CHESAPEAKE
BAY CROSSING STUDY
TIER 2 NEPA

September 2022

Open Houses Summary

Maryland
Transportation
Authority

March 2023

TABLE OF CONTENTS

LIST OF APPENDICES

1.0 INTRODUCTION

On June 10, 2022, the Maryland Transportation Authority (MDTA) launched the Chesapeake Bay Crossing Study: Tier 2 National Environmental Policy Act (NEPA) (Tier 2 Study). This report describes activities following initiation of the Tier 2 Study, including the public involvement efforts conducted and comments received during the Public Open House comment period, which occurred between August and October 2022. The Tier 2 Study is the next step in the strategy to address congestion and future traffic demand crossing the Chesapeake Bay.

1.1 Background

The Chesapeake Bay is one of Maryland's most iconic and significant environmental resources. The Bay also presents a clear transportation barrier between Maryland's Western and Eastern Shores. The existing William Preston Lane, Jr. Memorial Bridge, known as "the Bay Bridge" plays a major role in the state's regional transportation system and is vital in supporting a diverse regional economy.

The aging infrastructure and capacity limitations at the existing bridge, as well as the increasing demand for trips across the Bay will continue to exacerbate the congestion and delays that travelers currently experience. If this primary link between the Eastern Shore and the Baltimore and Washington Metropolitan Areas were to become seriously degraded or unavailable due to safety or performance issues, serious mobility and economic consequences would result.

The existing two spans of the Bay Bridge carry increasing volumes of travelers, including a high percentage of trucks during weekdays, that frequently approach or exceed its capacity. These travel volumes correlate with increases in regional population and employment. Travel demand at the crossing has resulted in growing congestion and backups at the Bay Bridge, including simultaneous backups in both directions. Backups routinely extend for several miles in both directions during summer weekends. These congested conditions at the bridge, which can last up to four hours during an average weekday evening and up to 11 hours through a summer weekend afternoon and evening, are expected to worsen in the future.

As reported in the 2015 Bay Bridge Life Cycle Cost Analysis[1], the need for maintenance and rehabilitation activities will increase as the Bay Bridge structures age. These activities, along with incident management (i.e. crash response, debris removal) on the Bay Bridge, increase congestion causing travelers to wait out the resulting delays due to the lack of nearby alternative detour routes. In the near future, major superstructure and substructure rehabilitation/replacement work involving short and long-term lane closures likely would be required to maintain the bridges. Such rehabilitation work would cause a substantial impact to capacity and travel operations across the Bay.

The MDTA, in coordination with the Federal Highway Administration (FHWA), adopted a Tiered NEPA process to plan for and analyze locations and alternatives for a new Chesapeake Bay crossing and related transportation improvements. The Tier 1 Study, completed in April 2022, was the critical first step to addressing existing and future congestion at the Bay Bridge and its approaches along US 50 and US 301. The Tier 1 Study encompassed a broad geographic area, spanning almost 100 miles of the Chesapeake

[1] https://mdta.maryland.gov/sites/default/files/Files/Bay_Bridge_LCCA_Report_12-2015.pdf

Bay from the northern-most portion in Harford and Cecil counties to the southern border with Virginia between St. Mary's and Somerset counties.

The Tier 1 Study evaluated a reasonable range of alternatives intended to meet the Study Purpose and Need – to provide expanded traffic capacity and additional access across the Chesapeake Bay to improve mobility, travel reliability and safety at the existing Bay Bridge, while considering financial viability and environmental responsibility. These alternatives included a no-build alternative, four modal and operational alternatives (e.g., transit, ferries, etc.), and 14 corridor alternatives. Following a comprehensive NEPA review, including data collection, analysis, and modeling, as well as extensive agency and public input, the Tier 1 Study concluded with publication of a Record of Decision that identified Corridor 7, the corridor containing the existing Bay Bridge, as the Selected Alternative. Corridor 7 follows the existing road network along US 50/US 301 from west of the Severn River on the Western Shore to the US 50/US 301 split on the Eastern Shore (**Figure 1**).

Figure 1: Corridor 7

1.2 Tier 2 Study

The Tier 2 Study will refine the Purpose and Need for a project-level analysis and focus on the two-mile-wide Selected Corridor Alternative (Corridor 7). The Tier 2 Study will evaluate a no-Build alternative and a range of build alternatives including various alignments, crossing types and modal options such as transit and operational options such as variable tolling. The Tier 2 Study will conclude with identification of a Selected Alternative within the limits of Corridor 7.

Completion of the Tier 2 Study will include detailed engineering and environmental impact analyses that will be conducted with robust public and state and federal agency involvement. The Tier 2 Study also will identify mitigation measures for unavoidable environmental impacts. The following graphic illustrates the anticipated four- to five-year study schedule.

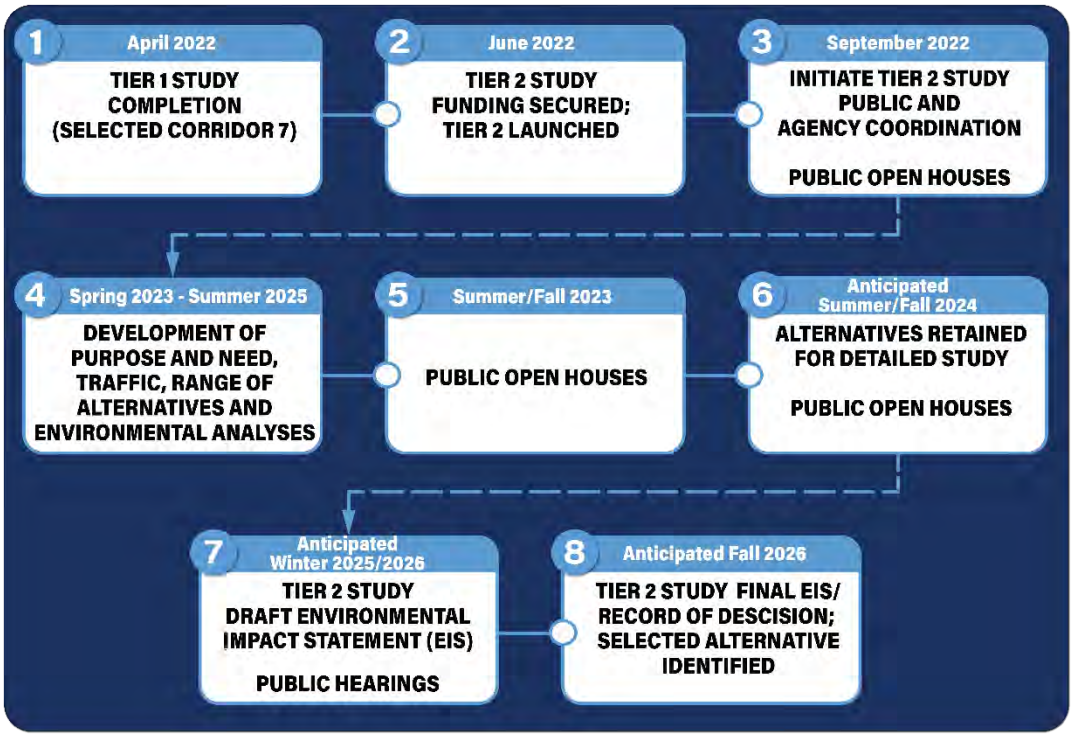


Figure 2: Anticipated Tier 2 Study Schedule – Subject to Change

1.3 Transportation Equity and the Bay Crossing Study

The MDTA and the Tier 2 Study team recognize the importance of ensuring equity and opportunity. The MDTA will develop a robust Equity Coordination Plan to ensure equity in both project process and project outcomes for minority, low-income, and marginalized and underserved communities.

2.0 OPEN HOUSES AND COMMENT PERIOD

An initial round of public meetings was held in September 2022 to kick-off Tier 2. These meetings summarized the Tier 1 Study results, described objectives of the Tier 2 Study, reviewed next steps, and educated the public about the NEPA commenting process.

2.1 Open House Notification

Extensive efforts were conducted to notify the public about the three Open House events included press releases, digital ads, news articles, mailings, email notification, and other advertisements (**Appendix A**). The Open Houses were announced on August 11, 2022, through press releases by the MDTA. This announcement was shared through print and digital ads placed via local and regional media outlets.

In addition, multiple news articles were published about the Open Houses and/or the Study between August 11 and October 14, 2022.

Approximately 84,000 mailings (**Appendix A**) were sent in advance of the Public Open Houses. The mailings included information about the upcoming Tier 2 Study Open Houses and directed recipients to the Open House materials available on the Study website, www.baycrossingstudy.com. The zip codes that mailings were sent to included:

- 21012 (Arnold)
- 21037 (Edgewater)
- 21401 (Annapolis)
- 21402 (Annapolis)
- 21403 (Annapolis)
- 21409 (Annapolis)
- 21617 (Centreville)
- 21619 (Chester)
- 21638 (Grasonville)
- 21658 (Queenstown)
- 21666 (Stevensville)

Approximately 2,000 email notifications (**Appendix A**) were sent on August 11, 2022, to advise stakeholders and members of the public that had registered for the baycrossingstudy.com email notification list of the upcoming Tier 2 Open Houses. An additional reminder email was sent to approximately 2,100 recipients on September 6, 2022. Email notifications also were sent to elected officials.

2.2 Open House Summaries

The MDTA hosted three public Open Houses in September.

One virtual Open House and two in-person Open Houses were held, with the same information available at each meeting. There were no formal presentations provided other than a pre-recorded video and visual display boards (**Appendix B**). The video and display boards remain available for viewing on the Tier 2 Study website.

The virtual Open House was held on September 7, 2022. Three hundred and fifty-one people attended with an average of 120 attendees at any given time and an approximate watch length of 20-30 minutes each. A total of 103 comments/questions were received during the meeting.

On Thursday, September 8, 2022, an in-person Open House was held at the Kent Island American Legion in Stevensville on the Eastern Shore. A total of 94 people attended. The video shown at the virtual meeting played on a loop and staff were available at the display boards to answer questions in a second room. A smart board displaying the entire corridor was available for attendees to share their location-specific comments. Hard copy Public Opinion Comment Forms were available for public input.

On Tuesday, September 13, 2022, the second in-person Open House was held at the Broadneck High School in Annapolis on the Western Shore. A total of 132 people attended. Similar in set-up to the

Stevensville Open House, the video played on a loop in one room and staff was available at the display boards to answer questions in a second room. A smart board displaying the entire corridor was available for attendees to interactively share their location-specific comments. Hard copy Public Opinion Comment Forms were also available for public input.

2.3 Website

The Bay Crossing Study website (www.baycrossingstudy.com) was updated in August 2022 to focus on the Tier 2 Study. The Tier 2 website includes a brief background of the Study, the Study process, and a preliminary schedule. The Tier 2 Study webpage will be utilized to share updated information about the Study, provide notification of Open House events and to encourage feedback from the public using comment forms or other similar means. The website will be updated throughout the Tier 2 Study to provide pertinent information to the public.

2.4 Public Comment Form and Comments Summary

A total of 713 comments were received during the public comment period from August 11, 2022, through October 14, 2022. Summaries of comments received are presented in Section 2.5.

All public comments received were redacted of personally identifiable information and have been posted to the project website.

The Public Opinion Comment Form was available during the public comment period on the Bay Crossing Study website and in hard copy at the two in-person Open Houses. The responses to the questions in the comment form are summarized in the Tier 2 NEPA Public Opinion Comment Form (September 2022) Response Summary (included in **Appendix C**). Comments received via other mediums (letter, smart board, email, voicemail) are included in **Appendix D**. The questions/comments received during the virtual public Open House are shown in **Appendix E**.

2.5 Public Comment Responses

Public comments received during the Open House comment period were reviewed and then categorized into general themes by the Study team. The summary below illustrates those common themes. The comment categorization is useful in understanding the focus of community and business concerns in the development of transportation improvements within the corridor.

2.5.1 No-Build

The majority of comments received regarding a No-Build Alternative requested that no new infrastructure be built and to include this alternative in the analysis. A few commenters sought clarification about the content of a no-build option and an explanation for why a no-build must be considered.

Response: NEPA regulations require evaluation of a “no-action” alternative for an Environmental Impact Statement (EIS), therefore the No-Build Alternative will continue to be included in the Tier 2 Study. The no-action alternative assumes that no project to advance new or replacement Bay crossing infrastructure would be built.

2.5.2 Support for Alternative Corridors

Commenters stated their preference for Tier 1 corridors either north or south of the existing Bay Bridge. Suggestions included Tier 1 corridors (10, 11, or 12) south of Corridor 7, near the Tradepoint Atlantic site in Baltimore and Southern Maryland and specifically Scientist Cliffs and Solomons Island.

Response: Corridor 7 (the Tier 1 Corridor containing the Bay Bridge) was selected over the other corridors because it met the Tier 1 Study Purpose and Need better than any other corridor. Other Tier 1 Corridor Alternatives will not be revisited during the Tier 2 Study.

2.5.3 US 50/301 Alternatives

Commenters offered ideas on how and where to provide more lanes throughout the US 50/301 corridor to support a potential new crossing. Commenters also provided suggestions on other ways to address the existing and future traffic congestion in the area including bypasses and use of contraflow.

Response: Build Alternatives to address existing and future corridor congestion on US 50/301 are being evaluated in the Tier 2 Study, including an assessment of the potential impacts of such improvements and methods to avoid and/or minimize those impacts. Comments concerning US 50/301 will be considered in the development of potential corridor improvement concepts.

2.5.4 Bridge Crossing Alternatives

Most comments in this category focused on the location of a third bridge span (i.e., near the existing Bay Bridge spans, in between the existing bridge spans, other) and what a potential new bridge should look like. Questions were raised regarding the current condition of the bridges, and whether they would be demolished or retained.

Commenters suggested that a new bridge should have between 4 to 12 lanes including a bicycle and pedestrian lane or that a double-decker bridge should be built. The public also expressed that the new bridge should be resilient, have a 100+ year life span, have lighting along the entire bridge length and that it should be fully operational during bad weather and during times of bridge maintenance. In addition to building a new span, commenters also expressed interest in using the existing bridges for local commuters, trucks and/or emergency services only.

Response: Chesapeake Bay Crossings that address existing and future corridor congestion will be evaluated in the Tier 2 Study including the number of lanes required to address existing and future traffic as well as methods to avoid and/or minimize impacts that may result from these alternatives. These comments will be considered in the context of the Study's evaluation of the condition of the existing bridges and feasibility assessment of how long they can continue to be maintained in an effective manner. The results of that initial assessment will be considered along with the potential construction of new bridges.

2.5.5 Tunnel Suggestions

Commenters suggested a tunnel alternative instead of a bridge crossing, including number of lanes and location of a possible tunnel.

Response: Tunnel and/or bridge-tunnel alternatives will be considered among the Build Alternatives to be included in the Tier 2 Study consistent with identifying alternatives that will meet the updated Purpose and Need. The Study also will evaluate methods to avoid and/or minimize impacts that may result from these alternatives.

2.5.6 Traffic

Many comments in this category were concerned about congestion associated with induced demand, or that the congestion will just be moved to another location. Commenters wanted to know how traffic disruptions will be addressed on each side of the new bridge and if the 2040 estimates will be reevaluated in Tier 2. Other commenters expressed interest in having the Tier 2 Study limits expanded and coordinated with regional development plans. Suggestions included evaluating improvements beyond the corridor that would be designed to divert traffic away from the Study corridor and expanding the Study limits to include MD 32/I-97, MD 100/I-97, MD 648, MD 2/MD 100, MD 179 and MD 450.

Response: The Maryland Statewide Transportation Model is being used to forecast Planning Horizon 2045 traffic volumes. Although transportation improvement alternatives will be focused in the 2-mile-wide Study Corridor, the model considers regional traffic flow which surrounds the Study Corridor.

During Tier 2, information regarding the location of potential traffic impacts will be used to develop alternative engineering solutions. Potential effects of traffic on neighboring communities, from both the No-Build and Build Alternatives, will be assessed. Potential beneficial and adverse effects to local roadways resulting from the Tier 2 alternatives, whether by altered traffic flows, connectivity changes, or physical impacts (including during construction) will be considered in the Study.

The MDTA will coordinate with local jurisdictions during the Tier 2 NEPA study regarding potential impacts to local roadways and mobility. Improvements such as intersection upgrades, repaving, access maintenance, or signage may be considered.

2.5.7 Local Roadway Concerns and Suggestions

Many comments addressed the impact that the existing Bay Crossing has on local traffic and communities, and how new Study alternatives to be considered in the Tier 2 Study could impact local traffic. These concerns, comments, and suggestions came from community members who live and work on both sides of the Bay Bridge. Kent Island residents expressed concern that emergency services along the US 50/301 corridor and residents have difficulty accessing communities during periods of high traffic. Another commenter noted how school buses sometimes experience extended wait times due to traffic. Other commenters expressed concern over regional traffic “short-cuts” through communities and access roads and how navigation apps may contribute to local road congestion by directing traffic off main roads and onto local roads.

Broadneck Peninsula residents expressed concerns that increased bridge and approach roadway improvements would worsen areas around MD 2 and College Parkway including concern regarding the ability of emergency services to access the community during periods of peak congestion. Additional comments suggested a redesign of local access points between the Severn River Bridge and the Bay Bridge, including St. Margarets Road and Cape St. Claire Road. Some commenters also expressed concern that the Tier 2 Study Area should include consideration of impacts to Ritchie Highway, College Parkway and Bay Dale Drive.

Response: The Tier 2 Study will evaluate specific roadway alignments within Corridor 7 and other details such as access points and service roads and assess potential impacts to local roadways serving corridor

wide communities and businesses. The public will be provided ample opportunity to comment on and ask questions regarding alignment alternatives, which would include access concepts.

2.5.8 Safety and Emergency Medical Services

Many comments identified concerns with the safety of the existing bridges including contraflow traffic, bridge speed limit, and emergency vehicle access. Several commenters suggested specific design considerations to reduce driver fear at the Bay Crossing, including preventing views of the Bay, higher barriers and barriers that prevent wind, and changing bridge geometry to avoid having a curve as you enter the eastbound span. Several other commenters expressed concerns about local emergency service providers having adequate access on weekends and other peak travel periods.

Response: Safety concerns regarding operations of the existing Bay Bridge as well as efficient emergency vehicle access will be studied in conjunction with capacity improvements designed to address projected future traffic. Design considerations would be evaluated in Planning and Final Design should a Build Alternative be selected.

2.5.9 Transit and Operational Elements/Solutions

Many comments expressed support for Transit and Operational Elements/Solutions (TOS) (such as bus rapid transit, ferry, and Travel Demand Management). Commenters offered several Transit solutions including specific routes for ferry options, rail service, and additional transit options. Commenters also suggested Operational Options that could improve mobility including variable tolling, dedicated express toll lanes, High Occupancy Vehicle (HOV) lanes, park and ride lots, providing real-time traffic updates, intelligent transportation systems (ITS), priority lanes for electric vehicles, and access controls for local roadways.

Response: Modal and Operational Alternatives (MOA) were evaluated as standalone Alternatives in the Tier 1 NEPA Study and were not sufficient in meeting the Tier 1 Purpose and Need. MDTA/FHWA selected a corridor for potential future crossing improvements. The Tier 2 Study will include updated and more in-depth consideration of these alternatives evaluated in Tier 1 in greater detail and within the context of the Selected Corridor Alternative. The evaluation will include combinations of various transit and operational elements/solutions both with and without with roadway alternatives within the Selected Corridor.

The MDTA is collaborating closely with the MDOT Maryland Transit Administration to identify transit goals and objectives for the Tier 2 Study and to develop and evaluate potential transit elements within the Tier 2 Study area. The MDTA will hold Spring 2023 Virtual Public Transit Listening Meetings to provide the public an opportunity to learn about existing transit in the Tier 2 Study area and provide comments on and suggestions for potential transit elements to be studied. The MDTA also will hold late Winter/Spring 2023 Transit Collaboration Meetings with local transit service providers to determine their future transit vision and discuss project co-benefits for transit.

Transit and operational elements/solutions to be studied may include:

- **Transportation System Management / Travel Demand Management (TSM/TDM)** - Infrastructure and operational changes to improve operations of the existing roadway network

without adding major new capacity. Options could include variable tolling and managed lanes (described further below).

- **Ferry Service -** A ferry service including one or more sets of ferry terminals to connect the Eastern Shore and Western Shore.
- **Bus Service/Bus Rapid Transit -** This would consist of new service between major destinations on the Western and Eastern shores.
- **Rail –** This would consist of potential new rail service (heavy rail or light rail transit) across the Chesapeake Bay.
- **Variable toll express lanes –** These would include express through lanes that separate regional through and local traffic along the approaches of US 50/301 (similar to the I-95/I-495 Woodrow Wilson Bridge and approach roadways).
- **Intelligent Transportation Systems (ITS) –** ITS strategies such as electronic and variable signage and ramp metering that can help augment transportation capacity improvements and help traffic flow, alert drivers and help monitor vehicle operating speeds by letting drivers know whether they're exceeding posted speed limits.

2.5.10 Pedestrian and Bicycle Support/ Alternatives

Commenters advocated for adding a pedestrian and/or bicycle lane to any new bridge crossing. Some of the comments noted a bridge bike lane could be an element of the Delaware to California American Discovery Trail™[2]. Another commenter requested access to a future Sandy Point bike facility from their community. Other comments suggested dedicating one of the existing bridges for bicyclists and pedestrians or having a dedicated lane should a new bridge be constructed.

Response: The Tier 2 Study will evaluate national and international best practices regarding the construction of bicycle and pedestrian facilities on other long bridges and approach roadway accessibility to determine if they may be feasible and/or reasonable to be considered as part of the build alternatives.

2.5.11 Natural Resources

Concerns were expressed regarding several natural environmental related issues, including shore erosion, environmental sustainability and the effects of increased vehicle carbon emissions on climate change and rising tides, traffic noise, litter, native lifeform protection, loss of greenspace and habitats, character preservation of the upper and mid-shore, and marine habitat degradation. The economic impact of natural resource impacts including fishing, impacts from increased wastewater and stormwater, and specific water quality concerns regarding increased pollutants into the Chester and Miles-Wye rivers, Eastern Bay and Meredith Creek also were concerns.

Response: The Tier 2 Study will evaluate potential environmental impacts on the natural environment. Specific methods to identify environmental resources and evaluate environmental impacts are being developed in coordination with federal, state and local agencies. Avoidance, minimization, and mitigation

[2] American Discovery Trail ™ creates a coast to coast route across the USA connecting people with rural and urban areas, wilderness, desert mountains and forests, with other trails, and with each other.

measures will be evaluated. Information regarding impacts and associated mitigation will be presented at future Public Open Houses and documented in the Draft and Final Environmental Impact Statements

2.5.12 Socio-economic Impacts

Comments related to socio-economic impact concerns included: impacts to the communities along frontage roads, congestion impacts on businesses, requests for community enhancements to improve livability, land use considerations including zoning overlays to create land protection areas and to help promote sustainable development, impacts to environmental justice communities, the creation of affordable housing near employment centers to reduce traffic, investment in corridor beaches to lessen the need to travel to the Eastern Shore, potential impacts to recreation and tourism, impacts to hotels, restaurants, and impacts on parks such as Sandy Point and Terrapin State Parks and waterfront access.

Response: The Tier 2 Study will evaluate existing and future corridor congestion including methods to avoid and/or minimize impacts to local access and frontage roads and to many of the resources mentioned above. As part of the Tier 2 Study, the MDTA will evaluate potential effects on populations, community facilities, businesses, and other community resources. The MDTA also will evaluate indirect and cumulative effects such as potential impacts on growth and land use. Stakeholder outreach including conservation groups and watermen will occur to understand the potential economic impacts and concerns with study alternatives. The MDTA will consider local land use plans in consultation with the Maryland Department of Planning (MDP) and local governments to determine the best method of evaluating effects to land use. The MDTA will evaluate study alternatives to ensure equity and that there will be no disproportionate impacts to minority and low-income communities.

2.5.13 Right-of-way

Concerns were raised about potential right-of-way needs for alternatives with some noting potential impacts to their land and possible acquisitions and the use of eminent domain.

Response: Currently, at this stage of the Study, it is too soon to know about any such impacts. As alternatives are developed within Corridor 7, potential impacts will be identified based on preliminary engineering. Public involvement opportunities will be provided throughout the Tier 2 Study to give up-to-date information on potential environmental impacts, including potential property impacts. Property owners will be notified of any potential property impacts as the Study moves forward.

Partial impacts to and displacements of commercial, residential, and community property could potentially be required. Property owners from whom total or partial right-of-way acquisition would be required would be compensated and paid fair market value for the affected property. Property owners affected by relocation would receive relocation assistance in accordance with federal and/or state requirements, including the Federal Uniform Relocation and Real Estate Acquisition Policies Act of 1970, as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987.

2.5.14 Construction

Several comments requested consideration of community access impacts during construction and wanted to know when the construction would begin and the duration. Some comments received that related to current construction and maintenance activities mentioned that cones and construction equipment are a

distraction to drivers and that construction during peak hours is the principal cause of congestion. One suggestion was offered to include maintenance operations as part of the alternatives' decision matrix.

Response: These comments are being reviewed by the Study and will be carried forward into design and construction should a build alternative be selected in the NEPA Final Environmental Impact Statement/Record of Decision (FEIS/ROD).

2.5.15 Public Involvement

Several commenters shared concerns such as transparency in the planning process and increased public involvement throughout Tier 2 to ensure that everyone has voice and questions regarding where to find public meeting displays and materials from the Tier 1 Study. One commenter wanted to know what the FHWA's role is in Tier 2.

Response: Consistent with NEPA requirements, both agency and public involvement are an essential part of any NEPA Study. Public involvement materials from the Tier 1 Study are available on the project website. Ongoing public involvement during the Tier 2 Study will ensure the public is kept up to date on the progress of the Study and major milestones. Opportunities for public input will be provided throughout the Study via open houses and the Project website. Both in-person and virtual engagement strategies will be employed throughout the life of the study to ensure that Study Area stakeholders receive multiple study updates and are provided opportunities to comment and help inform the study. These strategies are intended to ensure that all stakeholders regardless of race, ethnicity and income level are afforded equal access to project information and opportunities to comment. The September 2022 Open House displays can be viewed in the virtual open house display room located at BCS Virtual Information Room .

2.5.16 General Comments

Many comments were received including project costs and funding sources, a desire to make travel to Maryland and other state beaches easier, provision for a Labor Agreement during construction, focus on local mobility, general safety concerns for safety, potential long-term bridge closures in the event of a catastrophic event, the length of time to complete the Tier 2 Study and funding for the study.

Other questions raised included whether lessons learned from other major transportation projects were being researched, and if DC, VA, and DE are included in the Tier 2 Study and cost sharing.

Response: These comments will be considered during the Tier 2 Study.

3.0 NEXT STEPS FOR PUBLIC INVOLVEMENT

Input from the public and agencies will continue to be considered by the team in the development of the Tier 2 Study. This input will be instrumental as the team moves into development of the Purpose and Need, Conceptual Alternatives, and the Alternatives Retained for Detailed Study (ARDS).

3.1 Formal Public Meetings

Formal public meetings will be held at key milestones throughout the Study (see **Figure 2** shown previously on page 3). It is anticipated that public meetings will be held to review the Purpose and Need and the Preliminary Alternatives, the Alternatives Retained for Detailed Study, and the Draft Environmental

Impact Statement (DEIS). The meetings will go into more detail regarding traffic and environmental analyses and the range of alternatives studied.

Future public meetings will be held in-person and virtually, as they were for the first Public Open House meetings held in September 2022. The meetings will provide a similar experience and offer the same information whether they are held in-person or virtually. The MDTA strives to ensure that no matter how one attends the meetings, they will be receiving the same information and opportunities to comment. During both formal public meeting formats there will be staff available to answer questions. Meeting materials will be available on the Tier 2 Study website prior to the meetings and will remain on the website throughout the Tier 2 Study.

During these meetings and throughout the Tier 2 Study, the MDTA will be accepting comments and will have a formal comment period associated with content presented at the DEIS Public Hearing. Comments will be accepted via comment cards that are available at the meetings, mailed, emailed, or submitted on the project website. In addition to the formal meetings, comments will continue to be accepted throughout the Tier 2 Study via the Study website, email, or by mail. All public comments received throughout the Tier 2 Study will be posted to the Study website for public review. Attempts will be made to remove names and other personal information where indicated, as well as offensive, threatening or otherwise inappropriate or sensitive language.

3.2 Ongoing Virtual and In-Person Public Involvement

The MDTA is looking forward to boosting awareness and receiving feedback on the Study. Efforts will be made to reach our customers through a variety of outlets such as in-person events to promote study awareness, which may include staffing at community events, such as farmer's markets and festivals within the Tier 2 Study area, attendance at conferences, and Study updates at stakeholder meetings by request, as appropriate, and to support equity.

The MDTA will strive to reach a large audience when conducting public involvement and the most effective way to reach a large audience is through utilizing virtual tools. Keeping the study website up to date with current information is the quickest means to getting the information to the public and it can be viewed in 59 languages. In addition to the updates to the study website, the MDTA provides information virtually through the virtual information room, social media postings, e-blasts, surveys, printed and digital newspaper advertisements including Spanish language papers and websites, and press releases. Meetings are advertised in more than 20 publications including minority and rural papers. The MDTA will continue to provide involvement opportunities in both in-person and virtual settings throughout the Study and welcomes feedback as the Tier 2 Study progresses.

Appendix A: Public Open House Notification Materials

Maryland Transportation Authority to Host Chesapeake Bay Crossing Tier 2 NEPA Study Open Houses in September

Submitted by Tamory Winfield on Thu, 08/11/2022 - 11:38

Maryland Transportation Authority to Host Chesapeake Bay Crossing

Tier 2 NEPA Study Open Houses in September

BALTIMORE, MD (August 11, 2022) – The Maryland Transportation Authority (MDTA) will host three Open House events in September for the Chesapeake Bay Crossing Study: Tier 2 National Environmental Protection Act (NEPA) Study, which was announced by Governor Larry Hogan on June 10, 2022. The launch of the Tier 2 NEPA Study follows completion of the Tier 1 NEPA Study in April and continues efforts to provide congestion relief at the William Preston Lane Jr. Memorial (Bay) Bridge and its approach highways from the Severn River Bridge to the U.S. 50/U.S. 301 split.

The Tier 2 NEPA Study Open House events will be held September 7, 8 and 13, and interested parties are invited to attend virtually or in-person. Attendees will be able to learn about the Tier 2 NEPA Study, ask questions and provide comments. The events also will include a review of the Tier 1 NEPA Study, which identified Corridor 7, the corridor containing the existing Bay Bridge, as the Selected Corridor Alternative.

There will be no formal presentation. However, the study team will be available to answer questions during both the in-person and virtual Open Houses. The same information will be provided at each event. Materials are available now to review on the study website at baycrossingstudy.com. The following are the dates and times for each meeting:

Virtual Open House

Wednesday, September 7, 6-8 p.m.

baycrossingstudy.com

Queen Anne's County Open House

Thursday, September 8, 6-8 p.m.

Kent Island American Legion Post 278

800 Romancoke Road, Stevensville, MD 21666

Anne Arundel County Open House

Tuesday, September 13, 6-8 p.m.

Broadneck High School

1265 Green Holly Dr., Annapolis, MD 21409

Individuals requiring special accommodations under the Americans with Disabilities Act, or those requiring translation services (free of charge), should contact the MDTA at 410-537-1000 (711 for MD Relay) no later than 10 business days before the Open House they would like to attend. The MDTA, in coordination with the Federal Highway Administration (FHWA), is following the well-established NEPA process to study potential improvements. This process applies to all projects receiving federal funding or approval.

Next steps of the Tier 2 NEPA Study will include:

- refining the Purpose and Need element of the study to focus on Corridor 7;
- evaluating a No Build alternative and a range of build alternatives, including various alignments, crossing types and modal and operational alternatives;
- evaluating traffic, engineering and environmental impacts;
- providing public involvement and comment opportunities;
- identifying a Selected Alternative; and
- identifying mitigation measures for unavoidable environmental impacts.

The MDTA is encouraging the public to provide comments regarding the Tier 2 NEPA Study by Friday, October 14, 2022. Comments may be submitted via various methods:

- Submit a comment form at one of the in-person Open Houses.
- Submit an electronic comment form at **baycrossingstudy.com.**
- Email comments to **info@baycrossingstudy.com**.
- Print and mail a completed comment form to:
  Bay Crossing Study,
  2310 Broening Highway,
  Baltimore, MD 21224.
- Provide a voicemail message 24/7 by calling 667-203-5408.

The Maryland Transportation Authority finances, owns, operates, secures and improves the state's eight toll facilities. The MDTA is financed by toll revenue without relying on state tax dollars.

###

Blog Category: MDTA News Releases

WAS THIS PAGE HELPFUL? *

Yes No

Submit

Keywords

(i-95) fmt (8)
(us 50-301) bay bridge (8)
(i-95) jfk hwy (7)
(us 40) hatem bridge (6)
(i-895) bht (5)
bay bridge (5)
new nice bridge (5)
mdta police (4)
#895bmore (3)
ft2425 (3)
toys for tots (2)
(i-695) fsk (1)
(i-95) etl (1)
(i-95) jfk hwy (1)
(us 301) nice bridge (1)
AET (1)
board members (1)
E-ZPass (1)
kb2715 (1)
toll modernization (1)

Blog Calendar

today November 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
30	31	1	2	3	4	5
	9(:					
6	7	8	9	10	11	12
13	14	15	16	17	18	19
		9(:				
20	21	22	23	24	25	26
	8(:					
27	28	29	30	1	2	3
4	5	6	7	8	9	10

FOR IMMEDIATE RELEASE
Contact: John Sales, 410-537-1017

REMINDER
This Week and Next Week: Chesapeake Bay Crossing Tier 2 NEPA Study Open Houses

BALTIMORE, MD (September 6, 2022) – The Maryland Transportation Authority (MDTA) is reminding the public of three upcoming Open House events for the Chesapeake Bay Crossing Study: Tier 2 National Environmental Protection Act (NEPA) Study, which was announced by Governor Larry Hogan on June 10, 2022. The launch of the Tier 2 NEPA Study follows completion of the Tier 1 NEPA Study in April and continues efforts to provide congestion relief at the William Preston Lane Jr. Memorial (Bay) Bridge and its approach highways from the Severn River Bridge to the US 50/301 split.

The following are the dates and times for each Tier 2 NEPA Study Open House:

- **Virtual Open House**
  Wednesday, September 7, 6-8 p.m.
  Information and access to the virtual hearing is available at baycrossingstudy.com.
- **Queen Anne's County Open House**
  Thursday, September 8, 6-8 p.m.
  Kent Island American Legion Post 278
  800 Romancoke Road,
  Stevensville, MD 21666
- **Anne Arundel County Open House**
  Tuesday, September 13, 6-8 p.m.
  Broadneck High School
  1265 Green Holly Dr.,
  Annapolis, MD 21409

No advance registration is required. Attendees will be able to learn about the Tier 2 NEPA Study, ask questions and provide comments. The events also will include a review of the Tier 1 NEPA Study, which identified Corridor 7, the corridor containing the existing Bay Bridge, as the Selected Corridor Alternative. There will be no formal presentation. However, the study team will be available to answer questions during both the in-person and virtual Open Houses. The same information will be provided at each event. Materials are available now to review at baycrossingstudy.com.

The MDTA, in coordination with the Federal Highway Administration, is following the well-established NEPA process to study potential improvements. This process applies to all projects receiving federal funding or approval.

-more-

Individuals requiring special accommodations under the Americans with Disabilities Act, or those requiring translation services (free of charge), should contact the MDTA at 410-537-1000 (711 for MD Relay) no later than 10 business days before the Open House they would like to attend.

The MDTA encourages the public to provide comments regarding the Tier 2 NEPA Study by Friday, October 14, 2022. The Open House boards are available here. Comments may be submitted today through the comment period via various methods:

- Submit a comment form at one of the in-person Open Houses.
- Submit an electronic comment form at **baycrossingstudy.com**.
- Email comments to **info@baycrossingstudy.com**.
- Print and mail comment form to:
  Bay Crossing Study,
  2310 Broening Highway,
  Baltimore, MD 21224.
- Provide a voicemail message 24/7 by calling 667-203-5408.

###

TIER 2 NEPA OPEN HOUSES

CHESAPEAKE BAY CROSSING STUDY
TIER 2 NEPA

Tier 2 of the Bay Crossing Study follows completion of the Tier 1 Study in April 2022. This National Environmental Policy Act (NEPA) study is continuing Governor Hogan's efforts to address congestion and travel reliability at the Bay Bridge and its approach roadways.

To launch the Bay Crossing Study: Tier 2 NEPA (Tier 2 Study), the Maryland Transportation Authority (MDTA) invites all interested parties to join us, either in-person or virtually, at one of our upcoming Bay Crossing Study September 2022 Open Houses.

Open House attendees will be able to:

- Learn about the upcoming Tier 2 Study;
- Take a closer look at the Tier 1 Selected Corridor Alternative, Corridor 7;
- Ask the study team questions; and
- Provide comments.

Tier 1 Selected Corridor Alternative, Corridor 7

There will be no formal presentation, however the study team will be available to answer questions during both the in-person and virtual Open Houses.

The same information will be provided virtually and at each of the Open Houses. Open House materials are available to review on the project website at **baycrossingstudy.com**.

JOIN US! SEPTEMBER BAY CROSSING STUDY OPEN HOUSES

Virtual Open House
Wednesday, September 7
(6-8 p.m.)
baycrossingstudy.com

Queen Anne's County
Thursday, September 8
(6-8 p.m.)
Kent Island American Legion Post 278
800 Romancoke Rd
Stevensville, MD 21666

Anne Arundel County
Tuesday, September 13
(6-8 p.m)
Broadneck High School
1265 Green Holly Dr
Arnold, MD 21409

Individuals who require special accommodations under the Americans with Disabilities Act or who require translation services (free of charge) should contact the MDTA at 410-537-1000 (711 for MD Relay) no later than ten business days before the Open House they would like to attend.

MDTA Maryland Transportation Authority

For more information visit the Project website at baycrossingstudy.com

CHESAPEAKE BAY CROSSING STUDY TIER 2 NEPA

Maryland Transportation Authority (MDTA)

U.S. Department of Transportation Federal Highway Administration

YOU'RE INVITED TO THE SEPTEMBER TIER 2 NEPA OPEN HOUSES!

