Walton League v. Marsh, 655 F. 2d 346, 365). For that to be possible, given that the decision depends on financial considerations which are always measured in monetary quantities the EIS will have to quantitatively state what the benefits are, which in turn requires documenting the benefits assessment.

My argument that NEPA requires a benefits assessment would not apply, of course, if the MDTA's financial considerations are entirely independent of the benefits due to a fixed budget that it has not yet decided. If that is the case, however, then the decision process for the SUP is irrational because it puts forth a single option even though that single option may well exceed the budget, rather than developing a range of alternative options which would allow MDTA to choose an option when it finally knows what its budget it. As a result, if you discount this comment, the reasons for doing so are likely to reflect other problems with the process.

4.2 A Benefits Assessment would be good policy regardless of whether NEPA requires it.

Given the estimate that the SUP would cost $1.2 billion under the design assumptions that underlie the DEIS, the existence of a range of options that would cost far less than $1.2 billion, the lack of any study that even roughly estimates whether the benefits would be greater or less than $1.2 billion, and the strong evidence that the benefits would be significant, a benefits assessment for such a large project is needed.

- The MDTA board needs to know whether the benefits of the SUP justify an expenditure of $1.2 billion (or a possibly lower cost using engineering design changes such as lighter deck materials and cantilevering part of the SUP).
- If the benefits are not great enough to justify widening a bridge to make room for the SUP, the Board needs to know if the benefits are still great enough to justify some of the

less expensive alternatives discussed in these comments (e.g. intermittent SUP with moveable jersey barrier, narrowing shoulders,).

- The MDTA Board needs to be informed of the tradeoffs between providing an SUP and either narrowing shoulders, or providing a fourth travel lane even when three lanes are more than adequate to carry the traffic—whether in terms of dollars or more informal measures such as the number of people who use each.

4.3 A Benefits Assessment of Sufficient Quality Need Not Be Unreasonably Costly

The MBPAC letter suggested 22 questions that a comprehensive benefits assessment would answer (some of which involve multiple variables). Although it would take an expensive multi-author study to answer all those questions with great accuracy, a moderate effort by skilled analysts applying the existing literature could provide an informative range of plausible outcomes for each of those questions; and if greater accuracy is needed, economists could develop a more precise estimate for the few quantities that involve the greatest uncertainty where additional accuracy is most important.

MBPAC's questions were grouped into 8 categories. I'll address possible simple ways to deal with those involving recreation, transportation, and existence value.

a. Recreational and Tourism benefits of the path. How many tourists will visit the path? How many of them will be out-of-state tourists? How much will nearby residents use the path? How many people traveling by bicycle or other micromobility devices will use the bridge? To what extent will this bridge increase bicycle travel on the Eastern Shore? What will be the resulting increase in economic activity, employment, and tax revenues from increased tourism? What is the likely impact of the path on economic activity, employment, and tax revenues? What will be the recreational consumer surplus?

Possible estimators for number of visitors might be the visitors at similar SUP's, or possibly other similar bridges such as the Tappan Zee bridge. Data provided by the Maryland Department of Commerce in Appendix B of the MBPAC letter suggests that the Tourism Office has substantial information on where visitors reside. M-NCPPC and other local parks agencies have estimates of trail usage, and based on parking lot use, can provide a reasonable idea of how many live nearby (i.e., did not drive to the trail); for a high-scenario estimate, it's reasonable to assume a multiple which might be gathered based on use of other very scenic bridge trails. The East Coast Greenway Alliance can provide estimates of long-distance travelers on the East Coast Greenway. The impact of visitors on the local economy can be estimated by working with the Tourism Office of the Maryland Department of Commerce. A rough estimate of consumer surplus might be derived using Robert C. Wieland and John Horowitz, 2008. "Estimating the Recreational Consumer Surplus at Maryland's State-owned Forests", Wye Research Center. Queenstown MD and other similar studies, and applying a ratio to tourist-days.

b. Transportation benefits of the path. What is the range of plausible estimates of bicycle commuters using the path by decade? (The DEIS simply asserts that the path will have no impact on the number of motor vehicles crossing the bridge, without providing the detailed analysis of how that conclusion is reached.) How will economic development and land use changes on Kent Island and Broad Neck peninsula increase use of the path for commuting over the decades? How will increased market penetration of e-bikes and other micromobility devices increase use of the bridge for bicycle

commuting and other purposeful trips? What will be the consumer surplus of increased bicycle commuting?

The number of bicycle commuters at first is likely to be negligible, both because of the low density near the bridge and relatively few employment opportunities closer than Annapolis. Moreover, the absence of a connection today means that people who want to have the option of commuting to work do not currently both live and work in locations where the Bay Bridge would be useful. Nevertheless, a rough estimate can be derived by making some bounding assumptions. Data for bicycle mode share by tract are available, and as e-bikes become more widely used they will roughly double the reasonable range for bicycle commuting. The Comptroller's office could provide estimates of the number of people working in Anne Arundel (some fraction of whom work in Annapolis) who live in Queen Anne's (some fraction of whom live on Kent Island). Combining mode share assumptions for people who live and work close to, but on opposite sides of, the bay bridge would provide a rough estimate of commuting opportunity. While the numbers are likely to be small compared to recreational use, as a transportation agency considering a $1 billion project, they are worth knowing.

f. Existence and option values. What is the non-market value associated with closing a key gap in our transportation system. What is the value of this option existing to people who do not use it, but feel better off knowing that it is there?

Economic studies of existence value have shown that people value certain environmental, cultural, and monumental resources even when they will never use them—or perhaps never even see them. Economists have shown that many people would be willing to pay for the continued existence of polar bears and scenic views of the Grand Canyon. Although these studies have mostly focused on environmental issues, the existence value of the Eiffel Tower has been estimated at more than 400 Euros, and in the United States the contingent valuation method is sometimes used to estimate the value of historic preservation. A study of the Taj Mahal estimated that the existence value of that iconic structure is about 500 times the average annual revenue from ticket sales over a 5-year period.

While the Bay Bridge is not the Taj Mahal, to Maryland bicyclists it would have a similar iconic status. Just as Chesapeake Bay is the heart of Maryland, a bicycle bridge over the Bay would be the bicycle trail of Maryland. Just as people in the DC suburbs all visit the Washington Monument on occasion and people in Baltimore visit the Inner Harbor, this bridge would be the trail that almost every Marylander who ever puts a bike onto their car will eventually visit. Therefore, it would be reasonable to obtain an estimate of the population of avid Maryland bicyclists, and assume a significant existence value comparable to the values that existing contingent valuation studies have found that the general public holds for the objects of those studies.

h. What are the incremental net benefits of the shared-use path compared to alternatives? Whether or not the shared-use path is built, the state's complete streets policy and Transportation Article §2-602 requires some form of accommodation for bicyclists and pedestrians on major projects. Although the DEIS is not clear about what that alternative accommodation will be, the benefits of that accommodation must also be considered in calculating the net benefits of the shared use path. Different shoulder widths, for example, provide different levels of benefits.

To the extent that the decision whether to build the SUP is a question of whether to make the bridge 14 feet wider, it is largely based on whether the MDTA Board views the SUP as worth the

cost of its construction. But as shown elsewhere in these comments, a permanent or intermittent SUP can be provided without widening the bridge, by reducing the assumed widths of the shoulders or sometimes reducing the number of travel lanes.

A common metric is needed to measure that tradeoff. If estimates of the value of wider shoulders are available, that would be one approach. Another approach would be to estimate usage. For example, compare the number of people who stop on the left shoulder or a typical 4-mile stretch of an interstate highway (or interstate highway bridge) with the number of users of the trail. That is not to say that the value of having a 12-foot instead of a 6-foot left shoulder is the same as the value of riding a bicycle over the Bay Bridge, but it would give some sort of comparison for the Board to consider.

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[1] "One aspect of this determination is whether the agency has gone "beyond mere assertions and indicate[d] its basis for them." Silva.vj.Lynn?482 F.2d at 1287. The agency "must explicate fully its course of inquiry, its analysis and its reasoning.'" Massachusetts.vj. Andrus?594 F.2d at 883 (quoting Silva.vj.Lynn?482 F.2d at 1284-85)." Dubois v. US Dept. of Agriculture, 102 F. 3d 1273, 1287 says - Court of Appeals, 1st Circuit 1996

ABSTRACT

I-74 MISSISSIPPI RIVER BRIDGE: A STATE OF THE ART DESIGN

The existing I-74 Mississippi River Bridge connecting Bettendorf, Iowa with Moline, Illinois is a vital component of the transportation corridor in the Quad Cities. The twin suspension bridges, a national historic landmark, will be replaced with dual 795' Steel Basket Handle True Arch bridges consisting of a total of twelve vehicular traffic lanes (eight lanes and four full size shoulders) and a bicycle/pedestrian trail.

The new arch bridges will provide the high degree of elegance that was desired by the community. The design team tackled complex arch design issues such as buckling behavior of the minimally braced arch rib, evaluation of dynamic wind loads, mitigation of wind vibration affects, and a detailed construction analysis of both arch spans. The bicycle/pedestrian trail will be asymmetrically cantilevered off the eastbound arch bridge before converging into a monolithic bridge deck on the girder approach spans.

A structural health monitoring system (SHM) will monitor corrosion, load distribution, and movements. Motorized travelers and an extensive walkway system will provide easy access for inspection and maintenance. In addition to the basket handle arch, other aesthetic features will include an overlook on the arch bicycle/pedestrian trail with a glass oculus, eccentrically intertwined Y-shaped pier columns, and special LED lighting.

The presentation will discuss the unique design challenges and features of the signature structure, highlighted above, such as the arch state-of-the art structural design and analysis, the SHM system, the built-in inspection and maintenance system, and the aesthetic features.

Keywords: Arch bridges, complex design, structural health monitoring, inspection access, bridge maintenance, and aesthetics.

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MARYLAND

BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

March 6, 2026

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Maryland Transportation Authority
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Dear Ms. Lowe and Mr. Bienko:

On behalf of the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC), I am writing to provide comments on the *Chesapeake Bay Crossing Study Tier 2 NEPA Draft Environmental Impact Statement* (DEIS). The advisory committee was established in 1991 by §2-606 of the Transportation Article of the Maryland Code, with the purpose of advising state agencies on bicycle and pedestrian issues. At its quarterly meeting on January 16, 2026, the committee endorsed construction of a shared-use path on the Bay Bridge, as explained in Attachment A. We also decided to review the DEIS when it became available and provide comments in accordance with MBPAC's charter. Today, we voted to send this letter.

The optional shared use path (SUP) described in the DEIS would be a fundamental improvement in our transportation system by connecting--for the first time--the Eastern and Western shores of Chesapeake Bay for those traveling by bicycle or on foot. We commend the Maryland Transportation Authority (MDTA) for listening to the many stakeholders who have pointed out the need for this connection, and your vision for recognizing that the proposed bridges are a once-in-a-lifetime opportunity. Nevertheless, to further strengthen the public support for the proposed Bay crossings and ensure that the DEIS meets the requirements of the National Environmental Policy Act (NEPA), a supplemental analysis of the shared use path is needed, for three reasons:

- The DEIS provides too little information for an informed decision because it quantifies the cost and environmental impacts--but not the benefits--of this path.

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- The DEIS says that the decision whether to build the SUP will be based on "financial considerations," but it does not explain what those considerations are, nor does it provide the basis for the estimated cost of the SUP, making it impossible to provide meaningful comments on the key factor that MDTA will consider in its decision making.
- NEPA requires a comprehensive assessment of major federal actions including reasonable alternatives; but the DEIS does not evaluate reasonable alternatives to the single approach it took in the proposed design of a shared-use path.

