

Bay Crossing Study Public Comments
January 23, 2026 – March 9, 2025

| Date | Medium | Comment |
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| 2/9/2026 | Testimony | 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. |
| 2/9/2026 | Testimony | 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], 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 spilling off of 50 on the college parkway 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. |
| 2/9/2026 | Testimony | 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. |
| 2/9/2026 | Testimony | 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 87 cross 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 MDTA to actually build such a facility. Thank you for your time. |
| 2/9/2026 | Testimony | Hi, good evening. My name's [Name Redacted]. I am here with my wife in [Address Redacted]. It's [Name Redacted], at [Address Redacted]. Um, I just like to voice my support for the bicycle lane. We were very disappointed that when they built the Harry Nice rebuilt the Harry Nice Bridge. They didn't include a facility like that. We travel all over the country, riding on our tandem bike, and we regularly, uh, drive our car with our tandem from Montgomery County, across the bridge to ride around, uh, Kent Island and the eastern shore over in Grasonville and Stevensville. And on the Cross Island Trail and all the surrounding uh, bikeways in uh, on Kent Island. And so it's one of our favorite things to do, but we don't do it frequently, simply because we have to cross the bridge and we don't want to deal with the traffic, which I guess will be resolved when we have the new bridge. But nonetheless, I'd like to say that, you know, we go on these adventures on a regular basis, where 74 and 75 years old, and I'd like to be the 1st person to ride across the bridge on my bicycle with my wife, as we were, when they opened the Indian River inlet bridge in Delaware. So, which is another place where we typically go to ride. We usually take fairly long rides, as you can probably tell. And I'm looking forward to being able to do that when we're in our mid 80s. So I just wanted to voice our support and say, keep up the good work. Thank you. |
| 2/9/2026 | Testimony | [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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| 2/9/2026 | Testimony | Hello, can you hear me? Hi, my name's [Name Redacted]. I live in actually in [Address Redacted]. My address is [Address Redacted]. Um, calling in from so far away because this is a regional and national, uh, important structure uh, that's being planned. And I I work on behalf of the East Coast Greenway Alliance. So that is a trail in development from Maine to Florida, connecting major cities and towns, up and down the coast. And this would be a tremendous asset, and alternative route for the East Coast Greenway, on the eastern shore, to connect from Cecil County in Maryland, as well as, you know, all parts to the north, through Philly, New York, Boston, up to Canada, coming down in a beautiful scenic way to see the eastern shore, go across the bay, go over to Annapolis on the way to Both Baltimore and DC and then on south, all the way through to Key West, Florida. And this is a major trail connection that was recognized recently in both the Bikable Baltimore region plan that was had a robust public engagement for all of Baltimore region as a major gap missing in the region's trail network. It was also part of the Maryland Department of Transportation Statewide Trails Plan update. The 1st one since 2009, and of the 5 short list 5 projects that are planned in that statewide transportation plan. This is one of those as a major statewide or regionally significant projects. And that's because it's cross jurisdictional. It overcomes a large barrier. You can use it with public right of way, which is not always the case in trail development, and it would become a Maryland destination trail. Um, so that's, it's basically check all the major boxes of why this would be so important. And even though, you know, it's been cited about a \$1 billion for the cost of it. That's a small fraction of the overall, you know, \$16 billion or however many for actually building the whole structure. Um, if you consider how many people sign up every year for the, the cross, the bay crossing, um, 10k, I think it's something like 17,000 people come out just to run across this structure. Um, that's just the demand for the bridge itself just to see what it's like to be out on the water. That's not even counting the demand for going to the beach or going to Annapolis or going to destinations. So there's so much pent up demand that you can't see without having that structure there and being accessible. And that's also people signing up and paying money to do this. So just wanted to say that this is an incredible asset in the making and please require the design to have a shared use path. Thank you. |
| 2/9/2026 | Testimony | Yes, hello. My name is [Name Redacted]. I'm at [Address 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. |
| 2/9/2026 | Testimony | 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? |
| 2/9/2026 | Testimony | 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. |
| 2/9/2026 | Testimony | 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. |
| 2/10/2026 | Testimony | My name is [Name Redacted]. I live in [Address Redacted]. I provided my full address when I registered. Uh, The, uh, I'm a member of Bike AAA, our president John just spoke and several other local bike clubs. I'm not here officially speaking on their behalf. But as you might have guessed, I'm here to speak in support of the shared use path. And I just want to repeat a couple of points and some of my predecessors advocating for the same thing I've already made. We've got a once in every 2 generations opportunity here, right? This thing's going to have a lifespan of 60, 70 years. If the predecessor is an example. If we don't get it right now, we missed a chance. The shared use path on the Woodward Wilson Bridge has been wildly popular. I've ridden over that on days where I had to get off and walk because I was sharing it with too many people to ride safely. It was congested. It's a wonderful facility, and I think it serves as a great example, in addition to the others that have already been mentioned, the Tappan Z, the Golden Gate, some of the other bridges around the country that |