To launch the Bay Crossing Study: Tier 2 NEPA (Bay Crossing Study), the Maryland Transportation Authority (MDTA) invites all interested parties to join us, either in-person or virtually, at one of our upcoming Bay Crossing Study September 2022 Open Houses.

Open House attendees will be able to:

- Learn about the upcoming Tier 2 Study;
- Take a closer look at the Tier 1 Selected Corridor Alternative, Corridor 7;
- Ask the study team questions; and
- Provide comments.

There will be no formal presentation, however the study team will be available to answer questions during both the in-person and virtual Open Houses.

The same information will be provided virtually and at each of the Open Houses. Open House materials are available to review on the project website at **baycrossingstudy.com**.

BAY CROSSING STUDY OPEN HOUSES

Virtual Open House
Wednesday, September 7
(6-8 p.m.)
baycrossingstudy.com

Queen Anne's County
Thursday, September 8
(6-8 p.m.)
Kent Island American Legion Post 278
800 Romancoke Rd
Stevensville, MD 21666

Anne Arundel County
Tuesday, September 13
(6-8 p.m)
Broadneck High School
1265 Green Holly Dr
Arnold, MD 21409

Individuals who require special accommodations under the Americans with Disabilities Act or who require translation services (free of charge) should contact the MDTA at 410-537-1000 (711 for MD Relay) no later than ten business days before the Open House they would like to attend.

Tier 1 Selected Corridor Alternative, Corridor 7

For more information visit the Project website at baycrossingstudy.com

CHESAPEAKE
BAY CROSSING STUDY
TIER 2 NEPA

Join us for Open Houses!

September 7, 8, and 13

The same information will be provided virtually and at each of the Open Houses.

BAY CROSSING STUDY TIER 2 NEPA

Tier 2 of the Bay Crossing Study follows completion of Tier 1 in April 2022. This National Environmental Policy Act (NEPA) study is continuing Governor Hogan's efforts to address congestion and travel reliability at the Bay Bridge and its approach roadways.

baycrossingstudy.com

MDTA
Maryland Transportation Authority
2310 BROENING HIGHWAY
BALTIMORE, MD 21224

Appendix B: Public Open House Display Boards

CHESAPEAKE

BAY CROSSING STUDY

TIER 2 NEPA

WELCOME TO THE SEPTEMBER 2022 OPEN HOUSES

Maryland Transportation Authority

Tier 2 Study is Underway

- The Maryland Transportation Authority (MDTA) completed the Chesapeake Bay Crossing Study: Tier 1 NEPA (Tier 1 Study) in April 2022, when the Federal Highway Administration (FHWA) issued a Final Environmental Impact Statement/Record of Decision (FEIS/ROD).
- The FEIS/ROD identifies Corridor 7, the corridor containing the existing Bay Bridge, as the Selected Corridor Alternative.
- In June 2022, the MDTA launched the four- to five-year Chesapeake Bay Crossing Study: Tier 2 NEPA (Tier 2 Study). This Tier 2 Study will evaluate the environmental and socioeconomic impacts of a range of alternative alignments and transportation issues from the Severn River Bridge in Anne Arundel County to the U.S. 50/U.S. 301 split in Queen Anne's County.
- The range of alternatives includes a No Build alternative and a range of build alternatives including various alignments, crossing types and modal and operational alternatives.

The Purpose of the Open Houses

- Summarize the Tier 1 Study Results
- Describe Objectives of the Tier 2 Study
- Review Next Steps
- Learn How to Comment

Thank you for attending the September Tier 2 NEPA Open Houses! You can scan the QR code at any time to access the online Comment Form. The QR code also is available at the Comment Tables.

National Environmental Policy Act (NEPA)

- NEPA requires any project receiving federal funding or approval to assess a project's potential impacts to the human environment before taking action.
- The MDTA and the FHWA, in collaboration with the Maryland Department of Transportation State Highway Administration (MDOT SHA), are following a two-tiered NEPA process for the Bay Crossing Study.
- The Tier 1 Study, completed in April 2022, identified Corridor 7 as the best corridor for locating a potential crossing to address congestion at the Bay Bridge. The Tier 1 Study reviewed a range of alternatives based on a variety of factors, such as cost, traffic performance, engineering and an inventory of environmental data.
- The current Tier 2 Study will analyze site-specific alignments within Corridor 7.

TIER 1 NEPA (COMPLETED STUDY)

- Established the project Purpose and Need.
- Evaluated a range of corridor alternatives across the Chesapeake Bay (and a No Build alternative).
- Included Public and Agency involvement and comment.
- Identified a Selected Corridor.

TIER 2 NEPA (CURRENT STUDY)

- Refine the Purpose and Need for a project-level analysis.
- Evaluate a No Build alternative and a range of build alternatives including various alignments, crossing types and modal and operational alternatives.
- Conduct engineering, traffic and environmental analyses.
- Include Public and Agency involvement throughout the Tier 2 Study.
- Identify a Selected Alternative within Corridor 7.
- Identify mitigation measures.

Purpose and Need

The **Purpose** of the Tier 1 Study was to evaluate corridor alternatives for providing additional capacity and access across the Chesapeake Bay to improve mobility, travel reliability and safety at the existing Bay Bridge.

The Tier 1 Study Needs included:

- adequate capacity,
- dependable and reliable travel times, and
- flexibility to support maintenance and incident management.

The MDTA also considered:

- financial viability and
- environmental considerations.

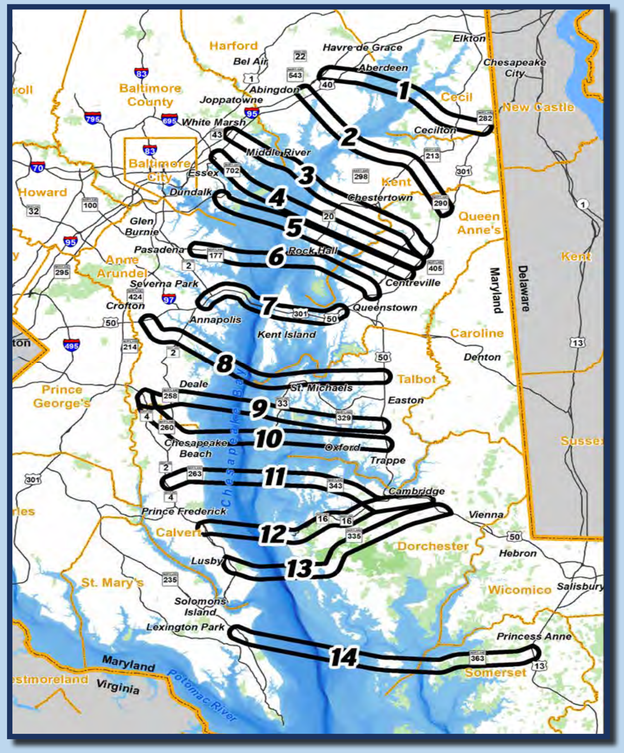
The Tier 2 Study will refine the PURPOSE AND NEED to focus on Corridor 7.

What transportation and mobility needs in Corridor 7 would you like evaluated in the Tier 2 Study?

Tier 1 Study - Corridor Alternative Screening Process

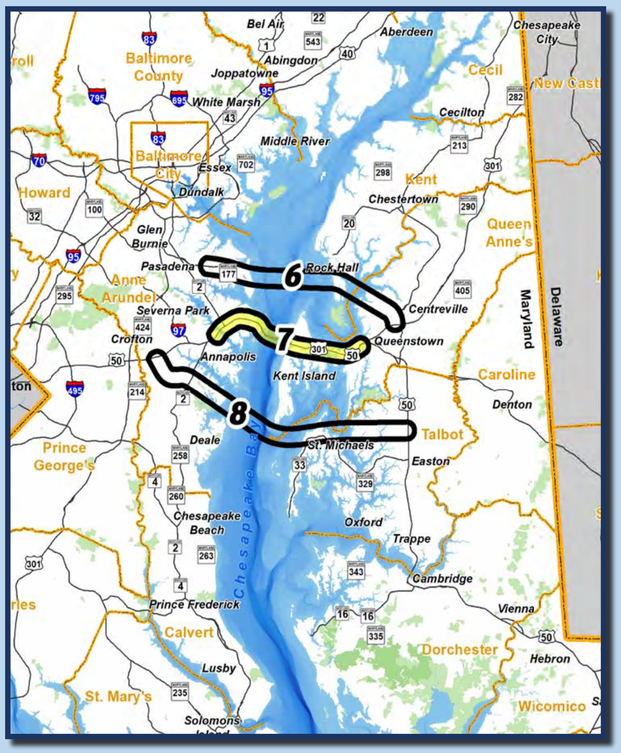
STEP 1

14 two-mile-wide Corridor Alternatives were evaluated for their ability to address the Tier 1 Purpose and Need.



STEP 2

Analysis of traffic, engineering, cost and environmental considerations indicated that Corridors 6, 7 and 8 best met the Tier 1 Purpose and Need.



STEP 3

Corridor 7 was identified as the Selected Corridor Alternative and will be studied in greater detail during the Tier 2 Study.

Maryland Transportation Authority
MDTA
U.S. Department of Transportation
Federal Highway Administration

Historic Traffic at the Bay Bridge

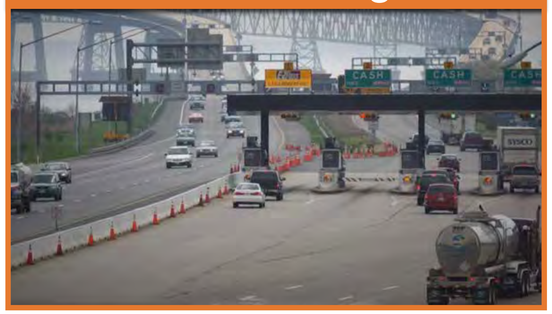
1952 - First Span (Two Lanes) Opens

1.1M Annual Crossings

1973 - Second Span (Three Lanes) Opens

7.3M Annual Crossings

1989 - One-Way Toll Collection Begins

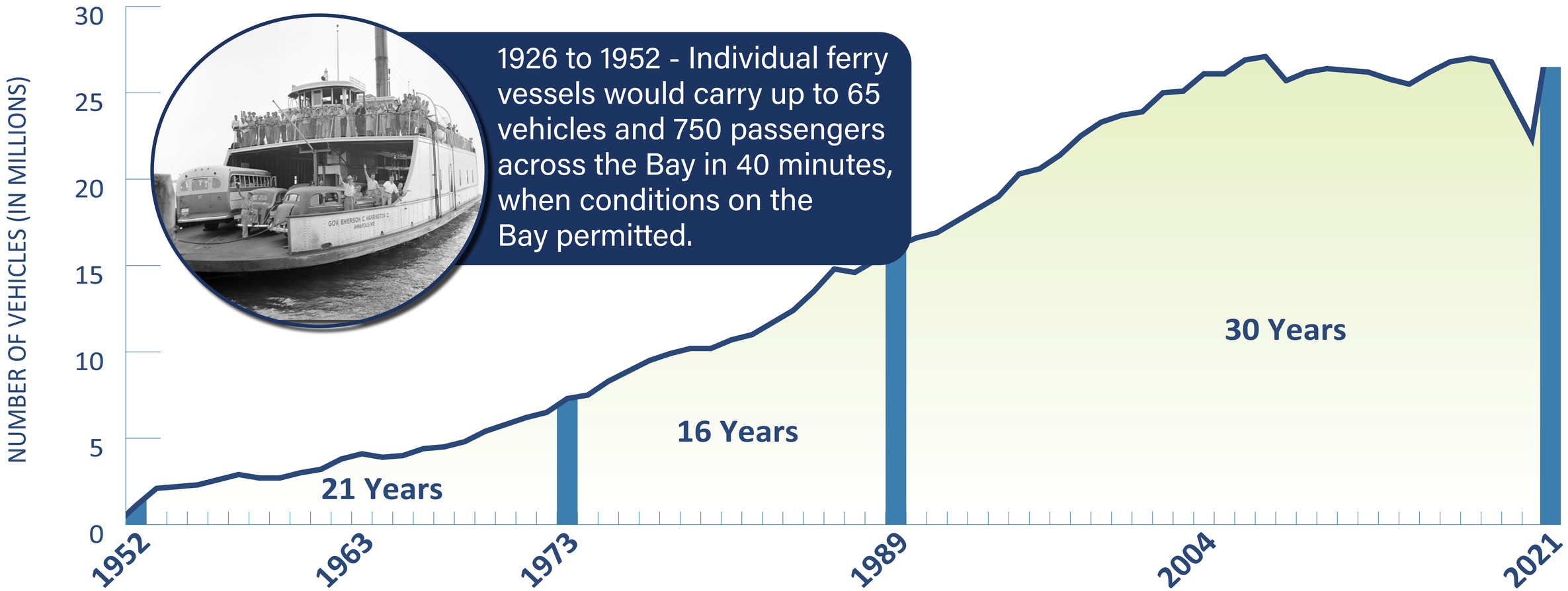


16.1M Annual Crossings

2021

26.6M Annual Crossings

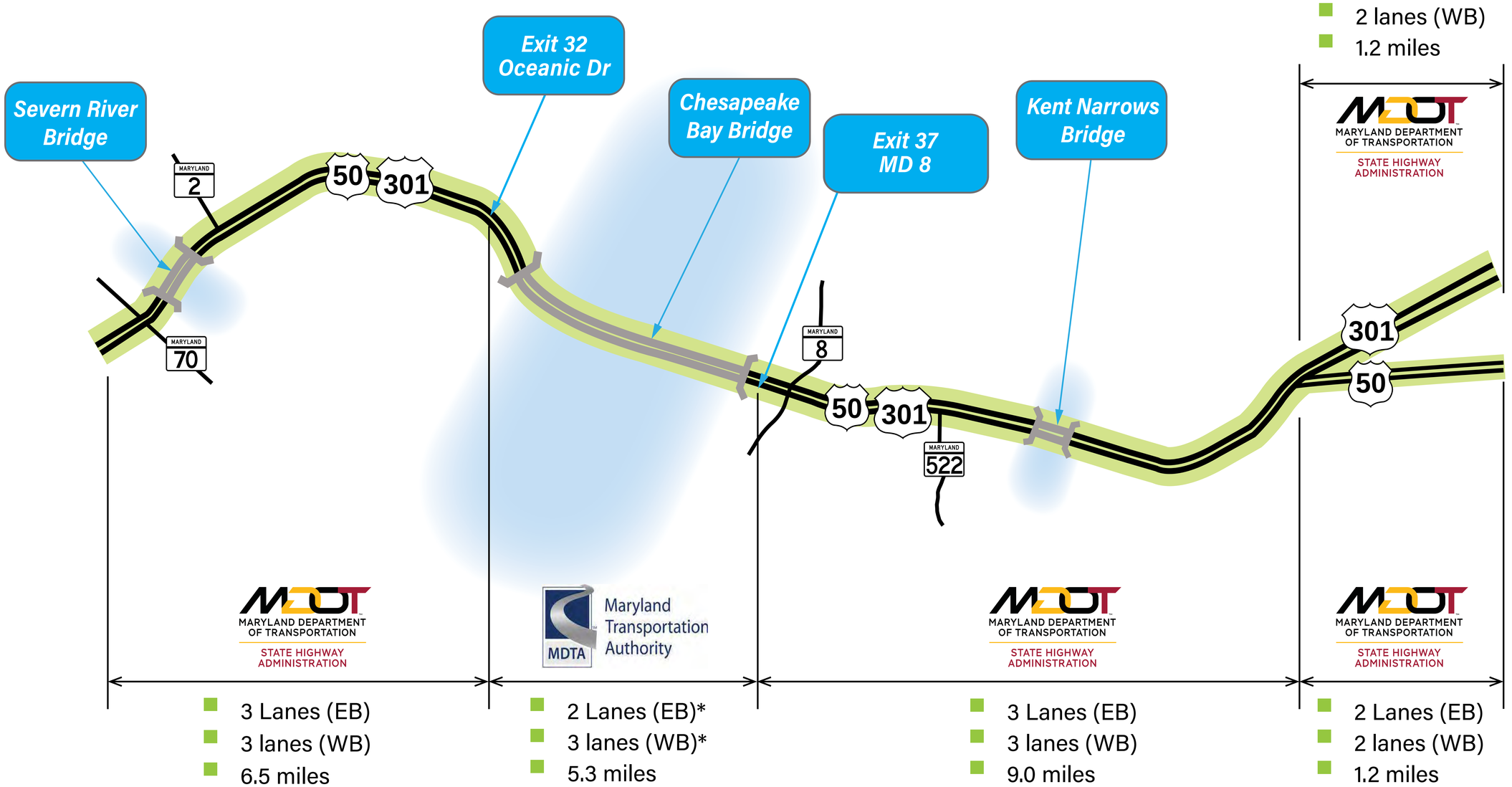
1926 to 1952 - Individual ferry vessels would carry up to 65 vehicles and 750 passengers across the Bay in 40 minutes, when conditions on the Bay permitted.



Maryland Transportation Authority
MDTA
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

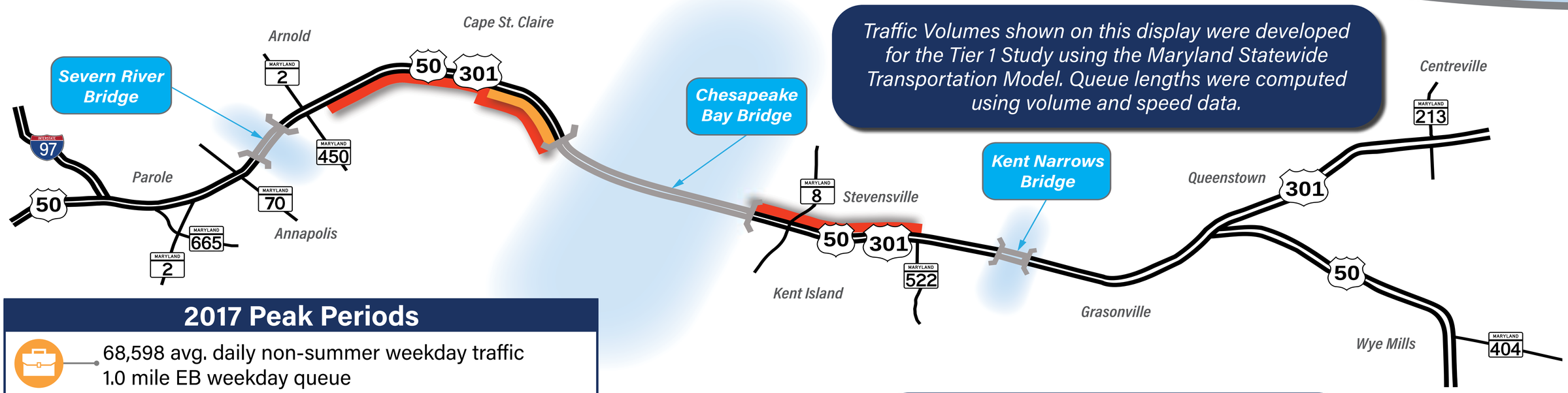
Corridor Lane Configuration

- Throughout Corridor 7, the existing lane configurations along U.S. 50/U.S. 301 vary as shown below.
- The MDTA and MDOT SHA work in collaboration to study transportation mobility in the corridor between the Severn River Bridge and the U.S. 50/U.S. 301 split.



* During peak periods, contraflow operations adjust the eastbound and westbound traffic flow across the bridge.

Typical and Forecasted Traffic Delays



Traffic Volumes shown on this display were developed for the Tier 1 Study using the Maryland Statewide Transportation Model. Queue lengths were computed using volume and speed data.

2017 Peak Periods

68,598 avg. daily non-summer weekday traffic
1.0 mile EB weekday queue

118,579 avg. daily summer weekend traffic
4.0 mile EB & 2.5 mile WB summer weekend queues

MDTA continuously monitors traffic conditions on both the eastbound and westbound approaches to the Bay Bridge, adjusting the number of eastbound lanes between two and three based on various factors, including volumes in each direction, queue lengths in each direction, weather conditions, and response to incidents.

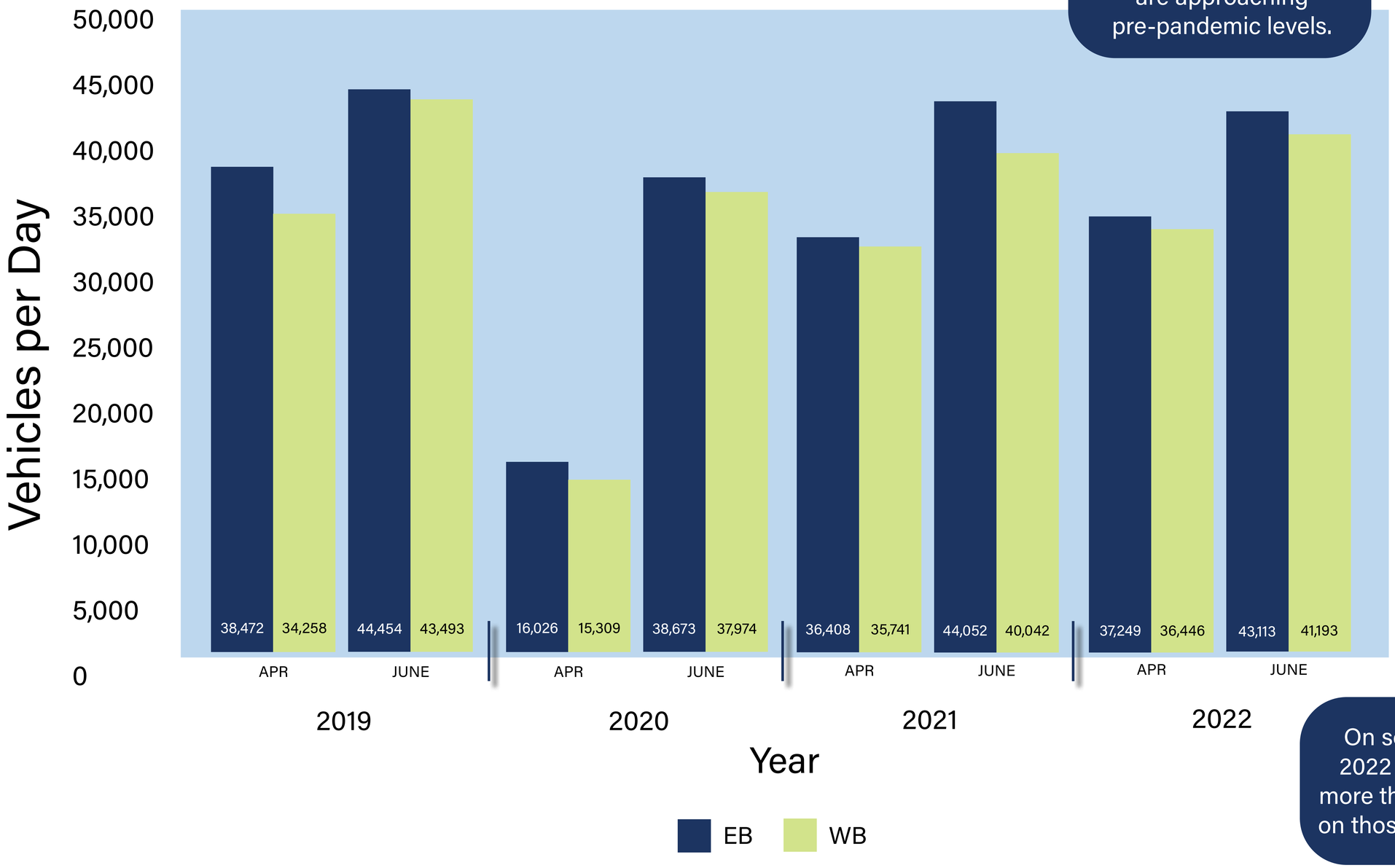
2040 Peak Periods No Build

84,276 avg. daily non-summer weekday traffic
4.5 mile EB & 2.5 mile WB weekday queues

135,280 avg. daily summer weekend traffic
11.1 mile EB & 13.2 mile WB summer weekend queues

Bay Bridge Traffic and the COVID-19 Pandemic

Average Daily Traffic on Bay Bridge



On some specific days, 2022 traffic volumes are more than 10% greater than on those same days in 2019.

Environmental Inventory

- These tables identify the community, historic and natural environmental resources within the Corridor, and are not impacts to the resources.
- The Tier 2 Study will evaluate specific transportation alternatives within the Corridor and identify potential environmental impacts. Avoidance and minimization opportunities also will be evaluated.

Environmental baseline data can be viewed on the Open House smart boards or at **baycrossingstudy.com**.

Community and Historic Resources

Community Facilities Total (count)	70
Residential Land Use (acres)	6,560
Commercial Land Use (acres)	930
Total Section 4(f) Properties* (count)	25
Area of Section 4(f) Properties* (acres)	1,680
Noise-Sensitive Areas (acres)	7,400
Historic Properties (count)	19

** Section 4(f) properties include public parks, recreation areas, historic sites and wildlife or waterfowl refuges*

Natural Resources

Open Water (acres)	9,660
Forest Land (acres)	4,500
Forest Interior Dwelling Species (FIDS) Habitat (acres)	6,900
Non-Tidal Wetlands (acres)	1,500
Tidal Wetlands (acres)	10,870
Surface Waters (linear feet)	394,020
100-Year Floodplain (acres)	6,640
Chesapeake Bay Critical Area (acres)	9,810
Sensitive Species Project Review Areas (SSPRAs) (acres)	2,180
Green Infrastructure (acres)	4,480
Essential Fish Habitat (EFH) (acres)	36,650
Submerged Aquatic Vegetation (SAV) (acres)	270
Oyster Resources (acres)	3,460

Detailed Environmental Studies

Environmental Justice

Potential effects to under-served communities, including minority and low-income populations and Limited English Proficiency (LEP) populations.

Natural Resources

Potential effects on natural resources including the Bay, streams, wetlands, water quality, floodplains, threatened and endangered species and wildlife habitat.

Cultural Resources

Continue consultation under Section 106 of the National Historic Preservation Act, including historic properties identification and assessment of effects.

Noise

Potential future noise impacts from transportation improvements; identify possible measures to mitigate noise impacts, when warranted.

Air Quality

Potential air quality impacts on local and regional populations; ensure transportation alternatives are consistent with air quality goals per the Clean Air Act.

Socioeconomic and Land Use

Potential impacts to land use, communities and community facilities, including parks and recreational facilities.

Indirect and Cumulative Effects

Potential foreseeable future impacts to resources such as farm land, residential and business properties, other than from development and local plans.

Hazardous Materials

Potential impacts from known and potential hazardous materials, hazardous waste and contamination.

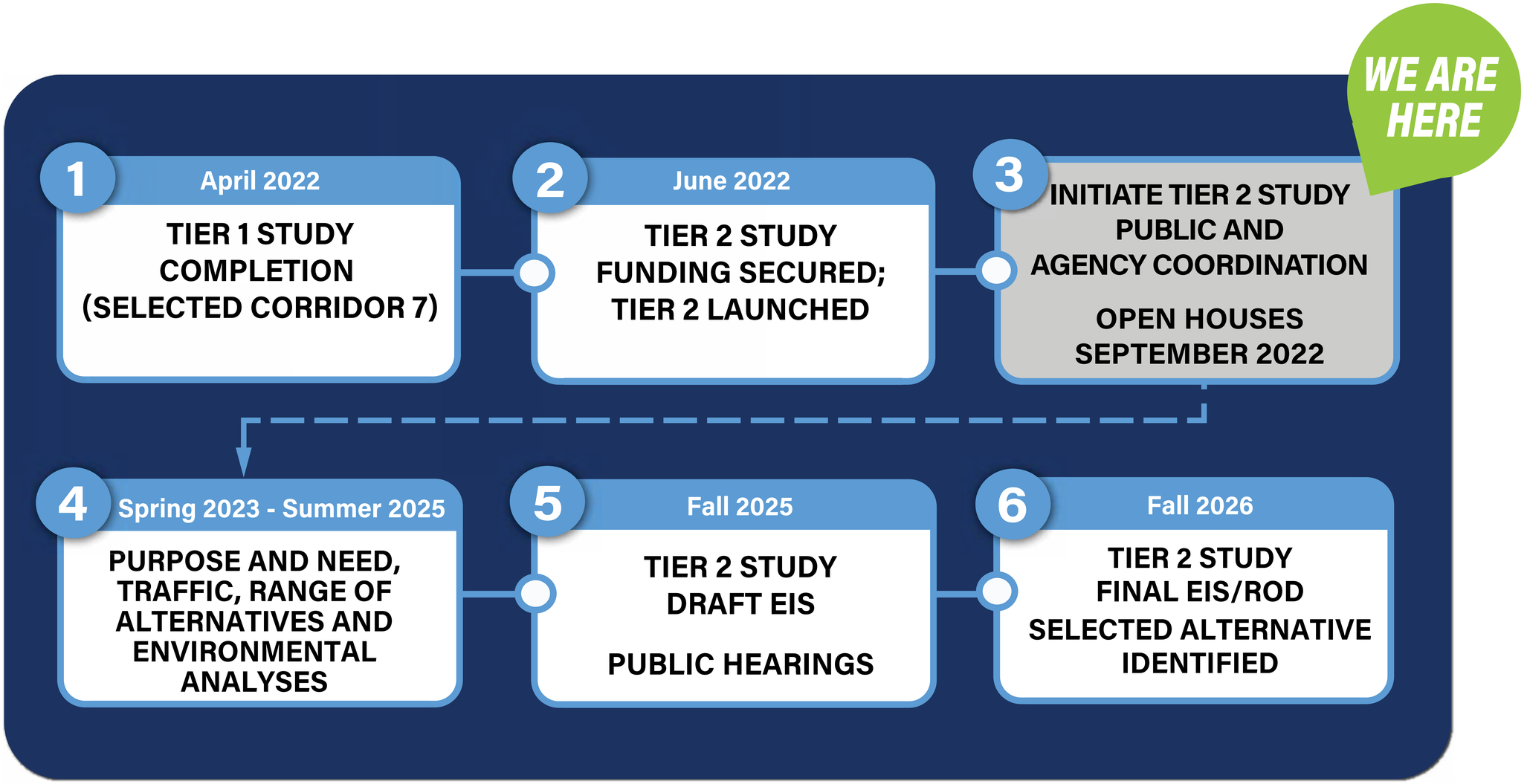
The MDTA will continue ongoing coordination with previously established consulting parties.

Frequently Heard Concerns

The following concerns were expressed frequently during the Tier 1 Study. The MDTA will consider these and other issues as alternatives in Corridor 7 are evaluated during the Tier 2 Study.

- Congestion affects our communities.
- Consideration of other modal and operational alternatives (e.g. transit and ferries).
- Wait times to cross the existing Bay Bridge caused by congestion, maintenance and incidents.
- Emergency service vehicle mobility during backups.
- Potential environmental impacts.
- Potential induced development on the Eastern Shore.
- Potential property acquisitions.
- Citizens' desire to be included in the study.

Tier 2 Study Process*



- Should a Build Alternative be selected, subsequent phases will include engineering, right-of-way acquisition and construction.

*Schedule is preliminary and subject to change.

Have Your Voice Heard!

Thank you for participating in this Open House. Comments received will help shape the Tier 2 Study alternatives and environmental impact assessment within Corridor 7.

How to comment:

- Please submit your comments for this Open House by Friday, October 14, 2022, via mail, email or study website.
- You can access the comment form online at baycrossingstudy.com or by scanning the QR Code.

Visit the Bay Crossing Study website to:

- Sign up for future project notifications,
- Participate in future public involvement opportunities,
- Receive Study updates and news, and
- View Open House boards.

Fill out a comment form:
baycrossingstudy.com

Email comments to:
info@baycrossingstudy.com

Send comments by mail to:
Bay Crossing Study
2310 Broening Highway
Baltimore, MD 21224

Call:
667-203-5408

Title VI Questionnaire

What is Title VI?

- Title VI of the Civil Rights Act of 1964 provides that no person shall on the ground of race, color, national origin, sex, English proficiency, or disabilities be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity.

Why is Title VI Important?

- Title VI ensures that public services, including transportation, are provided in an equitable and nondiscriminatory manner.
- Title VI provides opportunities for public participation in decision-making without regard to race, color, or national origin, including populations with Limited English Proficiency (LEP).

Should you need LEP assistance or if you believe the MDTA is not meeting the expectations of Title VI, you may direct questions, concerns, or file a complaint with:

Ryan Coleman
EEO Title VI Manager
Maryland Transportation Authority
Division of Civil Rights and Fair Practice
2310 Broening Highway
Baltimore, MD 21224
410-537-5660 (Direct) | 410-537-1044 (Fax)
mdtatitlevipublicparticipationsurvey@mdta.maryland.gov

Please Fill Out a Survey by Clicking or Scanning the Link Below. The MDTA strives to involve all groups relevant to its Study in its public involvement activities. Please fill out a Demographic Information Survey to assist the MDTA in planning outreach to communities during the course of the Study.

Maryland Transportation Authority

CHESAPEAKE BAY CROSSING STUDY
TIER 2 NEPA

Thank you for attending this Open House.
We look forward to hearing from you!

Maryland Transportation Authority

U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Tier 2 Study Area - Existing Conditions

Appendix C: Tier 2 Public Opinion Comment Form Response Summary

Tier 2 Public Opinion Comment Form
Response Summary

Overview

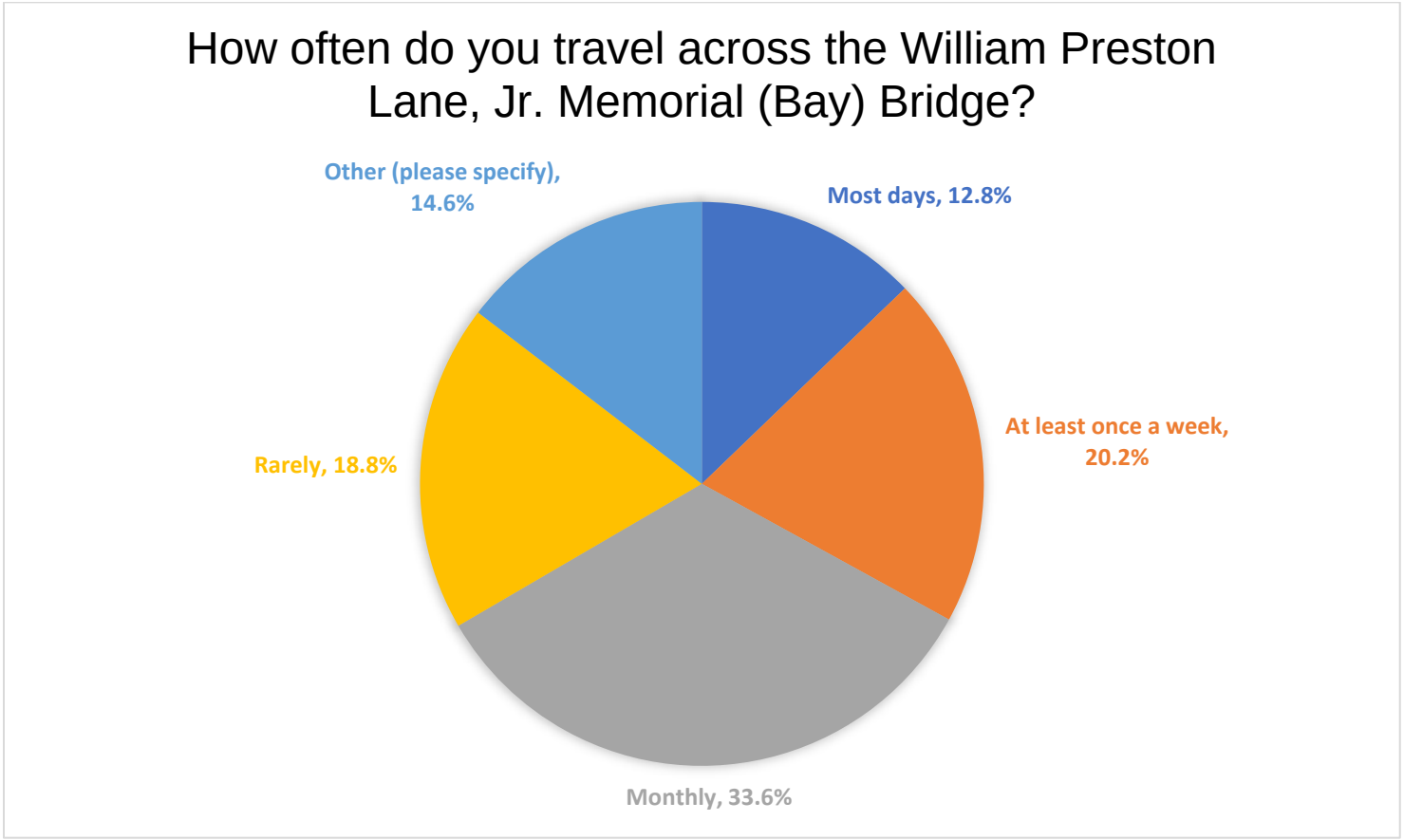
The comment period for the Chesapeake Bay Crossing Study: Tier 2 NEPA was open from August 11 to October 14, 2022. A comment form was available to fill out online through the Bay Crossing Study website (https://baycrossingstudy.com/) and hard copies were available at the 2 in-person open houses held September 8 and September 13, 2022. There were 13 questions asked in the comment form. Results for Questions 1-12 are included in this summary. Question 13 invited respondents to provide their contact information to be added to the project mailing list; this detail has not been included in this summary.

Five hundred five comment forms were submitted during the comment period. Responses are summarized below by comment form question. All open-ended responses are included following the summary, where appropriate. Comment form questions and links to their location in this report are provided below.

Questions

QUESTION 1

How often do you travel across the William Preston Lane, Jr. Memorial (Bay) Bridge?