1. **The DEIS should quantify the benefits of the shared use path.**

The DEIS estimates that the shared use path would add more than $1 billion to the cost of the new bridge spans, and it quantifies in detail the environmental impacts from construction. Yet there is no similarly detailed analysis of the economic and environmental benefits of the path itself. For the public to have confidence in the decision process, the DEIS should show as much thought about the benefits as the costs.

a. Recreational and Tourism benefits of the path. How many tourists will visit the path? How many of them will be out-of-state tourists? How much will nearby residents use the path? How many people traveling by bicycle or other personal mobility devices will use the bridge? To what extent will this bridge increase bicycle travel on the Eastern Shore? What will be the resulting increase in economic activity, employment, and tax revenues from increased tourism? What is the likely impact of the path on economic activity, employment, and tax revenues? What will be the recreational consumer surplus? See also Attachment B.

b. Transportation benefits of the path. What is the range of plausible estimates of bicycle commuters using the path by decade? (The DEIS simply asserts that the path will have no impact on the number of motor vehicles crossing the bridge, without providing the detailed analysis of how that conclusion is reached.) How will economic development and land use changes on Kent Island and Broad Neck peninsula increase use of the path for commuting over the decades? How will increased market penetration of e-bikes and other personal mobility devices increase use of the bridge for bicycle commuting and other purposeful trips? What will be the consumer surplus of increased bicycle commuting?

c. Health benefits of the path. Given the known benefits of exercise on health and longevity, please quantify the health benefits (including reduced health expenditures) from use of the path by tourists and commuters. What is the net economic benefit of the impact on health (including adverse health impacts from driving, in the case of commuters)? What is the mental health benefit from use of the path (e.g. increased attention span or reduced depression from exposure to nature)?

d. Impact on property values. How might the shared use path increase demand for housing, services, amenities and other activities near the bridge?

e. Environmental benefits of the shared use path. What will be the reduction in greenhouse gas emissions and other pollution from increased mode share for bicycles and personal

mobility devices facilitated by the shared use path? How will the increased personal contact with Chesapeake Bay enhance environmental stewardship?

f. Existence and option values. What is the non-market value associated with closing a key gap in our transportation system? What is the value of this option existing to people who do not use it, but feel better off knowing that it is there?

g. Anciliary benefits from shared-use path for other users of bridge. What is the value of the path for use of emergency and maintenance vehicles, and traffic carrying capacity (e.g., small motor vehicles during emergencies, or intermittent traffic for some designs)?

h. What are the incremental net benefits of the shared-use path compared to alternatives? Whether or not the shared-use path is built, the state's complete streets policy and Transportation Article §2-602 requires some form of accommodation for bicyclists and pedestrians on major projects. Although the DEIS is not clear about what that alternative accommodation will be, the benefits of that accommodation must also be considered in calculating the net benefits of the shared use path. Different shoulder widths, for example, provide different levels of benefits.

Predicting future usage of a new public works project is inherently uncertain. But dozens of interstate bridges over large bodies of water have shared use paths, with a wide variety of designs, built by agencies with the same practical constraints as MDTA. The DEIS can and should benefit from the accumulated knowledge about optimal design, usage, economic impacts, and best practices.

2. The DEIS should explain the shared use path's cost estimate and the financial considerations upon which the decision to build the path will be based

The DEIS says that "financial responsibility" is part of the purposes and needs for the new Bay crossing, and that the decision whether to include the shared use path will depend on "financial considerations". But the DEIS does not explain what financial responsibility means in the context of the path. Nor does it say what the financial considerations are for the SUP—let alone how they will be evaluated. Because most of the benefits of the path are not captured by toll revenues, it is especially important for the public to understand how MDTA's view of financial responsibility treats economic benefits such as revenues to business, consumer surplus for both market and non-market activities, and economic concepts such as existence value often associated with environmental and cultural resources, scenic views, and monuments.

Moreover, the DEIS does not provide the basis for the estimate that the SUP would add $1.2 to $1.3 billion to the cost of the crossings. Our January 16 letter indicated that we are skeptical about that estimate; but the failure of the DEIS to provide the basis of that estimate prevents us from offering substantive comments on its accuracy or how to develop a more accurate estimate. The DEIS is clear that for the highway, cost is only one of many factors in the choice between alignment alternatives, but cost is the single most important factor in the decision whether to choose an alternative with the SUP or an alternative without the SUP.

NEPA requires that an EIS must provide the public with sufficient information to understand the basis for an agency's decision and to comment meaningfully on how that decision will be reached. (EDF v Corps of Engineers, 492 F.2d. 1123, 1136; Izaak Walton League v. Marsh, 655 F. 2d 346, 365). For that to be possible, the EIS will have to explain how financial considerations apply to the shared use path and provide the basis for the cost estimate.

Finally, NEPA requires that the EIS provide the basis for estimates of the environmental impacts. The impact of the shared use path on the bottom of Chesapeake Bay depends on whether it would be created following the old approach of simply widening the bridge as if the path will carry truck traffic at highway speeds, or the newer less expensive approach of designing the shared use path to carry bicycles, pedestrians, and an occasional small motor vehicle. The footprint of the new approach is a fraction of the old approach, so evaluating the reported environmental impact requires the DEIS to state the assumed design approach, and the requirement to define the environmentally preferable alternative, 40 CFR § 1502.14(f), would require the DEIS to identify an accommodation with a smaller footprint.

3. **NEPA requires a comprehensive alternatives analysis of the shared use path**

The National Environmental Policy Act (NEPA) requires an Environmental Impact Statement to prepare a detailed evaluation and analyses of alternatives in any major federal action. 42 U.S.C. §4332(2)(C)(iii) and 40 CFR §1502.14. Because it would cost more than $500 million, the shared use path by itself would be a major federal action for purposes of NEPA. 23 USC §106. The SUP as proposed is a good way to provide a bicycle and pedestrian crossing, but it is not the only way. The key requirement of NEPA is to "objectively evaluate reasonable alternatives to the proposed action, and, for alternatives that the agency eliminated from detailed study, briefly discuss the reasons for their elimination." 40 CFR §1502.14. Complying with that mandate requires a careful analysis of a small set of alternatives based on a brief screening analysis of a larger number of possible alternatives, which might include:

a. Add a standalone shared-use path to one bridge as defined in the DEIS, widening bridge 14 feet.

b. On one of the bridges, redefine the right most travel lane as a shoulder, and add the shared-use path where the right shoulder is in the current design. The bridge with the shared-use path would have 5 total lanes instead of 6 (including shoulders), that is, 3 travel lanes and 2 shoulders. When necessary, during peak periods, send some traffic to the other bridge with ample capacity or obtain permission to use a shoulder as a travel lane.

c. Same as (b) except (either in initial construction or at some point in the future) replace the fixed barrier between the shoulder and shared use path with a moveable Jersey barrier, following the approach used by the Richmond San Rafael bridge over San Francisco Bay, so that during peak periods the path becomes a shoulder and what is normally the shoulder becomes a travel lane, but otherwise the shared use path remains available. (A video by the construction contractor shows that path in operation: https://www.youtube.com/watch?v=4SjnJylAS0w). Possibly narrow the left shoulder one foot so that the intermittent right lane can still carry buses.

d. Narrow one of the bridges by 7 feet and widen the other by 7 feet. Narrow the left side shoulders to 6 feet on each bridge, and the right shoulders to 13 feet, thereby gaining 14 feet of

available space on the wider bridge, enough space to add a shared-use path without increasing the total footprint (or approximate cost) of the path.

e. Same as (d), except use a moveable Jersey barrier instead of a fixed barrier separating the SUP from traffic, so when necessary, an additional travel lane can be provided, i.e., there can be five travel lanes on that bridge during emergencies such as the other bridge being closed.

f. Same as (a) except on one bridge, left shoulder is only 4 feet, right shoulder 10 feet, leaving 12 feet for a 10-foot path with 2-ft barrier on a 74-foot bridge.

g. Same as (f) but widen the span 2 ft, allowing right shoulder and path each to be 11 feet. (Narrow left and right shoulders on other bridge to 11 and 13 feet, respectively, if offsetting the costs and impact of greater footprint is necessary.)

h. Same as (f) but widen span 4 ft, and use a moveable Jersey barrier, so that under normal conditions there will be a 12-foot shoulder and 12-foot path, but when additional throughput is needed, during emergencies, there will be an extra 12-foot travel lane with 8-foot shoulder. (Narrow left and right shoulders on other bridge to 10 and 12 feet, respectively if offsetting the cost and impact of the greater footprint is necessary.)

i. Same as (a), except reduce structural clear width of the trail to 10 feet and the entrances to slightly less, thus reducing the deck's required dynamic load to that of an H5 truck, partly cantilever the SUP with outriggers, significantly reducing cost and environmental footprint of the shared use path in a manner similar to the Governor Cuomo Bridge, possibly being the "environmentally preferred alternative" design. 40 CFR § 1502.14(f).

j. When the eastbound bridge is opened, place a Jersey barrier separating the design shoulder from the roadway, to make an interim path. Only open three lanes for automobile traffic under normal conditions so that the right-most lane operates as a shoulder. Remove the Jersey barrier and shift bicycle-pedestrian traffic to the westbound bridge when it opens, regardless of the final permanent accommodation for bicycles and pedestrians.

k. Shuttle buses only.

l. Passenger ferry.

m. No action/no accommodation.

The supplemental analysis necessary to ensure that this environmental impact statement complies with NEPA will take time, but it need not impede the progress of the Bay Crossing Project. The final environmental impact statement can retain the shared use path as an option. Such an approach would enhance NEPA compliance because the more refined engineering may find additional ways to greatly reduce both the cost and the environmental impact of the shared use path, compared to the approach assumed in the DEIS.

We appreciate the opportunity to provide our comments on the draft DEIS for the Bay Crossing Study, and we look forward to seeing the next version of this important analysis.

MBPAC Comments on the Bay Crossing Draft Environmental Impact Statement – March 6, 2026

The Committee would welcome any questions and be happy to discuss any or all of the above further with you or the project team.

[redacted], Chairperson



BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

Date: January 16, 2026

To: Kathryn Thomson, Acting Secretary, Maryland Department of Transportation
Bruce Gartner, Executive Director, Maryland Transportation Authority (MDTA)
Josh Kurtz, Secretary, Maryland Department of Natural Resources

From: Maryland Bicycle and Pedestrian Advisory Committee

Subject: Support for MDTA Recommended Preferred Alternative C for the Chesapeake Bay Crossing Study and Recommendation to include the Separated Shared-Use Path for pedestrians and bicyclists

In accordance with the requirement stating the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC) advises the Administration on issues directly related to bicycling and pedestrian activity, the Committee offers the following support of MDTA Recommended Preferred Alternative C for the Chesapeake Bay Crossing Study.

MBPAC offers the following Shared Use Path (SUP) recommendations with respect to Alternative C:

1. The barrier-separated shared-use lane should be a mandatory feature of the new crossing, not a separately priced optional feature. This is no different from other features such as shoulders, lane widths, safety barriers, etc. which can also serve as an emergency or maintenance lane when appropriate.

2. The planning level cost estimate for the SUP seems exceptionally high and should be revisited. The project has upfront costs such as design, right of way, mobilization and such that are shared for the two spans. The SUP would then only be an incremental addition to one of the spans. An estimate of approximately 10% of the total project seems exceptionally high.

3. As presented to the MDTA Board, there are existing trail networks on both the eastern and western shores which will be connected by the SUP. This strengthens the local, regional, and national trail networks including the American Discovery Trail (Atlantic to Pacific) and an alternate East Coast Greenway route (Maine to Key West). These trail networks should be shown on briefings and documents related to the study.

Generally, MBPAC recommends that any bridge, overpass, underpass, interchange or similar road improvement construction by a State Department or Agency including MDTA or funded in full or in part by the State require accommodation for pedestrians and bicyclists. In addition, MBPAC's recommendations align with the 2024 Complete Streets policy applicable to all capital improvement projects within Maryland Department of Transportation's (MDOT) right-of-way.

Similar to the proposed 4.3-mile bay crossings, other bridges such as the Governor Mario M. Cuomo Bridge, a 3.6-mile span over the Hudson, twenty miles north of New York City, carrying I-87, includes barrier separated pedestrian and bicycle accommodations. Here in Maryland, both the Woodrow Wilson

and the Frederick Douglass Memorial Bridge (Washington, DC, opened in 2021) accommodate both pedestrians and bicyclists over the Potomac and Anacostia Rivers.

Crossings of natural geographical barriers are built or renovated perhaps once in every other generation. Failure to include bicycle and pedestrian accommodations adversely impacts not only the current citizens of Maryland, but those for the next 50 to 100 years.

Such accommodations can be tourism destinations in and of themselves, as well as links to facilities on either end with longer and multi-state trail networks. The separated bike/ped facility would provide safe access to and from scenic and historic byways on the Eastern Shore, facilitating micromobility transportation to and from communities on both sides of the Chesapeake Bay.

We would be glad to discuss this matter directly with the Study team or members of the Administration at your convenience.