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| | | use this, to do it. We have got to change a culture that, uh, impoverishes our kids going into debt early in life because they got to buy cars to succeed professionally and, uh, socially. We've got to begin educating ourselves to change our love of cars. It's a 100 year experiment that is killing us, literally. We've got to get off of that and start enabling other modes of transportation. The support you've built into this plan for public transportation is an excellent idea. I think the EIS is a little short on some of the details of how that'll be implemented, it needs to be expanded. And the SUP needs every bit as much emphasis on its value as it does on its costs. Finally, the costs strike me as highly overly estimated. I'm not a construction engineer or a civil engineer, but uh, uh, \$1.2 billion for uh, an extra 12 to 14 feet of pavement strikes me as excessive. Somebody mentioned that the shoulders already exceed the necessary safety standards and perhaps we can shave a few feet and some dollars there to trade off to get this SUP included. Thank you for your time and for the effort to bring this about. As a lifetime, Maryland resident, the congestion has been a frustration that we all share and we're looking forward to seeing a solution. Thank you. |
| 2/10/2026 | Testimony | 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-lead 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 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. |
| 2/10/2026 | Testimony | Good evening, [Name and Address Redacted]. I'm here in my capacity as Chief of Comprehensive Planning for the City of Annapolis. in my work for the city. I do plans, policies, projects, aimed at making the city a more resilient, healthy, equitable place in a region. And when I talk to community members, The most straightforward way they can envision that is a place a home, a region that is safer for pedestrians and cyclists. Um, We completed a comprehensive plan, 10 year comprehensive plan, uh, just a couple years ago that was unanimously adopted by our city council in 2024. that included content related to the Bay Crossing, advocating for an alternative where the shared use path for bikes and pedestrians is not optional, and advocating for dedicated transit lanes. We've been planning our region for the last 60 or so years primarily for one mode of transportation, the personal automobile. Um, increasingly people are looking for a different future, that's more multimodal, is more connected, uh, that provides options. Um, I've been fortunate to experience a lot of the precedents that have been shared in this um, Bay Crossing Study for the shared use path, the, the Cuomo Bridge, the, uh, San Francisco Bay Bridge. Um, although I'm a native Annapolitan, the precedent that comes to my mind, it's not quite comparable in terms of design, but the MoPac mobility bridges in Austin, Texas, where I live for several years and worked. Um, that was in several planning studies leading up to its construction, um, similar to this shared use path on Bay Crossing Study that has been in numerous planning documents that have been adopted. What made that MoPac mobility bridges in Austin so transformative was it was a critical link to get people to work from community south of Austin to downtown. I believe this, um, shared use path on on the bay crossing would have a similar effect. I want to commend MDTA for a comprehensive process and looking at all of the costs and benefits of this project, but I do want to make sure that you're looking at all of the benefits of a shared use path. I think it could be transformative. And to be totally candid, I think to not do that would be the greatest missed opportunity, my planning career, um, and it would be hard to defend that decision, um, to my daughter, uh, who's 10 years old and an avid cyclist. So thank you. |
| 2/10/2026 | Testimony | My name is [Name Redacted]. The last name is [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. |
| 2/10/2026 | Testimony | My name is [Name Redacted]. Uh, I'm just representing myself. Uh, and I live at [Address Redacted]. 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 |