Answer Choices	Responses	
Most days	12.8%	64
At least once a week	20.2%	101
Monthly	33.6%	168
Rarely	18.8%	94
Other (please specify)	14.6%	73
	Answered	500
	Skipped	5

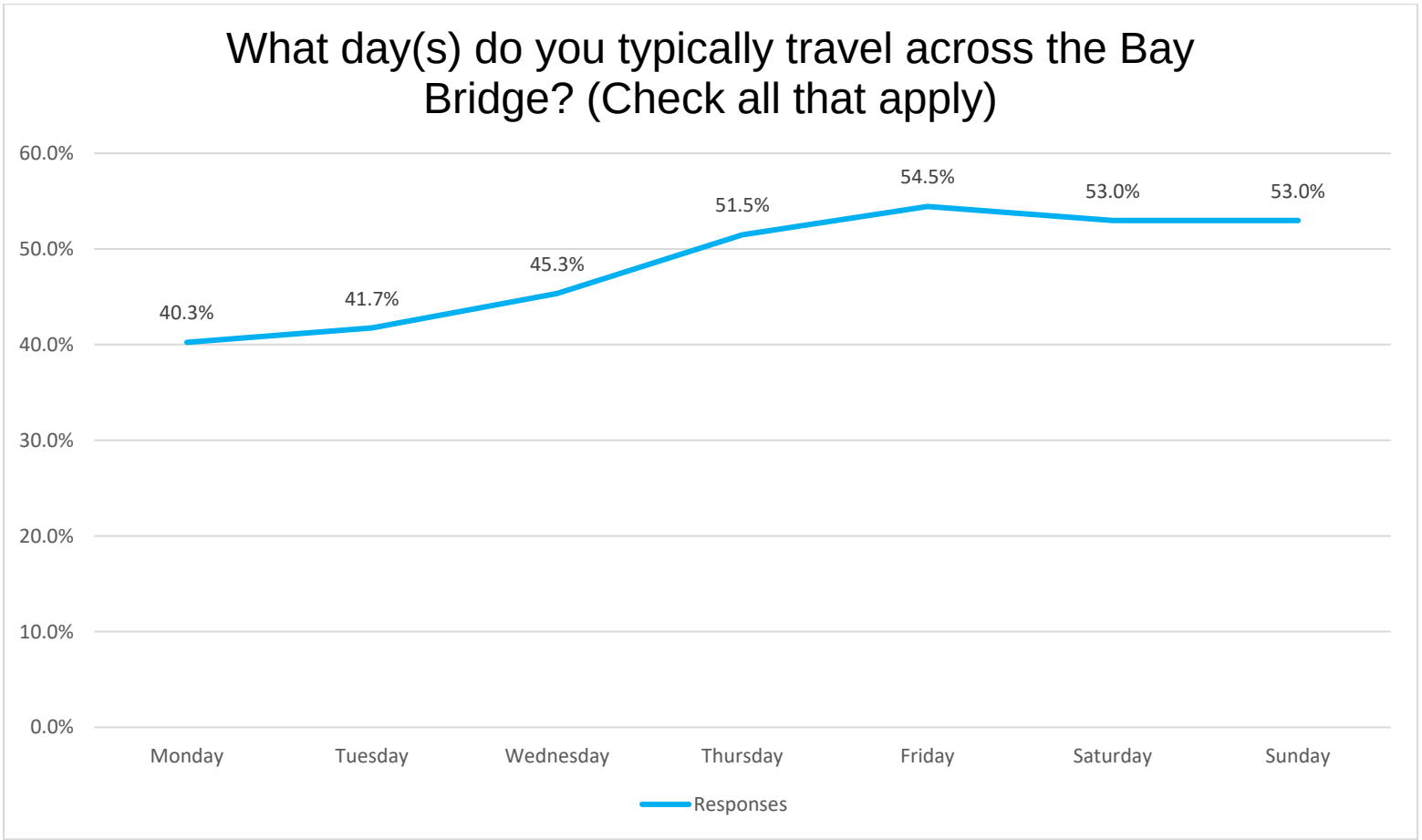
Question 1: Other (please specify)	
1.	Rarely during the beach season; monthly or weekly during the rest of the year.
2.	Often when I am in the area, usually driving from Howard County to Ocean City or Delaware Beaches
3.	I use to travel of the Bridge "most days", but due to the traffic congestion, I moved back to the Annapolis area to avoid the headache
4.	I traveled across it often to work until recently.
5.	I traveled across it daily for 14 yrs.
6.	Would be more frequent but traffic is always an issue. (Newly retired.)
7.	Twice a week in the summer
8.	2 times per month
9.	I live at Exit 31 Whitehall Road and travel back and forth from there multiple times a day.
10.	Summer and Fall Visits to the Ocean Beaches
11.	About 8 times a year.
12.	During the summer, to and from Ocean City
13.	Occasionally
14.	Summer vacation
15.	About once a month during the summer months.
16.	A few times per month during the spring/summer season
17.	When I have too
18.	several times a week
19.	every couple of months
20.	5-6X/year
21.	5days a week
22.	Annually
23.	2-3x/year to and from Rehoboth Beach
24.	6 days a week
25.	2-3 times a year
26.	When I come home to see family
27.	Frequently during the summer months and holidays
28.	Several times a month
29.	We did live in Chester but moved because the bridge traffic is too unpredictable

Tier 2 Public Opinion Comment Form
Response Summary

Question 1: Other (please specify)	
30.	16 times per spring/summer/fall
31.	Every other week
32.	Bimonthly
33.	Once per year or as required by my Election Board Conference.
34.	More than 12 times a year but less than 52 times a year
35.	Varies all family lives across the bridge , every 2 weeks?
36.	At least once a week in the summer. And other times during the year as well
37.	4-5 times a year
38.	3-5 times a year.
39.	three times monthly
40.	Everyday
41.	weekly from May - October, monthly thereafter till the next May
42.	I avoid the bridge as much as possible due to congestion
43.	I travel daily on Rt. 50 between Annapolis and Cape St. Claire
44.	late spring - Summer
45.	About 6 times per year at most
46.	during summer months to visit our beach house
47.	Several times a month
48.	4 days a week
49.	4 days a week
50.	two times a week from May - September annually
51.	Every two months at least twice, going and coming
52.	Once a year
53.	Quarterly
54.	Only when I need to travel to Delaware to visit family.
55.	Quarterly
56.	Every day twice a day
57.	About 14-16 times per year
58.	Two times a year
59.	I never have
60.	Twice a year going to the beach
61.	Vacation and meetings at Kent Island
62.	Because of the traffic? I live off Oceanic Driver and am stuck in traffic too often
63.	Bi monthly
64.	5-6 or so times a year
65.	A few times a year - variable for events, etc.
66.	Every 2-3 months
67.	Several times a month
68.	Approximately 4x per week
69.	Every day
70.	Periodic
71.	5 to 6 times a year
72.	maybe 6-8 times/yr
73.	I frequently traverse Kent Island

QUESTION 2

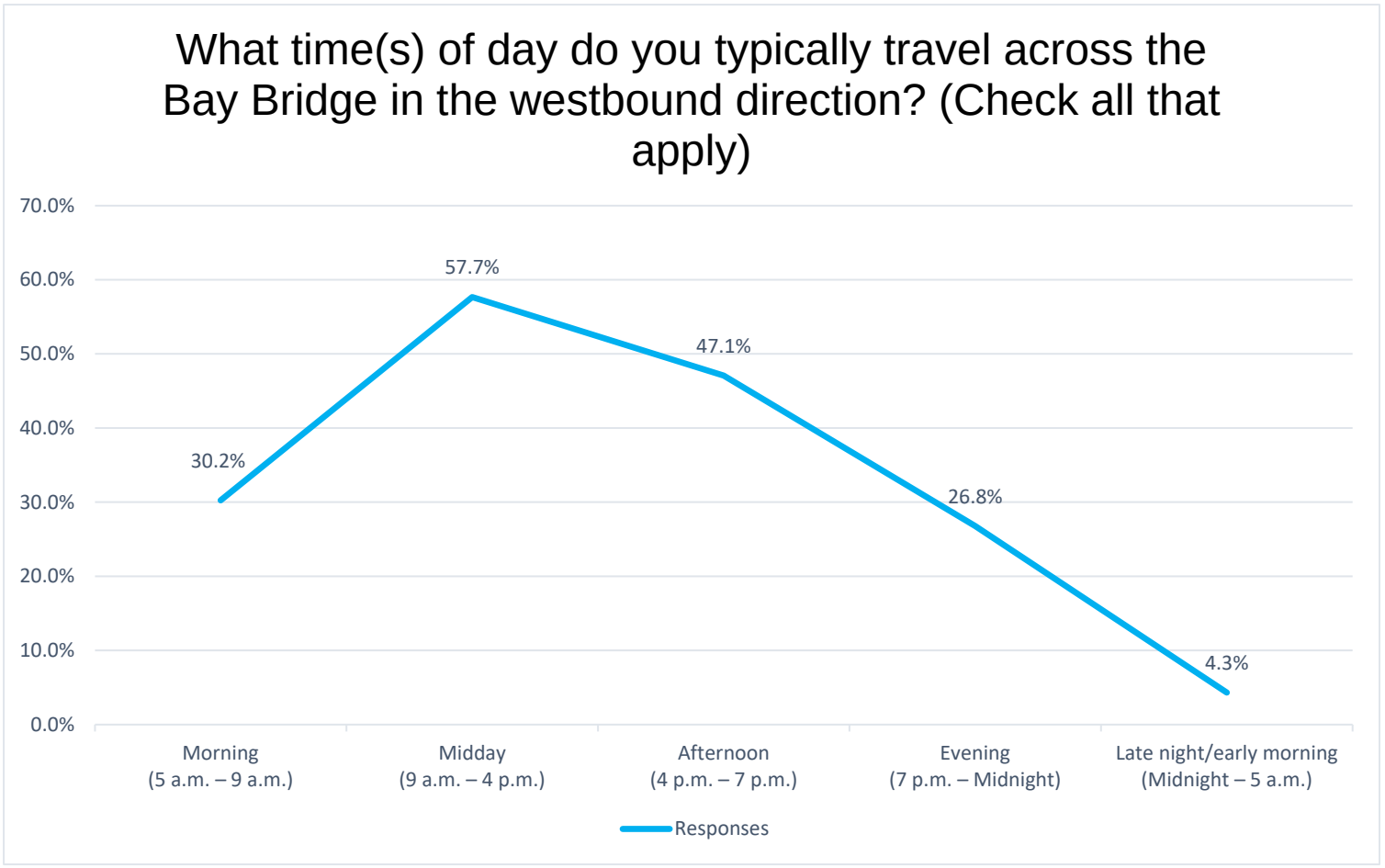
What day(s) do you typically travel across the Bay Bridge? (Check all that apply)



Answer Choices	Responses	
Monday	40.3%	190
Tuesday	41.7%	197
Wednesday	45.3%	214
Thursday	51.5%	243
Friday	54.5%	257
Saturday	53.0%	250
Sunday	53.0%	250
	Answered	472
	Skipped	33

QUESTION 3

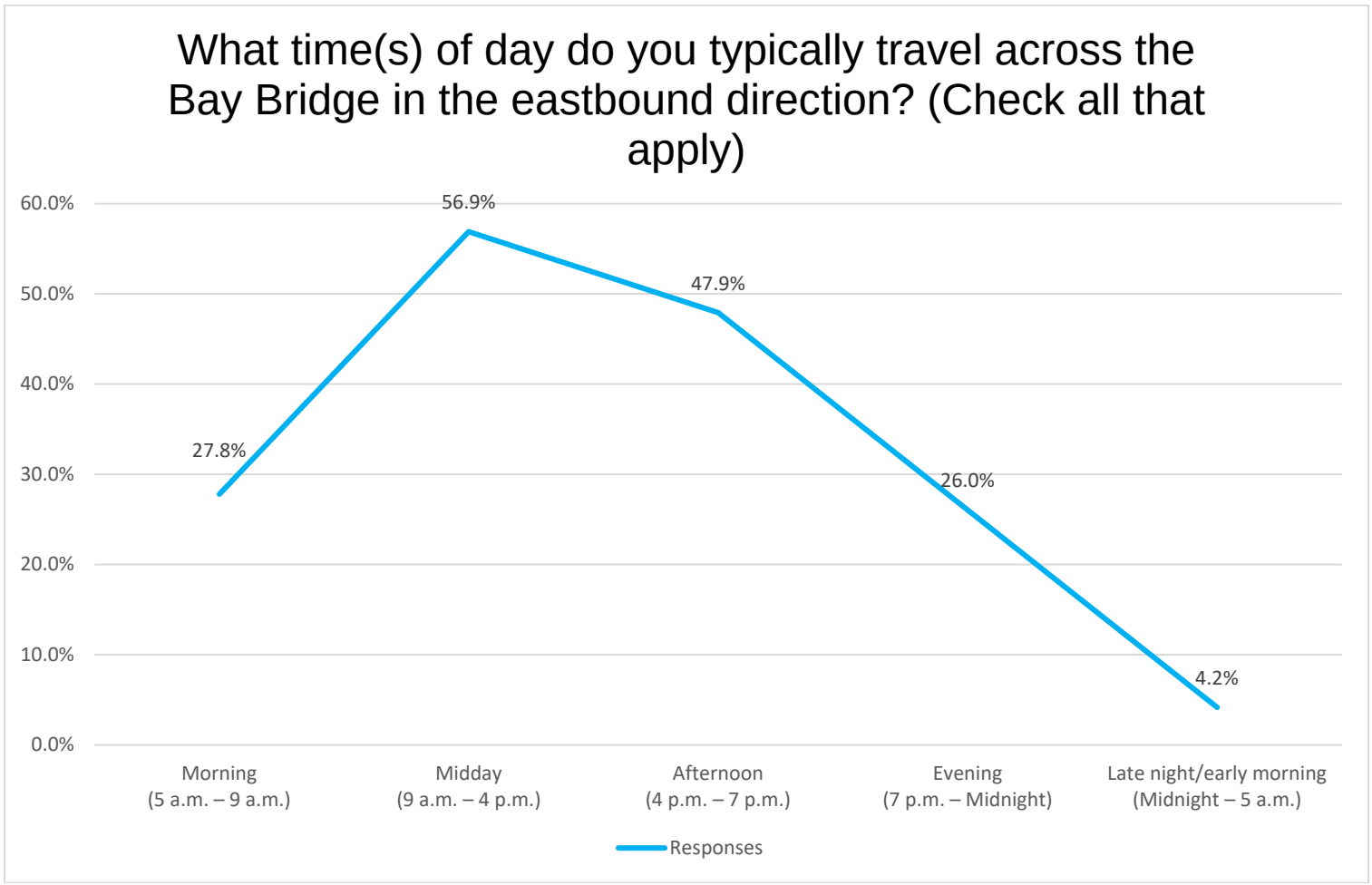
What time(s) of day do you typically travel across the Bay Bridge in the westbound direction? (Check all that apply)



Answer Choices	Responses	
Morning (5 a.m. – 9 a.m.)	30.2%	140
Midday (9 a.m. – 4 p.m.)	57.7%	267
Afternoon (4 p.m. – 7 p.m.)	47.1%	218
Evening (7 p.m. – Midnight)	26.8%	124
Late night/early morning (Midnight – 5 a.m.)	4.3%	20
	Answered	463
	Skipped	42

QUESTION 4

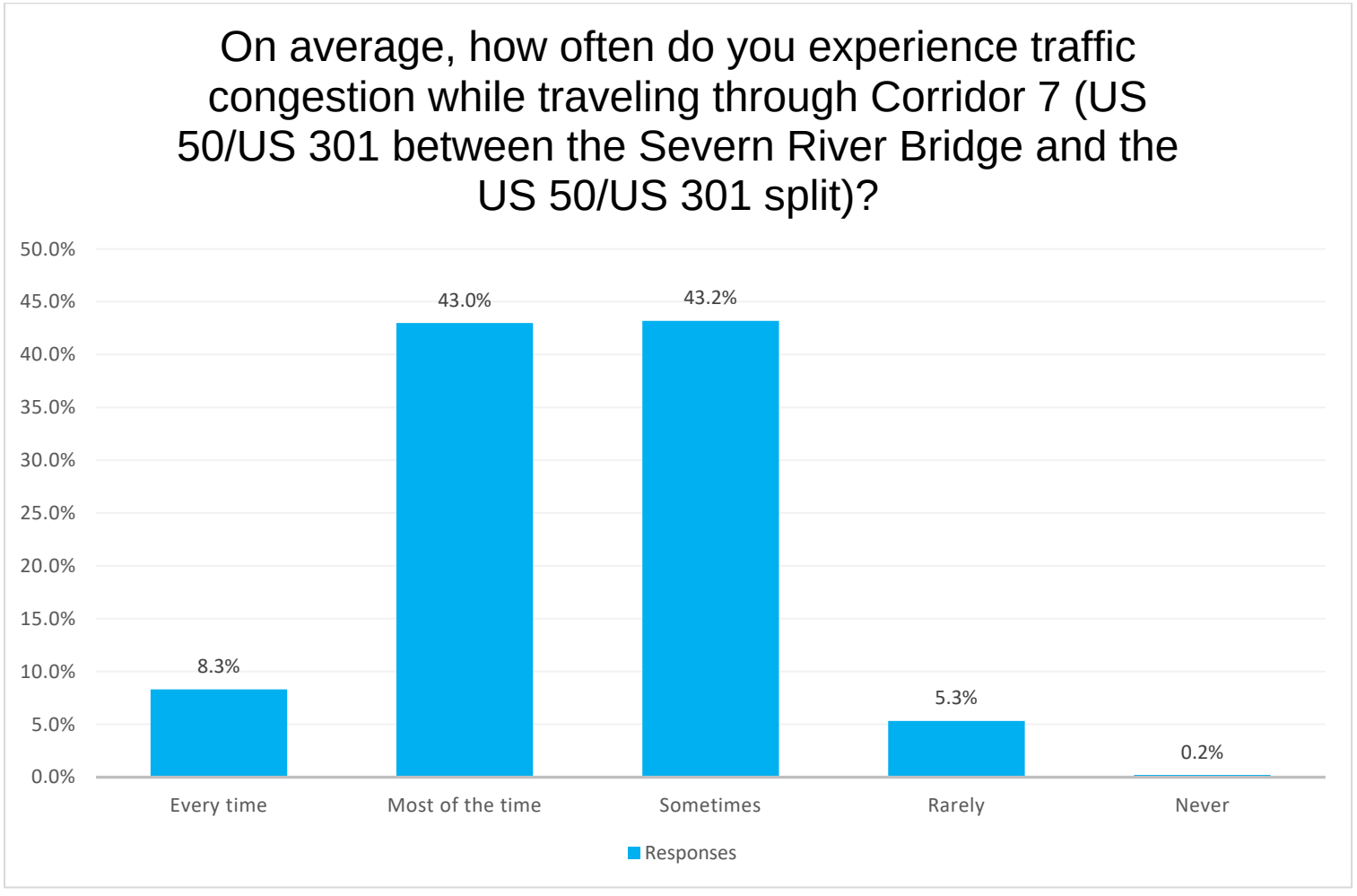
What time(s) of day do you typically travel across the Bay Bridge in the eastbound direction? (Check all that apply)



Answer Choices	Responses	
Morning (5 a.m. – 9 a.m.)	27.8%	127
Midday (9 a.m. – 4 p.m.)	56.9%	260
Afternoon (4 p.m. – 7 p.m.)	47.9%	219
Evening (7 p.m. – Midnight)	26.0%	119
Late night/early morning (Midnight – 5 a.m.)	4.2%	19
	Answered	457
	Skipped	48

QUESTION 5

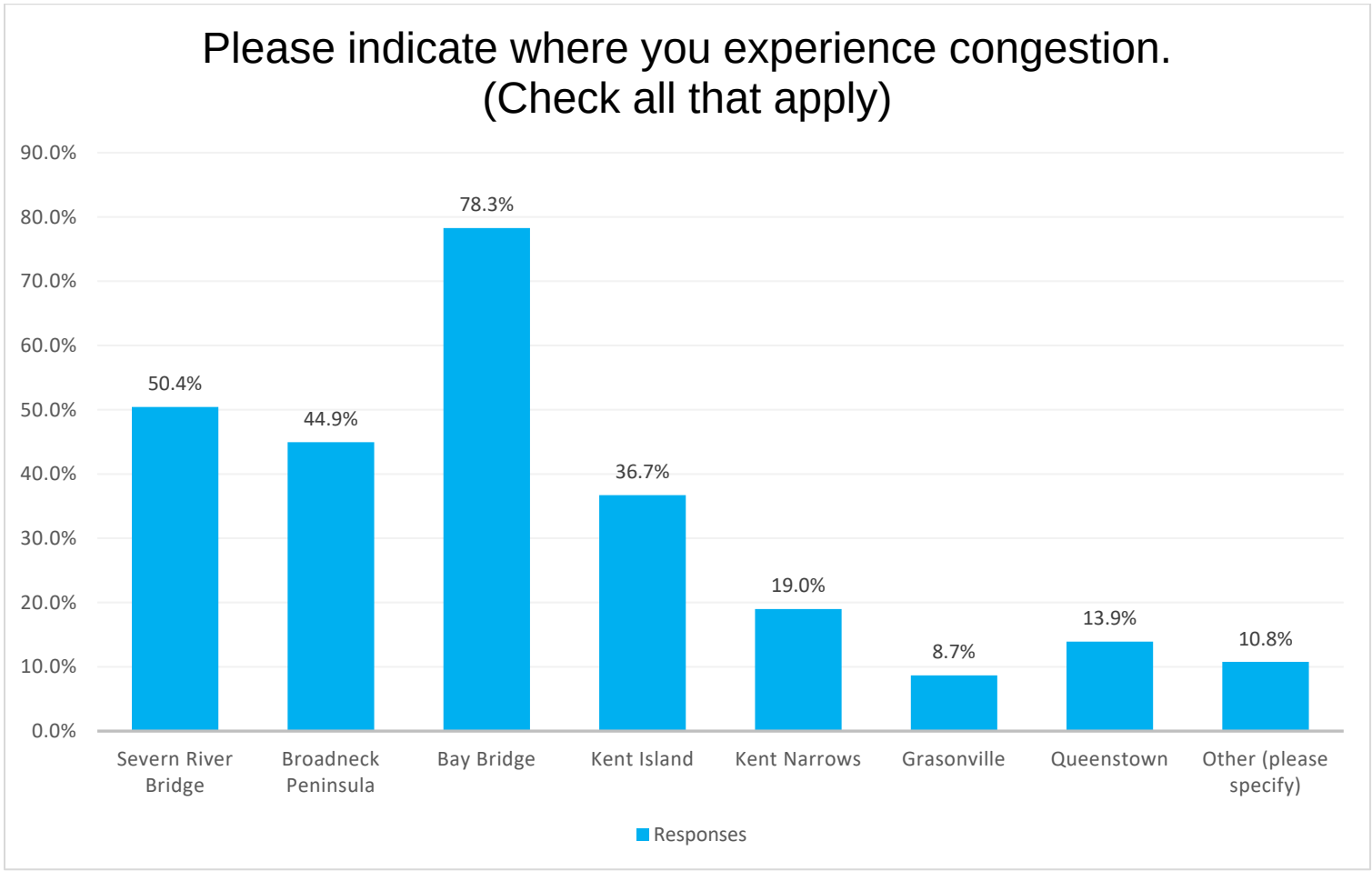
On average, how often do you experience traffic congestion while traveling through Corridor 7 (US 50/US 301 between the Severn River Bridge and the US 50/US 301 split)?



Answer Choices	Responses	
Every time	8.3%	39
Most of the time	43.0%	202
Sometimes	43.2%	203
Rarely	5.3%	25
Never	0.2%	1
	Answered	470
	Skipped	35

QUESTION 6

Please indicate where you experience congestion. (Check all that apply)



Answer Choices	Responses	
Severn River Bridge	50.4%	239
Broadneck Peninsula	44.9%	213
Bay Bridge	78.3%	371
Kent Island	36.7%	174
Kent Narrows	19.0%	90
Grasonville	8.7%	41
Queenstown	13.9%	66
Other (please specify)	10.8%	51
	Answered	474
	Skipped	31

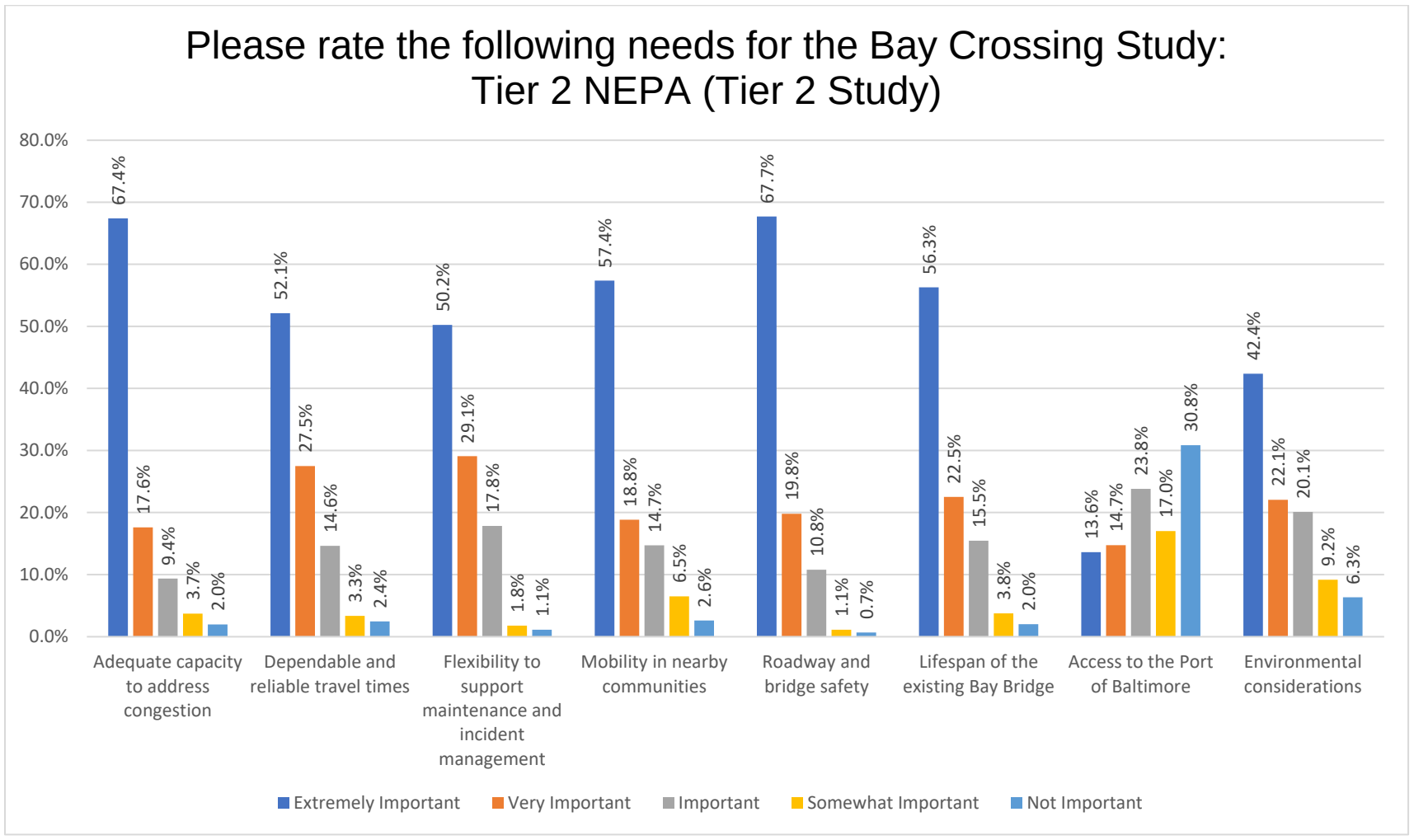
Question 6: Other (please specify)	
1.	Annapolis
2.	Easton, Arnold
3.	From May through October the area is congested with beach traffic. It's gotten worse through the years and adding more traffic to an already overdeveloped area is not the answer.
4.	primarily near Whitehall Road
5.	I encounter congestion in various locations when I do not travel midday Monday through Friday. I have adapted to congestion by travel midday and weekday.
6.	When traveling east from the Broadneck Peninsula on a Thurs-Sunday there is almost always congestion on the entire corridor with few exceptions.he entire
7.	Rt 404/Rt50
8.	west bound
9.	Ritchie Hwy, College Ave
10.	Route 2 getting on to Route 50
11.	Ritchie Highway
12.	All places at various tines
13.	If traffic is bad I would turn around and go home. Weekends are out of the question.
14.	May-Sept. all roads, all the time.
15.	Rte 2 (Ritchie Hwy) all the way past SVP and College Parkway, especially on Fridays
16.	404
17.	rt 404 light / Easton
18.	no specific place
19.	I rarely travel any of these choices.
20.	Area by St. Margarets
21.	On the bridge across the bay and western approach
22.	Whitehall rd
23.	Easton

Tier 2 Public Opinion Comment Form
Response Summary

Question 6: Other (please specify)	
24.	Chesapeake College
25.	Traffic light at 404 and 213
26.	way before the bridges on rt to bridge. near annapolis
27.	All the way to Easton 213, 404, Easton, etc.
28.	Rt. 50 at I97 to Broadneck Peninsula
29.	Ritchie Hwy to 50
30.	97
31.	Due to constant construction
32.	Due to constant construction
33.	I don't experience congestion. I avoid days with a lot of beach traffic.
34.	I now leave earlier in the morning due to traffic and it is taking muchlonger to get home.
35.	Predominately, @Skidmore Drive, E. College Pkwy & US 50 at the mouth of the brideg &
36.	A map picture here would be helpful..
37.	Near USNA Bridge in summer every Thurs/Fri/Sat
38.	Cape St. Claire
39.	College Parkway
40.	St Margarets Rd
41.	Annapolis - West Annapolis
42.	St. Margaret's Rd, Old MIll Bottom Road South
43.	Annapolis
44.	Off Rt. 50 on St. Margaret's Rd., my neighborhood of The Meadows, MD 450
45.	All stoplights ,outlets,213 &50, and 404&50
46.	Rt. 18 east and west
47.	Sandy Pt
48.	Past college to 404
49.	Stevensville back roads
50.	St Margrets Rd
51.	301/50

QUESTION 7

Please rate the following needs for the Bay Crossing Study: Tier 2 NEPA (Tier 2 Study)



	Extremely Important		Very Important		Important		Somewhat Important		Not Important		Total
Adequate capacity to address congestion	67.4%	310	17.6%	81	9.4%	43	3.7%	17	2.0%	9	460
Dependable and reliable travel times	52.1%	235	27.5%	124	14.6%	66	3.3%	15	2.4%	11	451
Flexibility to support maintenance and incident management	50.2%	228	29.1%	132	17.8%	81	1.8%	8	1.1%	5	454
Mobility in nearby communities	57.4%	265	18.8%	87	14.7%	68	6.5%	30	2.6%	12	462
Roadway and bridge safety	67.7%	308	19.8%	90	10.8%	49	1.1%	5	0.7%	3	455
Lifespan of the existing Bay Bridge	56.3%	255	22.5%	102	15.5%	70	3.8%	17	2.0%	9	453
Access to the Port of Baltimore	13.6%	60	14.7%	65	23.8%	105	17.0%	75	30.8%	136	441
Environmental considerations	42.4%	194	22.1%	101	20.1%	92	9.2%	42	6.3%	29	458

Answered	469
Skipped	36

Tier 2 Public Opinion Comment Form
Response Summary

QUESTION 8

Please list any other potential needs for the Tier 2 Study in Corridor 7 and indicate their importance (Extremely Important, Very Important, Important, Somewhat Important, Not Important).

Answered	281
Skipped	224

Question 8: Responses	
1.	Access to Washington, D.C. - Extremely Important Access to Ocean City, MD - Important Access to Annapolis, MD - Very Important
2.	Stop oncoming traffic on westbound bridge. We have nearly had head-on collisions several times, while eastbound bridge is empty! Extremely Important
3.	Access to BWI airport, extremely important
4.	Preservation of the unique character of mid- and upper-shore. It is not just "flyover country." Very Important
5.	Survey people crossing the Bay Bridge to inquire: of tourists—(1a) How many hours are you prepared to travel from your residence to your destination on the Eastern Shore and (1b) how many hours does your journey usually take you?—and of commuters—(2a) How many hours are you prepared to commute to your place of work or the equivalent in order to be able to live on the Eastern Shore and (2b) how long does it customarily take you to travel in each direction?
6.	Having previously lived off of East College Parkway, I felt like I was trapped in my neighborhood every weekend. Aside from beach traffic, it sometimes took me an hour to travel from the Arnold/Severna Park border on Ritchie Hwy to my home off of Bay Head Road. It's only a couple of miles. We shouldn't have to plan our lives around more people wanting to use this crossing spot.
7.	Extremely important - the crossing should not impact surrounding communities. Important - the crossing should not be susceptible to weather conditions, i.e., a bride is too susceptible to weather conditions
8.	Discouraging traffic on rural/residential roads - MD179, Bay Dale, College Parkway
9.	A bridge should be built north or south of the current bridge. A responsible legislator would make that happen for Maryland's citizens.
10.	Provision for other than car transportation over the bridge(the bay): bike/train/bus. For future needs with growing population, we must move away from vehicle only as the way over the bay. This impacts every aspect of living on and around the Chesapeake Bay (environmental, climate, quality of life et al)
11.	It is extremely important to me as a resident of the Broadneck peninsula that you consider the environmental and noise pollution impacts of the build. I don't think enough attention has been paid to the great deal of noise pollution that will occur. It is also extremely important that you study the severe congestion that occurs on our secondary roadways when traffic gets off of 50 to "avoid" delays. College Parkway, St. Margarets Road, Whitehall road become clogged to locals. I feel a third span along corridor 7 will have a tremendous negative impact on the Broadneck peninsula and I am disappointed another alternative was not selected. I am in favor of the study of ferry and rail options to reduce environmental impacts.
12.	It's extremely important for emergency service to have access to the eastern shore and western shore. It's sad that politicians and other groups that don't live in the area are slow to resolve the traffic issues. The Kent Island area can not handle anymore traffic. Please build another bridge in another area.
13.	As a resident of Saint Margaret's, an extremely important issue is congestion caused by people offloading from Route 50 onto the side roads. This type of congestion often locks all local roads so that residents cannot even run errands as they are not able to get out of their neighborhoods or return to their neighborhoods without extreme traffic.
14.	leave the people of the Eastern Shore from Kent Island all the way to Worcester County MD alone. We have to deal with the additional traffic from March-September and giving Western Shore people more ACCESS to our slower pace of life is becoming more dangerous to us with all the additional traffic.
15.	Maintain and improve the quality of life for the people who live in the 2 mile zone north & south of Corridor 7. Don't destroy our quality of life or home values for a transportation project. Extremely important.
16.	have we considered walks le/bikeable infrasturce support?
17.	Effect of isolating vulnerable populations. (very important) Lack of public transportation. (important)
18.	Impact on further communities such as Queenstown, Centreville that an additional span will bring through an increase in traffic, demand for commerce, environmental impacts- all Extremely Important
19.	(Very Important) Potentially utilizing an old span of the bridge (likely south span) for ped/bike public access while building a newer wider span for autos/transit
20.	Bike lane extremely important
21.	The negative impact it will have on the surrounding communities and the environment is extremely important.
22.	One way traffic on service roads is a horrible idea. Extremely important
23.	It is very important that any new corridor built consider the communities surrounding the bridge for congestion and safety and impact on these communities. Consider alternate sites for additional access East and West travel from other states, eg. DE, Pa and VA vs simply adding to existing bridge.
24.	we live on Bay Head Rd we are landlocked from thursday afternoon til saturday night almost EVERY weekend
25.	Concern over environmental factors during construction including nutrient exposure when dredging. Demonstrate improvement in coastline for recreation accessibility and water quality improvements.
26.	Access road properties on the west side of the bridge - no enforcement of Bay Bridge traffic using these streets. Makes properties on access road inaccessible.
27.	I think the most important thing you have to consider is what you will do with the traffic once you take it across the bridge. The Kent Island roads can not handle anymore traffic safely. If you bring another bridge over with more traffic you must consider an expressway that wouldn't allow cars off of the road and only take them fully across the island...sorta like the Dulles access road. The best way to handle the DC to shore traffic is to build another bridge further south on the bay that would allow all of those cars to take a southern route and not have them congest 50 anymore.
28.	EXTREMELY IMPORTANT: Please consider the potential for marine habitat destruction with the addition of another span.