Sincerely,

The Maryland Bicycle and Pedestrian Advisory Committee

[redacted]

[redacted], Chair

References

- MBPAC Recommendations for Chesapeake Bay Crossing Study - Tier 2 NEPA
- Maryland Complete Streets Policy (MDOT 750)
- Maryland Transportation Article §8-901
- MDOT 701 Practical Design Policy
- Governor Mario M. Cuomo Bridge (ny.gov) – Run, Walk, Bike and Explore
- The New Federal Douglas Memorial Bridge, DDOT (Sept 2018)

Attachment B:

Contribution of
Maryland Office of Tourism
Maryland Department of Commerce

Out of State Visitors to the Eastern Shore

	Year Trip Started					
	Total	2020	2021	2022	2023	2024
Origin State						
Maryland	42.6%	52.2%	27.6%	42.0%	37.2%	46.4%
Pennsylvania	25.6%	20.9%	36.5%	19.8%	26.5%	26.6%
Delaware	11.6%	15.5%	12.5%	11.1%	6.3%	9.6%
Virginia	5.5%	2.7%	4.2%	7.8%	9.1%	6.2%
New Jersey	3.2%	1.8%	4.9%	2.1%	4.5%	3.8%
New York	2.9%	0.7%	7.2%	2.7%	3.5%	2.3%
South Carolina	0.9%	0.0%	2.0%	0.2%	2.7%	0.3%
North Carolina	0.9%	1.5%	0.7%	0.2%	0.7%	0.7%
District of Columbia	0.9%	0.7%	0.0%	4.2%	0.2%	0.1%
Georgia	0.8%	0.0%	0.1%	5.5%	0.0%	0.0%
Florida	0.7%	0.3%	0.3%	1.7%	1.7%	0.2%
Connecticut	0.7%	1.8%	0.3%	0.0%	0.1%	0.4%
Tennessee	0.6%	0.9%	0.6%	1.1%	0.1%	0.1%
Ohio	0.5%	0.0%	1.2%	0.1%	0.2%	1.3%
Massachusetts	0.5%	0.0%	0.2%	0.0%	2.4%	0.0%
California	0.4%	0.0%	0.0%	0.5%	1.9%	0.0%
West Virginia	0.4%	0.0%	0.1%	0.1%	1.7%	0.3%

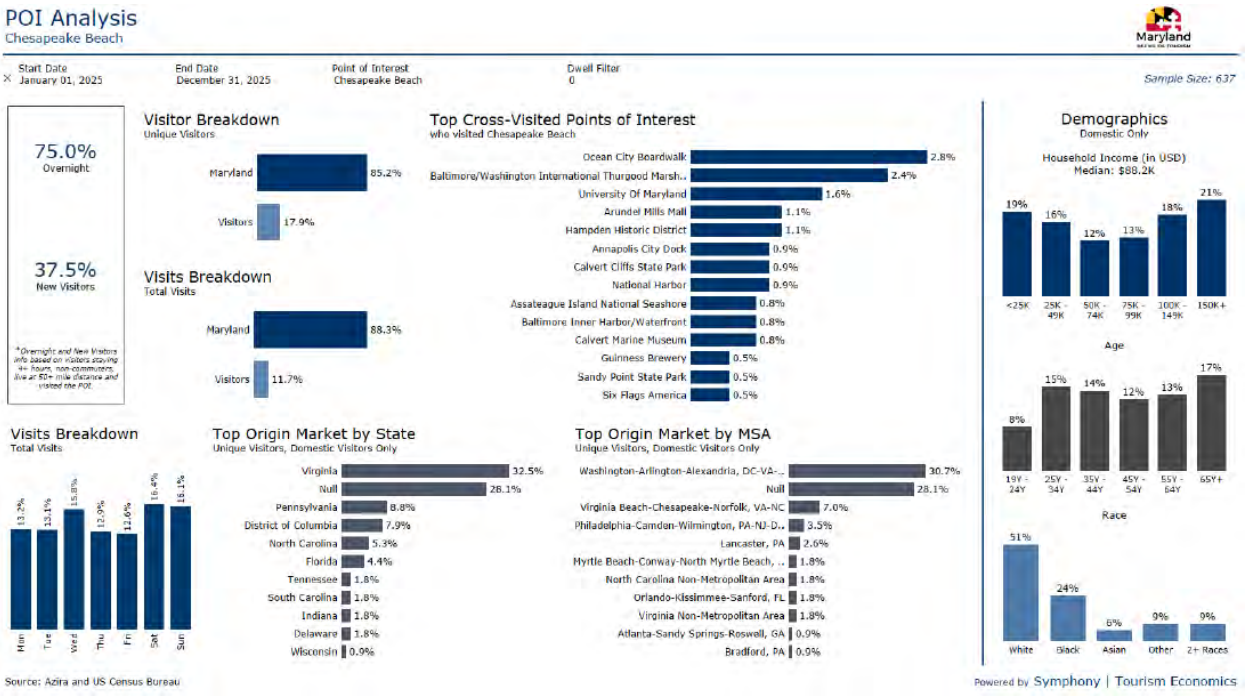
MarketSight® Crosstab

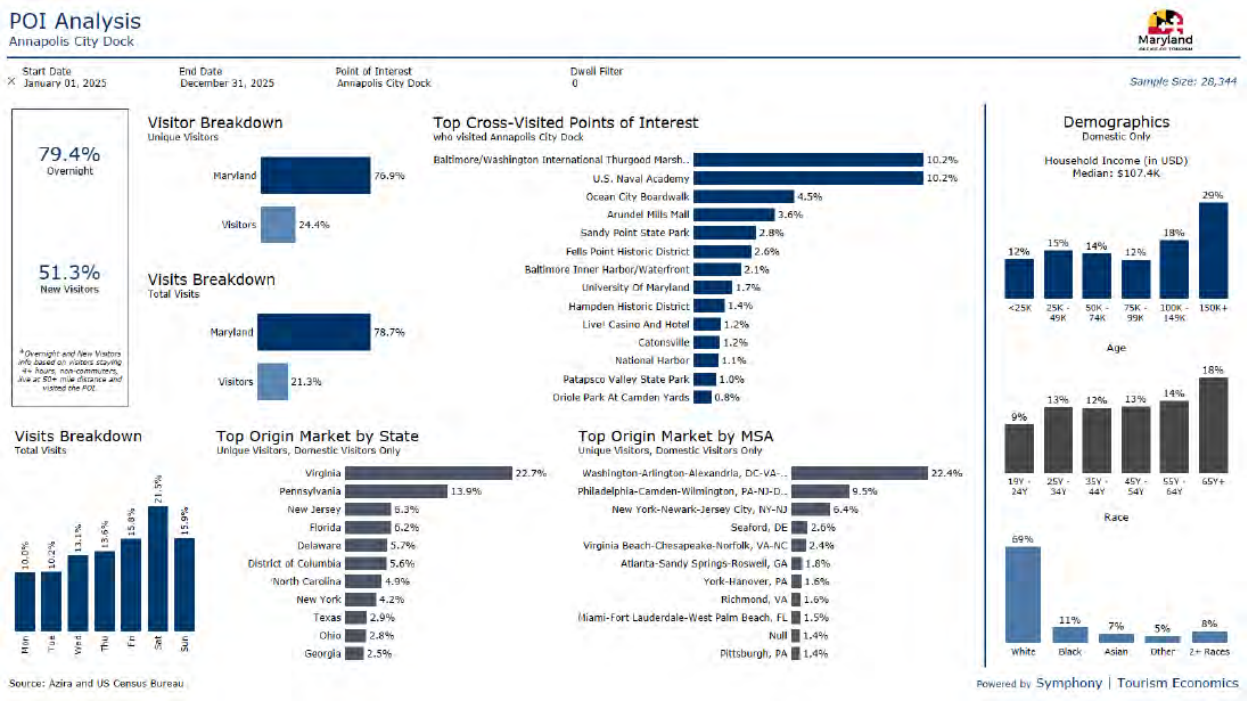
Weight Variable = Person-Stays Weight, Confidence Level = 95%

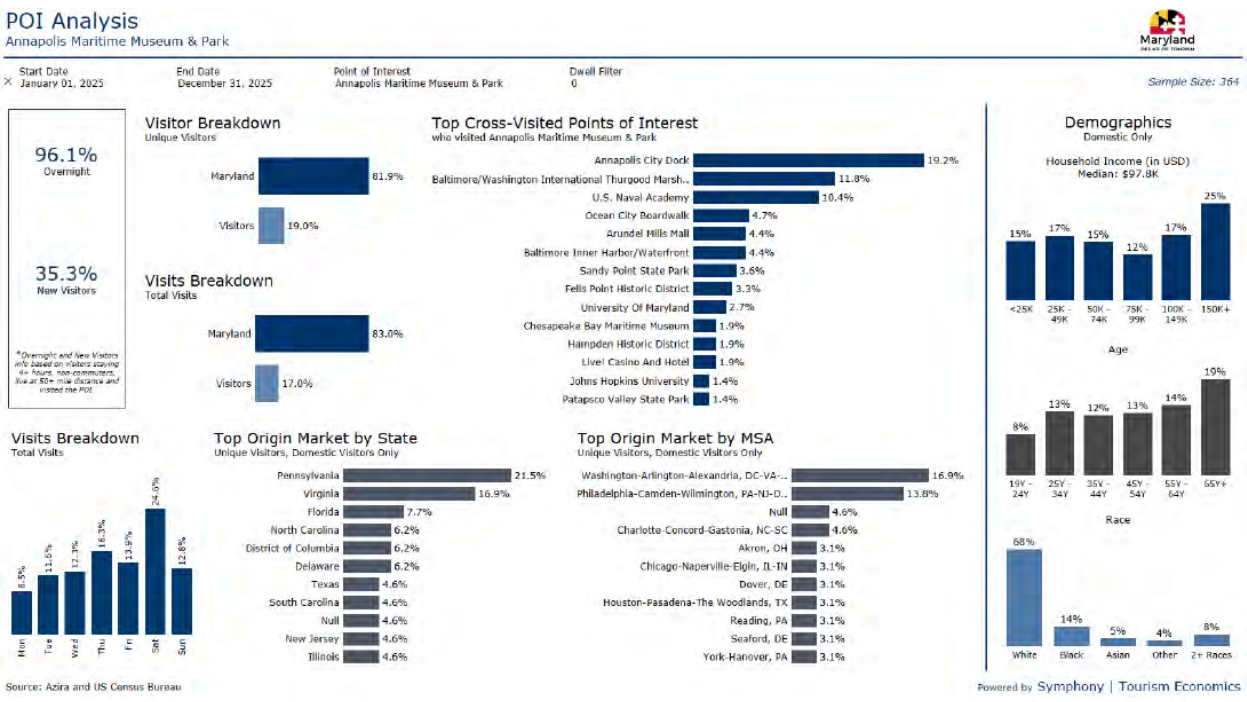
Respondents Included = 0%, Filter Applied, "Maryland" excludes Caroline, Cecil, Dorchester, Kent Queen Annes, Somerset, Talbot, Wicomico, Worcester.