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| | | 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. |
| 2/10/2026 | Testimony | 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. |
| 2/10/2026 | Testimony | 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. |
| 2/10/2026 | Testimony | Good evening. My name's [Name Redacted]. I live at [Address Redacted]. So I live on the peninsula here, and I'm here to strongly urge, just like the last two, is to make sure that the shared use path is no longer optional, but a base part of the project. Um, 2 items that were brought up as far as determination as to why it might be optional and, um, those were basically financial and environmental. And I believe that, um, on the financial end of things, um, that this, um, we are spending far more to actually just exceed the shoulder requirement for this project. If you actually look at this project, when we call it 8 lanes for it, there's 4 shoulder lanes. And that's actually beyond the standard for the highway requirements for that. So if financially, this is actually a challenge to get the optional shared use bike path to be part of the base thing, all we have to do is follow the standards for our own state and actually have that for the shoulders and that would be able to financially cover this trail for it. Um, and as other people have identified, um, I don't think the environmental impact really identifies all of the pluses uh, as to what is required or what would be benefit um, from this trail. Um, the number of cars that would uh, not not be uh, utilized. Um, and, uh, as someone who lives on the peninsula, it's also quality of life, right? We are, unfortunately, tremendously negatively impacted by this bridge for it. And as a result, this trail will actually be an added to the quality of life of this local area here for it. Um, I literally can bike to the bay, um, bridge, um, faster than I can drive on many days, um, for it. And the fact that this shared use path is not a base requirement. I think is short-sighted for that. Um, so, uh, the last thing I'll say is that, um, I truly think it'll, it'll turn into a tourist destination, um, meaning it'll, it'll be a big asset, uh, to the state. And by adding in the shared use path. I think can really add to the quality of life to the area. So thank you, I appreciate it. |
| 2/12/2026 | Testimony | [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 |

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| | | 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. |
| 2/12/2026 | Testimony | My name is [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 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. |
| 2/12/2026 | Testimony | Thank you. My full address or just city and state. address or just city and state?. Good evening, everyone. My name is [Name Redacted]. I'm a resident of [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. |
| 2/12/2026 | Testimony | [Name and 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. |
| 2/12/2026 | Testimony | Sure, it's [Name Redacted], uh, [Address 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. |

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| 2/12/2026 | Testimony | <p>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.</p> |
| 2/12/2026 | Testimony | <p>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 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.</p> |
| 2/12/2026 | Testimony | <p>[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, 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.</p> |
| 2/12/2026 | Testimony | <p>Commissioner Jim Moran, [Address Redacted], M-O-R-A-N. Thank you for the opportunity to speak. 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 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's County has been 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 and improve 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 two 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 two of them. The start of the NEPA process was announced on August 30, 2016. I was there on that grassy knoll, where then, Governor Hogan took on this monumental task of getting these bridges replaced. For most of the 10 years, MDTA has studied corridors to locate a new crossing</p> |

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| | | and construction alternative to relieve congestion. Throughout the process, the NEPA study considered a 20-mile-long corridor, Corridor 7, that went from the Severn 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 Anne Arundel County by shrinking this down. The selected preferred alternative is focused on only widening 8.5 miles of the 20-mile corridor. While the preferred alternative addresses congestion at the Bay Bridge by going from five lanes to eight lanes crossing the Bay, it does not address the long-term needed improvements in the corridor to manage traffic moving through Queen Anne's County. After the new bridges 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 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 with just the beginning of the life of the new bridges. We know based on the historical trends that 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 eight 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 eight lanes, which appear to be better addressed for the long-term needs of the corridor. If Alternatives D,E, F, & G are not being advanced, can additional highway widening and improvements be added to Alternative C? Almost ten 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 construction so Queen Anne's County residents can get some relief. Queen Anne's County strongly supports the replacement of the two existing bridges, with new bridges totaling at least eight lanes. Queen Anne's County strongly supports MDTA's 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. I want to add one more point that we are working right now on the process of a pedestrian overpass over Route 50 to tie into Terrapin Park and to Pier 1 Road. Thank you. |
| 2/12/2026 | Testimony | 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. |
| 2/12/2026 | Testimony | Thank you. My 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 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. |
| 2/12/2026 | Testimony | 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, |

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| | | 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. |
| 2/12/2026 | Testimony | Sure. [Name and 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 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. |
| 2/12/2026 | Testimony | Hello, [Name Redacted]. I live over in [Address Redacted]. Um, [Address Redacted] too. 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. |
| 2/12/2026 | Testimony | [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. |