Tier 2 Public Opinion Comment Form
Response Summary

Question 8: Responses	
29.	The travel between east and west Bay communities will increase significantly in the next 50 years. The extra span needs to be built to handle the growth of activity. Despite talk of working at home, the majority of workers need to report to a work facility or a job site. That will be the case for a long long time. If activity were to decrease, the original span could be demolished or modified for use as a recreational sight. Biking,hiking, sight seeing, and perhaps retail and restaurant commercial facility.
30.	Environmental impact on communities if third span is put next to current bridge. Need to widen Rt 50 to handle increased traffic across bridge
31.	1) -VERY IMP--The new Bridge span must be built with 8 lanes plus a bike/ped lane with all the Rte#50/301 approach roads widened to accommodate the new 8 lanes of East/west traffic flowing in both directions. 2) VERY IMP> adequate and sustained travel lanes in new Bridge with vision barriers to block drivers from looking at the Bay rather than the car ahead. 3) VERY IMP>new Bridges must support the ability to travel over the BAY in rainy and windy weather as we can do in other geographies. We can't keep on stopping traffic b/c there is a mist over the BBridges or a normal wind that stops all traffic. Coming from NYC, all our multilevel bridges keep operating during bad weather and so shd the BBridges. 4) VERY IMP> The new BBridge must be built to a 100++ year lifespan to be able to serve travelers over this critical corridor for at least double the number of years as the original BBridges were built (at only a 50 year lifespan) 5) VERY IMP-service road traffic must be managed and secured to keep cheating highway drivers from jumping off Rte #50/301 onto Whitehall/Skidmore roads & E College Pkway to make up time from a crowded Rte #50/301. 6) VERY IMP>The entire 22 mile corridor from Rte #97 east to the Rte #50/301 split in Queenstown must be widened to accommodate the add'l traffic coming off the new 8 lane Bay Bridge span.
32.	Consideration of two-tier bridges to handle increasing numbers of motorists. Extremely important.
33.	My biggest concern is congestion to and from bridge this side (western), communities cannot handle more traffic and still think new bridge should be built somewhere other AACo.
34.	- MDTA NEPA officials created a Tier 1 "Purpose and Need" that solely concentrated on facilitating traffic over the existing Bay Bridge. Other factors should have equal weight such as preserving the quality of life of exiting communities, and “people” concerns that will suffer with expanded infrastructure, considerable increase in traffic (build it and they will come, often called “induced traffic”). For Tier 2 "Purpose and Need", a (replacement bridge) should: - include pedestrian, bicycle and transit - only lanes - separate bridge traffic from Sandy Point State Park traffic which severely adds to area congestion - maintain existing lane configuration on local bridge and feeder roads, College Parkway West and East, as well as on the Severn River Bridge, St Margaret’s Road, Route 2 North and South. - Maintain and improve the existing two - way neighborhood service roads on the north and south sides paralleling Route 50 on the Broadneck, for emergency and local neighborhood access. Make sure these neighborhoods are not unduly impacted during construction. - Local community access roads on the north and south of Rt 50 should be constructed to remove incentives for Bridge traffic to attempt to use the service roads as a bypass to slow highway traffic. - Make sure Community groups and AA County have a seat at the table with the other decision making agencies, for further input as the plan develops, because the Broadneck is the most impacted. - Extend the study area out to the junction of Rt 97 to the West. It is an integral part of the traffic flow into and out of the Bay Bridge corridor. The Tier 2 Study should make sure the bridge planning and the Regional General Development Plan efforts are coordinated. Initiate a parallel effort dealing with the traffic gridlock in the pre-new span era, including developing traffic management and ITS (Intelligent Transportation Systems) solutions. We cannot stress how important it is to include your objectives in the Tier 2 Purpose and Need NOW. The Purpose & Need a major mandate for this entire effort. If not included now the staff will likely ignore and take the easiest, cheapest, vehicular (but not quality of life) plan(s) to go to construction. This is the way NEPA works - the staff controls the game plan but you can try to set some of the rules.
35.	Local community access roads MUST BE ACCESSIBLE TO ALL motorists as these provide needed congestion relief for regular commuters. These public roadways should not be checkpoints for police to question citizens about their residence, work, relative, or friends. These interrogations are easily side-stepped by motorists stating that they are going to see a friend in one of the communities anyway.
36.	None

Tier 2 Public Opinion Comment Form
Response Summary

Question 8: Responses	
37.	The Regional, State, and Federal Authorities need to consider a larger geographical planning area, to include the Washington-Baltimore Metropolitan Corridor, as well as outlying regions such as Wilmington- Very Important. The previously mentioned authorities should consider an integration of alternative transportation modes in addition to another highway solution, including an integrated rail system, which would include DC, Baltimore, Wilmington, and additional nodes such as Ocean City and Rehoboth. The transportation needs are far more extensive than a single additional engineering miracle modeled for single car transportation. Very Important.
38.	Extremely important to include separated and protected bike and pedestrian access over the bridge. With parks on either side of the Bay (Sandy Point and Terrapin Park) and with both having extrensive trail networks, there is a prime opportunity to make this connection. Do so will increase tourism, recreation, and commuting opportunity that would increase public health, economic activity, create a healthier environment, and would alleviate some traffic.
39.	Impact on surrounding communities on the East and West sides of existing crossing. Extremely Important.
40.	Please put this bridge somewhere else
41.	Extremely important
42.	1) separate bridge traffic from Sandy Point State Park and access to local communities via Whitehall Rd and East College Parkway - Extremely Important 2) maintain existing lane configuration on local bridge and feeder roads, College Parkway West and East, as well as on the Severn River Bridge, St Margaret's Road, Route 2 North and South - extremely important 3) Maintain and improve the existing two - way neighborhood service roads on the north and south sides paralleling Route 50 on the Broadneck, for emergency and local neighborhood access. Make sure these neighborhoods are not unduly impacted during construction - extremely important 4) Local community access roads on the north and south of Rt 50 should be configured to remove incentives for Bridge traffic to attempt to use the service roads as a bypass to slow highway traffic. Meter access to 50 eastbound at Oceanic Drive and Exit 31 - extremely important 5) Make sure Community groups and AA County have a seat at the table with the other decision making agencies, for further input as the plan develops, because the Broadneck is the most impacted - extremely important 6) Extend the study area out to the junction of Rt 97 to the West. It is an integral part of the traffic flow into and out of the Bay Bridge corridor - extremely important 7) The Tier 2 Study should make sure the bridge planning and the Regional General Development Plan efforts are coordinated. Initiate a parallel effort dealing with the traffic gridlock in the pre-new span era, including developing traffic management and ITS (Intelligent Transportation Systems) solutions - extremely important
43.	I live on East College Parkway and am homebound most Saturdays in good weather due to traffic that can make that road a parking lot. We need guarantees that ECP will be kept clear for local traffic - and no one way traffic nonsense! As I always tell people - I can always leave my house and go west, but I can't come home until after 8 p.m. No local errends Friday to Sunday. We are trapped! Don't make it worse for us.
44.	Providing ways to get around KI and keep Bay Bridge traffic off these roads during the inevitable backups
45.	A new crossing is needed to prevent multi-mile congestion of those coming and going across the bay. This only angers motorists and hurts tourism, as well as angers residents of this corridor.
46.	Safety on the roads (accidents caused by the congestion) - Extremely Important
47.	Relieving Congestion at the Bay Bridge in both directions is very important.
48.	Deterrents for bridge jumpers: Very Important. Bike/pedestrian lanes: Important Bus service: Very Important
49.	In my opinion, the eastbound Bay Bridge should be replaced or augmented with another bridge. In addition, a second set of bridges should be constructed north of Baltimore.
50.	Perhaps raised sidings to help fearful drivers and wind conditions for commercial trucking. Important
51.	Extremely important - the study must include an assessment of the mobility and environmental impacts along Ritchie Hwy and College Ave as far back as Severna Park. Local residents are trapped by countless idling cars/beachgoers during summer weekends and even into the fall.
52.	The new bridge should be placed at some other point along Bay. Further South I would say, because of the negative impact enlargement would have on the current populace living in the area, the opinion of the business community notwithstanding. (Extremely Important)
53.	A new bridge will not help increasing vehicle traffic, need to get more beach and regular commuter traffic OFF the roads. Elevated mono rail, Annapolis to OC with one or two stops Salisbury, Cambridge, Wye Grasonville for commuters. OC needs to discourage vehicle traffic except for residents and more rentals for tourist beach needs. More bridge availability will just create more vehicles with further problems moved to other bottle necks, 404 and Wye Mills junction, Easton and Cambridge plus monumental costs of widening approaches on both sides of the bridges.
54.	Identifying the potential 2 new chokepoints on AA Co. and in QA Co. Extremely important as these will affect new areas.
55.	Speed Cameras on the bridge to fine vehicles that are going >10mph over the speed limit/reckless driving. Very important!
56.	Extremely Important to quickly make a decision
57.	It's very important to consider the alternative of not building another bridge or adding more lanes, because they will attract more traffic, increase population density, cost a lot of taxpayer money, and encourage more energy to be used for travelling. The "No Build" option is important.
58.	traffic noise-very important; additional population growth on eastern side of bay bridge-very important; increased traffic congestion further down route 50 as a result of expansion at bay bridge (chesapeake college light and closer to Easton)-very important. Access to route 50 from outlets (short entry lane going eastbound not adequate with current traffic levels)-somewhat important.
59.	Move it further away from existing bridge!
60.	Economic impact of surrounding areas as people are avoiding the area because of "beach traffic"

Tier 2 Public Opinion Comment Form
Response Summary

Question 8: Responses	
61.	Accommodation and consideration for methods of transport other than cars and other single occupancy vehicles. - Extremely Important
62.	This is a waste of time and money otherwise known as a [Offensive Language Redacted], another crossing is not going to be done in my lifetime, it should have been done 30 years ago, so in reality I don't care
63.	What is the life span of the bridge that was built in 1952? Seems like by the time another bridge is approved and ultimately built, that bridge will be 100 years old and likely past it's life span. As such, a new span needs to be permitted and built.
64.	Need for another bridge farther south on the Bay near Waldorf.
65.	Needs of communities close to the bridge
66.	Quality of Life for residents in the areas impacted by the bridge traffic: congestion, service road access, noise, bay pollution - Extremely Important
67.	Study of alternate routes and modes to alleviate traffic on the bridge would be extremely important.
68.	We need another span either north or south of annapolis. Our local community cannot take anymore traffic load. MD dot is not capable of making the necessary improvements to the current road system to alleviate the amount of traffic we already encounter. How can we expect them to be able to make those changes before the bridge is built. It will be the same problem we have with our school systems in Anne Arundel Co., they build the community first and the school last which leads to overcrowding every time. Go to North Carolina and observe how they do it. They build the roads first then the schools and then the communities follow, quickly. And stop worrying so much about the Enviromental impact on the wetlands that will be distributed. We have the ability to recreate and mitigate wetlands in our current day and we are very successful at that.
69.	Do NOT need another car bridge. Need a high speed train bridge. Extremely important.
70.	.
71.	Please move the crossing to another area, we are congested enough, through all the towns to the beach
72.	we have needed another bay bridge crossing for YEARS ...extremely important
73.	Having a house on Kent Island we are prisoners during the summer weekends. We do not have access to the local roadways as vehicles try to detour off of Rt 50 to avoid traffic. Extremely Important The 3 lanes to 2 on each side of the bridge creates a huge bottleneck on each side, usually dependent on 2 way traffic on the westbound span. People cannot understand how to merge or purposely wait until the last minute creating a bottleneck. Extremely important I am completely against a 3rd bridge on the Rt 50 corridor
74.	Real time alerts to traffic, accidents, weather conditions, road work, etc... to all areas on Route 50 effected by Bay Bridge traffic. Available by phone and online. Expand BaySpan.
75.	It is very important that a third crossing of the bay not be where the two crossings are now.
76.	Do not need any more traffic on Route 50
77.	If you build a extra lane make it a stackable. Top and Bottom.
78.	Extremely important. What ever improvements or new bridge has to have street/bridge lights over the entire distance.
79.	Adding a 3rd bridge to existing area will not help the local communities on the eastern shore without adding additional lanes to roadways because you will have 3 bridges feeding in traffic instead of two. It's not fair to the people on Kent Island, Grasonville and folks who live in Caroline Co. To allow more vehicles to travel across the bay but have no where to go once on E.S. ! EXTREMELY IMPORTANT TO THE QUALITY OF LIFE FOR THE PEOPLE OF THE ES! Far too long we have dealt with the traffic jams. I am from Grasonville and Rt. 50 traffic has always been an issue and I am now 63!
80.	Too much traffic in College Parkway and Route 2. Especially when 50 is congested. No alternate routes. Extremely important to find alternate routes.
81.	None
82.	Congestion (including bailout traffic on parallel roadways) for residents along the span of both sides of the bridge (Very Important)
83.	The ongoing construction and the equipment left around the bay bridge over the past two years causes constant issues. There is no room for cars to move smoothly and the equipment/cones are a distraction for people to slow down when it is not backed up.
84.	Since I count myself among those who get anxious when approaching the eastbound side of the Bay Bridge, and have, at least once, changed my driving route deliberately to avoid it, I would very much like to see alternatives to the bridge. Having ferry service again at a reasonable cost would be a very appealing alternative to the bridge for me. My issues with the eastbound side are the immediate curve and the existence of only two lanes.
85.	Very important
86.	Do not put another bridge next to the current bridge. Kent Island DOES NOT have the infrastructure to handle it. Kent Island is a peaceful, quiet area, let's keep it as such. Why would we want more traffic in this area with another bridge. I moved here to get away from congestion and you are creating more along with our terrible zoning and planning in Queen Annes County. NO THANK YOU!
87.	EXTREMELY IMPORTANT. As a resident of Arnold, that lives near Magothy elementary, I feel that the study area is too narrow and will overlook the impact on mobility and the environment along the Ritchie Hwy corridor from Rte 100 to Rte 50. Additionally, all the neighborhoods that require College Parkway are unfairly impacted.
88.	I envision one bridge with 4 lanes upper and 4 lanes lower in opposite directions which will accommodate the need to close a lane or 2 due to maintenance one traffic incidents, but still allow reasonable movement of traffic without significant delays or shut downs.
89.	Extremely Important-Expand study limits on western shore back to MD32 at I97, MD100 at I97, MD 648, MD 2 at MD 100, MD179, MD 450. Determine where the vehicles are traveling from or to in order to improve all roads, instead of just moving the problem.
90.	You gonna ruin fishing building this bridge
91.	Enough lanes to prevent the use of contra flow traffic, replacement of aging bridge. Extremely important.
92.	Reduces congestion on each side of the bridge - extremely important
93.	Extremely important that residents of Kent Island reduce the amount of traffic back & forth to Ocean City as it is impossible for residents to drive anywhere during high traffic with the limited amount of local roads
94.	I believe that all another bridge will accomplish is more congestion and loss of the Eastern Shore way of life. I don't want another bridge at all.
95.	Congestion in the approaches and crossings of communities from west of Annapolis to the existing Bay Bridge Spans and Kent Island - It adversely impacts the quality of life there NOW - I can't imagine MORE TRAFFIC through this already-overwhelmed corridor!
96.	Very important
97.	Rt 50 and Rt 213 light. All signals through Easton, Cambridge. Rt 91 into Ocean City

Tier 2 Public Opinion Comment Form
Response Summary

Question 8: Responses	
98.	Pick a Locale and start designing for Construction. Emark all Toll Collections for Same (not to be diverted to other gov't funds) Stop spending money on continuation of studies.
99.	ability to divert traffic from Virginia and Pennsylvania away from existing bridge. Very important
100.	speed on the east bound bay bridge. Needs to increase when you get on the bridge, you have to slow down to 40 and it doesn't reach 50 till the middle. that needs to change. Also you need to keep the slow driver in the right hand land. Some don't do the 40 mph and won't move over.
101.	cost / important : construction times and length of build / very important
102.	You need to take the traffic control device away from the east bound ramp from Oceanic Dr. That trial made traffic through the corridor worse. Extremely important.
103.	an estimate on how traffic will likely increase by years so that we can see how bad things will get until a new Bridge is operational is very important.
104.	Extremely important
105.	You need to eliminate congestion thru the rest of the 'Reach the Beach' routes Very Important If you can keep the 404 exit traffic on 50 after the split, then bring them back toward Denton would stop a bottle neck there. OR A CLOVER LEAF exit/entrance. If you could study to take the 404 traffic off at the college road bottle neck, again clover leaf and then redirect back to the 404 route at that point would eliminate both backups
106.	Considering a ferry or bridge elsewhere—route all Virginia traffic up 95 and through Baltimore
107.	It is extremely important to chose a new location for an additional span to cross the Chesapeake Bay. Crossings in location OTHER THAN BROADNECK PENINSULA would make a huge difference for travelers through this way and, especially, for those of us who live here. The adage, “Build it and they will come” is not good for Broadneck area but could benefit another locale.
108.	VERY IMPORTANT Drivers inherently slow down when “seeing” traffic and accidents. Move accidents quickly, enough with every emergency vehicle in the State arriving, tell them to stay home. Standing around emergency workers cause delays. If you are not towing or doing get off my bridge ASAP!
109.	Please move the third bridge to a different location. The traffic on both sides of the bridge are terrible at best. Lived in Cape St Claire since 1969 and have seen it all. It is out of control now. Thinking of moving away.
110.	Another way across the Bay Bridge from Annapolis needs to be built (additional bridge)
111.	EXTREMELY IMPORTANT Rt 50 East & West corridor thru Queen Anne's Co. cannot SAFELY maintain the current traffic. BUILD THE BRIDGE IN A DIFFERENT COUNTY!
112.	Safe bicycle crossing Very important
113.	Extremely important
114.	The traffic is so horrible we need to get this done ASAP. People need to be able to travel without sitting in traffic for hours.
115.	Congestion On Rt 50 around the the Broadneck Peninsula and the surrownding roads. Living before the Bay Bridge off East Collage Parkway all the side road get grid locked as well!!!
116.	Making sure safety is the top priority in building the bridge.
117.	Important
118.	Economic impact - people will avoid places/activities/experiences in the East side of the Bay Bridge (impacts on MD and Delaware) if bridge traffic becomes worse. It’s already a huge problem (toll scans have helped a little) but by 2026 there will be negative impacts on peoples attitudes about the Bay Bridge and the Eastern Shore. Real estate could be impacted - In addition to working/employment that involves bridge travel.
119.	The additional span needs to be an express span for those folks coming and going to the beach resorts and towns on the mid and lower shore. This will relieve the congestion at the immediate terminus on both shores. The toll can be a sliding scale similar to the express lanes on Rt 95. This should begin prior to Severn Bridge on the west and go directly to Queenstown in the east.
120.	i travel to Delaware every wkend to check on relative from southern Md St Marys county. i travel east very late to avoid traffic and return westbound very early to avoid. another bridge or ferry is needed. what areas are most people coming from? Balt? So. MD ????
121.	Light Rail - IMPORTANT I am a Ride Share Driver. I work all kind of hours. Safety on Bridges is VERY IMPORTANT. ENFORCEMENT of Speed Limits! Having Bridge Police running Radar in Centreville, Annapolis & all points in between to Bridge is LUDICROUS !!!! YOU HAVE DRIVERS, SOME IN 18 WHEELERS GOING 65 - 70 MPH over Bridge! Idiots with HIGH BEAMS TAILGATING. ENFORCE TRAFFIC LAWS ON THE [Offensive Language Redacted] BRIDGES! NO MORE EXCUSES! MAY GOD GRANT ME. THE WISDOM & COURAGE NOT TO DO WHAT IS RUNNING THRU MY HEAD! IF POLICE ASSIGNED TO BAY BRIDGE IDLY LOOK THE OTHER WAY MAKE SURE THEY KEEP LOOKING! I AM TIRED OF TRUCKERS HIGHBEAMS & AIR HORNS. HAVE SEEN TOO MANY ACCIDENTS & JUMPERS.
122.	As a Anne Arundel county resident on the Bradnick peninsula we are very concerned we have traffic jams almost every weekend we really didn’t want this bridge in our backyard there’s so many other places you can locate this this is not fair to us
123.	Why are we wasting time doing another study? Just start the new bridge since I will probably be retired by the time it is completed. My concern is the current bridge structure will not be safe in the next few years. These studies have been being done since I moved here 25 years ago

Tier 2 Public Opinion Comment Form
Response Summary

Question 8: Responses	
124.	1. Dedicated Foot and Bicycle lanes-Extremely important 2. include rail-for train travel-very important 3. increase number of service lanes prior to bridge access both sides of the bay
125.	The current study disregards traffic in the Annapolis corridor between I 97 and the Severn River Bridge. It also disregards the increase in traffic volume that will occur when the state implements it's long term plan to widen I 97 to 6 lanes between Rt.32 and Rt. 50. This is extremely important to address!!! In addition, one of the key factors contributing to the Severn River bridge backup is due to the design of the SR Bridge itself. The bridge grade creates a limited sight line that causes traffic to slow as it enters the bridge until the crest is reached allowing the drivers to clearly see traffic conditions on the opposite end. This too is Extremely Important to understand. All of the above should have been understood BEFORE it was decided to put the new bridge here. Don't make a bad situation worse!
126.	Corridor 7 is the worst possible option. It will not fix eastern shore congestion. Pockets got lined to choose this location.
127.	N/A
128.	Consideration of future rail/light rail on "new" bridge. Very Important.
129.	it is Extremely Important to include the addition of a Pedestrian/Bicycle lane similar to the new Cuomo Bridge over the Hudson River, the Woodrow Wilson over the Potomac. This need should be include in the Purpose & Need Statement.
130.	add couple more lanes going to Ocean City Md
131.	Economic impact study on "Variable/Congestion" toll pricing. Using variable toll pricing to change commuter and holiday behavior, with the goal of reducing peak congestion. A potentially simple, cost-effective (revenue positive) implementation that alleviates the need for new costly public works projects (e.g., 3rd span). Extremely Important
132.	Restriction of the far left lane of eastbound Rt 50 much further back from the Bay Bridge itself when 2 way operations are not in effect. One mile back may suffice to help reduce the back up at the bridge as a portion of travelers will ride that lane until the last possible second.
133.	Don't add to the congestion along the current route, especially around Annapolis. Put the new bridge in southern Maryland.
134.	Ways to reduce traffic amount during peak times, keep bay bridge traffic off of local roads, utilize shoulder as travel lane when needed, better real time notification of bridge status, with suggestions of alternate travel times. ferry options, tunnels, etc. limited access of rt 50 on Eastern Shore.
135.	Add bike lanes into the project. Can you double deck the existing structures? There are many double deck bridges around the country. (Oakland (Bay Bridge in San Francisco for one)
136.	All roads leading to and from OC should have increase lanes to accommodate the congestion and flexible to heavey traffic times.
137.	It is extremely important to eliminate congestion for safety/health reasons. There are very few ways of getting in and out of the Delmarva. Many of my doctors are in Annapolis and I live in Delaware. The bridge has often caused me to miss or be late for appointments because of the congestion.
138.	Extremely Important
139.	Very Important - Please make it easier going eastbound the toll booths cause a lot of the backup and congestion.
140.	Find another location for a 2nd span OTHER THAN the current location and help Kent Island not end up a parking lot.
141.	None
142.	Don't waste money on the Bay Bridge. Maryland has other, more important transportation infrastructure priorities that need to be fully funded first. Like building the Red Line in Baltimore!
143.	Time is of the essence; please proceed as fast as you can.
144.	Add a new bridge next to the current bridges. Get going on it. Don't waste money and time on studies.
145.	extremely important to move forward as quickly as possible, the existing bridges have exceeded their lifespan!
146.	People on Kent Island must be able to travel on weekends to and from their homes and currently in the summer this is almost an impossibility! This is extremely important.
147.	Not needs but maybe consider building lanes above the existing roadway and only allow trucks on the upper level. This will enable you to keep the existing bridges and only need about 11 feet of clearance for the cars on the lower levels.
148.	Why can’t we add a ferry system?
149.	Roadways to handle the traffic on the bridge.
150.	There is no easy solution. But just building another bridge doesn't seem like a fix. Elevated expressway from 450 to 404 overtop the existing 50 is my vote
151.	The existing bridges are approaching their max life span. It doesn’t make sense to refurbished bridges of this age. Talk to the owner and operators of the Skyway Bridge in Tampa, FL. They share many characteristics and resemble the vision of the next generation bay bridge. Regardless, this project needs to be completed before 2033.
152.	Important: Backups on Ritchie Hwy northbound from Rt. 50 eastbound can and do cause backups onto Rt. 50. Having lived east of the Severn river for 20+ years and experiencing those backups regularly, I've often wondered why a there isn't a 3rd lane in each direction on Ritchie Hwy. There's plenty of space for 2 more lanes and having an extra lane especially on the northbound side of Ritchie Hwy would definitely help backups at the Severn River on Rt. 50 eastbound. Very Important: There ought to be automated speed limit enforcement (photo enforced or whatever) on the Bay Bridge itself. I cross the bridge everyday to/from work and almost no one is obeying the speed limits. Not only are people speeding regularly but going much more than 10 mph over the posted limit. It's very scary and obviously can cause accidents and backups that could be avoided.
153.	Congestion comes from going down from two lanes and opening up a wide area. In California, they have traffic lights to fairly let everyone cross without fighting for a position.
154.	I live off of Bay Head Road. Side roads are frequently congested. I curtail weekend travel because of it. Very Important.
155.	None at the moment.

Tier 2 Public Opinion Comment Form
Response Summary

Question 8: Responses	
156.	Why are we doing this?! This has been studied to death! The only question is either build a third bridge just to the south of the present bridges or replace them with a new 8 lane bridge. Just build the bridge! The bridge could have been built by now for all the time and money spent on these stupid studies!
157.	Traffic is so heavy from April-September that we do not leave our home (because we are trapped in our house) because of traffic. Frequently skipping church because of all day traffic jam. Queenstown to Kent Island and Severa Park to home.
158.	In event of catastrophe, more access to cross with less congestion is vital for survival.
159.	Traffic congestion on Rt 50 makes life difficult for residents of Broadneck Peninsula. If current bridge is going to continue to be only route, all of rt 50 through Annapolis including Severn River Bridge will need to be expanded to accommodate.
160.	The solution needs to look at reducing traffic through the corridor, not just getting the Bay crossing better. - VERY important.
161.	Relive congestion Extremely important
162.	Explore all transportation demand modeling efforts and traffic management options before building.
163.	MTA should have a Fire and rescue Department stationed at the Bay Bridge to respond to emergencies. This would relieve the volunteer companies from Cape St. Claire, Kent Island, and Grasonville, and the City of Annapolis' Fire Department. This will help improve response times and reduce the effort needed to get through traffic which often times is "gridlocked". This will also reduce the reliance on local communities' limited fire and rescue resources. The State administers the highway and Bay Bridge and services it with MTA Police and Maintenance. The State should provide Fire and Rescue services. Thank you.
164.	n/a
165.	Alternative transportation possibilities instead of building another span. The environment is extremely important. I am against building another span. We are smarter than this.
166.	The Tier 2 Study needs to have feet on the ground, find out WHY travelers are using the bridges. What is so important that the bridge needs to be crossed? Commute? Leisure? Commerce? It can indicate to Planners/Zoners how to properly develop their local towns/cities to better serve their local population and may reduce the need for traveling across the bridge spans altogether, for some. I see this as a continuing failure of proper planning. Photo+mailed-ticket and EZ-Pass should be the only options, no need for cash tolls in this day and age.
167.	It is extremely important to ADD a 3rd span asap at the site next to the current spans of the Bay Brdg. Traffic there is bad, year-round. Adding a span is long overdue. If Sandy Point park has to go, so be it.
168.	With the Broadneck Trail on the western shore and Cross Island trail on the eastern shore, the bay crossing must have a shared use path to complete the state's trail network.
169.	Importance: Community Mobility, Access Road congestion from traffic increases endangering community members traveling when they are coming on Skidmore Lifespan of existing Bay Bridge, Emergency vehicles being able to get through Know this to WHOEVER: We will NOT allow the state, county to steal our land via eminent domain. We will DIE for the land we have paid for, sacrificed for coming out of enslavement. It doesn't matter what else is done about this bridge.
170.	Public transit options - Extremely Important
171.	Connectivity for non-vehicular traffic (bicycles, pedestrians, etc) - Very Important
172.	Tourism attraction - Extremely Important Access to other locations such as the Port of Baltimore or Cambridge - Extremely Important Alternative modes of transportation - Extremely Important
173.	I cannot help but feel that building another bridge will just move the congestion "downstream" to other areas of the eastern shore. Extremely important
174.	Safety - Extremely
175.	It's extremely important to study and redesign local access points between the Severn River bridge and the Bay Bridge so bridge-bound traffic cannot access and clog local roads including St. Margarets Road, Cape St. Claire Road, and College Parkway. Please close existing route 50 entrances near the old toll plaza and/or redesign the route 50/local road access points so overflow traffic cannot spill onto local roads. You must eliminate any incentive for bridge-bound traffic to access local roads in the first place. Your Tier 2 studies and engineering design between the Severn River bridge and the Bay Bridge must be completed with this in mind. Local communities like St. Margarets and Cape St. Claire suffer the most from existing traffic congestion on the Bay Bridge and your studies and new design should focus on alleviating this congestion. Thanks for your help!
176.	Apps like google map and Waze add congestion to our community roads. As a resident of the Broadneck peninsula, I am extremely concerned that increasing capacity with just induce demand.
177.	Expand tier 2 study to start at I 97. Important both from an increased volume level and optics. Don't ignore the ANnapolis Corridor
178.	The area by 50 that will be effected needs to be considered. Corridor 7 will be effected but so will the extending areas. Sound barriers need to be considered for extending areas especially the houses right by 50. It makes no sense not to consider these areas. Someone needs to address this issue
179.	Provision for rail/transit live traffic - modern use
180.	I live off College Parkway - off Log Inn and am a prisoner in my own home on weekends. That's not good, but the real concern is emergency vehicles cannot access our homes! Please find a no build alternative. Thank you!
181.	Not being able to go to stores near house - have to watch traffic cams and determine when to travel
182.	Noise impacts to surrounding communities. Habitat disruption due to corridor construction
183.	Please consider impact from 97 to 50 to bridge
184.	Feasibility of a bridge to replace the bridges e.g. Tapanzee/Cuoma Br in NY. (One bridge replaced the other one.. mega built)
185.	Expansion of Sever River Bridge. Thru lanes vs Local traffic (extremely important)
186.	Please keep in mind pedestrian/bicycle crossing. Same as Tappanzee and Woodrow Wilson Bridge
187.	Graduated tolls depending on traffic congestion. Infrastructure concerns from Severn River Bridge to Bridge. Really feel it was shortsighted to not look for an alternative area to place new bridge - one that would allow commuters from VA and PS to use
188.	Bring back ferries
189.	Neighborhoods surrounding Route 50 - like College Parkway
190.	A need to understand predicted Bay Crossing. Possibly out to 2030 or 2040?
191.	Please please be aware of the impact of any construction and traffic changes to the nearby communities. We live Here!
192.	arteries supporting Rt 50

Tier 2 Public Opinion Comment Form
Response Summary

Question 8: Responses	
193.	community traffic impact (extremely important)
194.	Work with SHA to identify strategies now to help. e.g. Limit access to Rt 50 from Whitehall & E. College Pkwy roads to keep local traffic access.
195.	Multimodal accommodations across the bridge, including pedestrian/bicycle - Very Important Flexibility for mass transit accommodation - Important
196.	Walking path - Very Important Or Bike Path - Very Important More space between railing and lane - Extremely Important
197.	Pedestrians on American Discovery Trail
198.	Environment is my chief concern. I live in Wincester on the Severn. We have worked hard to address environmental concerns and to protect wildlife
199.	Impact of potential expansion on the communities along the frontage roads on both sides of bridge. Decline of quality of life for residents along Corridor 7.
200.	Create a zoning overlay to prevent overdevelopment in Kent & Queen Annes, Talbot & Caroline Counties - Extremely Important Provide better transit alternatives including express busses, bicycles - Extremely important
201.	Resiliency and redundancy must be a part of a refined P & N statement
202.	Pedestrian and bicycle access lanes (as with Wooden Wilson Bridge) This should link with existing bike trails in A.A & Kent Counties (Extremely Important)
203.	Rapid transit, dedicated bus lanes, Environmental impact of drivers coming from Balt, VA, DC, WV to drive through Annapolis to cross the Bay then drive down to beaches etc. (Extremely important)
204.	The local road situation is a critical concern to those of us living here. From 97 to bridge on north and south sides of route 50
205.	Reduce # of cars before building another span. Otherwise, this is a quick and expensive fix- nothing more.
206.	Study all the way to Rt 97 - Extremely Important Convert access rds to local only in a physical way to preclude through traffic - Extremely Important Eliminate desirability of alternate rts through Annapolis and Access Roads - Extremely Important
207.	I think building a tunnel would be a good alternative. This would eliminate hazardous conditions during high winds and snow conditions. This would allow heavy trucks to pass in these conditions.
208.	What is impact to I97 - Kent Island communities? What other modes of transportation can be available?
209.	PLAs! Project Labor Agreements!
210.	It is imperative that whatever and wherever a Bay Crossing is built, that a traffic-separated bicycle lane be included, since there are trail connections on both the east and west ends which are components of the federally-recognized American Discovery Trail which extends from Delaware to California. Please do not implement the bait and switch policy used for the Nice Bridge where a bike lane was promised and then cut from the final project for alleged budgetary reasons.
211.	Very important- Dedicated protected pedestrian/ bicycle lanes to provide access for these activities and to help improve physical fitness ofctgd community
212.	Study the ability to stack additional lanes on top of the existing travel lanes rather than build another crossing somewhere else. Also study the tunnel method and look for creative solutions to move traffic - think outside the box for some alternatives that move large volumes of traffic safely, efficiently, and reliably.
213.	Traffic congestion on rt.50 from I97 to the bay bridge. When this route slow or backs-up then the local neighborhood roads become over burdened with traffic headed for the Bay Bridge. Very important to keep neighborhood roads open and not clogged with transient traffic.
214.	It appears that there is no political will to build the bridge anywhere else but its existing crossing despite community feedback.
215.	Why build another span through an already over crowded area, promoting waste of fuel and other ecological impacts by forcing Northern Virginia, D.C. and southern Maryland users to travel so far north just to travel south again. This seems poor planning. If I recall the voters voted down the second span but the government of Maryland said we don't care we need to revenue and built it anyway. Now the eastern shore, once a thriving agricultural area with many family farms is now built up with homes and commuters and less food is grown.
216.	Address traffic backups on the 50 service roads
217.	National and State security concerns. What happens if access to the eastern and western shores is cutoff indefinitely due to an incident (a ship striking a bridge support, severe weather damage causing deck collapse, terrorist incident, petroleum truck accident/explosion, etc.) affecting either or both bridges? The only route to either shore is via upper northeast maryland or the Chesapeake Bridge Tunnel in VA. Are those options feasible in the case of long term closures of one or both bridges?
218.	The financial impact on the lively hood, impact on the quality of life and the property values of the people who live on Kent Island through the 301 split. - Extremely Important!!!! How the state will afford to buy out the land owners on Kent Island through 301 when 50 is turned into a 6 lane highway - very important
219.	Location to easy access to Delaware and Maryland beaches
220.	Proposed crossings towards Easton, Cambridge and perhaps a tunnel to the north and south of existing crossings. Existing roads need expansions and routing for simply adding a 3rd space will bot reduced congestion if the roads leading to and from the bridge are not expanded as well.
221.	Alternative modes of transportation other than car travel to AACounty/Eastern Shore/beaches is EXTREMELY IMPORTANT. Keeping through traffic on Rt. 50 and Rt. 97 rather than on side roads is EXTREMELY IMPORTANT. Protecting side roads for slower, local traffic is EXTREMELY IMPORTANT. Designing transportation for people, not cars, is EXTREMELY IMPORTANT.
222.	Alternate transportation methods - train or other mass transit options - extremely important
223.	Do not build another bridge in the same location none of the existing communities or infrastructure can handle it and I am already trapped in my house on Friday thru Monday due to traffic.
224.	I rely on calling the Bay bridge number to check for traffic. It seems that the report is not always truly accurate as to what's going on on the bridge traffic wise. It's important to me to have real-time reporting!!!
225.	Extremely important: Need to keep vehicles traveling to bridge on Route 50 and off community roads on Kent Island. It is an issue of safety and is making life unbearable for local residents.

Tier 2 Public Opinion Comment Form
Response Summary

Question 8: Responses	
226.	It is extremely important that the neighborhoods nearest the bridge do not experience upheaval during the building. It's extremely important to "beat Waze" and keep travelers out of our community so we are not trapped on weekends. It is extremely important that more lanes built don't funnel into the same number of lanes that are there now - that seems silly and counter-intuitive. The backups will still happen then.
227.	Bike crossing lane and trail needed to on new span very important
228.	providing mass public transport across the bay for commuters and vacationers. Extremely important. Mass transit should provide link to DC and Baltimore through something similar to light rail with last mile capabilities for linking bike and pedestrians to mass transit.
229.	Separated Pedestrian / Bicycle lane on the bridge is Extremely important.
230.	Less congestion is needed to assure safe traveling and provide first responders with accessibility as needed.
231.	Think traffic survey should include up to Rt 213. Existing bike routes need reviewed. There is a HORRIBLE bike crossing at the 50/301 split.
232.	Study going up or below existing bridge instead of widening - Extremely Important Through traffic must bypass Kent Island without going on that part of 50, Rte 8 or other feeder roads - Extremely Important
233.	Emergency vehicles being able to have local access on weekends - Extremely Important Locals being able to use our area on the weekends - Extremely Important
234.	Low bridge to prevent jumpers. With a tunnel under the shipping channel will help with wind restrictions also. - Extremely Important
235.	Eliminate cut over at MD Rt 50 eastbound and MD Rt 18. Dangerous situation.
236.	Move it to S. MD
237.	Traffic on Route 18 when 50/301 backs up. I can't leave Gibsons Point Community because traffic on 18 is bumper to bumper. - Extremely Important
238.	Must address congestion on Kent Island local roads - Extremely Important
239.	Impact on Kent Island residents - Extremely Important
240.	Updated alternates (bus/train) - extremely important More roads in community - very important Survey of future use of bridge - extremely important Increase in traffic to/from Delaware - very important Bad approvals of development in QAC - extremely important
241.	Congestion during construction - Extremely Important
242.	Use of rail to reduce vehicular traffic - Extremely Important
243.	Impact on communities in Cor. 7 - Extremely Important
244.	Alternative travel areas or means away from Annapolis/Stevens
245.	Emergency access (911 concerns) - Extremely Important
246.	Environmentally sensitive areas at Kent Narrows - Watermens Marina, commercial fisheries centered here.
247.	PLA (Project Labor Agreement)
248.	Reduce traffic flow on Kent Island every time there is accident or high volume traffic
249.	Will Route 8 be compromised - will school children be sitting on school busses for unimaginable periods - will other beach routes be encouraged?
250.	Extremely Important: Consider studying pedestrian and bicycle lanes as part of the bridge design that are protected from the auto traffic. Connecting the bridge to existing or planned bike routes would be excellent.
251.	Needs a Project Labor Agreement!
252.	Project Labor Agreement, local Union hires, no wage theft.
253.	There is a need to address traffic beyond the split. Having an overpass at 213 and 404 is extremely important to keep traffic moving on 50
254.	I believe that it is extremely important that the study and the bridge provide for public transportation such as light rail & train access. Additional lanes for increased single passenger travel is simply going to fill up the lanes and back-up even worse than it is now.
255.	Extremely Important: Please include a physically separated bicycle/pedestrian path as a mandatory feature of any future Chesapeake Bay crossing as well as any other future bridges in Maryland. This is critical to filling gaps in the existing statewide trail network to spur a tremendous return on investment through tourism spending, economic development, public health and environmental benefits, and greater access to the region's cultural and natural resources. This connection would also provide a parallel long distance connection to the American Discovery Trail and create a statewide loop trail with the East Coast Greenway in Maryland, creating brand new access to and from Eastern Shore communities currently isolated by a lack of family-friendly bicycle and pedestrian crossings over both the Chesapeake Bay and the Susquehanna River. This is a once-in-a-lifetime opportunity to invest in multimodal infrastructure with a separated pathway for people walking and biking that will support sustainable and healthy options for generations to come.
256.	Why don't you just present this as a Bridge Replacement and improvement project to address congestion? Doesn't this existing bridge need to be replaced anyway??? Wouldn't doing this as a replacement make it easier and why would you have to evaluate so many locations if it was just a replacement. The existing structure has outlived its life.... I also think the public would be more accepting if you sold this as a replacement which is why it should be at the existing location....duh.
257.	Mass transit alternatives to meet needs: Extremely important
258.	Please keep other modes as options. Prefer a southern span compared to the existing spans. Would love to see a span that is separate from the original so that it can be used if both spans are closed for emergencies. Very Important.
259.	Like many I've wished for separated bike and pedestrian lanes across the bridge. It would be a great way to connect the existing bicycle networks in Queen Anne and Anne Arundel counties.
260.	Extremely important: the new bridge MUST incorporate bike and pedestrian traffic
261.	please ensure a separate bike/pedestrian lane is installed.
262.	Must have bicycle and walking access on bridge
263.	Resolve Broadneck Peninsula traffic bailout issues.
264.	Pedestrian/bike access lanes are very important

Tier 2 Public Opinion Comment Form
Response Summary

Question 8: Responses	
265.	Alternative transportation options. Time to move beyond car-centric solutions. East-west train options from Baltimore and Annapolis to beaches with north-south trams connecting beach communities, along with bike and pedestrian infrastructure and reliable, efficient, convenient public transportation for first and last mile connections.
266.	Bicycle and pedestrian separated lanes for Complete Streets active transportation options. Extremely Important
267.	Any new crossing must include a separated bike/ped lane just as other new bridges across the U.S. have done. There are trails on each side of the bay that must be connected. This iconic crossing would also close gaps in national trail networks. Let's not repeat the reneged promise of the Nice Bridge replacement.
268.	It is Extremely Important to provide a separated bicycle and pedestrian lane to allow safe use of the bridge without interfering with/interacting with motorized vehicle traffic
269.	A designated bike and foot path added to the existing or new bridge. As it stands, I have cycle north above the bay to travel to the eastern shore. Having the ability to cycle or walk across the bridge would provide another means of travel which is also environmentally friendly. This is extremely important
270.	Dedicated pedestrian and cycling infrastructure included in the next generation of waterway crossing (Extremely important) Dedicated high-capacity, reliable public transportation (bus and/or rail) infrastructure included (Extremely important)
271.	Safety
272.	Please rethink adding a third bridge to Corridor 7. This will destroy the Eastern Shore with having to turn Route 50 into a many-lane single option beltway to access the beach - we need another alternative to making to "easy" to access Ocean City than Route 50 - either North or South of Corridor 7. Routing all traffic with only one option is irresponsible and whomever made the Corridor 7 decision clearly does not ever drive it.
273.	Infrastructure separated two-way bicycle path “cycle track” Extremely Important. We know that adding lanes induces demand and will not sustain. It is imperative in this day and age to enable multi-modal connections, perhaps designated red-painted bus lanes or rail transit connections. The average cost of a new car is now $47,000.00. That number makes car ownership an “elitist proposition.” This bridge connection must serve all people of Maryland, even those outside of a car considered “vulnerable road users.” Invest in people, not just cars. Extremely important
274.	Evaluate ways to manage timing of major congestion...encourage travel at less busy times
275.	Bicycle and Pedestrian Safety/Travel, Extremely Important
276.	Extremely important - Preserving the rural character of Maryland's Eastern Shore. More highway lanes promotes suburban sprawl. We don't need eastward expansion of DC suburbs.
277.	Traffic from Rt 3/Bowie on Rt 50 to the Bay Bridge Extremely important. Traffic on Rowe Blvd/Taylor Avenue/Annapolis Street/Academy Bridge/Rt 450/ Rt 648 Pendennis Mount/St. Margarets Road - Extremely important.
278.	It is EXTREMELY IMPORTANT to build the new bridge at the current location. Most of the time when my wife and I use the bridge, traffic is heavy, but moving along, and we make it a point to use the bridge when it's easier to cross back and forth. We live in Gambrills and use the bridge to visit the Eastern Shore for its restaurants on Kent Island and in Cambridge, Easton, St. Michaels, Chestertown and Rock Hall. We also go birding at Blackwater and Eastern Neck. The traffic is only going to get worse. BUILD THE NEW BRIDGE!!
279.	I have been reviewing the information available and do not see where the source of the traffic was reviewed and factored in and considered as a metric on where to put another bridge span. I I missed it and it was a factor, the rest of this message can be disregarded. Im sure this data can be collected from the ez pass system. I’m a resident of the eastern shore and live in close proximity to the bridge & deal with the bridge traffic every day. I suggest this because it seems the license plates I see the most on the weekends (Thursday to Monday) of are Virginia, DC, New Jersey & PA. Wouldn’t it make sense that if a majority of the traffic is coming from DC and VA to put in a crossing closer to the source ? New Jersey’s and PA residents already have the option of 301 instead of the bridge, and maybe instituting something to encourage that travel route instead of the bridge for that group would help too? Maybe higher tolls for out of state residents or just promotion of that route as an alternative for those travelers.
280.	Trying to get from 301 to Rt 8 can take HOURS and I CANNOT visit to/from my Sister home on Fridaysaturdaysundayholiday . YOU NEED TO MOVE TRAFFIC OUT OF QA COUNTY. Go South
281.	Given the decision that was made in Tier 1, many residents in the Corridor 7 area feel like attending Tier 2 meetings and expressing our concerns is a waste of time. It seems like decisions are already made, regardless of the impact on our quality of life, and the Tier 2 process is just to make it appear that our concerns are considered. Our concerns obviously counted for little in Tier 1, so I won't even bother attending the Tier 2 open houses.