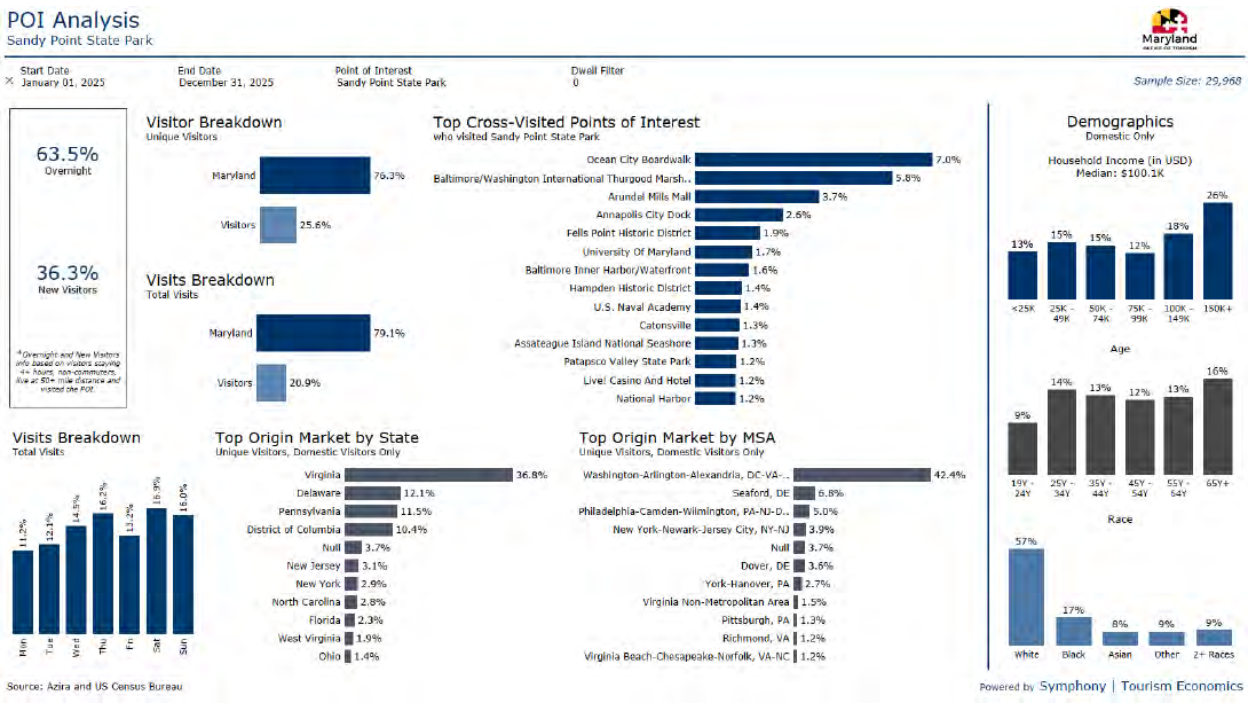
Points of Interest

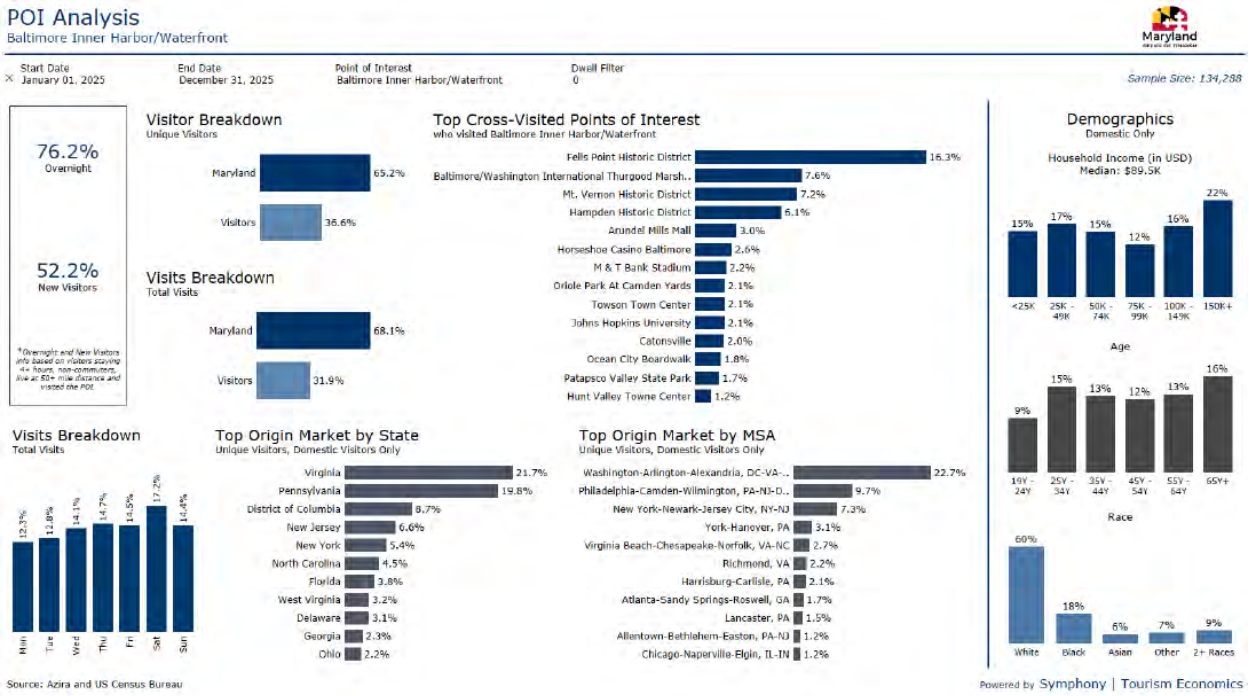
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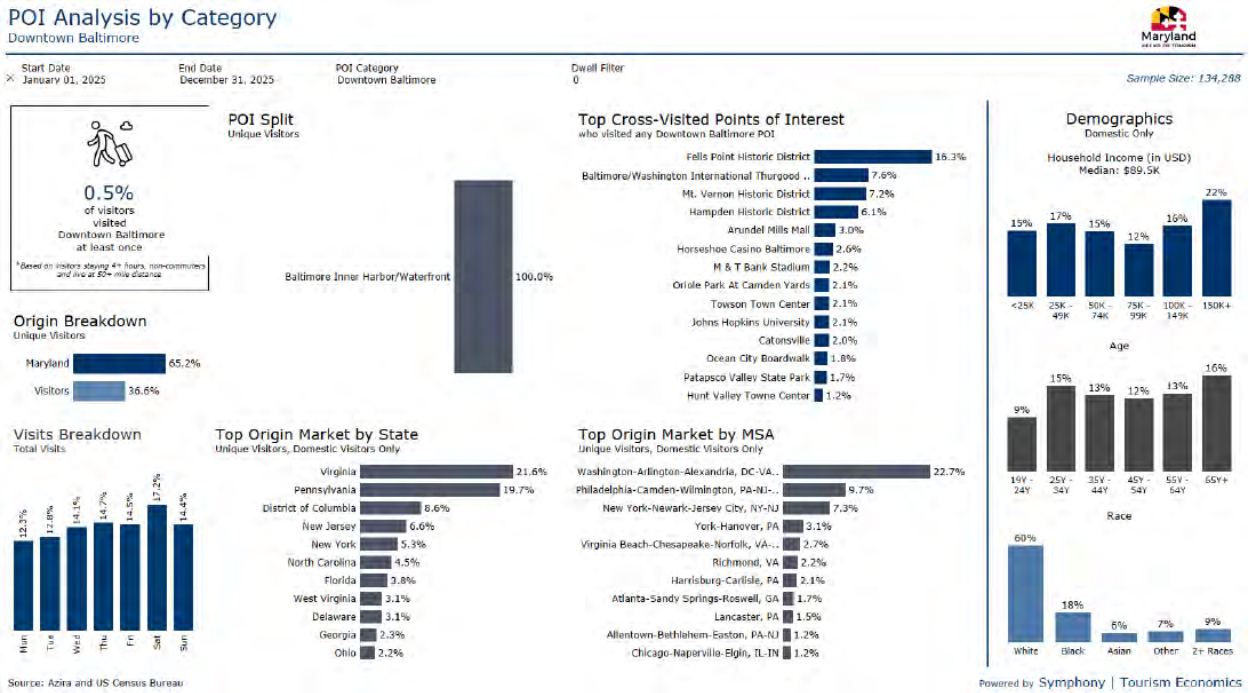


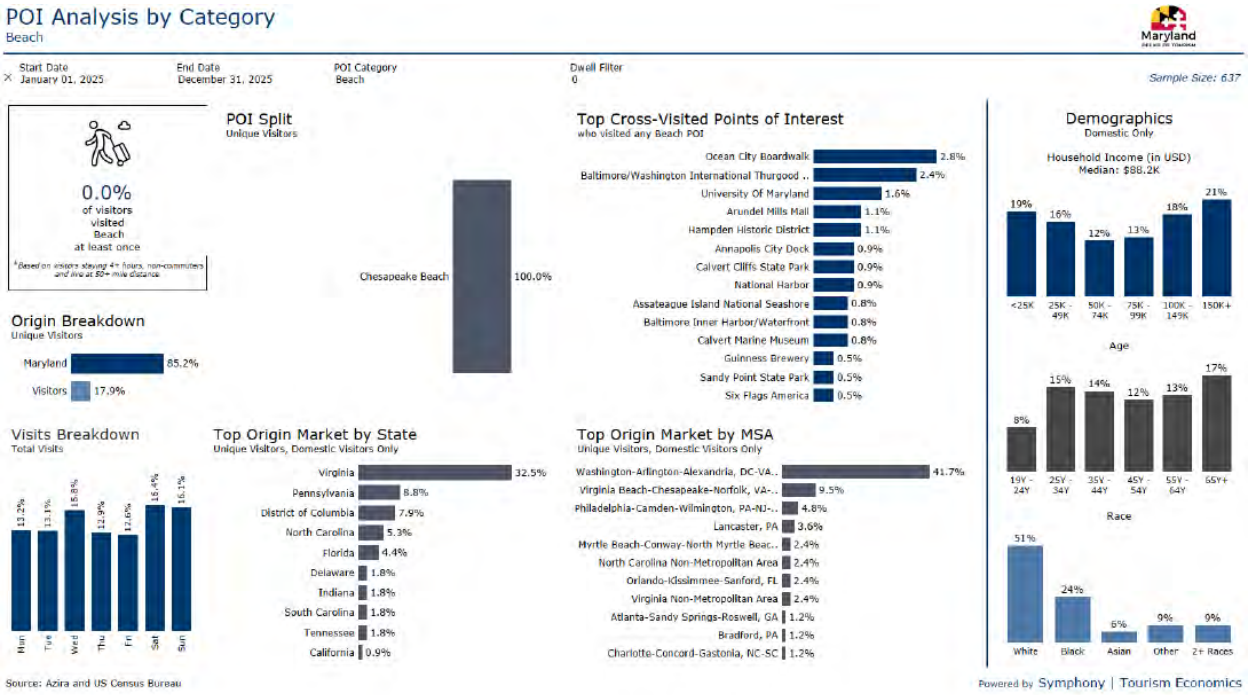

POI Analysis
Annapolis City Dock
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
Point of Interest
Annapolis City Dock
Dwell Filter
0
Sample Size: 28,344
79.4%
Overnight
51.3%
New Visitors
*Overnight and New Visitors info based on visitors staying 4+ hours, non-commuters, live at 50+ mile distance and visited the POI.
Visitor Breakdown
Unique Visitors
Maryland 76.9%
Visitors 24.4%
Visits Breakdown
Total Visits
Maryland 78.7%
Visitors 21.3%
Top Cross-Visited Points of Interest
who visited Annapolis City Dock
Baltimore/Washington International Thurgood Marsh.. 10.2%
U.S. Naval Academy 10.2%
Ocean City Boardwalk 4.5%
Arundel Mills Mall 3.6%
Sandy Point State Park 2.8%
Fells Point Historic District 2.6%
Baltimore Inner Harbor/Waterfront 2.1%
University Of Maryland 1.7%
Hampden Historic District 1.4%
Live! Casino And Hotel 1.2%
Catonsville 1.2%
National Harbor 1.1%
Patapsco Valley State Park 1.0%
Oriole Park At Camden Yards 0.8%
Demographics
Domestic Only
Household Income (in USD)
Median: $107.4K
12% 15% 14% 12% 18% 29%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
9% 13% 12% 13% 14% 18%
19Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
69% 11% 7% 5% 8%
White Black Asian Other 2+ Races
Visits Breakdown
Total Visits
10.0% 10.2% 13.1% 13.6% 15.8% 21.5% 15.9%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
Virginia 22.7%
Pennsylvania 13.9%
New Jersey 8.3%
Florida 6.2%
Delaware 5.7%
District of Columbia 5.6%
North Carolina 4.9%
New York 4.2%
Texas 2.9%
Ohio 2.8%
Georgia 2.5%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Washington-Arlington-Alexandria, DC-VA-.. 22.4%
Philadelphia-Camden-Wilmington, PA-NJ-D.. 9.5%
New York-Newark-Jersey City, NY-NJ 6.4%
Seaford, DE 2.6%
Virginia Beach-Chesapeake-Norfolk, VA-NC 2.4%
Atlanta-Sandy Springs-Roswell, GA 1.8%
York-Hanover, PA 1.6%
Richmond, VA 1.6%
Miami-Fort Lauderdale-West Palm Beach, FL 1.5%
Null 1.4%
Pittsburgh, PA 1.4%
Source: Azira and US Census Bureau
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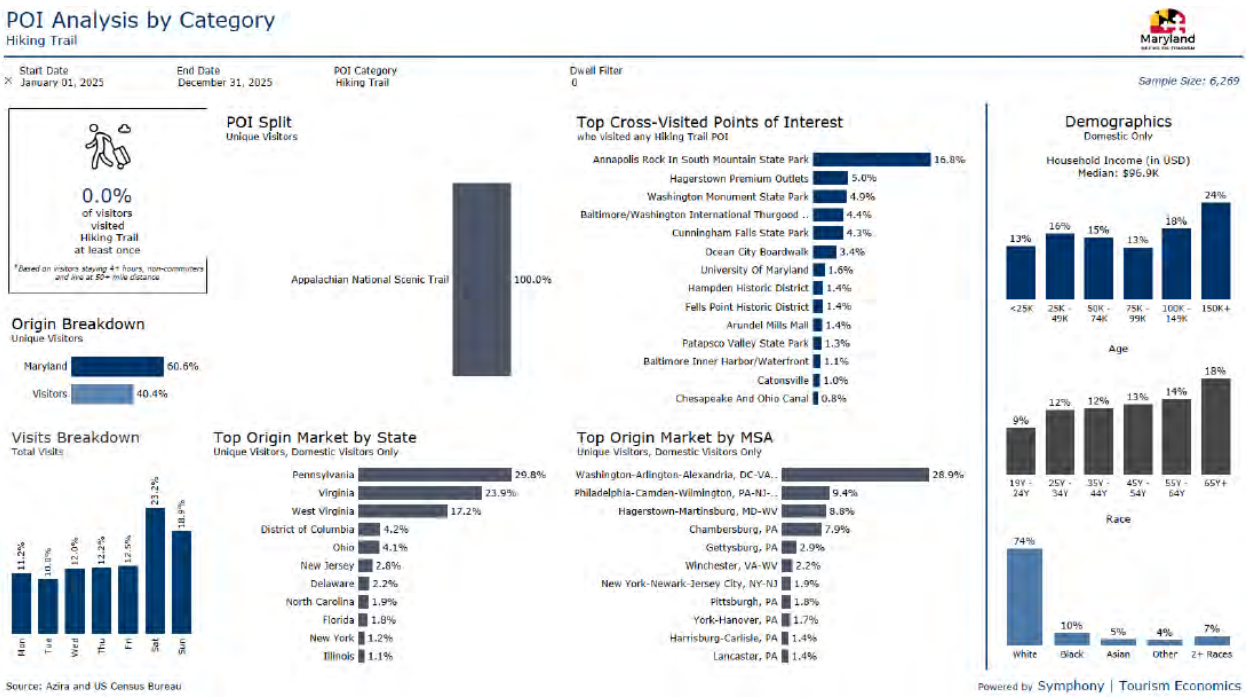

POI Analysis
Annapolis Maritime Museum & Park
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
Point of Interest
Annapolis Maritime Museum & Park
Dwell Filter
0
Sample Size: 364
96.1%
Overnight
35.3%
New Visitors
*Overnight and New Visitors info based on visitors staying 4+ hours, non-commuters, live at 50+ mile distance and visited the POI.
Visitor Breakdown
Unique Visitors
Maryland 81.0%
Visitors 19.0%
Visits Breakdown
Total Visits
Maryland 83.0%
Visitors 17.0%
Top Cross-Visited Points of Interest
who visited Annapolis Maritime Museum & Park
Annapolis City Dock 19.2%
Baltimore/Washington International Thurgood Marsh.. 11.8%
U.S. Naval Academy 10.4%
Ocean City Boardwalk 4.7%
Arundel Mills Mall 4.4%
Baltimore Inner Harbor/Waterfront 4.4%
Sandy Point State Park 3.6%
Fells Point Historic District 3.3%
University Of Maryland 2.7%
Chesapeake Bay Maritime Museum 1.9%
Hampden Historic District 1.9%
Live! Casino And Hotel 1.9%
Johns Hopkins University 1.4%
Patapsco Valley State Park 1.4%
Demographics
Domestic Only
Household Income (in USD)
Median: $97.8K
15% 17% 15% 12% 17% 25%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
8% 13% 12% 13% 14% 19%
19Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
68% 14% 5% 4% 8%
White Black Asian Other 2+ Races
Visits Breakdown
Total Visits
8.5% 11.6% 12.3% 16.3% 13.8% 24.9% 12.8%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
Pennsylvania 21.5%
Virginia 16.9%
Florida 7.7%
North Carolina 6.2%
District of Columbia 6.2%
Delaware 6.2%
Texas 4.6%
South Carolina 4.6%
Null 4.6%
New Jersey 4.6%
Illinois 4.6%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Washington-Arlington-Alexandria, DC-VA-.. 16.9%
Philadelphia-Camden-Wilmington, PA-NJ-D.. 13.8%
Null 4.6%
Charlotte-Concord-Gastonia, NC-SC 4.6%
Akron, OH 3.1%
Chicago-Naperville-Elgin, IL-IN 3.1%
Dover, DE 3.1%
Houston-Pasadena-The Woodlands, TX 3.1%
Reading, PA 3.1%
Seaford, DE 3.1%
York-Hanover, PA 3.1%
Source: Azira and US Census Bureau
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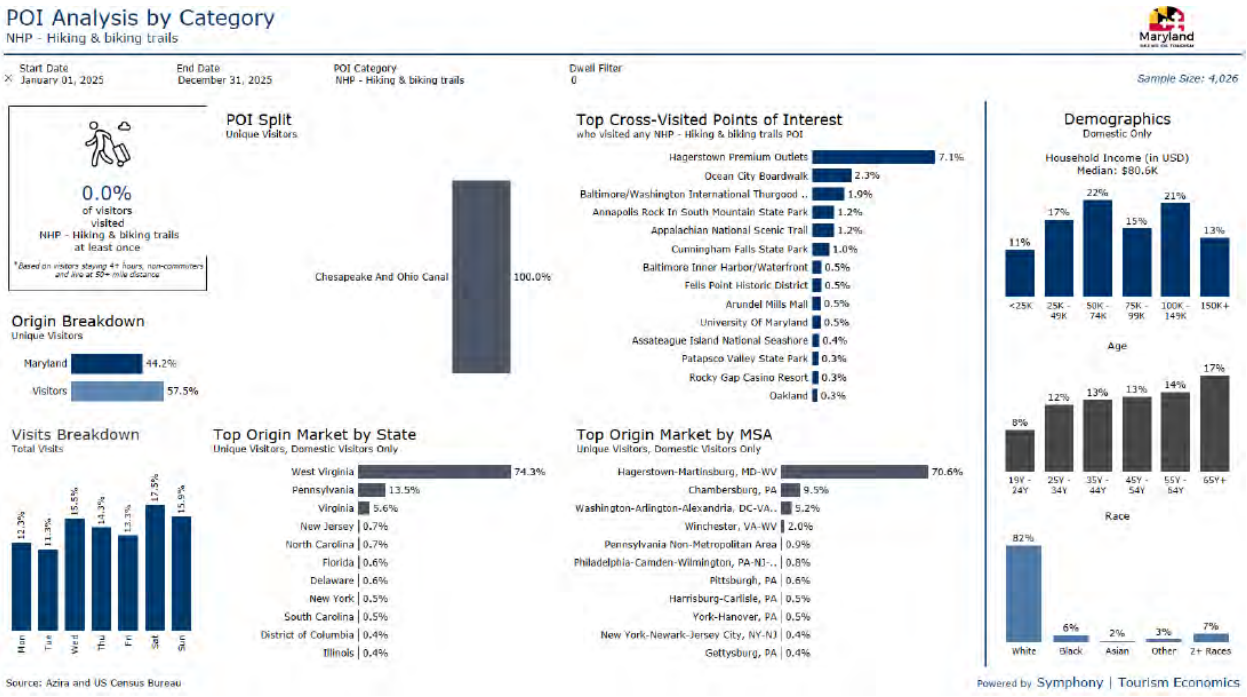

POI Analysis
Sandy Point State Park
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
Point of Interest
Sandy Point State Park
Dwell Filter
0
Sample Size: 29,968
63.5%
Overnight
36.3%
New Visitors
*Overnight and New Visitors info based on visitors staying 4+ hours, non-commuters, live at 50+ mile distance and visited the POI.
Visitor Breakdown
Unique Visitors
Maryland 76.3%
Visitors 25.6%
Visits Breakdown
Total Visits
Maryland 79.1%
Visitors 20.9%
Top Cross-Visited Points of Interest
who visited Sandy Point State Park
Ocean City Boardwalk 7.0%
Baltimore/Washington International Thurgood Marsh.. 5.8%
Arundel Mills Mall 3.7%
Annapolis City Dock 2.6%
Fells Point Historic District 1.9%
University Of Maryland 1.7%
Baltimore Inner Harbor/Waterfront 1.6%
Hampden Historic District 1.4%
U.S. Naval Academy 1.4%
Catonsville 1.3%
Assateague Island National Seashore 1.3%
Patapsco Valley State Park 1.2%
Live! Casino And Hotel 1.2%
National Harbor 1.2%
Demographics
Domestic Only
Household Income (in USD)
Median: $100.1K
13% 15% 15% 12% 18% 26%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
9% 14% 13% 12% 13% 16%
19Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
57% 17% 8% 9% 9%
White Black Asian Other 2+ Races
Visits Breakdown
Total Visits
11.2% 12.1% 14.9% 16.2% 13.2% 16.9% 16.0%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
Virginia 36.8%
Delaware 12.1%
Pennsylvania 11.5%
District of Columbia 10.4%
Null 3.7%
New Jersey 3.1%
New York 2.9%
North Carolina 2.8%
Florida 2.3%
West Virginia 1.9%
Ohio 1.4%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Washington-Arlington-Alexandria, DC-VA-.. 42.4%
Seaford, DE 6.8%
Philadelphia-Camden-Wilmington, PA-NJ-D.. 5.0%
New York-Newark-Jersey City, NY-NJ 3.9%
Null 3.7%
Dover, DE 3.6%
York-Hanover, PA 2.7%
Virginia Non-Metropolitan Area 1.5%
Pittsburgh, PA 1.3%
Richmond, VA 1.2%
Virginia Beach-Chesapeake-Norfolk, VA-NC 1.2%
Source: Azira and US Census Bureau
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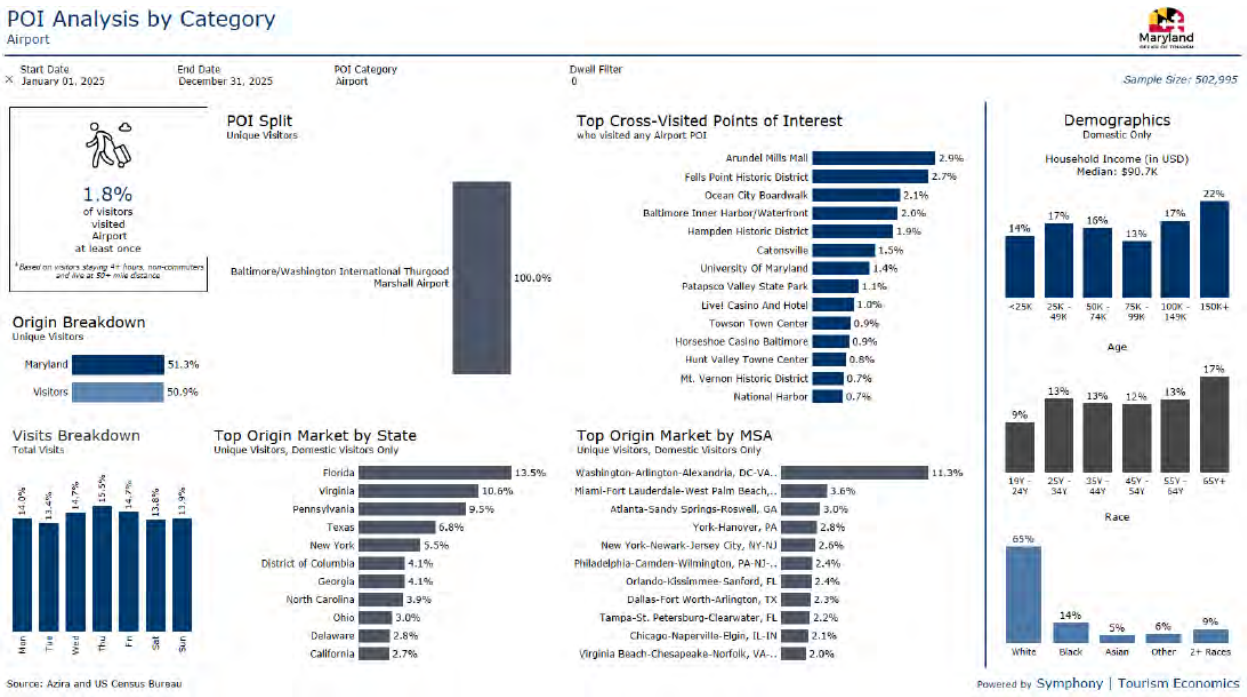