Tier 2 Public Opinion Comment Form
Response Summary

QUESTION 9

Please provide any additional input on the Tier 2 Study in Corridor 7.

Answered	215
Skipped	290

Question 9: Responses	
1.	Who are we building this bridge for? Commercial 24/7 workforce 12/5 (M-F) All others - variable since I-95 toll road commercial traffic has heavily increased on single lane roadways.
2.	If construction maintenance is occurring on one of the bridges, it's understandable, but not when just trying to get cars to Ocean City.
3.	Makes no sense to me to bring more traffic to an existing traffic nightmare location. We need a bridge location that can handle the traffic from DC , Bowie, etc. and stop the traffic traveling to the Broadneck Peninsula.
4.	There seem to be simple and cheap fixes that haven't been done yet to improve the summer weekend issues: for locals taking "the back way" on Rt 450, the lights at USNA should be timed so that once traffic is moving, it doesn't stop every 1/2 mile. In Baltimore, many intersections on or approaching Rt 40 could be upgraded, making that a more reasonable route for trucks to/from the Port and drivers going to NJ and points north. Last, Communications: do a better job with overhead signs informing locals of upcoming events and maintenance, do NOT allow in-water events like competitive swimming during weekends, and it's important for people to know the original bridge had exceeded useful life. This is the only thing that convinced me this effort is even needed.
5.	As long as the issue is framed as a “transportation problem,” the only viable “solution” is some scheme to upgrade the road bridge. But what if, instead, we asked, “What is the best use for Marylanders of $X billions of the State’s funds?” particularly in accelerating the shift to electric vehicles and extending the Metro to Annapolis?
6.	SHA previously stated the existing bridge could be maintained until 2065. Given this longevity, we should re-examine other crossing locations. In addition, any study should be expanded to address a larger geographic area of rads that feed into the existing bridge, e.g., all the way back to the DC Beltway
7.	Traffic lights planned at MD190 (Saint Margarets) and Old Mill Bottom may encourage heavy truck traffic to leave Rte 50 and use MD179 because it will be easy to enter MD179 and there will be no vehicles cutting in front of tractor trailers, which happens on Rte 50 in stop-and-go traffic. Heavy trucks will find it easier and faster to use Saint Margarets Rd. When traffic is congested it is now difficult for a truck to make a Left from Old Mill Bottom onto MD179. It will be easy when controlled by a traffic signal.
8.	Is the scope of the corridor adequate? Recommend including Rt. 97 in evaluations. Rt 97 was designed to get people to the beach. I live on the north service road and feel a prisoner in my home Thursday thru Sunday during beach season.
9.	Do not DUMP more traffic into the Eastern Shore of MD. We are already dealing with all the additional heavy traffic. If the tourist want to sit in traffic let them. The impact of allowing more people is effecting our way of life, our environment, our cost of living and more.
10.	Assume a 3rd bridge at current location will eliminate the need for two way traffic. The current prep work to set-up /execute such is one major reason for causing unnecessary backup periods of 2+ miles for 60-90 minutes during non-rush times.
11.	I live in Chester on Kent Island within a 1/2 mile of Rt 50. I'm concerned that this project will destroy our community, quality of life, property values, and the environment at our expense and that we won't be adequately compensated in the process. Any project to upgrade the Rt 50 corridor should also include enhancements that improve the surrounding communities and keep them desirable places to live.
12.	This survey does not include any questions to measure how various proposed traffic solutions would affect a retirement community like ours on East College Parkway. Despite overwhelmingly negative responses to the flawed State Highway Administration’s “survey” in early 2022, the SHA presentation last night 10/13/2022 confirmed that it continues to consider making East College Parkway a one-way road. Many of my neighbors cannot or do not drive on Route 50. Just the “concept” of making ECP a one-way road has caused much anxiety to residents and family members. We put up with horrible traffic and constant noise and the inability to travel on weekends during the summer beach season. Now, on top of that we’re facing the very real possibility of total isolation.
13.	Build it and they will come which is not a mantra to live by for the increasingly developed and congested Eastern Shore. It is all about Ocean City, Rehobeth and lower ocean beaches and I do not wish to pay a cultural, environmental or fiscal price to meet the demands of more vacationers. Let the cars sit in existing traffic - that is their choice. This is our lives.
14.	Driving across this bridge is scary for a lot of people. I would look at the Tappan Zee Bridge project for reference, very similar situation, with a wide span and old bridge that drivers felt scared on. Plus, there are no direct alternatives to the Bay Bridge, closest thing is going up and around using I-95, which itself is extremely congested.
15.	Find a better location for a new Bridge. Building another Bridge at the current location is asinine. Traffic on the Eastern Shore is already horrendous. I lived with it for several years and finally moved back to the Annapolis area to lessen the number of times I have to use the Bay Bridge
16.	Bike lane over bridge.
17.	I live in the Arnold/Cape St. Claire area and don't want another span to be built here. Consider offering ferries at alternate locations, cutting the traffic away from this area and providing more convenient locations for other travelers. It would seem to be a more environmentally suitable option as well.
18.	Back when William Donald Shaeffer (then Baltimore Mayor) ran for Governor (election season 1987), he promised a dedicated lane from Rt.2 South (in Arnold) to Westbound Rt. 50. Some of us are still waiting for Maryland SHA to honor this promise.
19.	Do not take land for transportation improvements on the Meredith Creek side of Route 50. This is a pristine creek. Additional impervious surface with oil, etc. detrimental.
20.	Please consider options that will not allow anymore cars/trucks to touch Kent Island. Our roads can't handle it. Already pregnant woman have to get a hotel or apartment in Annapolis at the end of their pregnancy in case they go into labor and the bridge is backed up. Please consider the Kent Island residents.
21.	While it's probably far too late, I do not understand why consideration wasn't made for something like the Bay Bridge Tunnel but here in the northern part of the Bay.
22.	I remember when voters did not want to build the current west bound 3 lane span. Thank goodness leadership pushed through the project. There is no downside to building the new span.

Tier 2 Public Opinion Comment Form
Response Summary

Question 9: Responses	
23.	New bridge should be located north or south of current bridges to provide easier access to shore areas or to southern Maryland.
24.	Corridor #7 Broadneck highway traffic must be contained to remain on the highway and not allowed to jump over to block residents who live off of our service roads who are unable to get home to their Broadneck Peninsula homes during summer weekends...now extended from Thursdays to Sundays.
25.	I have grown up with two-tier bridges in NY and NJ and have seen how successful they are. Should be considered here.
26.	When the bike lane to Sandy Point is constructed I would like to see turning lanes or a third lane like Mountain Road in Pasadena to allow residents access to their communities.
27.	As a 25+ year resident of the Broadneck Peninsula, I am adamantly opposed to a third span in the current location. I do not believe the concerns of residents and businesses were considered or addressed in the study, nor do I believe that environmental concerns were considered or assessed. There is no way to build a third span without encroaching on existing businesses on the frontage roads; will the state take private property via eminent domain? Also, it is clear that the state has nowhere near the amount of waterfront access that its residents deserve, yet a third span can only negative affect Sandy Point State Park, one of the most popular parks in the state park system. Regarding environmental concerns, not only does a third span encourage more vehicular traffic in a time of climate change and excess carbon, but it will also negatively affect environmentally sensitive areas, especially on the south side of the existing Bay and Severn River Bridges. In short, I believe the only real criteria for where a third crossing would go is cheapest cost, which is how we ended up with the possibility of a span that harms the environment and long-established neighborhoods that have had to contend with traffic effects from the existing spans for decades.
28.	I'm disappointed that the only way to "fix" the issue of traffic congestion is to look into building another bridge that will create even more congestion. Our infrastructure can barely handle the traffic as it is...let alone once more traffic is invited in. I would like to know why the State has not considered a bridge in Southern MD.
29.	Good idea to enlarge capacity on the Rt.50 location
30.	Way too limited. Short sighted. Ongoing failure. Be Giants!
31.	Any new span with increase traffic lanes and capacity would lead to more development of farms and habitat on the Eastern Shore. We know this because it happened after the construction of each of the 2 current spans. Funding for land protection, land use planning, and scenic byways should be provided to Eastern Shore towns and counties if the result of this study determines a new bridge is required.
32.	The Severn River bridge has to be rebuilt/expanded as part of this project or else the traffic issues that the new bridge(s) will just be pushed west (same on the east side but I feel that is the biggest breaking point. Since other crossing points have been ruled out this needs to be a big build don't just bandaid the existing structures.
33.	A new bay crossing should be in the Northern part of the Bay to handle northern Maryland, Pennsylvania and Virginia traffic.
34.	We only have one side road I live on Main st Rt 18 and cant go amywhere on the weekends unless very early then I have to stay home Im trapped
35.	Travel across the Bay Bridge without significant (2-4+ mile delays) has become impossible between Fridays and Sundays during popular times. While we would like to spend more time traveling to the Eastern Shore, spending 1-2 hours in traffic dissuades us from doing so. Please build the new Bay Bridge alongside the existing ones with all due haste!
36.	For those of us who live near the bridge, traffic is a daily quality of life issue. It affects property values, the ability to conduct business, the ability to shop and conduct commerce. Solutions need to be comprehensive and not exacerbate problems with our our daily commutes.
37.	Build a new bridge down south. The option where traffic came off Rt. 4 that would benefit DC and Va beach goers. We have suffered ENOUGH - your plan would only make it worse!
38.	Current Westbound backups on KI spill onto snd block local roads .
39.	Impact of neighborhoods along the access roads- extremely important
40.	What proposals are being considered to relieve the congestion at the Bay Bridge?
41.	There should be as much transparency as possible in the process.
42.	I so dislike the eastbound Bay Bridge that I sometimes drive up to the junction of I-95 or US 40 with US 13 to go to Ocean City. It is a much longer route but I do so because I often feel uncomfortable crossing the Bay over the eastbound 2 lane span.
43.	I'm from Pa. I think Del., Va., should somehow be responsible for some of the cost. They benefit, very much, financially, from the Bay Bridges.
44.	More Bridge capacity, more vehicles with back ups moved down the road to other lights and intersections. An elevated high speed monorail would be cheaper, more convenient require less land and be way more environmentally acceptable and easier to add coaches as required for extra passengers at weekends etc.
45.	Possibly keep the existing span(s) as a backup to when the new span has a stoppage of traffic.
46.	Hurry up
47.	very important .Future more congestion
48.	Please include the No Build option in the study.
49.	i dont see any actual drawing on how route 50 would be expanded on both sides of the bridge in support of a new bridge, in a drawing... so we know where construction, on ramps and off ramp/exits would be and what properties would be directly impacted.
50.	I agree with the need for another Bay Bridge. I question the logic of adding a 3rd bridge at Rt 50. Why not look south to capture the commuters out Washington DC, Northern Virginia, and other points west and south of these locations. To continue to funnel more vehicles to a single location only adds to the potential for delays related to accidents and/or maintenance. If there was a alternate crossing then you can choose which span to use based upon your destination and traffic for that day. The roads and bridges from the Rt 50 & I 97 merge can't handle the current traffic. Now you want to add more traffic to an already failing road. So what is the plan to increase/improve the capacity of the Rt 50/301. Widen the road to how many lanes each way. Create over passes at each cross road between the Bay Bridge and Cambridge MD. How about the capacity of the Kent Narrows Bridge? Will there be a need to add additional lanes or bridge at the Narrows. What is the impact to the quality of life for the residents of the Eastern Shore? For these and many more reasons I oppose adding a 3rd span at the existing bridges and favor a span connecting the Western and Eastern Shores going through Taylors Island/The Cambridge Neck District.
51.	Traffic is impeding first responders from reaching residents, it is restricting commerce in surrounding areas as they do not want to deal with the headaches. Why would we want to encourage more traffic.
52.	Why doing another study, won't reveal anything new, government at it's best
53.	I have many friends that live on Kent Island but cannot spend weekend time with them (especially Sundays because it's impossible to get home because of the bay bridge traffic. I miss visiting friends/family gatherings line enjoying their pool, boat or nearby restaurants because of bay bridge traffic. I'm sure I'm not the only one.
54.	Why not build another bridge farther south on the Bay near Waldorf?
55.	You need to up the speed limit on the bridge please.

Tier 2 Public Opinion Comment Form
Response Summary

Question 9: Responses	
56.	Current impacts are already extremely undesirable. Residents are looking to eliminate these current negative impacts and NOT to increase them, which is what the Tier 2 Study should address. A third crossing will exacerbate the congestion and increase deadly bottlenecks.
57.	What I said before. Plus, hurry up and get something built. This is just dragging out.
58.	Rt. 50 and others are already at MAXIMUM capacity. Only an idiot would build another bridge to bring more cars.
59.	.
60.	needed another bay bridge crossing for years
61.	Expand and improve public transportation to and on Eastern Shore. Add ferry service. Look internationally for best practices.
62.	Adding another bridge where the two are now will not ease the congestion
63.	No more traffic on Rt 50
64.	Keep lane restriction for trucks
65.	Although it will be a long term project, four lanes in each direction is needed. This configuration allows for adequate flow of traffic, promotes safer maintenance, and allows for extra lanes for first responders when responding to calls.
66.	Has a tunnel been studied? This would provide a much easier crossing and not susceptible to weather events.
67.	Find an alternate bridge crossing somewhere else!
68.	None
69.	Hoping not to have a second tier right next to the main one. Would really prefer a second bridge somewhere else altogether, either farther north or south.
70.	Having a ferry in addition to the Bay Bridge would be a very good idea.
71.	Congestion will always be a factor
72.	NO NEW BRIDGE HERE on Kent Island.
73.	As a resident of Arnold, that lives near Magothy elementary, I feel that the study area is too narrow and will overlook the impact on mobility and the environment along the Ritchie Hwy corridor from Rte 100 to Rte 50. Additionally, all the neighborhoods that require College Parkway are unfairly impacted.
74.	Keep local roads free of interstate traffic. Prevent traffic software companies from redirecting traffic to local or secondary roads when highways get congested. Pass a law that fines companies that don't keep interstate traffic on the interstate.
75.	Move down south not where your putting it that area will be ruined
76.	Move forward with completion of studies and build the new bridge. It is inevitable fact that this needs to happen even if just for replacement of the aging infrastructure that currently exists. Qac commissioners are in support of this. It needs to happen so why delay any longer.
77.	To build capacity in this day and age with climate change, essentially encouraging more car travel, is short-sighted and immoral, frankly. I grew up traveling to Ocean City my whole life and I want the same for my kids and grandkids, but not at the expense of the health of the planet and the people in it.
78.	I truly believe building a new bridge north of current bridge will help commuters move more swiftly to their destination by giving them more travel options while also alleviating the current traffic tie ups on the current route.
79.	The biggest issues are maintenance on the bridge which reduces lanes & accidents. There aren't enough lanes going in both directions which might help when maintenance or accidents occur. Maintenance is important & it understandable that it takes time but it feels like the bridge is always under some kind of maintenance reducing lanes & increasing traffic times. That's why we moved back to the Annapolis side. It just became too much anxiety not knowing how long it would take us each time we went over the bridge for work, shopping or medical problem.
80.	NOBODY seems to have the courage to cross the Bay in Southern MD
81.	If built should be next to existing bridges. Shortest span, four lanes if looking to close original bridge in future or add to existing spans lanes. Not rocket science
82.	Get to Building
83.	none
84.	Don't know
85.	Out the new bridge either in southern mainland to dorchester county or Kennedyville to Aberdeen
86.	With out a plan to further the the road work to support a then merge of two bridges for the rest of the trip, what value have you added?? none
87.	bridge should be lower bay to Cambridge
88.	Are you considering the addition of rail tracks to the crossing?
89.	You are destroying the quality of life on Broadneck Peninsula and Kent Island
90.	Nobody wants a bridge in QA County. Makes no sense. Too congested now. Put new bridge from Dorchester to Worcester counties
91.	his needs to be done!!
92.	QUEEN ANNE'S CO. EMS & THE COMMUNITY CANNOT SUSTAIN THE CURRENT TRAFFIC. BUILD ELSEWHERE!
93.	Environmental impact in moving forward with additional bride is critical. Alternative locations are most important factor in order to protect our waterways.
94.	Would love to have a safe separated bicycle lane Extremely important
95.	Something needs to be done to help the local traffic- not having to sit in heavy traffic just to get home- or to choose not to go out because you can't get back home!
96.	Don't need new bridge.
97.	Time is wasting! The bay bridge needs to be replaced and additional capacity is needed
98.	Would think a ferry such as Lewes to Cape May would be obvious option for Bay Bridge congestion.
99.	Compare: current demand, potential near-term demand w/variable tolling schedule, long-term future demand w/new 3rd span (include a scenario where induced demand causes an increase) & long-term future demand w/o a new span (taking into account future transportation trends). Then assess the supply solutions that best meet/exceed all demand scenarios. Pick the most cost effective solution for now, near-term future, and long-term future. Create a blended solution that allows for modifications over time, to address future demand needs. Don't choose a rigid/costly solution that can't be adapted for future demand.
100.	Please find a solution

Tier 2 Public Opinion Comment Form
Response Summary

Question 9: Responses	
101.	Put a MOVEABLE SPEED BUMP on Bay Bridge! Something that @ 55+mph in a 40mph zone. A real honest to God [Offensive Language Redacted]
102.	Don't build this bridge next to the old bridge there's too much traffic already in this area it's not fair to the Bradnick peninsula it's also a safety issue if we had a serious emergency we would be in trouble in our area trying to get emergency coming in and out
103.	STOP DOING STUDIES AND JUST START THE NEW BRIDGE
104.	N/A
105.	should include rail
106.	Not sure
107.	The need for bridge replacement has been delayed for too many years already! Quit wasting time on time and money wasting bureaucratic processes and get the new bridge built!
108.	Remove corridor 7 as an option. It should be in Cambridge or south. You will not fix anything with corridor 7. Please reconsider. Coming from a 40 year eastern shore resident that is sick of the congestion.
109.	See #8
110.	please insure that the eastern and western shore side infrastructure comprehends keeping eastbound and westbound traffic to stay on Route 50 with design that discourages travellers to use parallel roadways to bypass or sneak around traffic congestion.
111.	N/A
112.	Too many people trying to get through limited space at the same time.
113.	Put it down south
114.	Keep off of Mountain Road.
115.	Add bike lanes into the project. Can you double deck the existing structures? There are many double deck bridges around the country. (Oakland (Bay Bridge in San Francisco for one)
116.	I think the corridor 7 proposal is good and least expensive to date.
117.	We are sick of paying to sit and burn gas in traffic congestion. It is outrageous that we have to pay to sit for hours sometimes.
118.	18 yr. Resident of ES. New Tolls have helped tremendously. The primary cause of congestion is CONSTANT CONSTRUCTION during peak hours.
119.	On both shores, not sure where a bridge would be built and not affect the shorelines from what they are currently. On the eastern shore, we have wonderful restaurants, hotel, and marina on one side. Terrapin Park on the other. Where would it be built? In the middle? On the western shore, there is Sandy Point State Park.
120.	I think we really need a 10-lane span with at least one shoulder per side. 3 lanes of Rte 50 in each direction opens up a left-hand fast land and a right-hand slow lane. Reduce by merging slow lane first, then fast lane back into 3 lanes of Rte 50. Shoulder allows passage of emergency vehicles and a safe place to pull over in case of emergency.
121.	None
122.	There's too much in the Annapolis area. The old bridges need to be well maintained. Build another bridge to cross connecting the eastern-western shores.
123.	Spend the money somewhere else - like improving transit in the metro DC/Baltimore region.
124.	I suggest you look at the way you deal with traffic on either sides of the bridges not the bridges themselves. The issue : you funnel traffic down from multiple lanes to 2 (3 max) once at either side of the bridges. You also don't control speed before the bridges. This creates a "slinky effect". If you didn't funnel traffic, slows cars down well in advance, left adequate space on the sides to remove and deal with accidents, I'm almost confident you wouldn't have to do much of anything else to these bridges. Never funnel traffic or you get exactly the issues you have now.
125.	The bridge should be in the niddle of the other two bridges
126.	ONLY AN IDIOT WOULD SUGGEST ANOTHER BRIDGE AT THE EXHISTING SITE! I LIVE ON KENT ISLAND AND CANT LEAVE MY HOUSE ON WEEKENDS DURING THE SUMMER.
127.	No only to widen lanes.
128.	An additional bridge needs to go somewhere else since there is not way to increase the road size as the cars exit onto Kent Island eastbound.
129.	A ferry system that uses solar or wind power and could be placed elsewhere to ease traffic in Stevensville
130.	It seems that the State might also look at increasing public transit and offering incentives to users to offset their carbon footprint.
131.	Would have preferred another corridor
132.	Expedite this study and secure funding to get this project off the ground. There is no reason this study can't be completed within 6-8 months and go into the final stage. Ocean City becomes the states largest city in the summer months, let's keep thag in mind when planning the future for this next new bridge. Refurbishing the existing bridge is totally out of the question and the state will spend billions attempting to keep it from rusting away. Bottom line, act and move fast. We don't have years for these studies.
133.	If possible, maybe someone should consider a new bypass system for the beach traffic and designate the current system for local & business traffic.
134.	This also feels like the fix is in. You know what you are going to do. I know what you are going to do. Stop the charade
135.	Adding more traffic to the existing corridor will not fix anything. We need TWO bridges. Replace the ones in Corridor 7 if they are unsafe, and put in a new on at Cove Point.
136.	Wished you had picked a different area for a new crossing. Annapolis can be difficult to get through the area, since I live in Charles County.
137.	None
138.	Just build the bridge and stop wasting our money and time.
139.	There should not be a third span. that is putting MORE impact on the Eastern Shore. A bridge into Cambridge would be more effective and boost a suffering economy in Cambridge
140.	Thanks for including me.
141.	Look at getting traffic from Northern VA , PG county and DC through another corridor.
142.	Additional span between two existing spans to leverage existing road infrastructure.
143.	Need to know more
144.	Elimination of Toll both has made crossing eastbound much more efficient.

Tier 2 Public Opinion Comment Form
Response Summary

Question 9: Responses	
145.	The use of speed cameras to enforce safe speeds particularly on the Bay Bridge spans should be considered and hopefully implemented. These cameras should also be used to enforce aggressive/impaired drivers/riders. Camera technology is currently used on the bridges to monitor flow and other uses, including tolling. Why not to further ensure safety? Thank you.
146.	n/a
147.	Personal Vehicle Commutes over 15 minutes should not be a requirement as a result of poor city planning. Fixing the actual problem, as opposed to encouraging the problem to fester and grow further, should be the goal. How's the bussing situation? Park-and-ride lots and other similar infrastructure options should be explored. As well as encouraging staggered business hours. Virtual-commutes may also a consideration for some that don't need a physical worker in-place. There should be data about bridge crossings during the pandemic lockdowns included in the Study.
148.	We travel often from Edgewater to Cmbrdg & OCMD (and back), it is IMPERATIVE to ck traffic leading to & on the Bay Brdg. Traffic on the Bay Brdg dictates everything in when we travel. No other trips we do throughout Md require this because you have choices /options to circumvent traffic; you cannot avoid using the Bay Brdg as you mist cross it to get from one side of Md to the other.
149.	I would love to see this entire process accelerated. I understand the NEPA process is likely tied to federal funding, but for those of us who have missed important family events because a minor incident on the bay bridge causes a 3-hour delay, we would love to see this major issue resolved as quickly as possible.
150.	I think serious consideration should be given to having a fleet of ferries. The ferries could parallel the current bridges, but could also go across the bay from other locations such as from Baltimore, or from Cambridge, St. Michaels or Crisfields
151.	Why does the Tier 2 study cost 28 million dollars? This seams like a hugely inflated cost to me. Also I hope that Sandy Point state park will not be affected by this bad idea of another bridge. Maybe a moratorium on new development would help ease the congestion.
152.	In favor of building a 3rd span south of the original 2 span bridge. This way the original bridge can be used for additional lanes with ALL lanes traveling in the same direction. The current pattern with 2 east and 1 west bound land on the newer 3 lane bridge is extremely dangerous.
153.	Traffic on Route 50 between the Severn River and theBay Bridge is horrific between Memorial Day and Labor Day, starting Thursday afternoon through Sunday evening. I live off E. College Pkwy and this is a major problem. There are times when we do not venture out because of the traffic. To build a 3rd span does nothing to alleviate the Route 50 traffic. It will only add to people choosing to cross the Eastern Shore via the Bay Bridge.
154.	It's extremely important to study and redesign local access points between the Severn River bridge and the Bay Bridge so bridge-bound traffic cannot access and clog local roads including St. Margarets Road, Cape St. Claire Road, and College Parkway. Please close existing route 50 entrances near the old toll plaza and/or redesign the route 50/local road access points so overflow traffic cannot spill onto local roads. You must eliminate any incentive for bridge-bound traffic to access local roads in the first place. Your Tier 2 studies and engineering design between the Severn River bridge and the Bay Bridge must be completed with this in mind. Local communities like St. Margarets and Cape St. Claire suffer the most from existing traffic congestion on the Bay Bridge and your studies and new design should focus on alleviating this congestion. Thanks for your help!
155.	I would like to know if we are replacing the two other spans with this third one? Or if this would be in addition to the two existing spans? I would also like to know the Environmental Impacts. As a resident of the Broadneck penisula, we are consistently working to fight erosion and protect and improve the health of the Chesapeake Bay. What impact will this have on our conservation efforts?
156.	Where will funding come from? Tolls? Other?
157.	Never want to see service roads turned into East & West bound. Recommend to cut of access to Bay Bridge on service roads
158.	Rt 2 backs up North bound and causes backup on Severn River Bridge
159.	A project labor agreement would greatly improve the safety, environmental impact and longevity of this project. The most skilled (quality) professionals would be doing the work. Individuals trained at Ironworkers Local %
160.	Consider a walking path/bike path on bridge; existing lanes narrow too close to railing.
161.	I am a board member of Friends of Anco Trails abd have donated $ to build 2 rest areas on Broadneck Trail
162.	I am surprised that No Build is still an alternative, having lived five miles from the bridge since the 80s, we needed it since Y2k. But nimby is nimby. Good luck!
163.	More lanes on bridge will not decrease traffic, it will just make more traffic in other spots
164.	Would like another corridor considered still for the impact even now on local communities is horrendous
165.	Makes sense to add an additional lane on the Bay Bridge with 6 lanes on both sides but only 5 lanes on the bridge. That one less lane is the problem. Great presentation! The visuals are a huge help understanding it all.
166.	Find a way to include mass transit (perhaps dedicated bus lane?). Would love to see a plan going all the way to 97 - which is a clogged artery already!
167.	Very important to have protected dedicated bicycle/ pedestrian lanes on the bridge
168.	This bridge needs to built like 5 years ago....get this through as soon as possible.
169.	This crossing study is in the wrong location, it should be further south and pick-up traffic off of Rt 301 and Rt 5. The Tier 2 study is to justify destruction of neighbor hoods & small business along rt 50 from rt 97 to the bay bridge known today.
170.	Failure to take into account the enormous strain on the Annapolis area infrastructure and its community is a sad commentary on the "will" of MDTA and the State Legislature.
171.	Rethink location
172.	Bridge tunnel
173.	Adding a third bridge at the existing Bay Bridges site presents a serious long-term security concern as noted in #8. Consideration should be given to adding a bridge at a different location for the reasons cited in #8, as well as, to offload the volume of traffic currently in the regions of both ends of the bridges. New bridge option considerations should include extending Route 702 to Hart/Miller Island with a bridge crossing the bay to offload traffic from the north. Or, a southern bridge to offload traffic from DC, NoVA and southern MD via a bridge crossing near Pax Naval Base over to the eastern shore in the Cambridge region.
174.	Besides the fact that Corridor 7 should never have been selected
175.	Adding additional spans will result in induced demand. Make it more convenient to drive and more people will drive. In a handful of years we'll be right back where we started. The feeder roads and surrounding community cannot handle more traffic. A better solution is to implement variable, demand-based tolls. As congestion increases tolls should rise accordingly to dissuade using the bridge at that time. If there is little to no traffic, then tolls should be reduced. I would support an addtional capacity if it was reserved for Bus Rapid Transit (BRT) systems or other forms of public transportation or a lane reserved for carpooling. The basic problem is that we have good jobs located on one side of the bridge (west) and cheaper housing on the other side (east). We should work towards reducing trips by placing affordable residences by good jobs. If some of the money that might be spent on an additional span was spent on improving beaches along the Chesapeake Bay, there may not be as much need to vacation at the ocean beaches.

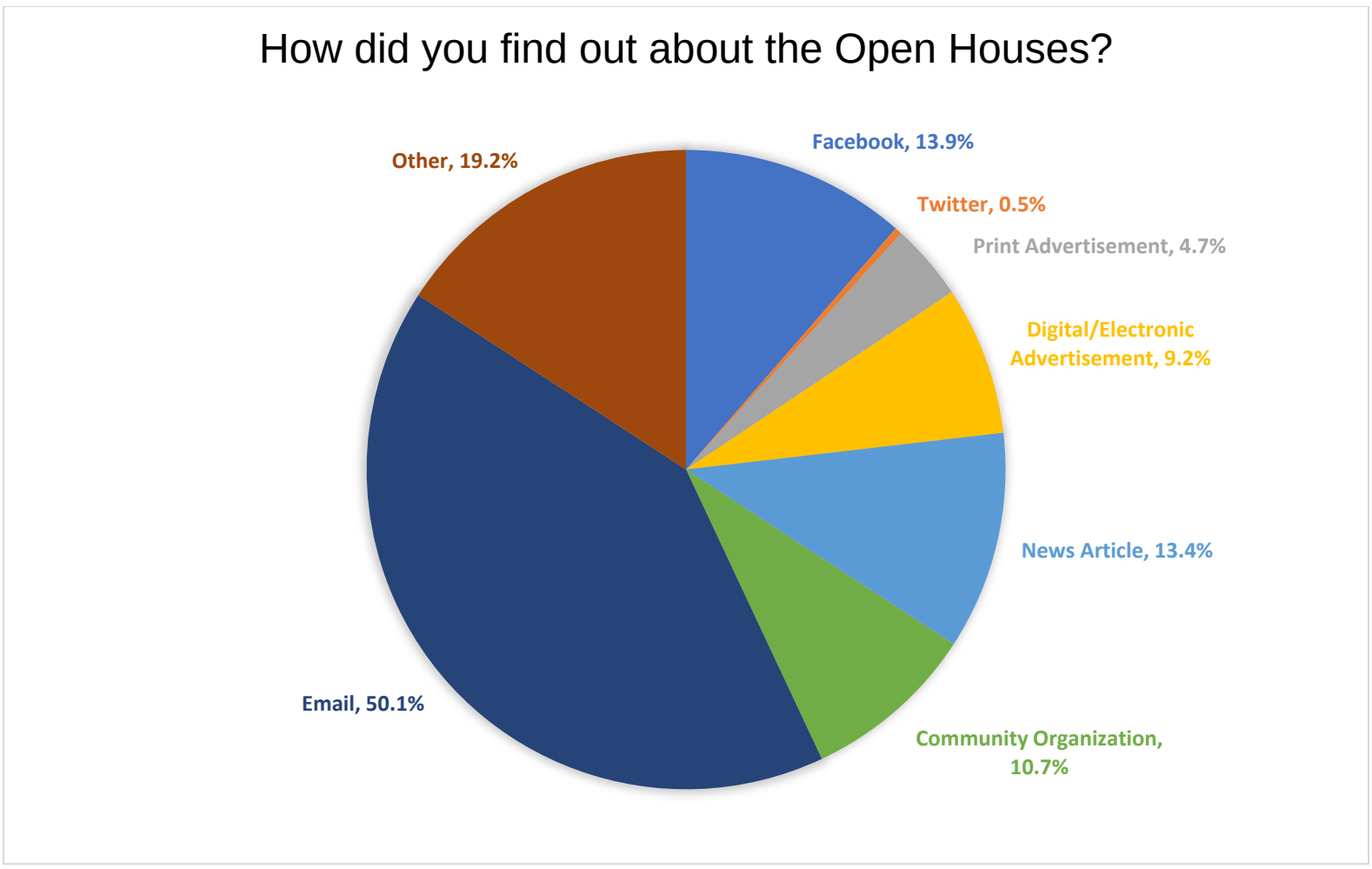
Tier 2 Public Opinion Comment Form
Response Summary

Question 9: Responses	
176.	Have you considered double-decking the existing spans?
177.	In the online presentation minute 40.00 in answer to questions about why Corridor 7 was chosen, the presenter said that "Corridor 7 was found to have the most positive impact on reducing traffic at the Bay Bridge." It seems clear that adding another bridge and more single car traffic lanes will actually increase traffic around the bridge. Please think outside of the box to fix this problem, more car lanes are not the solution.
178.	Would love to see a bridge in Harford County for crossing
179.	See other comments.
180.	When will all the cones be gone and the new lane closure apparatus be used?
181.	I agree we need something. I do not want my home's value or the quality of life we enjoy on Kent Island to suffer. We moved there for a reason. I wish it weren't Corridor 7. It felt fixed.
182.	Need to stop with the studies and build the bridge
183.	Provide bike and pedestrian trail very important
184.	As a resident of Kent Island, I am extremely disappointed and concerned that officials would even consider dumping more traffic onto an island that is narrow and, by definition, surrounded by water. Kent Island already experiences the worst of the traffic problems where our roads are totally congested with thru traffic and local emergency vehicles cannot get through. We are prisoners of our communities. Until you figure out how to keep vacation thru traffic off our local roads and determine where you are going to effectively dump 8 lanes of traffic onto an island without negatively impacting its residents, I am totally against moving forward with the plans. The state cannot widen roads unless you are going to build new bridges on Kent Island and proclaim eminent domain. The effect so far is to cement the idea that the State of Maryland totally disregards the residents of the island and instead only cares about tourism to the east.
185.	Too much congestion in current lovation
186.	Please consider moving traffic study back to 404. Please remember to consider bike/walking paths.
187.	I think you have stuck it to us again
188.	This is a horrible place to put another bridge horrible horrible horrible
189.	Important to take the lives of the residents of Kent Island into consideration. The idea of increasing the # of vehicles coming thru this tiny island is mind-boggling. We are held captive as it is. Can't travel to stores, etc. on weekends. What about medical emergencies?
190.	Use of rail - high speed & local connect BWI/DC to shore and several local stations for commuter traffic.
191.	Kent Narrows Commerce District is important to the economy of the Eastern Shore
192.	Please consider a hi-speed ferry service in conjunction with alternate maybe in the other 2 zones plan
193.	Environmental impacts should be as limited as possible. Design the bridge in a way that is aesthetically pleasing. Residents in the area don't want to look at an eyesore.
194.	As someone who has lived near the bay bridge, close to Sandy Point, for nearly 30 years I have seen changes in the traffic patterns over the years mainly due to improvements in tolling and the addition of contraflow. I have also had to deal with the traffic on a regular basis often limiting the viability to even leave home on weekends, and while the traffic today is bad, in many respects the weekend traffic 20+ years ago was worse, before Easy Pass and before contraflow when backups on weekends regularly blocked access to all communities on the Broadneck Peninsula past Cape St. Claire. Today we can still see those kinds of backups. But we are no longer in a weekend-only traffic nightmare, but now one that happens any day of the week that weather prevents contraflow. This is what has changed, while contraflow has improved beach traffic backups, contraflow is now critical for maintaining normal weekday year-round traffic moving across the Bay. The traffic issue is now focused on the commuter volume, and the continuing construction of new satellite developments on the Eastern Shore that commute to DC and Baltimore metro areas. In addition to a new bridge, Maryland needs to seriously study the residential growth on the Eastern Shore and focus on a smarter growth plan that reduces pushing more and more commuter vehicles across the Bay and through the residential communities of the Broadneck Peninsula on a daily basis. We have a singular bottleneck of the Bay that any accident or weather restriction, regardless of capacity of the bridge, can lead to untenable delays due to the lack of alternate routes on both the western and eastern shores. My position is that: 1. A new bridge or other crossing is desperately needed. 2. A second crossing should also exist somewhere in the Baltimore region. Why is a new bridge needed? First is the capacity issue mentioned above. The current bridge cannot handle the present commuter volume without contraflow. This in and of itself represents a desperate need for a new bridge. Contraflow presents a serious safety issue on a bridge with narrow lanes traveling at highway speeds. Second is age. The two lane bridge with a life expectancy of 50 years is now 70 years old, and by the time a replacement bridge is finished will be likely over 80 years old. This bridge must be replaced regardless of capacity limits. The three lane bridge also with a life expectancy of 50 years is now 50 years old and will likely be over 60 years old by the time a replacement bridge is built. For this reason, a new bridge to replace both existing spans is needed, with a minimum capacity of 6 lanes to remove the need of contraflow, and with the expectation that additional lanes will be needed in the next 15-30 years, indicating a bridge designed for a minimum of 8 lanes is required (with my recommendation that only 6 lanes be operated initially with the plan to increase to 8 lanes when approaching road networks on the western shore are upgraded in the future through Annapolis, Crownsville, and Bowie; and on the eastern shore across Kent Island). While a bridge solution is the most likely due to cost, a tunnel would provide an ideal solution due to it not being impacted by weather restrictions (closures, reduced speed, and truck/trailer/RV restrictions), which would in turn provide a more reliable transit corridor for the 50+ year life expectancy of any solution. Additionally from a scenic standpoint from both Sandy Point State Park and the new proposed Holly Beach Farm under the care of the National Park Trust a tunnel would provide the uninterrupted vistas that make the Bay so beautiful. Finally, a tunnel dug to an adequate depth below the channel would allow for the potential (should Key Bridge be one day replaced also) for larger cargo vessels to visit the Port of Baltimore and provide greater economic benefit to Maryland. Even if a tunnel is not chosen, another key concept that should be considered is access limitations near the Bay crossing in order to prevent bailout traffic in the event of congestion for any reason (accident, weather, or volume) to saturate local roads on both the Broadneck and Kent Island sides. These restrictions are simply to prevent traffic from entering in a direction toward the Bay crossing from the very closest exit(s) to the Bay crossing on both shores: the final mile where the bailout problem is generally the worst.

Question 9: Responses	
	The second issue impacting the bridge is beach traffic, though this is becoming a smaller component of the overall volume due to continued bedroom communities being developed on the Eastern Shore. This brings up the question: is one crossing enough? My answer is no. The studied locations in the Tier 1 FEIS looked at crossings from southern Maryland through north of Baltimore as the singular solution, not as a twinned solution with an upgraded crossing between Broadneck and Kent Island. The current crossing must be upgraded to handle the current commuter volume and remove contraflow, but it is my opinion that a second crossing location in addition to this upgrade would do much to help alleviate both beach volume and critical backups due to external factors (accidents, weather). From this view, a second crossing must do two things: (a) provide a crossing that a substantial number of commuters could easily utilize and (b) provide a crossing that is likely to divert large numbers of vacation traffic from the DC or Baltimore metro areas. For this reason, a second crossing near North Point State Park utilizing the old railroad right of way between I-695 and the park would provide convenient a alternate route to the eastern shore for the entire Baltimore metro area as well as portions of Montgomery and Prince George's county. Use of existing right of ways and state lands on the western shore combined with the close proximity to the Chesapeake Bay for I-695 in the area reduces the impact to local communities, and while additional road infrastructure would be needed on the eastern shore, restricted access corridors with no interchanges can be used to prevent urbanization of communities close to the Chesapeake Bay allowing commuter and beach traffic to be funneled closer to where existing infrastructure and commuter sprawl exists.
195.	Project Labor Agreement
196.	Project labor Agreement, local hire of apprentice in bonified apprenticeship programs, no wage theft
197.	The need for public transportation that is a regional master plan study needs to influence the design of this bridge. If you add more lanes, it is just going to back-up on both sides of the bridge.
198.	Please include a physically separated bicycle/pedestrian path as a mandatory feature of any future Chesapeake Bay crossing as well as any other future bridges in Maryland. This is critical to filling gaps in the existing statewide trail network to spur a tremendous return on investment through tourism spending, economic development, public health and environmental benefits, and greater access to the region's cultural and natural resources. This connection would also provide a parallel long distance connection to the American Discovery Trail and create a statewide loop trail with the East Coast Greenway in Maryland, creating brand new access to and from Eastern Shore communities currently isolated by a lack of family-friendly bicycle and pedestrian crossings over both the Chesapeake Bay and the Susquehanna River. This is a once-in-a-lifetime opportunity to invest in multimodal infrastructure with a separated pathway for people walking and biking that will support sustainable and healthy options for generations to come.
199.	It would seem that alternative modes (rail, mass transit) could meet some transportation needs very well. Perhaps supporting those modes would offer more cost effective and less environmental impact than planning for a maximum anticipated vehicular load. If you build car lanes, cars will come. If you don't won't less cars come? And if rail or other mass transit was a better alternative to driving, wouldn't that then reduce the anticipated traffic counts?
200.	Sorry that the ferry option from Cambridge to Chesapeake Beach didn't work out from a capacity reduction perspective
201.	While I understand providing for bike and pedestrians drives the cost up -- it is imperative that this project allow for that extra cost.
202.	the bike/pedestrian lane to connect to other trails on each side of the bridge(s)
203.	Infrastructure for electric vehicle charging and rest areas with bathroom facilities are very important.
204.	Spill-over traffic congestion in Broadneck Peninsula, especially Ritchie Hwy and Severn River bridge impact quality of life for local residents
205.	Extend the study area at least to 97, if not 495. Controlled access roads should be adequate so through traffic avoids boulevards with signalized crossings such as Rts 2 and 3 and College Pkwy.
206.	Additional modes of travel need to be accommodated and promoted. Building for cars alone will just beget more cars, and we will be back at square one but poorer from a new bridge. Also, promoting flexible check-in/check-out times in OCMD accommodations could encourage more off-peak hour travel and lessen congestion.
207.	Higher walls
208.	Clearly, this study must be redone by someone not influenced by all of the lobbies that are pushing to place the third bridge in the same place that isn't working well in the first place! Please place this new bridge somewhere other than the single means to access Ocean City for most all traffic. Doing the same thing that is failing now is not progress.
209.	How can beach resorts encourage travel at times other than Fri Eve, Sat, and Sun. afternoon? I live on Easton ...spent college summers working hotel desk in OC. I think traffic could be spread out on existing routes if deals could e offered starting and ending on week days, shorter/cheaper stays, morning or evening check-in/check-outs(inland hotels/restaurants could offer deals on come early/stay late) Expanding bridge capacity won't add highway capacity. Can we spread out the timing that causes congestion and back ups?
210.	Need more bicycle and pedestrian connection over the bay and from north side to south side of Kent Island
211.	The state spends too much on highways already. Where else could this money be spent to improve the lives of Marylanders? Better transit and commuter rail service comes to mind.
212.	Go back to the drawing board and look at options 10-12 to draw off traffic from DC and Northern Virginia. There should not be another bridge adjacent to the current ones.
213.	See previous comment.
214.	See previous comment
215.	Kent Island is a non-traversable parking lot.

QUESTION 10

How did you find out about the Open Houses?



Answer Choices	Responses	
Facebook	13.9%	62
Twitter	0.5%	2
Print Advertisement	4.7%	21
Digital/Electronic Advertisement	9.2%	41
News Article	13.4%	60
Community Organization	10.7%	48
Email	50.1%	224
Other	19.2%	86
	Answered	447
	Skipped	58

Question 10: Other (please specify)	
1.	I believe it was in CBF's newsletter
2.	Neighbor
3.	word of mouth
4.	Family member
5.	Word of mouth
6.	None. Found survey through Severna Park Coalition of HOAs.
7.	Newspapers/ MDOT website/BayStudy webpage
8.	Neighbor
9.	Sid Saab
10.	MDTA
11.	Family
12.	No
13.	no info about open houses
14.	Ezpass
15.	Did not know about this
16.	Did not hear about the open houses
17.	do not remember
18.	MDOT WEB SITE
19.	Text message
20.	Didn’t hear about them
21.	Text
22.	I went to a live event in Baltimore County several years ago. I thought you did a nice job.
23.	online
24.	Text
25.	Text
26.	Text message
27.	Mailed info card from MDTA.

Question 10: Other (please specify)	
28.	The Patch
29.	It's immaterial to me as it relates
30.	Patch com
31.	post card
32.	mailer
33.	mailer
34.	mailer
35.	mailer
36.	mailer
37.	mailer
38.	mailer
39.	Mailer
40.	mailer
41.	mailer
42.	My husband is involved with the B&A Trail so we'd also be pleased to see actions/lanes? that include bike travel (good for the environment as well)
43.	mailing postcard
44.	flyer
45.	BCC
46.	postcard
47.	mailing
48.	Broadneck Council of Communities
49.	USPS Mail
50.	Direct mail
51.	The Capital and a miling flyer
52.	mailer
53.	postcard mailer
54.	Email from county executive
55.	n/a
56.	Post card that was mailed
57.	Mailer
58.	Mailer
59.	Odenton-Severn Patch
60.	Work
61.	MDTA text
62.	Post card in mail
63.	Mail notice
64.	U.S. mail
65.	Mail
66.	Mailing
67.	Post card
68.	Post card mailing
69.	Mail
70.	Newspaper, email from Bay Crossing Study
71.	Next Door
72.	WTOP
73.	Mail
74.	Mail in flyer
75.	Post card sent to house
76.	Mail
77.	Mail
78.	Social Media: Kent Island Happenings
79.	Word of mouth
80.	PLA
81.	Bay Crossing Website
82.	BikeAAA
83.	Bike Advocates of Annapolis and Anne Arundel County
84.	mailing
85.	Bay Times News Article, dated 8/18/22
86.	mailing

QUESTION 11

If you found out about the Open Houses through one of the following, please specify the publication, article, organization, or email origination.

Answer Choices	Responses	
Advertisement	2.9%	6
News Article	17.3%	36
Community Organization	17.3%	36
E-mail	68.8%	143
Other	6.7%	14
	Answered	208
	Skipped	297

Advertisement	News Article	Community Organization	E-mail	Other
Cecil Whig	Annapolis Patch/Google News	Arnold Preservation Council	AAA Maryland	?
fb	Anne Arundel Patch	Arnold Preservation Council, Broadneck Council of Communities	Anne Arundel County Bike Commission	Face book
got a flier in the mail	Baltimore Sun	BCC	Anne Arundel County Executive Email	Facebook
MDTA	Bay Times	Bike AAA	[Redacted email]	Facebook
Na	Bay Times, 8/18/22	BikeAAA	[Redacted email]	Family
Patch	Bel Air Patch	BikeAAA	[Redacted email]	FB
	Bethesda Chevy Chase Patch	Broadneck Community Assn.	Bay Bridge email	Google
	Capital Gazette	Broadneck Council of Communities	Bay bridge study	I subscribe to push notifications from MDTA
	Capital News	Broadneck Council of Communities	Bay Crossing Study	I went to a live event in Baltimore County several years ago. I thought the presentation was great.
	Capital newspaper	Broadneck Council of Communities	Bay Crossing Study	Ocean City news
	CBF, maybe it's called Bay Bulletin?	Broadneck Council of Communities	Bay crossing study	online
	dundalk eagle	Broadneck Council of Communities	Bay Crossing Study	Personal calls, BCC web ads and BCC Newsletters/phonecalls
	Evening Capital	Broadneck Council of Communities	Bay Crossing Study	Postcard through the USPS
	facebook	Broadneck Council of Communities	Bay Crossing Study	Sid Saab in the MD General Assembly
	Hyattsville, MD, Patch News	Broadneck Council of Communities-BCC	Bay Crossing Study	
	in CAPITAL newspaper	Broadneck-Podickory Point Assns	Bay Crossing Study	
	in CAPITAL newspaper	Cape St Claire	Bay Crossing Study	
	Kent County News	Cape st clare	Bay Crossing Study	
	Online news	Cape St. Claire	Bay Crossing Study	
	Patch	Cape St. Claire Improvement Assoc/Beau Breeden	Bay Crossing Study	
	Patch	Caper montly letter	Bay Crossing Study	
	Patch	Chartwell Community Association	Bay Crossing Study	
	Patch	Cloverfields HOA.	Bay Crossing Study	
	Patch	CSCIA	Bay Crossing Study	
	Patch	Four Seasons at St Margarets Home Owners Association	Bay Crossing Study Group (MDTA)	
	Patch	Germantown-Homewood Community Assn. (Annapolis)	bay crossing study mailing list	
	Patch	GSPC	baycrossingstudy.com	
	PAtch online BB and Wash Post	GSPC and Broadneck Communities Groups	BCC Newsletter and emailed invites	
	Patch, Capital, The Sun	Maryland cycling	[Redacted email]	
	patch.com article published about 20 days before my survey submission, i'd have otherwise not even have	Md Transportation Authority	[Redacted email]	

Tier 2 Public Opinion Comment Form Response Summary

Advertisement	News Article	Community Organization	E-mail	Other
	been aware if not for random chance			
	Star Democrat	N/A	[Redacted email]	
	The Patch	Next Door	[Redacted email]	
	The Patch	none	[Redacted email]	
	tv	Rest Haven Community, Deale, MD	Direct from BayCrossing.com	
	Washington Post, Capital	Revell Downs Assoc.	[Redacted email]	
	WTOP	Saint Margarets Farm HOA	[Redacted email]	
			dot	
			E-mail sent from Maryland DMV to my personal E-mail	
			Emails I receive from the use of my EZ-Pass through the bridge authority.	
			[Redacted email]	
			[Redacted email]	
			friend	
			from a municipal entity in the area	
			From MDOT	
			From MDTA	
			from Sid Saab	
			from the MdTA	
			[Redacted email]	
			Gmail	
			Gmail	
			i am on an e-mail list from the state	
			info@baycrossingstudy.com	
			info@baycrossingstudy.com	
			info@baycrossingstudy.com	
			[Redacted email]	
			[Redacted email]	
			[Redacted email]	
			[Redacted email]	
			Maryland Transportation Authority	
			Maryland Transportation Authority	
			Maryland Transportation Authority	
			Maryland Transportation Authority	
			Maryland Transportation Authority	
			Maryland Transportation Authority	
			Maryland Transportation Authority	
			Maryland Transportation Authority (MDTA)	
			Maryland Transportation Authority, 10/6/2022	
			[Redacted email]	
			MD	
			MD Bridge advisory	
			MD Transportation Authority	
			MD Transportation Authority	
			MD Transportation Authority	
			Md Transportation Authority	
			MD. Department of Transportation	
			MdDMV	
			MDOT	
			MDOT	
			MDOT	
			mdot	
			MDOT	
			MDOT	
			Mdot	
			MDOT	
			MDTA	

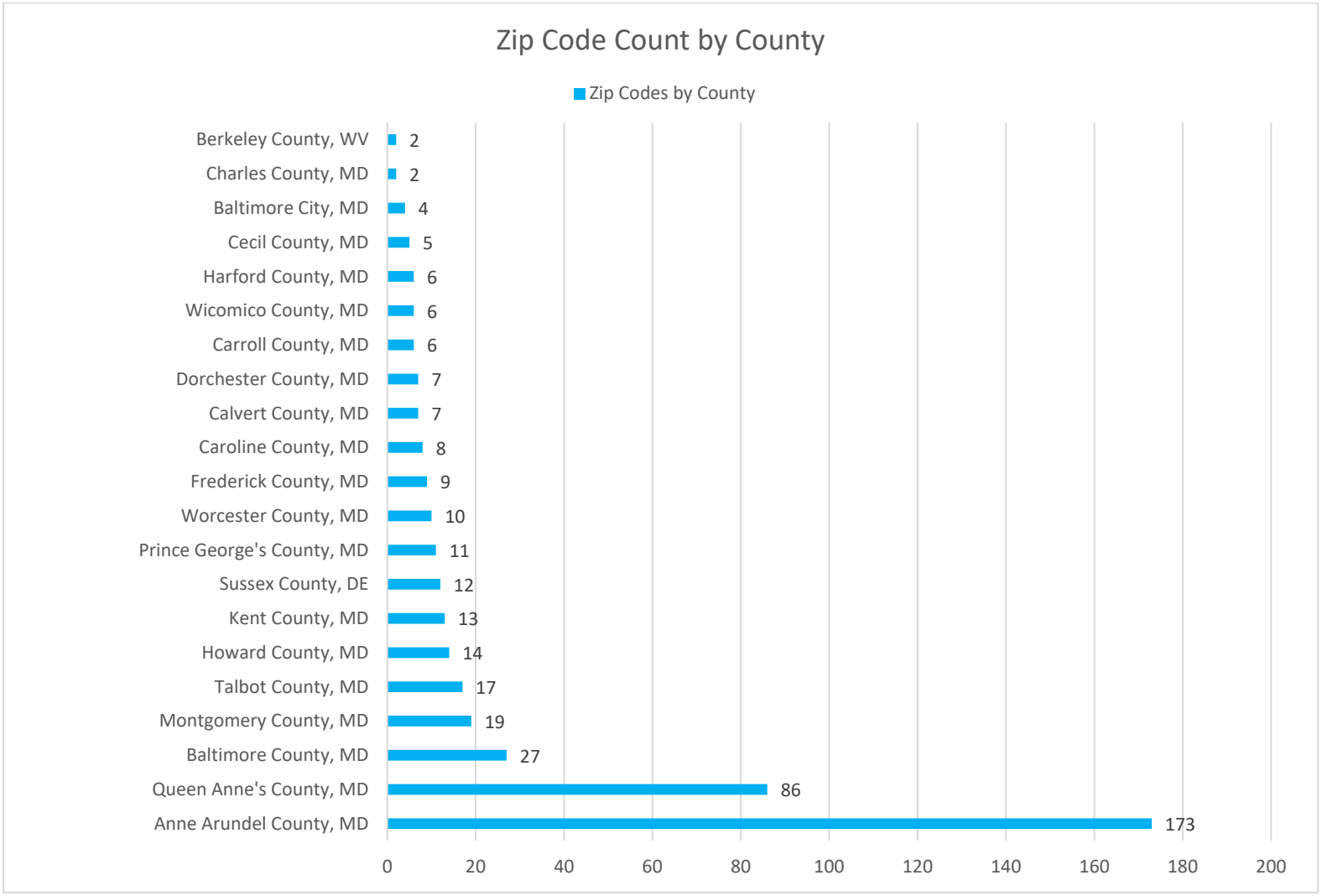
Tier 2 Public Opinion Comment Form Response Summary

Advertisement	News Article	Community Organization	E-mail	Other
			MDTA	
			MDTA	
			MDTA	
			MDTA	
			MDTA	
			mdta	
			MDTA	
			MDTA	
			MDTA	
			MDTA	
			MDTA	
			Mdta	
			mdta	
			MDTA	
			MDTA	
			MDTA	
			mdta	
			MDTA	
			MDTA Chesapeake	
			MDTA communication	
			MDTA email	
			MDTA email	
			mdta@public.govdelivery.com	
			Mdta@public.govdelivery.com	
			mdta@public.govdelivery.com	
			mdta@public.govdelivery.com	
			mdta@public/govdelivery.com	
			MTA	
			MTA	
			MTA	
			MTA	
			Mva	
			[Redacted email]	
			Patch	
			Patch.Com	
			[Redacted email]	
			Personal	
			[Redacted email]	
			[Redacted email]	
			[Redacted email]	
			[Redacted email]	
			Registered to receive MSHA notices	
			Regular email	
			[Redacted email]	
			[Redacted email]	
			[Redacted email]	
			[Redacted email]	
			Rockville Patch	
			[Redacted email]	
			[Redacted email]	
			SHA	
			State Delegate Sid Saab	
			Survey monkey	
			this survey msg	
			[Redacted email]	
			Weekly Update from the County Executive's Office	
			yes	
			You Guys	
			Your office	

QUESTION 12

Please provide your Zip Code.

Answered	463
Skipped	42



Counties with One Occurrence	
Kent County	DE
Sarasota County	FL
Gloucester County	NJ
Butler County	PA
Franklin County	PA
Adams County	PA
Philadelphia County	PA
Kent/Sussex Counties	DE
St. Mary's County	MD
Washington County	MD
Arlington County	VA
Spotsylvania	VA
King George County	VA
Clarke County	VA
Jefferson County	WV
Cobb County	GA
Los Angeles County	CA
Orange County	CA

States and Counties	Count of Zip Codes
MD	**431**
Anne Arundel County	**173**
Annapolis	90
Arnold	25
Brooklyn	1
Crofton	3
Crownsville	3
Curtis Bay	1
Davidsonville	2
Deale	2
Eastport	6
Edgewater	8
Gambrills	1
Glen Burnie	4
Linthicum Heights	1

Tier 2 Public Opinion Comment Form Response Summary

States and Counties	Count of Zip Codes
Millersville	3
Odenton	2
Pasadena	5
Severn	2
Severna Park	14
Baltimore City	**4**
Baltimore	2
Halethorpe	1
Mt Washington	1
Baltimore County	**27**
Catonsville	4
Dundalk	2
Essex	1
Govans	1
Gwynn Oak	1
Halethorpe	1
Kingsville	1
Lutherville Timonium	3
Middle River	1
Monkton	1
Northwood	1
Nottingham	1
Parkville	2
Phoenix	1
Pikesville	1
Randallstown	1
Reisterstown	1
Sparrows Point	1
Upperco	2
Calvert County	**7**
Chesapeake Beach	1
Huntingtown	4
North Beach	2
Caroline County	**8**
Denton	4
Greensboro	1
Preston	3
Carroll County	**6**
Finksburg	1
Hampstead	1
New Windsor	1
Sykesville	3
Cecil County	**5**
Earlville	1
Elkton	2
Port Deposit	1
Rising Sun	1
Charles County	**2**
Issue	1
Waldorf	1
Dorchester County	**7**
Cambridge	4
East New Market	1
Hurlock	1
Kennedyville	1
Frederick County	**9**
Adamstown	1
Frederick	6
Mount Airy	1
Walkersville	1
Harford County	**6**
Aberdeen Proving Grounds	1
Bel Air	1
Elkridge	1
Forest Hill	1
Havre de Grace	1
Joppatowne	1
Howard County	**14**
Columbia	4
Ellicott City	7

Tier 2 Public Opinion Comment Form Response Summary

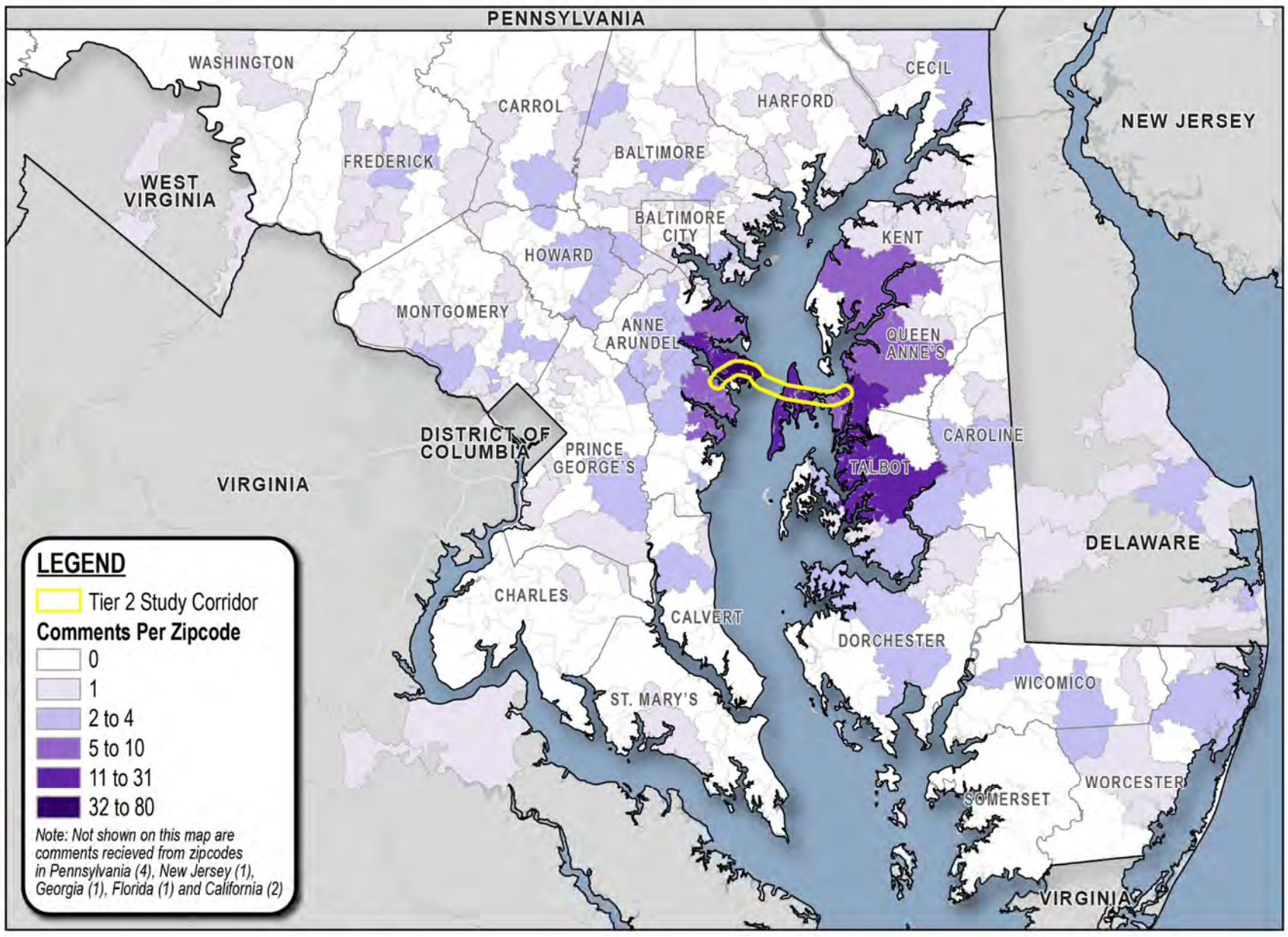
States and Counties	Count of Zip Codes
Laurel	3
Kent County	**12**
Chestertown	9
Galena	1
Still Pond	1
Worton	1
Montgomery County	**19**
Bethesda	4
Brookeville	1
Chevy Chase	1
Gaithersburg	1
Germantown	1
Laurel	2
Olney	1
Poolesville	1
Potomac	2
Rockville	1
Silver Spring	3
Takoma Park	1
Prince George's County	**11**
Beltsville	1
Bowie	3
Brandywine	1
College Park	1
Fort Washington	1
Hyattsville	1
Oxon Hill-Glassmanor	1
Upper Marlboro	2
Queen Anne's County	**86**
Centreville	10
Chester	20
Church Hill	1
Crumpton	1
Grasonville	9
Queenstown	14
Stevensville	31
St. Mary's County	**1**
Leonardtown	1
Talbot County	**17**
Easton	11
Oxford	1
Royal Oak	1
Saint Michaels	2
Trappe	2
Washington County	**1**
Hagerstown	1
Wicomico County	**6**
Hebron	2
Pittsville	1
Salisbury	3
Worcester County	**10**
Berlin	2
Bishopville	1
Girdletree	1
Ocean City	5
Snow Hill	1
DE	**14**
Kent County	**1**
Houston	1
Kent/Sussex Counties	**1**
Milford	1
Sussex County	**12**
Bethany Beach	1
Bridgeville	1
Ellendale	1
Frankford	1
Harbeson	1
Lewes	1
Milton	3
Ocen View	2

Tier 2 Public Opinion Comment Form Response Summary

States and Counties	Count of Zip Codes
Seaford	1
PA	**4**
Adams County	**1**
Abbotstown	1
Butler County	**1**
Butler	1
Franklin County	**1**
Chambersburg	1
Philadelphia County	**1**
Philadelphia	1
VA	**4**
Arlington County	**1**
Arlington	1
Clarke County	**1**
Millwood	1
King George County	**1**
King George	1
Spotsylvania	**1**
New Post	1
WV	**3**
Berkeley County	**2**
Bunkerhill	1
Martinsburg	1
Jefferson County	**1**
Harpers Ferry	1
CA	**2**
Los Angeles County	**1**
Beverly Hills	1
Orange County	**1**
Orange	1
FL	**1**
Sarasota County	**1**
Sarasota	1
GA	**1**
Cobb County	**1**
Kennesaw	1
NJ	**1**
Gloucester County	**1**
Blackwood	1
Grand Total	**461**

Tier 2 Public Opinion Comment Form
Response Summary

Density of Attendance by Zip Code



Appendix D: Public Open House Comments Received

ANNE ARUNDEL COUNTY
MARYLAND

Anne Arundel County Bicycle Advisory Commission

To: Steuart Pittman, Anne Arundel County Executive
[redacted], Transportation Director

CC: Anne Arundel County Bicycle Advisory Commission

From: [redacted] Chair

Re: Separated Bicycle/pedestrian Facility on Chesapeake Bay Bridge Crossing

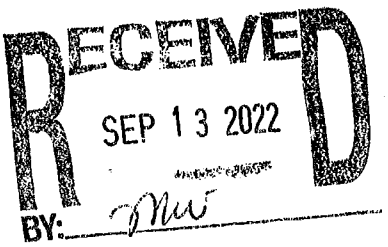
Date: April 16, 2021

The Anne Arundel County Bicycle Advisory Commission unanimously supports the following position regarding a separated bicycle/pedestrian facilities in the Chesapeake Bay Bridge Crossing Study:

We do not take a position on if or where a new span should be built. However, if a new span is built in any location or one of the existing spans is replaced or renovated then we insist that a separated bicycle/pedestrian lane be included. This has been done on recent bridges of similar length around the U.S. including the replacement Tappan Zee(see photo) and Pensacola Bay bridges. Locally, the Woodrow Wilson Bridge has such a facility which is quite popular and the planned American Legion replacement is expected to have one as well. In spite of the governor's announcement that the Nice Bridge replacement would include a separated bike/ped facility, it was left out of the final bridge design. These are once in a multi-generation opportunities which should not be wasted. These bicycle/pedestrian facilities are in line with Maryland's Complete Streets policy and are a tremendous draw for tourism especially over the iconic Chesapeake Bay. A safe bicycle/pedestrian lane over the Chesapeake Bay would also provide passageway for long distance national trails, including the Delaware-to-California American Discovery Trail and the complementary (alternate) route of the Maine-to-Florida East Coast Greenway between Wilmington, DE and Annapolis via Dover, DE and Chestertown, MD. The lane would provide safe access to and from the scenic and historic byways on the Eastern Shore that are so popular with cyclists as well as non-motorized transportation to and from communities on both sides of the Chesapeake Bay. The bike/ped lane could also provide emergency vehicle access on the bridge when needed.

Please specify a separated bicycle/pedestrian lane as a mandatory feature of any future Chesapeake Bay crossing as well as any other future bridges in Maryland.

Maryland Transportation Authority
Bay Crossing Study
2310 Broening Highway
Baltimore, MD 21224



[redacted]

To Whom it May Concern:

I follow the MDTA on Facebook and am aware of the upcoming Open Houses in September. Unfortunately, I will not be able to attend in-person. While I live in Indiana, the ongoing traffic issues surrounding the William Preston Lane, Jr. Memorial Bay Bridge are of great concern to me as I have numerous family members who live and work in the area and must use the bridge and the surrounding roadways. Also, I will be moving back to Maryland with my daughter in roughly one year, and plan to settle somewhere in proximity to Annapolis and Kent Island, and may well have to use the bridge quite often.

From this point on I will refer to the bridge crossing in question as the WPL Bridge. That said, for the past few months, I have done much research on possible solutions for the congestion issues at the WPL Bridge and I have included them in this letter (as well as various statistics). I do understand that none of my ideas may come to fruition, they may have been suggested by others, or perhaps even been considered and proven to be unviable, but I wish to share them with your agency, regardless, because it may spark ideas not considered before.
Naturally, I know the congestion issues at the WPL Bridge won't be solved by the time I return to Maryland, but I am certain that those same issues will unfortunately worsen, as more and more young people acquire their operator's licenses and vehicles of their own. That, of course, is not the only factor, but I suspect is likely one of the greatest influences.

As you surely know, the Chesapeake Bay is the largest estuary in the United States and the third largest in the world, yet there are only three ways to get across, or around, it. Compare these facts to the San Francisco Bay, which is approximately 10% the size of the Chesapeake Bay, yet has four bridges for crossing (including the Richmond-San Rafael Bridge, which crosses the San Pablo Bay), and three of those bridges are longer than the WPL Bridge.

While another few years-worth of studies could be done, it should be stated that it is long-past due for a solution. Residents are getting more than impatient – they are getting angry. It took nearly four years to build the original span of the Chesapeake Bay Bridge (completed in 1952), and just over four years to build the second span (completed in 1973). Five decades have passed with no additional crossings and the traffic volume has increased along with the population growth.
It is my understanding that an additional span will be built in proximity to the existing WPL Bridge. But an additional span may likely be meaningless if the infrastructure on each shore doesn't exist to absorb the existing traffic – or the traffic of the future. For example, there are roughly 18.4 million people living

in the Chesapeake Bay watershed; that number is predicted to be over 22 million by the year 2050. With this in mind, building just one new span across the Bay is truly not enough. The State of Maryland has to find a way of not only getting ahead of the game – but *staying* ahead of it! How many lanes should be added to highways on each side of the bay to accommodate the existing (and future) traffic volume? Should US Highway 50 and US Highway 301 be converted into limited access freeways? How agreeable are the residents on either shore to any proposed crossing ideas? Case in point: It took about 33 years for a one-mile section of roadway-extension to be built here in Fort Wayne, because property owners pushed back against the project, many not wanting to sell their property. And, that caused daily traffic back-ups for many years as the area grew in population.

Is having just one additional bridge span really the best idea on the table? The Chesapeake Bay is roughly 200 miles in length, and with about 150 miles of the bay between the WPL Bridge and the bridge-tunnel in Virginia, just how enthused should a resident of Cove Point be about a trip to Ocean City, when they know they will be stuck in the bottle-neck that is the WPL Bridge? How early should a family in Salisbury leave home if they want to tour Washington D.C. for the day? If they leave at 7 o'clock in the morning, will they make it across the bridge without stopping, will they be stuck in the middle of an eight-mile traffic jam on Kent Island, or should they leave at 5 o'clock in the morning to avoid a back-up at the bridge – only to have to wait a couple hours for everything in D.C. to open for business? Clearly, there are some logistics to consider for someone who simply wants to enjoy a day off on the opposite shore, while hoping to avoid a lengthy wait at the WPL Bridge.

We live in a technological age that is constantly improving; feats of bridge and tunnel engineering are appearing around the world: the Channel Tunnel, the Falkirk Wheel, the Oresund Bridge/Tunnel, and the Hong Kong-Zhuhai-Macao bridge-tunnel (to name a few), and yet the WPL Bridge stagnates – and the Bay area, and the State of Maryland, and the tri-state-area with it. The time for *real* solutions is now – they need to be implemented sooner than later!

I propose the following:

A bridge, or tunnel, (or combination of the two) crossing north of the WPL Bridge that links the Lake Shore area (or Swan Point) on the west with the Rock Hall area on the eastern shore.

A bridge, or tunnel, (or combination of the two) crossing south of the WPL Bridge that links the Long Beach/Lusby area on the west with the Taylors Island area on the Eastern Shore.

A car ferry system in proximity to the WPL Bridge to help alleviate congestion. Additional car ferry systems could be located farther north and south of the WPL Bridge. And frankly, car ferries might be the quickest way to help the issue as the only infrastructure needed would be docks for the boats and roadways to those docks. I strongly suggest double-deck ferry boats like those used by Red Funnel in Southampton, England, for trips to the Isle of Wight. Their boats are capable of carrying over 200 cars and nearly 900 passengers per trip. A car ferry system, however, should not be considered as the *only* remedy.

A commuter train that starts from a location between Queenstown and Centreville and runs parallel with US 50/301, and can take passengers as far west as Washington D.C. Is it possible that a commuter rail could run between the existing spans of the WPL Bridge – or even alongside it?

All of the above proposals have some amount of 'build' involved. Frankly, I cannot think of *any* solution that does not involve building some kind of structure(s) to create more ways to allow residents, tourists, and commercial vehicles to cross the Chesapeake Bay and alleviate the congestion at the WPL Bridge. The truth of the matter is that Maryland needs more than just an additional set of lanes for crossing the bay; Maryland needs those additional lanes, yes, but it also needs at least one (or more) additional locations for arteries that allow for getting from shore to shore.