POI Analysis
Baltimore Inner Harbor/Waterfront
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
Point of Interest
Baltimore Inner Harbor/Waterfront
Dwell Filter
0
Sample Size: 134,288
76.2%
Overnight
52.2%
New Visitors
*Overnight and New Visitors info based on visitors staying 4+ hours, non-commuters, live at 50+ mile distance and visited the POI.
Visitor Breakdown
Unique Visitors
Maryland 65.2%
Visitors 36.6%
Visits Breakdown
Total Visits
Maryland 68.1%
Visitors 31.9%
Top Cross-Visited Points of Interest
who visited Baltimore Inner Harbor/Waterfront
Fells Point Historic District 16.3%
Baltimore/Washington International Thurgood Marsh.. 7.6%
Mt. Vernon Historic District 7.2%
Hampden Historic District 6.1%
Arundel Mills Mall 3.0%
Horseshoe Casino Baltimore 2.6%
M & T Bank Stadium 2.2%
Oriole Park At Camden Yards 2.1%
Towson Town Center 2.1%
Johns Hopkins University 2.1%
Catonsville 2.0%
Ocean City Boardwalk 1.8%
Patapsco Valley State Park 1.7%
Hunt Valley Towne Center 1.2%
Demographics
Domestic Only
Household Income (in USD)
Median: $89.5K
15% 17% 15% 12% 16% 22%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
9% 15% 13% 12% 13% 16%
19Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
60% 18% 6% 7% 9%
White Black Asian Other 2+ Races
Visits Breakdown
Total Visits
12.3% 12.8% 14.1% 14.7% 14.5% 17.2% 14.4%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
Virginia 21.7%
Pennsylvania 19.8%
District of Columbia 8.7%
New Jersey 6.6%
New York 5.4%
North Carolina 4.5%
Florida 3.8%
West Virginia 3.2%
Delaware 3.1%
Georgia 2.3%
Ohio 2.2%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Washington-Arlington-Alexandria, DC-VA-.. 22.7%
Philadelphia-Camden-Wilmington, PA-NJ-D.. 9.7%
New York-Newark-Jersey City, NY-NJ 7.3%
York-Hanover, PA 3.1%
Virginia Beach-Chesapeake-Norfolk, VA-NC 2.7%
Richmond, VA 2.2%
Harrisburg-Carlisle, PA 2.1%
Atlanta-Sandy Springs-Roswell, GA 1.7%
Lancaster, PA 1.5%
Allentown-Bethlehem-Easton, PA-NJ 1.2%
Chicago-Naperville-Elgin, IL-IN 1.2%
Source: Azira and US Census Bureau
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POI Analysis by Category
Downtown Baltimore
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
POI Category
Downtown Baltimore
Dwell Filter
0
Sample Size: 134,268
0.5%
of visitors visited Downtown Baltimore at least once
*Based on visitors staying 4+ hours, non-commuters and live at 50+ mile distance
POI Split
Unique Visitors
Baltimore Inner Harbor/Waterfront 100.0%
Top Cross-Visited Points of Interest
who visited any Downtown Baltimore POI
Fells Point Historic District 16.3%
Baltimore/Washington International Thurgood .. 7.6%
Mt. Vernon Historic District 7.2%
Hampden Historic District 6.1%
Arundel Mills Mall 3.0%
Horseshoe Casino Baltimore 2.6%
M & T Bank Stadium 2.2%
Oriole Park At Camden Yards 2.1%
Towson Town Center 2.1%
Johns Hopkins University 2.1%
Catonsville 2.0%
Ocean City Boardwalk 1.8%
Patapsco Valley State Park 1.7%
Hunt Valley Towne Center 1.2%
Demographics
Domestic Only
Household Income (in USD)
Median: $89.5K
15% 17% 15% 12% 16% 22%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
9% 15% 13% 12% 13% 16%
19Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
60% 18% 6% 7% 9%
White Black Asian Other 2+ Races
Origin Breakdown
Unique Visitors
Maryland 65.2%
Visitors 36.6%
Visits Breakdown
Total Visits
12.3% 12.8% 14.1% 14.7% 14.5% 17.2% 14.4%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
Virginia 21.6%
Pennsylvania 19.7%
District of Columbia 8.6%
New Jersey 6.6%
New York 5.3%
North Carolina 4.5%
Florida 3.8%
West Virginia 3.1%
Delaware 3.1%
Georgia 2.3%
Ohio 2.2%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Washington-Arlington-Alexandria, DC-VA.. 22.7%
Philadelphia-Camden-Wilmington, PA-NJ-.. 9.7%
New York-Newark-Jersey City, NY-NJ 7.3%
York-Hanover, PA 3.1%
Virginia Beach-Chesapeake-Norfolk, VA-.. 2.7%
Richmond, VA 2.2%
Harrisburg-Carlisle, PA 2.1%
Atlanta-Sandy Springs-Roswell, GA 1.7%
Lancaster, PA 1.5%
Allentown-Bethlehem-Easton, PA-NJ 1.2%
Chicago-Naperville-Elgin, IL-IN 1.2%
Source: Azira and US Census Bureau
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POI Analysis by Category
Beach
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
POI Category
Beach
Dwell Filter
0
Sample Size: 637
0.0%
of visitors visited Beach at least once
*Based on visitors staying 4+ hours, non-commuters and live at 50+ mile distance
POI Split
Unique Visitors
Chesapeake Beach 100.0%
Top Cross-Visited Points of Interest
who visited any Beach POI
Ocean City Boardwalk 2.8%
Baltimore/Washington International Thurgood .. 2.4%
University Of Maryland 1.6%
Arundel Mills Mall 1.1%
Hampden Historic District 1.1%
Annapolis City Dock 0.9%
Calvert Cliffs State Park 0.9%
National Harbor 0.9%
Assateague Island National Seashore 0.8%
Baltimore Inner Harbor/Waterfront 0.8%
Calvert Marine Museum 0.8%
Guinness Brewery 0.5%
Sandy Point State Park 0.5%
Six Flags America 0.5%
Demographics
Domestic Only
Household Income (in USD)
Median: $88.2K
19% 16% 12% 13% 18% 21%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
8% 15% 14% 12% 13% 17%
19Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
51% 24% 6% 9% 9%
White Black Asian Other 2+ Races
Origin Breakdown
Unique Visitors
Maryland 65.2%
Visitors 17.9%
Visits Breakdown
Total Visits
13.2% 13.1% 15.8% 12.9% 12.6% 16.4% 16.1%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
Virginia 32.5%
Pennsylvania 8.8%
District of Columbia 7.9%
North Carolina 5.3%
Florida 4.4%
Delaware 1.8%
Indiana 1.8%
South Carolina 1.8%
Tennessee 1.8%
California 0.9%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Washington-Arlington-Alexandria, DC-VA.. 41.7%
Virginia Beach-Chesapeake-Norfolk, VA-.. 9.5%
Philadelphia-Camden-Wilmington, PA-NJ-.. 4.8%
Lancaster, PA 3.6%
Myrtle Beach-Conway-North Myrtle Beac.. 2.4%
North Carolina Non-Metropolitan Area 2.4%
Orlando-Kissimmee-Sanford, FL 2.4%
Virginia Non-Metropolitan Area 2.4%
Atlanta-Sandy Springs-Roswell, GA 1.2%
Bradford, PA 1.2%
Charlotte-Concord-Gastonia, NC-SC 1.2%
Source: Azira and US Census Bureau
Powered by Symphony | Tourism Economics


POI Analysis by Category
Hiking Trail
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
POI Category
Hiking Trail
Dwell Filter
0
Sample Size: 6,269
0.0%
of visitors visited Hiking Trail at least once
*Based on visitors staying 4+ hours, non-commuters and live at 50+ mile distance
POI Split
Unique Visitors
Appalachian National Scenic Trail 100.0%
Top Cross-Visited Points of Interest
who visited any Hiking Trail POI
Annapolis Rock In South Mountain State Park 16.8%
Hagerstown Premium Outlets 5.0%
Washington Monument State Park 4.9%
Baltimore/Washington International Thurgood .. 4.4%
Cunningham Falls State Park 4.3%
Ocean City Boardwalk 3.4%
University Of Maryland 1.6%
Hampden Historic District 1.4%
Fells Point Historic District 1.4%
Arundel Mills Mall 1.4%
Patapsco Valley State Park 1.3%
Baltimore Inner Harbor/Waterfront 1.1%
Catonsville 1.0%
Chesapeake And Ohio Canal 0.8%
Demographics
Domestic Only
Household Income (USD)
Median: $96.9K
13% 16% 15% 13% 18% 24%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
9% 12% 12% 13% 14% 18%
19Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
74% 10% 5% 4% 7%
White Black Asian Other 2+ Races
Origin Breakdown
Unique Visitors
Maryland 60.6%
Visitors 40.4%
Visits Breakdown
Total Visits
11.2% 10.8% 12.0% 12.2% 12.5% 23.2% 18.9%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
Pennsylvania 29.8%
Virginia 23.9%
West Virginia 17.2%
District of Columbia 4.2%
Ohio 4.1%
New Jersey 2.8%
Delaware 2.2%
North Carolina 1.9%
Florida 1.8%
New York 1.2%
Illinois 1.1%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Washington-Arlington-Alexandria, DC-VA.. 28.9%
Philadelphia-Camden-Wilmington, PA-NJ-.. 9.4%
Hagerstown-Martinsburg, MD-WV 8.8%
Chambersburg, PA 7.9%
Gettysburg, PA 2.9%
Winchester, VA-WV 2.2%
New York-Newark-Jersey City, NY-NJ 1.9%
Pittsburgh, PA 1.8%
York-Hanover, PA 1.7%
Harrisburg-Carlisle, PA 1.4%
Lancaster, PA 1.4%
Source: Azira and US Census Bureau
Powered by Symphony | Tourism Economics


POI Analysis by Category
NHP - Hiking & biking trails
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
POI Category
NHP - Hiking & biking trails
Dwell Filter
0
Sample Size: 4,026
0.0%
of visitors visited NHP - Hiking & biking trails at least once
*Based on visitors staying 4+ hours, non-commuters and live at 50+ mile distance
POI Split
Unique Visitors
Chesapeake And Ohio Canal 100.0%
Top Cross-Visited Points of Interest
who visited any NHP - Hiking & biking trails POI
Hagerstown Premium Outlets 7.1%
Ocean City Boardwalk 2.3%
Baltimore/Washington International Thurgood .. 1.9%
Annapolis Rock In South Mountain State Park 1.2%
Appalachian National Scenic Trail 1.2%
Cunningham Falls State Park 1.0%
Baltimore Inner Harbor/Waterfront 0.5%
Fells Point Historic District 0.5%
Arundel Mills Mall 0.5%
University Of Maryland 0.5%
Assateague Island National Seashore 0.4%
Patapsco Valley State Park 0.3%
Rocky Gap Casino Resort 0.3%
Oakland 0.3%
Demographics
Domestic Only
Household Income (USD)
Median: $80.6K
11% 17% 22% 15% 21% 13%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
8% 12% 13% 13% 14% 17%
19Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
82% 6% 2% 3% 7%
White Black Asian Other 2+ Races
Origin Breakdown
Unique Visitors
Maryland 44.2%
Visitors 57.5%
Visits Breakdown
Total Visits
12.3% 11.3% 15.5% 14.3% 13.3% 17.5% 15.9%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
West Virginia 74.3%
Pennsylvania 13.5%
Virginia 5.6%
New Jersey 0.7%
North Carolina 0.7%
Florida 0.6%
Delaware 0.6%
New York 0.5%
South Carolina 0.5%
District of Columbia 0.4%
Illinois 0.4%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Hagerstown-Martinsburg, MD-WV 70.6%
Chambersburg, PA 9.5%
Washington-Arlington-Alexandria, DC-VA.. 5.2%
Winchester, VA-WV 2.0%
Pennsylvania Non-Metropolitan Area 0.9%
Philadelphia-Camden-Wilmington, PA-NJ-.. 0.8%
Pittsburgh, PA 0.6%
Harrisburg-Carlisle, PA 0.5%
York-Hanover, PA 0.5%
New York-Newark-Jersey City, NY-NJ 0.4%
Gettysburg, PA 0.4%
Source: Azira and US Census Bureau
Powered by Symphony | Tourism Economics


POI Analysis by Category
Airport
Maryland
Start Date
January 01, 2025
End Date
December 31, 2025
POI Category
Airport
Dwell Filter
0
Sample Size: 502,995
1.8%
of visitors visited Airport at least once
* Based on visitors staying 4+ hours, non-commuters and live at 50+ mile distance
POI Split
Unique Visitors
Baltimore/Washington International Thurgood Marshall Airport
100.0%
Top Cross-Visited Points of Interest
who visited any Airport POI
Arundel Mills Mall 2.9%
Fells Point Historic District 2.7%
Ocean City Boardwalk 2.1%
Baltimore Inner Harbor/Waterfront 2.0%
Hampden Historic District 1.9%
Catonsville 1.5%
University Of Maryland 1.4%
Patapsco Valley State Park 1.1%
Live! Casino And Hotel 1.0%
Towson Town Center 0.9%
Horseshoe Casino Baltimore 0.9%
Hunt Valley Towne Center 0.8%
Mt. Vernon Historic District 0.7%
National Harbor 0.7%
Demographics
Domestic Only
Household Income (in USD)
Median: $90.7K
14% 17% 16% 13% 17% 22%
<25K 25K - 49K 50K - 74K 75K - 99K 100K - 149K 150K+
Age
9% 13% 13% 12% 13% 17%
16Y - 24Y 25Y - 34Y 35Y - 44Y 45Y - 54Y 55Y - 64Y 65Y+
Race
65% 14% 5% 6% 9%
White Black Asian Other 2+ Races
Origin Breakdown
Unique Visitors
Maryland 51.3%
Visitors 50.9%
Visits Breakdown
Total Visits
14.0% 13.4% 14.7% 15.5% 14.7% 13.8% 13.9%
Mon Tue Wed Thu Fri Sat Sun
Top Origin Market by State
Unique Visitors, Domestic Visitors Only
Florida 13.5%
Virginia 10.6%
Pennsylvania 9.5%
Texas 6.8%
New York 5.5%
District of Columbia 4.1%
Georgia 4.1%
North Carolina 3.9%
Ohio 3.0%
Delaware 2.8%
California 2.7%
Top Origin Market by MSA
Unique Visitors, Domestic Visitors Only
Washington-Arlington-Alexandria, DC-VA.. 11.3%
Miami-Fort Lauderdale-West Palm Beach,.. 3.8%
Atlanta-Sandy Springs-Roswell, GA 3.0%
York-Hanover, PA 2.8%
New York-Newark-Jersey City, NY-NJ 2.6%
Philadelphia-Camden-Wilmington, PA-NJ-.. 2.4%
Orlando-Kissimmee-Sanford, FL 2.4%
Dallas-Fort Worth-Arlington, TX 2.3%
Tampa-St. Petersburg-Clearwater, FL 2.2%
Chicago-Naperville-Elgin, IL-IN 2.1%
Virginia Beach-Chesapeake-Norfolk, VA-.. 2.0%
Source: Azira and US Census Bureau
Powered by Symphony | Tourism Economics