There are roughly 42 million visitors to Maryland each year. How many of them cross the WPL Bridge? How many of them will return home and tell stories about 3-mile, 7-mile, 9-mile, and even 12.5-mile backups at the WPL Bridge, discouraging others from visiting Maryland? The average tourist spends $144 dollars per day, which means Maryland is raking in over $6 billion annually. How much of that does the State want to lose?

Of the crossing options I've proposed, how can the State of Maryland keep them 'affordable', not only for the travelers - once the crossing(s) would be completed - but also from the aspect of construction costs, land acquisition, etc.?

Earlier, I mentioned 'staying ahead of the game'. What if – heaven forbid – there is a disaster at the WPL Bridge similar to that in Tampa, Florida, on May 9, 1980, when a cargo vessel crashed into the support columns of the Sunshine Skyway Bridge? A section of that bridge, longer than four football fields, fell into Tampa Bay. Thirty-five people lost their lives in the accident. The wrongful-death settlements averaged $300,000 each; the owner of the freighter was ordered to pay $19 million to the State of Florida for damage to the bridge – and that was in U.S. Dollars from forty years ago.
If such a disaster would befall the WPL Bridge, any loss of life would be tragic, and such an event would also essentially cripple the central part of the Chesapeake Bay. What might happen to Maryland's economy?

Naturally, the local environment and the Chesapeake Bay ecosystem are of great concern – as they should be. Great care should be taken to ensure that any construction project on (or near) the Chesapeake Bay can coexist with the native lifeforms.
I am a firm believer that the technology exists to not only protect the native flora and fauna of the Chesapeake Bay, but to make it possible for that same body of water to have additional crossing options, and not just an additional set of lanes that already lead into heavily congested streets and roadways.

Lastly, there are over 617,000 bridges in the United States. More than 40% of them are at least 50 years old – including the WPL Bridge. Roughly 7.5% of those bridges are considered structurally deficient, meaning they are in 'poor' condition. This is another reason to have additional crossings over the Chesapeake Bay, because while the WPL Bridge may not be in poor condition now, but that day may arrive one day. And that, is why it is so important to get ahead of the game.

Thank you for your time in this matter.

Sincerely,

[redacted]

Populations and bridge, tunnel, and ferry information across the United States:

Population of Baltimore City: 609,000±
Population of Washington D.C.: 692,000±
Population of Baltimore metropolitan area: 2.84 million
Population of DC metropolitan area: nearly 6.4 million
Number of ways to cross or get around the Chesapeake Bay: 3
Number of visitors to Maryland each year: 42 million
Number of visitors to Washington D.C. in 2019: 24.5+ million
Number of people living in the Chesapeake Bay watershed: 18.4 million (predicted to be over 22 million by 2050)
Chesapeake Bay: 4,479 m^2; 200 miles long; 21' mean depth
Chesapeake Bay Bridge (Annapolis): 4.35 miles long; 27 million annual traffic (74,000 daily)

San Francisco Bay Area
San Mateo Bridge: 7 miles long; 3 lanes each way; 93,000 daily traffic
San Francisco-Oakland Bay Bridge: 4.5 miles long; 250,000+ vehicles per day
Richmond-San Rafael Bridge: 5.5 miles long; roughly 33,000 vehicles per day
Dumbarton Bridge: 8,600' long; 70,000+ vehicles daily
*There are two additional bridges north of Oakland which cross the Carquinez Strait.

Population of San Francisco: 875,000
Population of Oakland: 390,000
Population of Alameda County: 1.5 million
Population of San Mateo County: 765,000
Population of Contra Costa County: 1 million
Population of Marin County: 250,000
Population of Solano County: 413,000

Total population of the above: roughly 5.2 million
At least six major bridges for that metropolitan area

Cape May/Lewes Ferry; New Jersey-Delaware
The ferry boats are capable of carrying 100 vehicles and 800 passengers each departure

Lake Pontchartrain; Louisiana
Lake Pontchartrain Causeway: 24 miles long; 2 lanes each way; 12 million annual traffic (32,900 daily)
Population of the New Orleans metropolitan area: 1.27 million

Lake Champlain; Vermont/New York State
490 m^2; 125 miles long (north to south); multiple highways and ferries cross the lake; annual ferry traffic to cross the lake is roughly 1 million passengers

Lake Michigan
307 miles north to south; 22,406 m^2
Mackinac Bridge and two ferry crossings; Mackinac Bridge annual traffic exceeds 4.2 million vehicles

Tampa
Sunshine Skyway Bridge: 4+ miles long; 2 lanes each way; 50,000+ vehicles daily
Population of the Tampa metropolitan area: 3.1 million

New York City
George Washington Bridge: 4,760' long; double-deck bridge; 275,000-300,000 daily traffic
Brooklyn Bridge: 1.1 mile long; 116,000 daily traffic
Manhattan Bridge: 6,855' long; nearly 76,000 daily traffic
Henry Hudson Bridge: 2,208' long; over 62,000 daily traffic
Queensboro Bridge: 3,724' long; 170,000+ daily traffic
Holland Tunnel: 1.6 miles long; nearly 90,000 daily traffic
Lincoln Tunnel: 1.5 miles long; roughly 113,000 daily traffic
Queens-Midtown Tunnel: 6,414' long; 80,000 daily traffic

Number of bridges and tunnels linking Manhattan to the rest of the world: at least 20
Multiple bridges link the surrounding boroughs of New York City to each other

Population of Manhattan: 1.63 million±
Population of the Bronx: 1.43 million±
Population of Brooklyn: 2.58 million±
Population of Queens: 2.27 million±
Population of Staten Island: 475,600±

Number of visitors to New York City annually: 65 million

International information worth mentioning

Confederation Bridge (Prince Edward Island): 8 miles long; 1.5 million annual traffic

Red Funnel Ferry System, Southampton, England

Bridge-tunnels
Tokyo Bay Aqua-Line
Oresund bridge/tunnel (Sweden)
Hong Kong/Zhuhai/Macau bridge

MDTA Note: Letter received via email on 9/27/2022

MARYLAND
Bicycle and Pedestrian Advisory Committee

Date: September 27, 2022
To: Mr. William Pines, Executive Director, Maryland Transportation Authority
From: Maryland Bicycle & Pedestrian Advisory Committee
Subject: Recommendations for the Chesapeake Bay Crossing Study Tier 2 NEPA

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 recommendations related to the Tier 2 NEPA Chesapeake Bay Crossing Study.

Recommendations:

1. If a new crossing is to be constructed, then it must include a barrier separated pedestrian and bicycle accommodation.
2. If an existing crossing is renovated or otherwise replaced, then the renovation or replacement should include a barrier separated pedestrian and bicycle accommodation.
3. The NEPA Tier 2 Study should include an evaluation that includes accommodation for bicycling and walking in all possible scenarios with a focus on mode shift, safety and economic impact
4. Generally, MBPAC recommends that any bridge or tunnel construction by a State Department or Agency or funded in full or in part by the State require accommodations for pedestrians and bicyclists.

Similar to the existing 4.3-mile bay crossings, the recently constructed Governor Mario M. Cuomo Bridge, a 3.6-mile span over the Hudson, 20 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 planned American Legion Bridge accommodate both pedestrians and bicyclists over the Potomac River.

Crossings of natural geographical barriers are built or renovated perhaps once in every other generation. Failure to include bicycle and pedestrian accommodation 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 and 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 popular with cyclists as well as facilitate non-motorized transportation to and from communities on both sides of the Chesapeake Bay.

For all of the above reasons, MBPAC strongly recommends this project include at least a twelve-foot-wide barrier separated bicycle and pedestrian path. We would be glad to discuss this matter directly with the Study team or members of the Administration, at your convenience.

Sincerely,

[redacted]

The Maryland Bicycle and Pedestrian Advisory Committee
[redacted], Chair

Reference
Home | Governor Mario M. Cuomo Bridge (ny.gov) – Run, Walk, Bike and Explore
Explore-The Bridge Path | Governor Mario M. Cuomo Bridge (ny.gov)

October 12, 2022

Bay Crossing Study

2310 Broening Highway

Baltimore, MD 21224

Thank you for this opportunity to provide my comments on the Maryland Transportation Authority's (MDTA's) Tier 2 Bay Crossing Study.

My objective in these comments is to advocate for the following actions on the part of MDTA:

1) Choose a solution that will ultimately result in the demolition of the two existing bridges;
2) Construct one eight-lane or two four-lane bridges as replacements that actively incorporate community, recreation, and tourist-friendly features that will improve quality of life and economic development specifically for Anne Arundel County residents;
3) Incorporate objectives such as improvement of aesthetics, local recreational opportunities, and local tourism into the Purpose and Need Statement for the Tier 2 Environmental Impact Statement (EIS);
4) Incorporate aesthetics into the analysis in the Tier 2 EIS, with an equal focus on accruing beneficial and avoiding adverse impacts to aesthetics in the local area.
5) Ensure that the analysis of visual, recreational, and economic development impacts in the Tier 2 EIS focuses strongly on local impacts, especially in Anne Arundel County, instead of on regional impacts that only benefit residents in the Washington and Baltimore suburbs, Ocean City, or Delaware; and
6) Ensure that the impact analysis in the Tier 2 EIS gives as much consideration to beneficial visual, recreational, and economic development impacts as it gives to adverse impacts to those values.

Introduction

Tourist bridges exist. They range in scale and importance from small, historic, and decorated bridges that attract a few amateur bridge photographers within a local area to iconic, world-renowned structures visited by thousands of people every day. They are located in downtown areas of large cities and hidden in the woods in isolated rural areas, and they dominate the vistas of our most scenic landscapes. These bridges support their local community and economy by encouraging tourists to visit the area, providing recreational opportunities for the local residents, serving as prominent features of our cityscapes, enhancing our parks and outdoor green spaces, and functioning as community gathering places.

I know that these bridges exist because I spent nine years studying and writing two books about them. [redacted]

[redacted] was published in March 2022, and [redacted] will be published in November 2022. These books, based on extensive research, interviews with experts, and visits to more than 600 tourist bridges in the US, Canada, and Europe, document the features and characteristics of bridges that support tourism and recreation, and enhance their viewcape and environment.

Tourist and community-centric bridges exist. The Chesapeake Bay Bridge is not one of them.

The most important passage from [redacted] begins Chapter 10, which is titled "Bridges Not For Tourists". The first paragraph of Chapter 10 reads:

> "Once you have walked across hundreds of bridges specifically to study and document the features that make them special, you will inevitably begin to see and document the opposite – bridges that are distinctly not special, do not enhance their surroundings, and do not attract tourists or other visitors. This is not a reference to the thousands of boring, everyday, working bridges that are doing their part to keep traffic moving without bothering anyone. Instead, it refers to locations where a historically important bridge has been allowed to fall into disrepair through rust or rot, or where an obvious opportunity to develop a bridge into an enhancement for the community has been missed."

This was written in 2019, long before I ever heard of the Bay Crossing Study. To support that statement, I wrote detailed profiles of several of these "non-tourist bridges". However, for the final version of the book, I chose to focus on a single example of a bridge that was a major disappointment - one that not only failed to enhance its local community, but that actually diminished its surrounding viewscape, and served to repel tourists from its local area – the Chesapeake Bay Bridge. I chose the Chesapeake Bay Bridge as the prime example of a failed bridge for three reasons:

- It is my bridge - as a lifelong Marylander, I grew up crossing the bridge, and was intimately familiar with it.
- It is the Chesapeake Bay – not some small, remote river unknown to all but a few locals, but one of the most important scenic vistas in the eastern US.
- The current bridges are a blot on the landscape – the mismatched, disparate styles of the towers of the two bridges are so discordant that they not only fail to enhance the aesthetic, recreational, and tourist resources that make a vibrant community, but they actively damage those resources.

In this first book, my discussion of the Chesapeake Bay Bridge was limited to pointing out its deficiencies. In [redacted], written after I became familiar with the Bay Crossing Study, I wrote that Tier 2:

> ". . . will offer additional opportunities for the public to become involved and demand that the new bridge incorporate aesthetics, recreation, and

> other community-centric features into its design. Hopefully, the decision-makers, with local community input, will recognize the enormous damage that was done to the viewscape 50 years ago by constructing the existing mismatched bridges and will work to correct the situation, or at least strive to not make it worse."

I then went further by speculating on possible solutions to correct the deficiencies. In that analysis, I acknowledged that my proposed solution of demolishing the existing bridges was ". . . admittedly and completely disconnected from the reality of budgets and other constraints." However, I pointed out that "it is an approach that could be used to develop a world-class, iconic bridge that would not only enhance the aesthetics of this portion of the Chesapeake Bay, but would create a prominent, bridge-centric tourist and recreational attraction."

1 - Demolish the Existing Bridges

When I was publishing my criticism of the current Chesapeake Bay Bridge and advocating for its demolition in early 2022, I assumed that I was alone. It was not that everyone I spoke to disagreed with me – almost everyone agreed that the current bridges are enormously unattractive. Instead, it was that nobody seemed to care. Nobody understood that this unattractive appearance has real detrimental effects on local land values, tourism, and recreation and, most importantly, nobody thought that anything could be done about it. It seemed to be a ridiculous idea that someone would spend billions of dollars to demolish bridges that, flawed as they are, still serve to move most of the traffic, most of the time.

I was surprised, then, to learn that the county councils in both Anne Arundel County and Queen Anne's County actually passed resolutions advocating for the demolition of the current bridges and replacement by one or more new bridges. Then, during the Open Houses in September, I learned that several other counties, as far away as Garrett County, had passed similar resolutions.

In general, those resolutions advocate for a replacement and demolition solution for functional reasons. Several of them note that the older of the two bridges is likely going to require replacement eventually anyway. Others argue that, even with a new bridge added to the corridor, the limitations in the widths of the existing bridges will continue to hinder traffic flow, as well as ability to perform emergency response and maintenance, into the future. While a third bridge, operating in conjunction with the two existing bridges, could temporarily alleviate these issues, it is not likely to be a long-term solution.

I concur with all of these points raised in the resolutions, and support their proposed solutions. However, as discussed in my two books, I offer additional reasons, related to the aesthetics of the two existing bridges, that support a replacement/demolition solution.

As discussed in the Introduction above, tourist and community bridges do exist, in thousands of locations. However, these are not bridges that somehow, randomly became tourist and community bridges. These are bridges where the developer made

specific design choices to enhance aesthetics, to incorporate recreational features, and to make the bridge an attraction for local residents and tourists. The aesthetics of a man-made structure, especially one in such a prominently scenic setting, is not subjective for the majority of viewers. There are design choices that can be made that will, objectively, complement the scenery and create an aesthetically pleasant experience for most viewers – this is one of the primary goals of an architect.

The image of a bridge is not going to spontaneously spur shoreline development, or begin to be used as a recognizable logo for local businesses and municipalities – its designers must deliberately consider aesthetics in creating symmetry and in selecting the form of the towers, the shape of the supporting cables, the colors of the paint, and the lighting of the bridge at night. Similarly, a bridge is not going to become the focus of a state park, with specific bridge viewing areas, visitor center, and educational plaques describing the bridge along with the local ecology and history, unless these features are deliberately added. A bridge is not going to attract hikers and bicyclists unless it is given a sidewalk. A bridge is not going to be used as an elevated platform for viewing wildlife and scenery in the Chesapeake Bay unless an elevated platform with benches is provided.

Because the most disturbing characteristic of the current bridges is their lack of symmetry or any other element of visual appeal, their continued presence will eliminate any potential for a third bridge to improve the aesthetics of the corridor. No matter how much consideration of aesthetics is put into the design of a third bridge, it will always be seen in the context of the two unattractive bridges, so cannot overcome the problem. The Broadneck Peninsula and Kent Island shoreline will never become a major attraction for development similar to shorelines near hundreds of other major bridges as long as the aesthetics of the corridor continue to be compromised.

With respect to the environmental impacts of demolition, the Tier 2 EIS is going to conclude that demolition of the existing bridges will have greater impacts to water quality and ecological resources than any alternatives that continue to maintain the bridges. This is true, and will be used by some members of the agency, interest groups, and the community to argue against demolition. However, Best Management Practices (BMPs) are available to be used as mitigation measures to minimize the impacts while the demolition is occurring. In addition, bridges in areas with valuable ecological resources are demolished all the time. An analogue to the Chesapeake Bay Bridge would be Ravenel Bridge in Charleston. This is a sculptural, community-focused bridge that replaced two unattractive truss bridges, Grace and Pearman. After the new bridge was completed, the Grace and Pearman bridges were demolished. Interestingly, it appears to be MDTA's current policy to demolish their obsolete bridges. Despite substantial interest in maintaining the old Governor Nice Bridge, the Maryland Transportation Secretary has stated that this would present too many logistical and financial challenges. Instead, the bridge is to be demolished and its remains to be used as an artificial reef.

These observations document that:

- The size, age, configuration, and condition of the existing bridges are not compatible with a long-term solution for the transportation challenges in the corridor.
- The asymmetry and lack of any community-friendly or recreational features on or near the existing bridges precludes any future development of the corridor into a prominent enhancement for the community or attraction for tourists.
- The adverse impacts of demolition are not severe enough to justify continuing to maintain these flawed bridges.

2 - Create a Community and Tourist Bridge

One of the most important observations I made in my years of studying tourist bridges was how common they are, especially in the most visible or prominent location of a city. The Epilogue of [redacted] discussed how Chapters 1 through 9 of the book offered hundreds of bridges in other locations as concrete examples of places where specific ideas have already been implemented, and which are actively supporting quality of life and driving economic development in their communities. Following are a few examples of the features that could be incorporated into a future Bay crossing if the planners at MDTA are willing to look past the simplistic objective of alleviating traffic jams:

- Sidewalk – almost every other major bridge has a pedestrian sidewalk, including the Golden Gate, Brooklyn, George Washington, Benjamin Franklin, Ravenel, Woodrow Wilson, and Frederick Douglass. It is almost easier to mention the few major bridges that do not have sidewalks, including Mackinac, New River Gorge, and Delaware Memorial.
- Connects to regional bike trails on either end of the bridge – Woodrow Wilson, Walkway over the Hudson, Golden Gate, John Kerry (Omaha), Center Street (Des Moines)
- Dedicated visitor center with gift shop, snack bar, exhibits, and restrooms – Golden Gate, Clifton Suspension, Sydney Harbour, Forth Road, Navajo
- State park directly associated with the bridge through its name, and with displays providing information about the bridge – Mackinac. Note that the Chesapeake Bay Bridge dominates the view from Sandy Point State Park, but when you look at the Sandy Point website, you will not find a single photo of, or mention of, the bridge. The bridge does not attract visitors to the park – it repels visitors.
- Annual Event – Mackinac, New River Gorge. The Chesapeake Bay Bridge is the site of a running event sponsored by a private, for-profit company, in some years, but not in others. Mackinac has held an annual, state-sponsored celebration every year (except pandemic) since the mid-1950s. Also, the Chesapeake event is a running event, whereas Mackinac is strictly a walking event with only a few runners allowed before the walkers begin. A running event is a competition – a walking event, where people can talk to each other, is a community event. The Chesapeake Bay Bridge running event, in a heavily populated area, attracts

10,000 people. The Mackinac Bridge walk, in a much less densely populated area, attracts 40,000. Why is that? I have attended both events – the Chesapeake event is for individuals, while the Mackinac event is a community celebration.

- Annual Festival – Ashtabula, Stone Arch, Kramerbruckenfest
- Fireworks viewing – Jacques-Cartier, Key (Washington), Sydney Harbour, many others
- Benches and observation platforms with exhibits, telescopic viewers, and bike racks – Woodrow Wilson, Benjamin Franklin, Bob Kerrey (Omaha), Center Street (Des Moines), High Trestle Trail, Rip Van Winkle
- Symmetrical twin (or triplet) bridges – Delaware Memorial, Navajo, Three Sisters
- Sculptural bridge serving as work of public art – Golden Gate, Ravenel, Liberty (Greenville), Woodrow Wilson, Route 52 (Ocean City, NJ), Millennium (London), Clark (Alton, IL), Gateshead Millennium, Clyde Arc, Zakim (Boston), Bob Kerrey (Omaha), Center Street (Des Moines), Frederick Douglass, Lowry Avenue (Minneapolis)
- Light shows and colored lighting at night – Lowry Avenue (Minneapolis), Kosciuszko (New York), Indian River, Jacques-Cartier (Montreal), San Francisco Bay Bridge, Gray's Lake Park (Des Moines), High Trestle Trail (Iowa), I-35W (Minneapolis), Gateshead Millennium
- Monuments – Arlington Memorial, Springfield Memorial, Market Street (Wilkes-Barre)
- Interior access/catwalk tours – Sydney Harbour, New River Gorge
- Elevated observation tower – Penobscot Narrows
- Image used as state/local symbol – New River Gorge (used as symbol for West Virginia on their state quarter), Mackinac (used as symbol on city vehicles and Michigan state license plates). In possibly the most ironic case, even though MDTA owns the Chesapeake Bay Bridge, they have chosen the industrial-looking Key Bridge as the landing page for the MDTA website. Note that the Chesapeake Bay Bridge is included on the recent Maryland state license plates. The image only shows one of the two bridges unless you get very close and squint to find the second bridge, very faint in the background.
- Tourist advertisements – High Trestle, Sydney Harbour, Chain (Budapest), Clifton.
- Image on souvenir items – High Trestle, Sydney Harbour, New River Gorge, Golden Gate, Columbia-Wrightsville, Brooklyn, and dozens of others.

Adding these features to a new bridge at the current crossing would range from free to very expensive, and it is likely that any additional cost will be used as an argument against them. This thought process is, unfortunately, exactly how we got into this mess

in the first place. It does not take much observation to see that the designers of the two current bridges gave no thought to any such enhancements.

Of these features, I recognize that one of them, incorporation of a sidewalk that connects into regional bicycle trails on either end, would be problematic on the Chesapeake Bay Bridge. As an active, long-distance bicyclist who regularly rides on the Baltimore & Annapolis Trail, I would love nothing more than a 10 mile extension of this trail up to and over the Bay to Kent Island. However, I recognize that any bike trail is also, by definition, a hiking trail. I have participated in the Chesapeake Bay Bridge running event, and I am aware that a five-mile-long hiking trail climbing this steep grade, especially in summer, would likely result in more than a few health emergencies that would need to be responded to. Of all of the bridges I have studied that have sidewalks and trails, I recognize that none of them are five miles long, and this makes a big difference. I encourage MDTA to consult with bike trail advocates and the owners of other bridges to find an innovative solution, such as providing a partial trail out to an elevated viewing platform, that could satisfy some demand for pedestrian access without requiring 24/7 emergency response teams on the bridge.

3 – Correct the Confusion of Project Objectives with Resource Impacts within Purpose and Need Statement

Too often, the Purpose and Need for a project is narrowly focused on the primary mission of the decision-making agency, without considering any secondary objectives. MDTA's Purpose and Need Statement for the Tier 1 EIS is the perfect example – the need for the project was almost entirely based on transportation objectives, including providing adequate capacity, dependable and reliable travel times, and flexibility to support maintenance and incident management. The Purpose and Need Statement also considered the cost of a solution, and the ability of the agency to pay for it. Both of these issues should be carried directly into the Purpose and Need Statement for Tier 2.

In addition to those objectives, Section 2.4, Environmental Responsibility, of the Tier 1 EIS gave a brief mention of the need to avoid adverse environmental impacts, and an even briefer suggestion that beneficial impacts to economic development would be "taken into account". There are several problems with Section 2.4 that should be corrected in a Purpose and Need Statement for Tier 2.

In Section 2.4, MDTA provides a broad, general list of the environmental and socio-economic resources that are usually evaluated in EISs. However, the section fails to clearly distinguish between the beneficial resource impacts that are objectives of the Purpose and Need for the project versus impacts that will result from the project, but which are not part of the reason for doing the project. As a result, this section does not clearly focus on the actual objectives of the project.

The Purpose and Need for doing a project may be based on resource impacts – it can have the objective of accruing beneficial impacts such as improving traffic and transportation flow, or it can have the objective of correcting past adverse impacts, such as in an environmental restoration project. In the case of Tier 1 and Tier 2 of the Bay Crossing Study, the primary objective of the project is to accrue beneficial impacts to

traffic and transportation, and these benefits are analyzed and quantified throughout the Tier 1 EIS.

Section 2.4 of the Purpose and Need Statement also vaguely implies that beneficial impacts to regional recreation, tourism, and economic development are also an objective of the project, similar to beneficial impacts to transportation. However, as discussed in more detail in Item 6 below, no such analysis was done.

The rest of the text in Section 2.4 focuses on the need to avoid adverse impacts to a more general list of resources, including natural resources, cultural resources, air quality, and others. While these more general impacts need to be identified and quantified to distinguish between alternatives, they are not part of the reason to do a project, and therefore have no place in the Purpose and Need Statement. In most EISs I have managed, there is a separate subsection in one of the up-front sections titled something like "Resources to be Analyzed", where the manner in which these general resource impacts are analyzed is discussed.

Based on these observations, the "Environmental Responsibility" subsection of the Tier 2 Purpose and Need Statement should:

- Remove any discussion or suggestion that an objective of the project (i.e., a reason for doing a project) is to avoid adverse impacts to a general list of resources.
- More strongly affirm a commitment to accruing beneficial impacts to aesthetics, local recreational opportunities, and local economic development through tourism as part of the need for doing a project.

This commitment should then be followed up by actually proposing aesthetic, recreational, and tourist-centric features as part of the Proposed Action and Alternatives, and then developing a rigorous analysis of these benefits that allows MDTA to distinguish between the alternatives based on the benefits they will provide to those values.

4 – Incorporate Aesthetics into the Purpose and Need and Impact Analysis

A major shortcoming of the Tier 1 EIS is that it does not mention visual impacts and aesthetics. It is not listed as an objective of the project in the Purpose and Need Statement, and adverse impacts of a bridge on a viewscape are not considered at all in the Tier 1 EIS. Given the enormous importance of the Chesapeake Bay as a nationally-prominent viewscape, this flaw is very unfortunate.

Similar to an objective to actively seek beneficial impacts on transportation, MDTA could conceivably implement a major project that has a substantial objective to correct previous adverse impacts to aesthetics by demolishing/replacing structures from a previous project. This can, and should, be an objective for this project, and there is ample precedent for doing so. In 1998, the Maryland State Highway Administration led the "*Thinking Beyond the Pavement*" workshop, which was then carried forward by the Federal Highway Administration and multiple other state transportation agencies. The purpose of this workshop, and the subsequent implementation of its ideals, focused on

the incorporation of aesthetics and context-sensitive designs into highways and bridges. Although MDTA was not a participant in that process, its implementation on hundreds of other bridges in the US establishes consideration of aesthetics as a standard practice in bridge design.

At no point in the Tier 1 EIS was aesthetics mentioned, or the impact of an alternative on aesthetics evaluated. Aesthetics is one of the most important factors in attracting tourists to an area, and also in enhancing the residents' embrace of the bridge as a symbol and source of community pride. No matter how functional a bridge, or how many tourist-friendly features are added to it, people will not go out of their way to visit an unattractive bridge. But it seems that almost every important scenic natural area or city in the US and Europe that has constructed a new bridge in the past 20 years has been willing to spend the additional funding, as an investment, to deliberately incorporate these features to attract tourists. These include Washington DC (Woodrow Wilson and Frederick Douglass bridges), New York City (Kosciuszko Bridge), San Francisco (Bay Bridge), London (Millennium Bridge), Glasgow (Clyde Arc), Newcastle (Gateshead Millennium), St. Louis (Stan Musial Bridge), Charleston (Ravenel Bridge), Savannah (Talmadge Bridge), Boston (Zakim Bridge), Omaha (Kerrey Bridge), Des Moines (Center Street Bridge), and Minneapolis (Lowry Bridge), just to name a few.

Based on my experience as a local resident, as well as my research into the bridge for my books, I have drawn the conclusion that no one thinks of this corridor as a prominent visual resource because the viewscape has already been defiled by the asymmetrical bridges. Because replacement of the current unattractive bridges with an attractive bridge would have enormous beneficial impacts to local tourism, recreation, and socio-economics, MDTA should add enhancement of aesthetics as part of the Purpose and Need for Tier 2.

5 – Replace the Regional Focus with a Local Focus

A substantial flaw within Section 2.4 of the Purpose and Need Statement for Tier 1 is the reference to "regional" economic activities associated with recreation and tourism. As discussed above, MDTA may choose to adopt an objective of beneficial impacts to recreation and tourism as part of their rationale for needing a project. However, it is not clear why beneficial impacts to "regional" recreation, tourism, and development is presented as a reason to do the project, while similar beneficial impacts to "local" recreation, tourism, and development are ignored. In the end, the impact analysis in the Tier 1 EIS did not actually address regional economic benefits as implied in the Purpose and Need Statement but, even if it had, the regional focus would have been misplaced.

This suggestion to focus on local beneficial impacts is not just an attempt to support the interests of the local communities. The current focus on regional economic impacts does not allow MDTA to distinguish between alternative crossing or bridge designs. This is because all alternative crossing and bridge designs are likely to have the same impacts to regional economic resources – they will all move the same volume of traffic to the Eastern Shore. By relying only on analysis of regional impacts, it is difficult to develop alternatives that present real choices which each have distinct consequences. For instance, a classical suspension bridge versus a cable-stayed bridge of the same

size, analyzed under the Tier 1 system, would not be distinguishable from comparison of their impacts. They both have about the same construction impacts to water quality and ecological resources in the Bay. They both have the exact same effect on *regional* tourism and recreation. They might even have about the same cost. So how do you use the development of alternatives and impact analysis to distinguish them? The answer is that you have to build in a substantial focus on *local* aesthetics, *local* recreation, and *local* tourism. Only then can you come up with alternatives whose impacts are appreciably different from each other, and only by doing these comparisons can you demonstrate the value of a tourist bridge to the local community.

While it is understood that a primary impetus for the original construction of the bridge was to facilitate recreation, tourism, and development, all of those benefits were realized only on the Eastern Shore and, more recently, in Delaware. Anne Arundel County is simply a place that is to be driven through as quickly as possible without stopping at all, so a bridge that lacks any features that attract recreation or tourism, such as the current bridges, provides no benefit to Anne Arundel County. Meanwhile, the traffic jams, exhaust emissions, ecological impacts, and adverse visual impacts to the Bay occur entirely in Anne Arundel and Queen Anne's counties.

6 - Emphasize Beneficial Impacts in the Analysis

In most EISs, impacts to aesthetics, recreation, and economics are considered in terms of their adverse nature – the damage that the project can do to these resources. From among the Proposed Action and several alternatives, the one that does the least damage to aesthetics, recreation, and economics is preferable, and this is as far as the analysis goes. In many cases, especially those involving construction, economic benefits may be recognized in an EIS, but these benefits are usually limited either to temporary jobs during construction or to an increase in the tax base as a result of the project. Rarely are economic benefits from recreation and tourism actually used to discriminate between alternatives. However, if accruing economic benefits from recreation and tourism is actually part of the Purpose and Need Statement, then these benefits not only can be used to compare alternatives, they must be used to compare alternatives.

Although Section 2.4 of the Tier 1 Purpose and Need Statement refers to a purpose of the project to accrue beneficial impacts to regional recreation, tourism, and development, these impacts are not analyzed or quantified in the EIS, and are not actually used to distinguish among alternatives. The "analysis" of the impacts of alternatives on parks and recreation (Section 4.1.2.1) focuses entirely on adverse impacts to existing parks, and there is no further discussion of tourism or aesthetics in the document.

Ensuring that the NEPA analysis actually accomplishes a focus on beneficial impacts to local aesthetics, recreation, and tourism will be a challenge. Do you just assume that the NEPA resource leads will do this organically, without any specific direction? The answer is "no, that won't happen", and the reason we know it won't happen is because it could have, and should have, happened on Tier 1, and it didn't. Aesthetics was not even mentioned, the only mentions of tourism or recreation were regional instead of local,

and there was no discussion of how any alternative could benefit development related to tourism or recreation.

The only way to force this focus in the EIS is to explicitly call it out in the Purpose and Need Statement, put it in writing in a contractor SOW, and then continually remind the contractor's resource leads that they need to focus on these issues.

Conclusion

As long as Marylanders and citizens of Anne Arundel County consider the problem to consist only of Friday evening traffic jams, I fear that the current, unattractive bridges will continue to be a blot on the landscape for decades to come. Even more concerning, I believe that the addition of a third bridge which, by definition, cannot be matched with the current mismatched bridges, will damage the viewscape even more. In turn, this lack of visual appeal will continue to discourage any other improvements to local development related to tourism and recreation that may be considered in the future.

MDTA has an opportunity here to correct a major historic wrong and turn the corridor into an attraction for new residential and tourism development, not just in Delaware, but specifically in Anne Arundel County. To achieve this, the agency needs to establish this as one of the primary goals driving the need for this project, and that can only done by developing a Purpose and Need Statement that specifically cites the promotion of local aesthetics, recreation, and tourism as needs for the project.

ANNE ARUNDEL COUNTY
MARYLAND

Office of the County Executive
STEUART PITTMAN

October 13, 2022

Mr. James Ports
Secretary, Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Dear Secretary Ports:

Thank you for the opportunity to provide comment on the Tier 2 NEPA Study for the Chesapeake Bay Crossing. The County offers the following comments:

- The Alternatives Analysis performed should be fully multimodal including bicycle, transit (MTA, local and private operators) and ferry modes as well as Travel Demand Management strategies. The County is willing to provide its local plans and studies documenting proposed services as supporting documentation in the modal considerations.
- While the limits of the study area are set, strategies to keep through traffic on US 50 and off local roadways should also be included in the study to potentially include such things as ramp metering during congested times, median separated through lanes, HOV lanes, etc.
- There must be up-to-date data used in the analysis. It should include pre, during and post COVID to more accurately reflect future trips of all modes.
- Consideration of revenue cost sharing for impacts to the surrounding communities or to provide supportive services should be included.
- Alternative selection should also consider operational modifications that would occur during maintenance activities in the decision matrix.
- Connected and Automated Vehicle considerations should also be included in the study.

Sincerely,

Steuart Pittman
County Executive

MDTA Note: Letter received via email on 10/14/2022

Eubanks & Associates, PLLC
LAW FOR THE PUBLIC INTEREST

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

October 14, 2022

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
gregory.murrill@dot.gov
jeanette.mar@dot.gov

Re: Preliminary Comments on the Chesapeake Bay Bridge Crossing Tier 2 NEPA Study Process 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 NEPA Study, 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 underlying the agency's Tier 2 NEPA process.

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; and (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.

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 ("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.

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).

This foundational environmental law has twin aims. It establishes transparent procedures that require federal decisonmakers 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* 40 C.F.R. § 1500.1(a). 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).

NEPA's substantive goals are effectuated through regulations promulgated by the Council on Environmental Quality ("CEQ"), which are "binding on all Federal agencies." 40

[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).

C.F.R. § 1500.3. Specifically, 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. *See* 40 C.F.R. § 1502.10; *see also* 42 U.S.C. § 4332(2)(C). Relevant environmental impacts include "ecological, . . . aesthetic, historic, cultural, economic, social, or health" impacts. 40 C.F.R. § 1508.1(g)(4).

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 alternatives analysis has long been described as the "the heart" of the NEPA process.[3] The agency must: "[e]valuate reasonable alternatives to the proposed action, and, for alternatives that the agency eliminated from detailed study, briefly discuss the reasons for their elimination," and also "[d]iscuss each alternative considered in detail, including the proposed action, so that reviewers may evaluate their comparative merits." 40 C.F.R. § 1502.14(a)-(b). The agency is also required to retain a "no action" alternative in its analysis in order to compare the proposed action to baseline conditions. *Id.* § 1502.14(c).

Public input is a critical component of the NEPA process. After publishing a notice of intent to prepare an EIS in the Federal Register, an agency must engage in a "scoping" process designed to determine the scope of the issues to be addressed in the EIS and to identify significant issues related to the proposed action. *Id.* § 1501.9. "During the scoping process, the agency must, among other things, invite participation and input by federal, state, and local agencies, as well as the public." *Webster v. U.S. Dep't of Agric.*, 685 F.3d 411, 418 (4th Cir. 2012); *see also* 40 C.F.R. § 1501.9(c) (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*, 685 F.3d at 418 (internal citations omitted); *see also* 40 C.F.R. § 1501.10(d) (detailing order and time limits for each constituent part of the NEPA process).

Finally, the EIS "shall be prepared early enough so that it can serve as an important practical contribution to the decision-making process and will not be used to rationalize or justify decisions already made." 40 C.F.R. § 1502.5.

[3] Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations, Council on Environmental Quality, 46 Fed. Reg. 18026 (March 23, 1981, as amended 1986).

Factual Summary

FHWA, working alongside MDTA, recently completed the first step in a two-tier approach under NEPA "to address existing and future congestion at the William Preston Lane Jr. Memorial Bridge (Bay Bridge) and its approaches along US 50/301." Tier 1 FEIS/ROD at 1-1 (hereinafter Tier 1 FEIS).

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.

Background

On April 14, 2022, FHWA signed a combined 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). FHWA clarified that the Tier 1 FEIS/ROD did not constitute a new analysis, but rather merely updated limited aspects of the agency's Tier 1 DEIS, issued in February 2021. Specifically, the Tier 1 FEIS only responded to public comments and updated the analysis where there were material changes to the evaluation in the DEIS. *See* Tier 1 FEIS at 1-1 ("The content of the DEIS remains valid except where changes are noted in this FEIS.").

In the Tier 1 FEIS/ROD, FHWA selected Corridor 7 as the Preferred Corridor Alternative; thus, FHWA stated that this would be the only corridor option moving forward to the Tier 2 EIS/ROD process. *See* Tier 1 FEIS at 7-1, 7-4. FHWA determined that Corridor 7 is the "environmentally preferable alternative," although that determination was limited to a comparison with only Corridors 6 and 8—i.e., FWHA did not compare Corridor 7 to MOAs in reaching this conclusion. *Id.* at 7-5, 7-6. Detailed environmental analysis and mitigation of impacts was also delayed: "[a] potential future Tier 2 NEPA study would consider alternatives within the Tier 1 Selected Corridor at a level of detail that would allow for consideration of all practicable means to avoid or minimize environmental harm from Tier 2 alternatives." Tier 1 FEIS at 7-6.