1020

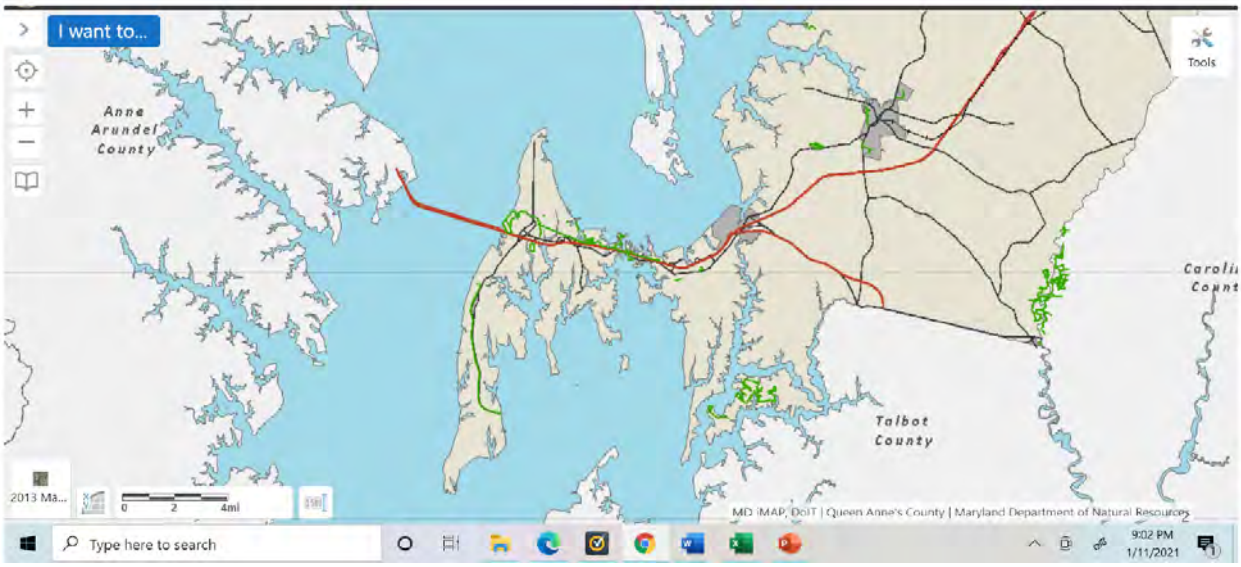
Bay Bridge NEPA II study is opportunity to fix "past wrongs" for Queen Anne's County

Public Comment Submitted 3/9/2026 by:

[redacted]

1

QAC biggest connectivity challenge is geography .....



The Bay Bridge, by using Kent Island as its "Gateway to the Eastern Shore", has impacted the community's connectivity and cohesiveness

Cut in Half by Rt 50 .... The "Reach the Beach" freeway initiative

32 Square miles 20 K Population 8.6 K Household Units **split by Rt. 50**

North of Rt 50

- Medical Center
- High School w/Athletic fields
- Public Library
- Industrial Park
- Professional offices
- Residential/ Four Seasons Expansion

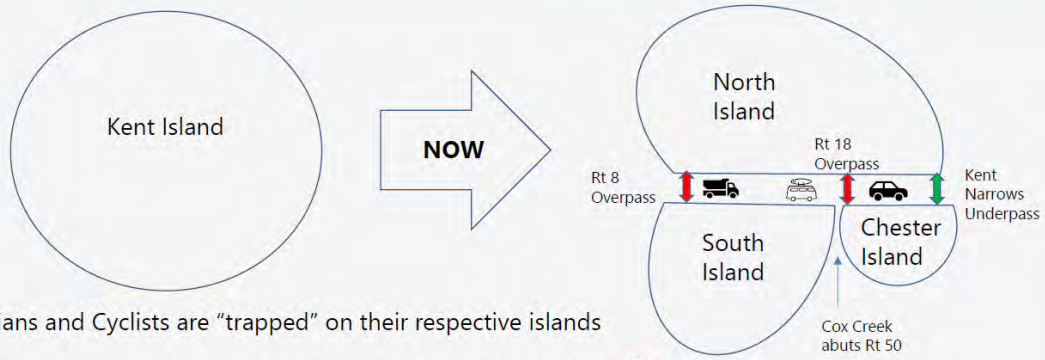
South of Rt 50

- Commuter Lot at Rt 8/Rt 50
- Retail Shopping/Grocery
- Commercial Centers along Rt 50/301
- Hardware Stores
- Fast Food
- Strip Malls
- Residential
- Schools

Shockingly, there is no Pedestrian overpass connectivity designed to cross RT 50 on Kent Island

3

What makes matters worse for Pedestrians is that Rt 50 has actually turned an island into "three islands" due to Cox Creek abutting RT50 *with no service road*



Pedestrians and Cyclists are "trapped" on their respective islands

- Overpasses have **no designated** pedestrian or cyclist lanes
- **Only** the Kent Narrows Underpass allows safe passage as you exit the island
- South Island / Chester Island have no East/West passage due to Cox Creek abutting Rt 50

4

The new Bay Bridge vision needs to fix the past wrongs by "stitching the island back together" for Pedestrians & Cyclists

1. Redesign **all Rt.50 Overpasses** to include Pedestrian and bike lanes
2. Address the missing **Cox Creek service road** on the South side of Rt. 50. Include a separated Pedestrian/Bike trail with the new service road to enable pedestrian east/west movement on the south side of Rt. 50.
3. Celebrate the Chesapeake Bay by making Bike lanes on the new Bay Bridge a reality, The **"Shared-Use Path" needs to be a integral requirement of any proposal, *not merely an "option"*.**

5

7. Expanded Discussion of Travel Demand Forecasts for 2045 Alternatives

Introduction

A public comment received by the MDTA on the Chesapeake Bay Crossing Study: Tier 2 National Environmental Policy Act (NEPA) (Tier 2 Study) Environmental Impact Statement (EIS) expressed concern that insufficient detail was provided about the travel demand forecasts and how they were developed. The comment further suggested that the forecasts were inconsistent and contradicted each other.

The purpose of this Memorandum is to clarify that the baseline population and economic growth forecasts are based on no-build conditions, provide the MDTA's basis for estimating traffic projections and growth rates, and explain that the forecasts are not inconsistent.

Purpose and Need

As described in the EIS, the purpose of the Tier 2 Study is to address existing and future transportation capacity needs and access across the Chesapeake Bay and at the Chesapeake Bay Bridge approaches along the U.S. 50/301 corridor. The Tier 2 Study is evaluating measures to reduce congestion; improve travel times and reliability, mobility, and roadway deficiencies; and accommodate maintenance activities and navigation, while minimizing impacts to local communities and the environment. The MDTA has identified five needs for the Tier 2 Study:

- Adequate capacity and reliable travel times
- Mobility
- Roadway deficiencies
- Existing and future maintenance needs
- Navigation

The need elements presented in Chapter 2 of the Draft and Final EIS, as well as in the Tier 2 Study Purpose and Need Report prepared in February 2025, are based on the existing conditions and a future no-build scenario. The no-build scenario assumed that no new crossings of the Chesapeake Bay are constructed, and that the existing Bay Bridge remains as it is today, providing five lanes of traffic. The baseline population and employment growth forecasts used in the no-build scenario also assume no capacity improvements to the Bay Bridge.

In particular, the adequate capacity and mobility needs for the Tier 2 Study are readily apparent under existing conditions. These needs will become more pronounced in future no-build conditions as population and employment in the region continue to grow, and traffic conditions continue to worsen, without added transportation capacity across the Bay. The Tier 2 Study addresses growth that is expected to occur regardless of improvements to the existing Chesapeake Bay Bridge, and the purpose was not to encourage or promote population growth or economic development.

Use of a Regional Traffic Model

It is the accepted practice of the Maryland Department of Transportation (MDOT) agencies, including the MDTA, to prepare travel demand forecasts using approved regional models. This accepted practice is derived from federal law, regulations, and guidance, as noted in Appendix A of 23 CFR Part 450: "For 40 years, the Congress has directed that federally funded highway and transit projects must flow from metropolitan and statewide transportation planning processes (pursuant to 23 U.S.C. 134-135 and 49 U.S.C. 5303-5306)."

Similarly, regional models have been routinely used when preparing analysis in support of MDOT NEPA documents for the Federal Highway Administration (FHWA). For the Tier 2 Study, after examining the available regional travel demand models and consulting with the MDOT State Highway Administration (SHA) Travel Forecasting and Analysis Division (TFAD), the MDTA chose the Maryland Statewide Transportation Model (MSTM) to develop the travel demand forecasts. The MSTM was previously used for travel demand forecasting in the Chesapeake Bay Crossing Study: Tier 1 NEPA, for which a combined Final EIS/Record of Decision (ROD) was approved by FHWA in April 2022.

As noted on the MDOT website: "The MSTM is a multi-layer travel-demand model working at national, statewide and urban zone levels to forecast and analyze key measures of transportation system performance. The MSTM can seamlessly integrate regional Metropolitan Planning Organizations (MPO) zone data, such as [Metropolitan Washington Council of Governments (MWCOG)] and [Baltimore Metropolitan Council (BMC)], but also provides coverage for regions without a local MPO. This significantly impacts how well SHA forecasts traffic volumes in these regions. Effects of through traffic and projects in neighboring states that influence travel patterns in Maryland can be analyzed with this model."[2]

Existing Conditions

As stated in Section 3.2.1 of the Purpose and Need Report for the Tier 2 Study:

"The current Bay Bridge provides the only roadway connection across the Chesapeake Bay over a distance of nearly 200 miles; Elkton, Maryland to the north is over 50 miles away from the current Bay Bridge and the Chesapeake Bay Bridge Tunnel, which provides an additional connection across the Chesapeake Bay, is over 130 miles to the south in Virginia. Without the connection provided by the Bay Bridge, travelers would need to take these alternate routes and trips to and from destinations on the opposite side of the Chesapeake Bay could take two or three times as long in duration. However, increased congestion has constrained the mobility of this important connection and could also lead to congestion at the alternative routes throughout the region."

The Purpose and Need Report also points out that, today, the Bay Bridge is often congested, particularly on summer weekends, with queues extending for over three miles on both the Eastern

[2] https://roads.maryland.gov/mdotsha/pages/Index.aspx?PageId=254#:~:text=The%20MSTM%20is%20a%20multi%2Dlayer,measures%20of%20transportation%20system%20performance

Shore and Western Shore, and with queues of one mile or longer lasting for as many as eight hours. For many travelers, there is no practical alternative to the Bay Bridge.

This information is provided to point out that the Bay Bridge, today, is a major component of the transportation system not only for Maryland, but for the entire region. Current land use patterns are based on the existence of the current 5-lane Bay Bridge and its ability to move people and goods across the Bay. This mobility of people and goods is currently strained under existing conditions, and will continue to be strained under future no-build conditions, and thus forms a key component of the study's needs.

Stated differently, even with existing traffic volumes, a build alternative would be needed to address the Purpose and Need. It is not the intent of the Tier 2 Study to stimulate economic development. The Tier 2 Study proposes replacing and widening an existing facility (the Bay Bridge), rather than building an entirely new crossing of the Bay on a new alignment in a different location from the existing Bay Bridge that would provide new access to a different region.

Travel Demand Forecasts for 2045 No-Build

The travel demand forecasts for 2045 no-build conditions were based on socioeconomic forecasts already contained within the MSTM. These forecasts were developed cooperatively by county and regional agencies, including Anne Arundel County, Queen Anne's County, and BMC. This is in compliance with 23 CFR 450.324(e), which states that "The MPO, the State(s), and the public transportation operator(s) shall validate data used in the transportation plan. The MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity."

The land use forecasts used in the MSTM go through a detailed development process. The process begins with the Maryland Department of Planning (MDP), which "is mandated by state law to prepare and revise population projections for the state and its 24 jurisdictions (Maryland Code, State Finance and Procurement, Section 5-306)".[3] Those forecasts are then used by the MPOs to develop land use forecasts specific to their regions. For example, in the Washington DC area: "One way that [Council of Governments (COG)] and the [Transportation Planning Board (TPB)] coordinates is through the Cooperative Forecasting Program, which enables local and regional planning to be coordinated by using common assumptions about future growth and development based on various data, such as adopted land-use plans and planned transportation improvements. The COG forecasts are used extensively by the TPB in modeling travel demand and emissions."[4]

Specifically, the demographic data used in the MSTM was sourced from the U.S. Census Bureau (including the Decennial Census and American Community Survey), Woods & Poole Economics, Inc., and MDP population and employment projections. Additional refinements were made using data from regional planning organizations such as the BMC and the MWCOG, ensuring alignment with local and regional planning efforts. Specifically, the BMC Region Round 10.0, and the

[3] https://planning.maryland.gov/MSDC/Documents/popproj/PopProjMethod-text.pdf
[4] https://www.mwcog.org/transportation/planning-areas/land-use-coordination/

MWCOG regional land use Round 9.2 forecasts were included in MSTM v1.6 20230609 and are summarized in **Table G-8**.

Table G-8: Demographics in MSTM

	MSTM Ver 1.6 20230609								
	2019			2045			Change (%)		
Jurisdiction	HH	POP	EMP	HH	POP	EMP	HH	POP	EMP
Baltimore City	251,481	567,657	382,799	267,302	585,176	446,685	6%	3%	17%
Anne Arundel	219,972	578,567	364,107	256,061	673,221	434,728	16%	16%	19%
Baltimore	329,964	832,102	431,197	355,750	896,230	441,175	8%	8%	2%
Carroll	64,018	171,366	72,438	69,852	184,254	75,175	9%	8%	4%
Harford	98,282	259,068	107,534	117,122	298,269	151,871	19%	15%	41%
Howard	118,781	329,241	200,784	153,953	401,528	238,934	30%	22%	19%
Montgomery	387,755	1,034,327	539,586	461,243	1,211,003	678,452	19%	17%	26%
Prince George's	331,299	897,915	350,960	375,981	973,493	405,613	13%	8%	16%
Frederick	96,651	256,409	115,142	132,076	342,225	144,103	37%	33%	25%
Calvert	35,037	97,080	29,551	39,583	103,847	36,151	13%	7%	22%
St Mary's	43,299	116,239	57,223	61,367	159,012	69,183	42%	37%	21%
Charles	58,837	161,885	48,009	92,163	235,075	62,708	57%	45%	31%
Alleghany	27,155	62,928	35,687	29,001	65,322	36,900	7%	4%	3%
Garrett	11,934	28,656	14,241	12,999	30,259	18,598	9%	6%	31%
Washington	57,053	142,691	84,602	70,400	175,971	91,701	23%	23%	8%
Caroline	12,204	33,049	12,418	16,524	43,829	17,698	35%	33%	43%
Cecil	38,164	100,562	49,232	50,486	128,680	59,423	32%	28%	21%
Dorchester	13,295	31,601	12,550	16,225	37,509	19,397	22%	19%	55%
Kent	7,805	18,108	10,008	9,350	20,451	13,201	20%	13%	32%
Queen Anne's	19,240	49,509	18,708	21,975	56,420	17,526	14%	14%	-6%
Somerset	8,474	19,934	6,627	9,424	21,850	11,000	11%	10%	66%
Talbot	16,385	37,135	27,163	18,325	40,802	28,497	12%	10%	5%
Wicomico	38,866	99,236	58,999	48,649	123,872	64,802	25%	25%	10%
Worcester	21,255	51,478	35,136	25,599	60,829	36,297	20%	18%	3%
Maryland Subtotal	**2,307,206**	**5,976,743**	**3,064,701**	**2,711,410**	**6,869,127**	**3,599,818**	**18%**	**15%**	**17%**
District of Columbia	**314,823**	**671,162**	**836,796**	**411,363**	**933,218**	**1,045,408**	**31%**	**39%**	**25%**
Arlington, VA	108,301	226,146	217,671	140,406	294,757	281,951	30%	30%	30%
Alexandria, VA	75,026	162,332	107,802	103,662	229,092	132,210	38%	41%	23%
Fairfax, VA	431,731	1,190,128	727,914	547,390	1,452,407	932,984	27%	22%	28%
King George, VA	8,730	25,729	12,159	10,497	32,866	17,542	20%	28%	44%
Westmoreland, VA	11,189	18,248	3,342	13,372	22,743	4,491	20%	25%	34%
Virginia Subtotal	**634,977**	**1,622,583**	**1,068,888**	**815,327**	**2,031,865**	**1,369,178**	**28%**	**25%**	**28%**
New Castle, DE	218,823	562,937	293,302	223,094	591,285	293,537	2%	5%	0%
Kent, DE	67,961	181,295	71,010	75,601	195,734	75,959	11%	8%	7%
Sussex, DE	96,975	232,567	89,501	125,239	295,930	107,940	29%	27%	21%
Delaware Subtotal	**383,759**	**976,799**	**453,813**	**423,934**	**1,082,949**	**477,436**	**10%**	**11%**	**5%**
E. Shore Subtotal	559,447	1,417,411	684,654	640,491	1,617,191	745,277	14%	14%	9%
W. Shore Subtotal	3,081,318	7,829,876	4,739,544	3,721,543	9,299,968	5,746,563	21%	19%	21%
Total	**3,640,765**	**9,247,287**	**5,424,198**	**4,362,034**	**10,917,159**	**6,491,840**	**20%**	**18%**	**20%**

HH = Households, POP = Population, EMP = Employment

Table G-8 shows that, for all jurisdictions considered, there is a projected increase in population between the model's base year of 2019 and 2045 under no-build conditions. For all jurisdictions other than Queen Anne's County, there is a projected increase in employment as well. Queen Anne's County is expected to have a drop in employment of 1,182, or six percent of its 2019 total. At the statewide level, Maryland is expected to see an increase in population of approximately 15 percent and an increase in employment of approximately 17 percent (as noted previously, these forecasts are developed by MDP). When Delaware, the District of Columbia and Northern Virginia

(all of which contribute to the traffic volumes using the Bay Bridge today) are added, there is a forecast regional increase in population of approximately 18 percent and an increase in regional employment of approximately 20 percent.

The anticipated growth shown in **Table G-8** is expected to increase demand for trips across the existing Bay Bridge during the average weekday, as well as weekends during summer months. Traffic volumes at the Bay Bridge are expected to grow by 31 percent on non-summer weekdays and by approximately 25 percent on summer weekend days, as shown in **Table G-9**.

Table G-9: Daily Trips Across the Bay Bridge (vehicles per day)

Day Type	2022	2045 No-Build	Percent Change (%)
Typical Non-Summer Weekday	69,588	91,150	31
Typical Summer Weekend Day	104,284	130,500	25

Travel Demand Forecasts for 2045 Build Alternatives

In a study like the Tier 2 Study, where there is an existing major link in the transportation network, the same socioeconomic data used for the No-Build Alternative is typically used for the build alternatives as well. This approach is supported, particularly in the case of the Tier 2 Study, by the following logic:

1. The no-build socioeconomic forecasts already showed an increase over existing socioeconomic conditions. This is reflected by the increase in traffic volumes shown in **Table G-9**.
2. Use of the population and employment forecasts used in the MSTM allowed the MDTA to compare the differences in traffic operations based only on the differences in the lane configurations and limits of construction for the alternatives, and thus allowed for a consistent assessment of how well each alternative met the purpose and need for the project.
3. All reasonably foreseeable and planned development has gone into the forecast data used in the MSTM model. Any non-planned development was not included. The travel demand methodology for traffic evaluation of alternatives for this project does not involve modification of population and employment forecasts because of the speculative nature of associated land use assumptions. The MDTA does not approve land use; rather, land use is determined through local comprehensive plans. As such, any potential land use changes that would lead to population and employment forecasts are beyond the control of the MDTA and thus would be speculative and not reasonably foreseeable as part of a NEPA study. Using a different set of population and employment forecasts for each of the build alternatives in the traffic analysis would also require extensive conjecture regarding how:
    a. the total population might be affected by a particular alternative,
    b. the traffic analysis zones in which that change in population might be distributed,
    c. the specific amount of that change in population in each of those traffic analysis zones,

d. the total employment might be affected by a particular alternative,

e. the traffic analysis zones in which that change in employment might be distributed, and

f. the specific amount of that change in employment in each of those traffic analysis zones.

The resulting traffic volume forecasts are shown in **Table G-10**. These forecasts show an increase over existing volumes for all 2045 alternatives. These forecasts were reviewed and accepted by TFAD and FHWA.

Table G-10: Daily Trips Across the Bay Bridge (vehicles per day)

Volumes & Percent Change	Day Type	Existing (2022)	2045 Alternatives			
			Alt A No-Build	Alt B & C 6-8-6	Alt D & E 8-8-8	Alt F & G 8-10-8
Daily Volumes	Typical Non-Summer Weekday (NSWD)	69,588	91,150	92,600	93,450	93,850
	Typical Summer Weekend Day (SWED)	104,284	130,500	143,150	148,600	148,650
Percentage Change	Typical Non-Summer Weekday (NSWD)	n/a	31% from Existing	1.6% from No-Build	2.5% from No-Build	3.0% from No-Build
	Typical Summer Weekend Day (SWED)	n/a	25% from Existing	9.7% from No-Build	13.9% from No-Build	13.9% from No-Build

Induced Traffic Demand in 2045

The public comment also expressed concern that there is likely to be "induced traffic demand" within the limits of the Tier 2 Study. Typically, this term refers to an increase in volumes on a roadway following an improvement to that roadway. There are multiple potential reasons for such induced traffic demand. Two components of such induced traffic demand are:

"**Induced travel**" which refers to increases in overall traffic volume that may occur when capacity is added to a congested facility

"**Induced growth**" which refers to increased traffic volumes that can result from new land development that wouldn't have occurred in the absence of the capacity being added to the congested facility.

Under the heading of "induced travel," the following could occur:

1. *Traffic diverted from a parallel roadway.* The number of vehicles on the roadway network would not change—just the route choice would. In the context of the Tier 2 Study, this is unlikely to occur because there is no realistically available parallel roadway.
2. *Traffic going to a new destination.* The number of trips on the network would be the same but those trips would be going to different places. In the context of the Tier 2 Study, an example could be a person now living on Kent Island and working in Easton might change jobs and work in Annapolis after a new Bay Bridge is built.

3. *Traffic diverted from another mode, such as transit.* This would increase the number of vehicles on the roadway network. In the context of the Tier 2 Study, any such change in mode would be expected to be minimal given limitations in other travel modes across the Chesapeake Bay.

Under the heading of "induced growth," the following could occur:

> *Traffic generated by a change in land use; that is, a change in population and/or employment.* Such a change could increase the number of vehicles on the roadway network. In the context of the Tier 2 Study, forecasts of population and employment for 2045 were developed independently of the MDTA yet cooperatively by county and regional agencies, including Anne Arundel County, Queen Anne's County, and BMC. These forecasts were used for each of the Alternatives Retained for Detailed Study. The use of other sets of population and employment forecasts that have not been approved by the local and state planning agencies, including any forecasts which assume increased levels of population and employment beyond those developed by local and state planning agencies, would be speculative and not appropriate for use in the Tier 2 Study EIS.

As shown in **Table G-10**, there is a forecasted increase in traffic between existing conditions and future no-build conditions, due entirely to projected growth in population and employment expected to occur without any changes to the Bay Bridge. Since this increase would not be the result of any improvement to the Bay Bridge or its approach/departure roadways, this increased traffic volume would be neither induced travel nor induced growth, as defined above.

Each of the build alternatives (Alternatives B through G) shows an increase in forecast volumes compared to future no-build conditions, with the increase getting larger as the number of lanes on the Bay Bridge and/or its approach roadways increase. This would be considered induced traffic demand (induced travel, but not induced growth), as defined above. It would be caused not by a change in land use because the land use and socioeconomic forecasts have been held constant for no build and build conditions. Rather, this increase of traffic volume would be caused by a change in mode or destination. As such, induced traffic demand has been quantitatively considered for the Tier 2 Study, and it is not contradictory to see increased traffic volumes on the new Bay Bridge even with no change in the build scenario land use or forecasted population and employment growth.

Traffic Volume Forecast Consistency

The public comment in question asserted that the traffic volume forecasts contradict each other, in that they forecast increases in volume for a bridge that is already at capacity. This assertion is incorrect.

The bridge currently approaches or exceeds its own capacity during certain hours of certain days. The daily volume is expected to continue to grow, resulting in additional hours approaching or exceeding the bridge's capacity. This is reflected in **Table 3-6** of the Draft EIS, which is reproduced below and shows higher total daily traffic volumes crossing the Bay Bridge in future no build conditions.

Table G-11: Draft EIS Table 3-6 - Initial Evaluation of Alternatives without Consideration of External Factors

Direction	Location	Metric	Existing Conditions (2022)	Alternative A (No-Build) In 2045	Alternative B/C (6-8-6) In 2045	Alternative D/E (8-8-8) In 2045	Alternative F/G (8-10-8) In 2045
Non-Summer Weekday (NSWD)	Eastbound on U.S. 50/301	Maximum Queue (miles)	0	4.1	0	0.1	0
		Duration of Queues > 1 mile (hours)	0	4	0	0	0
	Westbound on U.S. 50/301	Maximum Queue (miles)	0	4.9	0	0	0
		Duration of Queues > 1 mile (hours)	0	11	0	0	0
Summer Weekend Day (SWED)	Eastbound on U.S. 50/301	Maximum Queue (miles)	4.8	>10	7.3	7.5	0
		Duration of Queues > 1 mile (hours)	8	14	10	11	0
	Westbound on U.S. 50/301	Maximum Queue (miles)	3.5	>10	8.0	8.4	0
		Duration of Queues > 1 mile (hours)	8	14	10	11	0

Each of the lines in **Table G-11** addressing “Duration of Queues > 1 mile” shows an increase in duration between existing conditions and 2045 no-build conditions.

Conclusion

The preceding discussion clarifies the basis used for estimating traffic projections and growth rates in the Tier 2 Study. It also clearly demonstrates that population and employment forecasts assume the no-build condition and do not assume any new transportation capacity across the Chesapeake Bay, and the traffic volume forecasts do not contradict each other.