According to the BCS website, the Tier 2 Study will "refine the Purpose and Need for a project-level analysis and focus on the two-mile-wide Selected Corridor Alternative (Corridor 7)." MDTA, *Tier 2 Study Process - MDTA Chesapeake Bay Crossing Study*, https://baycrossingstudy.com/tier-2-study-process (last visited Sept. 29, 2022). Specifically, it will:

> evaluate a No-Build alternative and a range of build alternatives including various alignments, crossing types and modal and operational alternatives. During the Tier

> 2 Study, the MDTA will evaluate specific transportation alternatives within the Study Corridor, including conducting detailed engineering and environmental impact analyses. The Tier 2 Study also will identify mitigation measures for any unavoidable environmental impacts.

Id. MDTA secured funding for the Tier 2 NEPA Study in June 2022, and the agencies recently initiated coordination with the public. *Id.* In addition to offering several open houses in connection with the Tier 2 NEPA Study, the agencies invited the public to submit comments prior to October 14, 2022 to inform the appropriate scope of the Tier 2 NEPA Study.

Tier 1 Alternatives Analysis

The Tier 1 NEPA Study identified the following three primary needs that the agencies used as the basis for evaluating the feasibility of corridor alternatives: (1) adequate capacity; (2) dependable and reliable travel times; and (3) "flexibility to support maintenance and incident management in a safe manner." Tier 1 FEIS at 1-2, 1-3.

The initial range of alternatives for the Tier 1 NEPA Study "included the No-Build Alternative, four Modal and Operational Alternatives (MOAs), and 14 corridor alternatives." DEIS at 3-1, *see also* Tier 1 FEIS at 7-2. The Corridor Alternatives "were developed to include potential Chesapeake Bay crossing locations and the approach roadways that would tie into the existing roadway network." *Id.* The No-Build Alternative "included existing infrastructure, planned future improvements, and regular maintenance of the Bay Bridge." Tier 1 EIS at 7-2. The agencies' consideration of MOAs included the following *stand-alone* options: Transportation Systems Management / Travel Demand Management ("TSM/TDM"), ferry service, bus rapid transit ("BRT"), and rail transit. *Id.* FHWA defined TSM/TDM as "infrastructure and operational changes to improve the function of the existing roadway network without adding major new capacity." *Id.* FHWA noted that "[i]mprovements evaluated included AET [all-electronic tolling] or variable tolling" and that "AET at the Bay Bridge has since been implemented as of Spring 2020." *Id.*

FHWA's Rejection of all Modal and Operational Alternatives

At the conclusion of the Tier 1 Study, FHWA determined that none of the MOAs—standing alone would meet the project's purpose and need and thus they were "eliminated from further consideration as stand-alone alternatives." Tier 1 FEIS at 7-2. Specifically, the TSM/TDM, as well as BRT and ferry service, alternatives were eliminated from further consideration "because they would not: provide adequate capacity to relieve congestion at the existing Bay Bridge, provide dependable and reliable travel times, or provide flexibility to support maintenance and incident management at the existing bridge." *Id.*

Although the FEIS did not explain the basis for eliminating the MOAs without considering whether they could, *in combination*, satisfy the purpose and need, the prior DEIS attempted to explain why the MOAs were considered only in isolation from one another:

> The MOAs were developed as part of the range of alternatives to determine if a different mode, or operational changes, could meet the Purpose and Need as stand-alone alternatives. In other words, this Tier 1 screening is intended to determine if any of these MOAs could meet the Purpose and Need independent of other corridor alternatives *or MOAs*. The MOAs were evaluated based on the Purpose and Need elements of adequate capacity, dependable and reliable travel times, and flexibility to support maintenance and incident management at the existing Bridge.

DEIS at 3-8 (emphasis added). As such, FWHA concluded that:

> Based on the MOA screening analysis results, *all MOAs are recommended to be eliminated from further consideration* ***as stand-alone alternatives***. TSM/TDM, Ferry Service, BRT, and Rail Transit each fail to meet the Purpose and Need of the study because they would not provide adequate capacity to relieve congestion at the existing bridge, provide dependable and reliable travel times, or provide flexibility to support maintenance and incident management at the existing bridge.

DEIS at 3-15, 3-15 Table 3-4 (emphases added).

Further, the DEIS made clear that FHWA included the No-Build alternative only to serve as a baseline and not as an actual alternative that might be selected. There, FHWA explicitly noted that the No-Build alternative "will not relieve traffic congestion and improve travel times on the existing Bay Bridge." DEIS at 3-26. Instead, the No-Build alternative was "retained throughout the NEPA process to serve as a baseline of comparison." *Id.*

Thus, with no MOA alternatives remaining—and a No-Build alternative that was by design insufficient to meet the Study's purpose and need—FHWA only considered the remaining alternatives, *all of which* involved new spans of similar bridge or bridge-tunnel configurations at 14 different Corridor locations.[4] After narrowing its review to Corridor 7, *see* Tier 1 FEIS at 7-4, the Tier 1 ROD made clear that FHWA intends to restrict any Tier 2 EIS/ROD to examining a limited suite of functionally indistinguishable action alternatives within Corridor 7, including

[4] Incidentally, Governor Hogan declared in 2019—while the Tier 1 Study was underway and years before the DEIS was published—that "[t]here is only one option I will ever accept: adding a third span to our existing Bay Bridge," and that a third span "is the only serious way forward." Katherine Shaver, *Gov. Hogan: 'There is only one option I will ever accept' to relieve Bay Bridge backups*, WASHINGTON POST (Aug. 28, 2019), https://www.washingtonpost.com/transportation/2019/08/28/gov-hogan-there-is-only-one-option-i-will-ever-accept-relieve-bay-bridge-backups/ (quoting Governor Hogan's August 28, 2019 Twitter posts). In doing so, Governor Hogan potentially undermined the NEPA process, which is designed to promote objective and well-informed decisionmaking and shall not be used "to rationalize or justify decisions already made." 40 C.F.R. § 1502.5. Notably, the DEIS itself also treated a new span as a foregone conclusion: "Thus, this Tier 1 document is intended to identify the general location of a new Bay Crossing so that a site-specific study in Tier 2 can avoid further consideration of the corridor location decision made in Tier 1." DEIS at 1-6.

different bridge and/or bridge-tunnel alignments within that two-mile-wide corridor, and replacement of the existing Bay Bridge. *Id.* at 7-7.

However, because the Tier 1 Study was designed to defer detailed environmental impacts analysis until the subsequent, site-specific Tier 2 Study, FHWA has avoided taking a "hard look" at the comparative environmental impacts of bridge and *non-bridge* alternatives (e.g., MOAs in combination). Instead, FHWA has deferred this legally required analysis until the only action alternatives under consideration are bridge or bridge/tunnel alignments within a single narrow corridor that will result in comparable environmental effects.[5] In other words, without the benefit of any detailed analysis of comparative environmental impacts among bridge and non-bridge alternatives that can feasibly achieve the stated purpose and need, FHWA committed itself to a new bridge or bridge/tunnel configuration and sidestepped looking at combinations of MOA alternatives or other practicable options that might have avoided exorbitantly costly and environmentally damaging bridge construction in an ecologically sensitive area.

Responses to Comments in the Tier 1 FEIS

A number of commenters expressed concerns about the elimination of the MOA alternatives, especially in combination with one another and distinct from a bridge construction alternative. As FHWA acknowledged: "[i]n particular, some felt that various MOA, such as TSM/TDM, transit, and ferry service could achieve more in combination, rather than as standalone alternatives as assessed in the DEIS" and "[m]any commenters felt that MDTA's primary aim should be to reduce the demand for travel across the existing bridge, or redistribute the demand more efficiently, rather than to provide new capacity." Tier 1 FEIS, App. A at A-17; *see also id.* at A-19 (addressing comments that MOA should be considered in greater detail). In response, however, FHWA simply reiterated that as stand-alone alternatives none of the MOAs met the Study's Purpose and Need, and once again failed to explain why the DEIS and FEIS only considered the MOAs in isolation, rather than in combination.[6]

QACA submitted a report prepared by AKRF in December 2020, *Chesapeake Bay Bridge Crossing Transportation Study* ("AKRF Study"), to assess "whether there is a current

[5] FWHA acknowledged that as part of the Tier 1 process, it had not analyzed—let alone adopted—all practicable means to avoid or minimize environmental harm from the selected alternative, because the agency deferred those considerations until a subsequent NEPA process. *See* Tier 1 FEIS at 7-6 ("A potential future Tier 2 NEPA study would consider alternatives within the Tier 1 Selected Corridor at a level of detail that would allow for consideration of all practicable means to avoid or minimize environmental harm from Tier 2 alternatives.").

[6] FHWA stated only that "[t]he Tier 1 Study has determined that individual MOAs, implemented as standalone alternatives, would not meet the Purpose and Need for the Study. However, combinations of multiple MOA[s], such as TSM/TDM, transit and ferry service, would also be evaluated in a Tier 2 study. The Tier 2 study would be focused on the evaluation of alternatives within Corridor 7, including alternatives for new crossing capacity, upgrades to approach roadways, and combinations of MOA within the corridor." Tier 1 FEIS, App. A at A-18; *see also id.* at A-16, A-19 (same).

need for replacement of the Chesapeake Bay Bridge Crossing from a traffic operations perspective." AKRF Study at 2. This report from independent traffic engineering experts raised serious concerns about the agencies' traffic growth projections and assessment of future congestion in the DEIS; the report ultimately concluded that "there will not likely be a need for a replacement bridge by 2040 for either traffic or structural purpose." *Id.* at 3. It addressed the impact of different traffic management strategies, including variable tolling and management of the reversible lane, along with several examples where such strategies had been successfully employed by FHWA and others.

Without elaborating, FHWA disregarded the examples of variable tolling on the purported basis that they were not "comparable facilities in the region." Tier 1 FEIS, App. C at C-6. Further, the agency claimed that while congestion pricing (variable tolling) would "help peak period congestion," it would not "support the project need to provide 'flexibility to support maintenance and incident management in a safe manner,' by increasing volumes during off-peak periods and potentially reducing the number of off-peak hours during which lane closures could be accommodated." *Id.* at C-6.

With regard to different management practices for the reversible lane, such as running them as High-Occupancy Vehicle ("HOV") or High-Occupancy Toll ("HOT") lanes, FHWA reiterated that "[b]oth variable tolling and HOV/HOT lanes are Transportation Systems Management/Transportation Demand Management (TSM/TDM) strategies, which would be further considered in a potential future Tier 2 Study, in the context of Corridor 7"; "[t]his would include the evaluation of all Modal and Operational Alternatives (MOA) during any future Tier 2 alternatives analysis." *Id.*

Tier 2 NEPA Study

The recently commenced Tier 2 NEPA Study is intended to: "result in decisions made on a project-level (site-specific) analysis, through evaluation of specific alignments within the Tier 1 SCA." Tier 1 FEIS at 7-7. Specifically, the Tier 2 NEPA Study will assess both the micro-alignment and type of future crossing, i.e. "a bridge, a bridge-tunnel, or replacement of the existing Bay Bridge." Tier 1 FEIS at 7-7.

In addition, the Tier 2 Study will, among other things, include:

- Refinement of Purpose and Need to reflect project-level issues;
- Updated traffic analysis to reflect current conditions at the time of a Tier 2 study;
- Consideration of alignments within Corridor 7;
- More detailed engineering of Corridor 7 alternatives, evaluation of crossing types, and specific assessment of potential environmental impacts;
- Consideration of MOAs in combination with a new crossing and/or other MOAs within Corridor 7;
- Public and cooperating agency involvement and response to Tier 2 DEIS comments;
- Continued consideration of the No-Build Alternative that FHWA has stated will not meet the Purpose and Need.

See Tier 1 FEIS at 7-7, 7-8; *see also* Tier 1 FEIS App. A at A-17 (outlining analyses to be included in Tier 2). The Tier 2 study will "also include evaluation of potential traffic impacts to local roadways in the vicinity of new crossing infrastructure." Tier 1 FEIS App. A at A-13.

With regard to updated traffic projections, FHWA has committed to collecting revised traffic volume data and preparing "updated traffic volume forecasts, using a [current] updated travel demand model." *Id.* at A-27. Specifically, "[r]evised traffic analysis in a Tier 2 study would provide updated growth forecasting, including any foreseeable changes resulting from COVID-19 or other potential future changes in travel and commuting patterns. A new project-level NEPA analysis would have to demonstrate a continued need for a new crossing in order to advance any build alternative . . . ." *Id.* at A-18. In addition, as FHWA stated in the DEIS, the No-Build Alternative "will be updated as needed during Tier 2 to reflect future [infrastructure] projects that were not planned and programmed as of Project Scoping in 2017, such as implementation of [AET] or eliminating the physical toll plazas and the option to pay cash at those facilities," as well as TSM/TDM "measures such as improvements to the contraflow operation on the existing bridge [that] may be implemented." DEIS at 3-1.

DISCUSSION

By excluding consideration in the Tier 1 Study of MOAs (including various TSM/TDM options) working together in combination, FHWA has never before considered a reasonable range of alternatives to the construction of a costly and environmentally damaging new bridge; therefore, FHWA must do so now.

As it currently stands, the only alternatives that FHWA is carrying forward into the Tier 2 Study are minor variations of the alignment and configuration of a new crossing within the narrow, two-mile width of Corridor 7. To the extent MOA strategies will be considered at all in the Tier 2 Study, FHWA says that any such consideration will only be in connection with a major new construction project. Notably, although the No-Build Alternative was retained and carried forward into the Tier 2 Study, FHWA has made clear that it is not a viable alternative that FHWA could select at the conclusion of the NEPA process. *See* DEIS at 3-26 (finding that the No-Build Alternative "will not relieve traffic congestion and improve travel times on the existing Bay Bridge" and was only "retained throughout the NEPA process to serve as a baseline of comparison").

In other words, despite having at its disposal a suite of well-documented and highly effective TSM/TDM and other MOA strategies that have never been adequately analyzed *in combination* with one another (independent of new construction), FHWA intends to consider only those alternatives that include new construction of a massive bridge or bridge/tunnel in Corridor 7. This is inadequate on its face, but particularly so where independent traffic engineering and management experts have supplied extensive documentation and evidence demonstrating the potential of TSM/TDM and other MOA strategies—working in combination—to satisfy the project's purpose and need. FHWA cannot justify refusing to evaluate these combined approaches, yet the agency appears poised to do just that.

As explained in more detail below, FHWA must comply with NEPA in its Tier 2 Study by adequately evaluating all of the MOA strategies detailed below—not in isolation, but in combination with one another in a scenario without any bridge or bridge/tunnel construction. Further, to comply with NEPA, FHWA must measure these combined approaches against updated traffic projections that reflect current traffic flows, the addition of AET in 2020, the anticipated introduction of automated lane closures this fall, as well as any other technological advances in traffic management that will foreseeably reduce congestion in the future during the projected lifespan of this agency action. FHWA must also consider the impacts of induced traffic demand from any potential new span, which would itself potentially necessitate a widening of approach and departure roadways with further associated cost and delay.

Only then can FHWA lawfully assess whether combinations of these MOA strategies, in light of updated traffic data and foreseeable advances in vehicular and related technology, are sufficient to mitigate future congestion across the existing bridge without the unnecessary expenditure of taxpayer funds and damage to Maryland's ecosystem and natural resources.

1. FHWA Must Consider All Available and Foreseeable MOA Alternatives in Combination Prior to Committing to a New Span

FHWA and MDTA must undertake a rigorous analysis of the following TSM/TDM alternatives—working together in concert, and also in combination with all other available or foreseeable MOA alternatives, such as enhanced ferry service, BRT, and rail transit, to reduce traffic volume and congestion on the Bay Bridge. These *non-exhaustive* options for addressing the purpose and need, as discussed below, include variable tolling, enhanced management of the reversible lane, and other TSM/TDM strategies such as: HOT/HOV lanes, best practices in traffic incident management, connected and automated vehicles ("CAVs"), wind barriers, and variable speed limit signs. FHWA may well know of additional TSM/TDM options that are currently, or will become during the planning time frame for this action, technically and financially practicable—NEPA requires consideration of those measures, in combination with all others, as well. Importantly, best practices in traffic management must be included in any combination of MOAs under evaluation in order to satisfy the third component of the Study's purpose and need: flexibility to support maintenance and incident management in a safe manner.

Variable Tolling During Peak Periods

Variable tolling is an appropriate countermeasure to reduce congestion on the existing bridge crossing. A portion of the crossings during peak directional traffic flows are discretionary and could be made at times other than peak periods. Under variable tolling regimes, MDTA can increase toll costs during periods of peak demand and reduce toll costs during off-peak times to encourage a deliberate shift in traffic patterns to avoid or significantly reduce congestion. This could be implemented either through time-of-day pricing or dynamic pricing, which responds to real-time congestion and traffic conditions.

Variable tolling is a highly effective means of reducing traffic congestion in situations comparable to the Bay Bridge, and its efficacy is well-documented at similar variable tolling facilities throughout the United States**.** A representative sample of such facilities include:

- I-95 Express Toll Lanes, Baltimore, Maryland
- Virginia Express Lanes (I-495, I-95)
- Port Authority of New York and New Jersey Crossings
- I-78 Newark Bay Extension, New Jersey
- I-276 Pearl Harbor Memorial Extension, New Jersey
- I-95 New Jersey Turnpike, New Jersey

Myriad technical studies have also documented substantial reductions in travel time achieved by use of variable tolling.[7]

In light of the well-established efficacy of variable tolling in achieving FHWA's stated goals for this action, FHWA must evaluate, in combination with other TSM/TDM strategies described herein (along with other MOAs, such as enhanced ferry service, BRT, and rail transit), variable toll pricing during peak demand. Given that the Bay Bridge exhibits peak traffic primarily during summer weekends, it is a particularly suitable candidate for variable tolling during those times.

Enhanced Management and Optimization of the Reversible Lane

The Chesapeake Bay Bridge currently has a reversible/contra-flow lane on the westbound span to redistribute roadway capacity from the westbound direction to the eastbound direction during peak periods. This is one example of a managed lanes strategy; however, the effectiveness of the current implementation has been hindered due to a number of constraints including, among other things, inability to use the reversible lane during high-wind events, inefficient transitions, and rigid scheduling.

The ability of the reversible lane to reduce congestion could be substantially enhanced by the strategies described below. FHWA must give full consideration to *all* of these options, in combination with the other TSM/TDM strategies contained herein and the traffic congestion reduction efficiencies gained from expanded and more effective ferry, bus, and rail transit, as part of the Tier 2 NEPA Study.

[7] For example, MDTA opened the I-95 Express Toll Lanes in Baltimore in December 2014, resulting in a *12 percent reduction in delay* in travelers in the general purpose (non-tolled lanes). *See* State Highway Administration, Maryland Department of Transportation, I-270 & I-495 Managed Lane Study Appendix C – Traffic Analysis Technical Report (May 2020), https://oplanesmd.com/wp-content/uploads/2020/07/APP-C_MLS_Traffic-Tech-Report-Appendices.pdf. Similarly, The I-495 Express Lanes were opened in November 2012 along I-495 from the Springfield Interchange to the Dulles Toll Road. The I-495 northbound free general-purpose lanes experienced a seven percent reduction in travel time and the I-95 southbound free general purpose lanes experienced a *15 percent reduction in travel time* over the last five years, compared to before the construction of the managed lanes. *See* Op Lanes Maryland, Maryland Department of Transportation, *Have Managed Lanes worked elsewhere?*, https://oplanesmd.com/updates/faqs/.

Truck / bus restrictions in the reversible lane

The existing reversible lane on the Bay Bridge is available to all vehicles, including trucks, buses, and other high-profile vehicles. During high-wind events, these vehicles are more susceptible to the risk of swerving into oncoming traffic and, as such, the reversible lane must be closed out of precaution during these not-infrequent weather events. However, by banning these high-profile vehicles, the reversible lane could continue to be used by ordinary passenger cars during high-wind events and thereby be used more frequently and effectively to substantially reduce congestion on the bridge.

FHWA must consider, in combination with the other MOA strategies described herein, adding truck, bus, and/or higher-profile vehicle restrictions for the reversible lane in order to increase the number of days and hours this lane can be used and avoid weather-related closure.

Manage the reversible lane on a dynamic schedule

The reversible lane on the Bay Bridge is currently reversed on a fixed schedule and is not responsive to real-time traffic demands. In other words, there are times when a reversible lane could be used to reduce congestion on the bridge that it is not actually being utilized at present.

With the expected introduction of an Automated Lane Closure System ("ALCS") later this year, discussed further below, QACA hopes that the reversible lane will be managed on a dynamic schedule going forward. If this will, in fact, be part of the new baseline it must be evaluated as such and included within the updated traffic projections as described below. On the other hand, if there are not yet plans in place to actively manage the ALCS based on real-time, dynamic traffic data, FHWA must evaluate this simple strategy in the Tier 2 Study, in combination with other TSM/TDM and MOA strategies identified herein, as means to reduce congestion across the bridge.

HOV/HOT restrictions in the reversible lane

Implementation of HOV or HOT lane restrictions can provide additional incentives to reduce congestion and keep traffic moving. With regard to improved management of the reversible lane, it either can be restricted to HOV or could be managed as an HOT lane with higher tolls for vehicles that do not meet the occupancy requirement. Both strategies can induce a portion of travelers during peak directional traffic flows to carpool, while the HOT strategy would still allow mobility options for those vehicles with 1 or 2 occupants.

FHWA must consider, in combination with other TSM/TDM strategies described herein, incorporating HOV or HOT lane restrictions for the reversible lane in order to improve traffic flow in that lane.

Additional Traffic Management Strategies

In addition to and in combination with both variable tolling and enhanced management of the reversible lane—analyzed in combination with traffic reduction achieved from increased ferry, BRT, and rail transit—FHWA must consider the following TSM/TDM alternatives:

HOV/HOT lane restrictions in one lane in the peak traffic direction

As discussed above for use in the reversible lane, MDTA can also designate static lanes as HOV/HOT lanes to encourage carpooling among a subset of travelers during times of peak demand. HOT lanes encourage shared ridership, while offering another option to drivers of vehicles that do not meet standard occupancy requirements, yet wish to quickly bypass any peak demand traffic congestion.

By way of example, there could be a lane on the Bay Bridge that is toll-free late on Friday evenings and very early Saturday mornings in the summer months for vehicles with 3 or more passengers, while charging a higher toll for vehicles in that lane with only 1 or 2 passengers. Based on examples throughout the country involving comparable traffic situations, this proposed lane could result in improved traffic flow during these times. Indeed, HOT lanes are increasingly being utilized to mitigate congestion, including the following examples:[8]

- US 290 Northwest Freeway QuickRide HOT Lanes in Houston, Texas
- I-394 and I-35W MnPass in Minneapolis, Minnesota
- I-25 Express Lanes / US 36 in Denver, Colorado
- I-15 Express Lanes in Salt Lake City, Utah
- SR 167 HOT Lanes Pilot Project in Seattle, Washington
- I-95 Express Lanes in Miami, Florida
- I-15 FasTrak in San Diego, California
- I-680, Alameda County, California
- I-85 in Atlanta, Georgia

FHWA must consider, in combination with the other TSM/TDM strategies contained herein in addition to all other MOA strategies, implementing HOV/HOT lane restrictions during peak times in order to reduce demand and improve traffic flow in the selected lane.

Best practices in traffic management

The "flexibility to support maintenance and incident management in a safe manner" is identified as one of the three primary needs for the Tier 1 NEPA Study and will presumably be used as the basis for evaluating alternatives during Tier 2. Tier 1 EIS at 1-3. As such, and in order to meet the project's stated purpose and need, each of the TSM/TSD strategies detailed herein (along with enhanced ferry, BRT, and rail transit) must be considered in combination with available and foreseeable best practices in traffic management, including, at minimum, the following:

[8] *HOT Lanes Marketing Toolkit - HOT Lanes, Cool Facts* (June 18, 2020), https://ops.fhwa.dot.gov/publications/fhwahop12031/fhwahop12027/index.htm.

- Improvements to transportation management centers—e.g., incident detection and verification utilizing closed-circuit television cameras
- Improved traveler information systems—e.g. variable message signs
- Optimized incident response—e.g., tow procedures, patrols, scene management, and automated lane closures

FHWA must consider these traffic management best practices in combination with all of the TSM/TDM strategies contained herein, alongside all other MOA approaches, to ensure that improved maintenance and incident management are adequately supported.

Connected and Automated Vehicles

Before committing to an extremely expensive and environmentally damaging new bridge, FHWA must also address as part of its alternatives analysis the expected efficiencies in traffic reduction that can be attained by equipping at least one lane of the existing bridge with technology to platoon CAVs during times of peak demand. Although full saturation of CAV technology in the entire vehicle market is not anticipated until later this century, full CAV automation is expected in the next decade to be available and begin to saturate the market, allowing individual travel lanes with CAV-only restrictions to be much more efficient than comparable non-CAV general purpose travel lanes. CAV technology has the potential to greatly expand the capacity of the existing spans by reducing separation between vehicles and significantly smoothing traffic flow.

CAVs offer two important benefits to managing congestion. First, a connected vehicle can platoon itself with others and have an awareness of red lights at traffic signals up ahead. This reduces the distances between vehicles and improves on human perception/reaction times, reducing or eliminating stop-and-go traffic and smoothing out flow much more evenly. Second, automated features, like those already standard on many newer vehicles, can reduce rear-end crashes due to driver inattention, resulting in fewer crashes and incidents to be investigated and cleared. This would directly support the third prong of FHWA's stated purpose and need for the Tier 2 Study.

This rapidly evolving technology is on the near horizon and is certain to favorably reduce congestion well before the 2040 timeframe adopted and utilized by the FHWA to justify a new bridge. There could be an almost 10 percent increase in traffic capacity with the expected saturation of 20 percent CAVs by 2040. Indeed, other Maryland agencies are already incorporating CAV technology in numerous planning areas. For example, Maryland's CAV Working Group "led and collaborated on numerous CAV-related research, education, and planning efforts in 2021."[9] The multi-agency team includes, among others, the Maryland

[9] Kristen E. Humphrey, *Maryland's Connected and Automated Vehicle (CAV) Working Group: Celebrating 2021 Accomplishments; Looking Forward to 2022*, MARYLAND PLANNING BLOG (March 31, 2022), https://mdplanningblog.com/2022/03/31/marylands-connected-and-automated-vehicle-cav-working-group-celebrating-2021-accomplishments-looking-forward-to-2022/.

Department of Planning ("MDP"), the Maryland Department of Transportation ("MDOT"), and the Maryland Highway State Office.[10] It has "worked to incorporate CAV into several statewide plans including the State Freight Plan, Transit Plan, Consolidated Transportation Program, and the Strategic Highway Safety Plan."[11]

In April 2022—the same month that FHWA signed the Tier 1 FEIS and ROD—the MDOT State Highway Administration ("MDOT SHA") released a survey inviting the public to comment about CAV technology in order to "help MDOT SHA develop a strategy for increasing public awareness of CAV-related technologies" and "plan for a future of travel with self-driving vehicles."[12]

Likewise, the 2021-2025 MDOT SHA's CAV Implementation Plan, published in June 2021 prior to FHWA's issuance of its Tier 1 FEIS and ROD, states that:

> MDOT SHA has an opportunity to propose innovative solutions that shift from major infrastructure projects to projects blended with TSMO [Transportation System s Management Operations][13] and CAV solutions.[14] The use of innovative solutions would *reduce the reliance on roadway expansion projects* since technology-based projects in the TSMO and CAV realm offer more economic and potentially safer solutions. One could envision using CAV platooning solutions in congested conditions to significantly reduce rear-end and sideswipe crashes where aggressive or distracted driving causes unnecessary frustration and delays.[15]

---

[10] *Id.*

[11] *Id.*

[12] Kristen E. Humphrey, *Connected and Automated Vehicles: Help Shape the Future of Travel in Maryland*, MARYLAND PLANNING BLOG (April 21, 2022), https://mdplanningblog.com/2022/04/21/connected-and-automated-vehicles-help-shape-the-future-of-travel-in-maryland/?utm_medium=email&utm_ source=govdelivery&utm_term= (publishing survey by the MDOT SHA).

[13] TSMO is "an integrated set of strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety and reliability of the transportation system." 23 U.S.C. § 101(a)(30); *see also* https://ops.fhwa.dot.gov/tsmo/index.htm (collection of links with answers to common questions about TSMO).

[14] 2021-2025 MDOT SHA Connected and Automated Vehicles Implementation Plan (June 2021) at 15, https://www.roads.maryland.gov/OTMO/2021-2025_MDOTSHA_CAVImplementationPlan_Final.pdf.

[15] *Id.* (emphasis added).

Given this forward-looking approach by both MDOT and MDP and the substantial consideration being given to CAVs in other comparable planning processes in Maryland, it is clear that CAVs must also be incorporated into Bay Bridge forecasting. This is particularly so in light of their reasonably foreseeable wide-ranging deployment during the time frame in which FHWA purports to address the purpose and need of this action. FHWA must consider equipping at least one lane of the existing bridge with technology to platoon CAVs during times of peak demand, in combination with all TSM/TDM and other MOA strategies, in its Tier 2 NEPA Study.

Wind barriers

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.[16]

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. For these reasons, FHWA must consider in its Tier 2 NEPA Study the efficacy of wind barriers, in combination with all other TSM/TDM and MOA strategies described herein, to address FHWA's stated purpose and need for this action.

Variable speed limit signs

The use of variable speed limit signs, including on the approach highways, could also help manage congestion. These signs can be used dynamically to slow traffic during a period of incremental traffic buildup and make the flow more uniform, and therefore less likely to result in stop-and-go driving that exacerbates traffic backups. When used in conjunction with the other strategies identified herein, variable speed limit signs could further enhance a non-bridge alternative approach that would reduce travel times without requiring any major construction activities in this fragile ecosystem.

2. FHWA Must Update the No-Build Alternative and Traffic Projections in the Tier 2 NEPA Study

FHWA committed during Tier 1 to include an updated traffic assessment in the Tier 2 NEPA Study. *See* Tier 1 FEIS at 7-7 (Tier 2 Study will include "[u]pdated traffic analysis to reflect current conditions at the time of a Tier 2 study"). Similarly, FHWA committed to carry

[16] *See, e.g.*, Steven Brocklehurst, *Queensferry Crossing: The bridge that should never close*, BBC (Feb. 11, 2020), https://www.bbc.com/news/uk-scotland-38598155 (examining the effective use of a baffle barrier on the Queensferry Crossing over the Forth estuary in Scotland).

forward the No-Build alternative into the Tier 2 Study and by design must encompass all "existing infrastructure, planned future improvements, and regular maintenance." *Id.* at 7-2. Thus, because the No-Build Alternative serves as the status quo baseline against which the proposed project (and any alternatives to it) are compared, any changes to bridge infrastructure that exist or are reasonably foreseeable as of the conclusion of the Tier 2 FEIS and ROD must be reflected in the No-Build baseline alternative.

In particular, QACA urges FHWA to include as part of its description of the No-Build Alternative the following TSM/TDM approaches that have been implemented since the original Tier 1 analysis, or that will be implemented or are reasonably foreseeable prior to the completion of the Tier 2 Study. Likewise, although FHWA decided long ago that the No-Build Alternative is not feasible due to its alleged failure (at that time) to satisfy the project's purpose and need, the significantly changed baseline conditions obligate FHWA to reconsider in its Tier 2 EIS and ROD whether the No-Build Alternative, *at the time FHWA issues its Tier 2 ROD*, satisfies the purpose and need.

Automated Lane Closures (ALCS)

MDTA's ALCS project is underway and expected to be operational in late 2022, followed by a transitional period with some manual support.[17] The ALCS was "constructed for opening and closing lanes including two-way traffic operations on the bridge" and "will enhance the current manual system for motorists by allowing maintenance crews to remotely implement and discontinue two-way traffic on the Bay Bridge's Eastern and Western Shores." *Id.*

Among its benefits, including improved worker safety, ALCS is expected to reduce "congestion associated with manual lane closure operations" on the bridge and provide motorists advance notice of lane closures. *Id.* (identifying customer savings benefits, including reduced congestion). According to MDTA, the latter will help reduce secondary crashes due to driver inattention.[18] This reduction in traffic incidents can be expected to further reduce bridge congestion and the frequency of incident management and response activities. Additionally, ALCS will also facilitate more dynamic implementation of the reversible lane in response to real-time traffic data and will therefore allow dynamic delay conditions to be addressed sooner.

Any congestion-related improvement flowing from the implementation of ALCS on the Bay Bridge must be incorporated into the baseline traffic projections for the Tier 2 NEPA Study (and included as part of the status quo in the No-Build Alternative), which must disclose and examine the efficiencies gained by these automatic lane closures, based on modeling reflecting

[17] *See* MDTA, *William Preston Land Jr. Memorial (Bay) Bridge Automated Lane Closure System Project*, https://mdta.maryland.gov/Capital_Projects/BayBridgeALCS.

[18] John Domen, *Automated lane closure system comping to Maryland's Bay Bridge*, WTOP News (September 15, 2022), https://wtop.com/maryland/2022/09/maryland-makes-another-effort-for-a-more-efficient-trip-across-the-bay-2/ (quoting MDTA Acting Executive Director Will Pines).

similar gains from real-world comparable examples that are already in operation (and, if possible, actual concrete traffic reduction data from ALCS on the Bay Bridge that exist at the conclusion of the Tier 2 process).[19]

All Electronic Tolling (AET)

Similarly, AET was introduced in 2020 and is also expected to substantially reduce eastbound traffic congestion. *See* Tier 1 FEIS App. A at A-20. FHWA stated that "prior to the preparation of the Tier 1 FEIS, additional data collection will be performed to evaluate the effects of AET on eastbound operations." *Id.* Yet no such analysis was included in the Tier 1 FEIS.

Because this data collection effort and a robust analysis of such data has not yet occurred, FHWA's Tier 2 NEPA Study must include all such data, as well as an evaluation of the documented benefits on traffic congestion from implementation of AET on the Bay Bridge.

Rapid Deployment of the Reversible Lane on the North Span

As discussed above under ALCS, MDTA is in the process of implementing automated and rapid deployment of the lane closure on the south side of the north span to allow the lane to be reversed to eastbound traffic flow. It will be in place by the end of this year and will improve lane transition efficiency and enhance use of this reversible lane.

Because this was not accounted for in the Tier 1 DEIS traffic analysis (nor updated in the Tier 1 FEIS or ROD), FHWA is obligated to consider it in the Tier 2 Study and incorporate any reduction in congestion gained from this approach in the baseline conditions of the No-Build Alternative.

Weekday Telecommuting

Lastly, FHWA must address how the well-documented increase in telecommuting will affect the agencies' travel demand projections during the planning time frame of this action, including how this important new information impacts FHWA's purpose and need.

Prevalence of remote work arrangements accelerated exponentially during the COVID-19 pandemic. Even with COVID-19 restrictions receding, many work-from-home and hybrid work arrangements are expected to outlive the COVID-19 pandemic and permanently alter many daily activities, including driving patterns and traffic congestion (especially during rush hour and other peak driving times). AKRF's 2020 Transportation Report addressed this increase in telecommuting and projected that increases in telecommuting could result in lower future traffic

[19] The Tier 1 FEIS notes, in its discussion of the MOA it will bring forward to analyze in Tier 2, that "MDTA also has initiated an automated lane closure system project for opening and closing lanes on each span to two-way operations, construction of which is anticipated to be completed in the Fall of 2022." Tier 1 FEIS App. A at A-20. However, the Tier 1 FEIS deferred any *analysis* of the ALCS until the Tier 2 NEPA Study and thus it remains to be incorporated.

volumes than those forecasted by FHWA. *See* AKRF Study at 13. However, the Tier 1 FEIS did not account for these changes, promising that "[l]onger-term impacts of telecommuting would be addressed in the travel demand forecasting for a Tier 2 Study." Tier 1 FEIS App. C at C-6.

Because FHWA has not examined the significant effects of telecommuting and reduced workday travel, including during peak weekday travel times—and FHWA could not have done so previously in light of the overlapping timing of the COVID-19 pandemic and the Tier 1 NEPA process—FHWA must take a hard look at this topic and analyze all existing data and reasonable forecasting in the updated traffic projections for the Tier 2 NEPA Study.

3. FHWA Must Consider the Impacts of Induced Traffic Demand on Route 50

In weighing any combination of MOAs—such as those discussed above—against a potential new bridge or bridge/tunnel span across the Chesapeake Bay, FHWA must also account for the impact of induced traffic demand on approach and departure roadways that would necessarily arise from construction of any new span, as well as the growth-inducing effects in the communities surrounding these approach and departure roadways.

The concept of induced traffic demand is well-established and occurs because drivers change their habits to use the newly constructed lanes, thereby absorbing the increase in traffic capacity within a relatively short period of time following construction. Thus, if a new span were added, 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. The 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, foreseeable traffic bottlenecks.[20] This, in turn, would lead to staggering costs and many years of additional construction, as well as encroachment into surrounding communities that will both fuel substantial growth and further degrade the natural environment. These are textbook examples of "indirect effects" under NEPA, "which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable." 40 C.F.R. § 1508.8. In fact, in supplying an example of an indirect effect, NEPA's implementing regulations point to "growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems." *Id.*

Because major construction of the Bay Bridge would result in significant indirect effects on and around approach and departure roadways—including induced traffic demand and associated growth inducing effects in those communities—FHWA must rigorously address in the Tier 2 NEPA Study this aspect of any action alternative that would require the construction of a bridge or bridge-tunnel.

---

[20] *See* AKRF, *Induced Traffic Demand & US 50 Highway Widening*, March 16, 2022 (prepared for Queen Anne's Conservation Association), https://qaca.org/press-release-%26-archives (select 2022-03-16 QACA Highway Widening Study Final).

CONCLUSION

As an organization dedicated to both the conservation and sustainable growth of the Eastern Shore, QACA appreciates the opportunity to submit comments and urges FHWA to take seriously the recommendations above to: (1) ensure that the Tier 2 Study traffic data reflects all up-to-date congestion management strategies that are either currently in place on the Bay Bridge or are reasonably foreseeable, prior to the conclusion of the Tier 2 NEPA process, to become available during the action's planning time frame; (2) assess impacts from induced traffic demand on the approach and departure roadways, particularly the likelihood that it will be necessary to widen those roads in the near future and fuel growth in those communities—which would itself entail substantial cost and traffic disruption; and (3) from this baseline, to evaluate every MOA (including TSM/TDM) strategy available—in combination with one another—as components of a strategy to mitigate peak traffic congestion and thereby avoid the costly, disruptive, and environmentally damaging construction of a massive new bridge across the Chesapeake Bay.

In the Tier 1 EIS and ROD, FHWA deferred many of the important issues at stake for this action until the Tier 2 Study. As a result, federal law now requires the FHWA to rigorously evaluate readily available approaches that have proven effective elsewhere and which have strong potential to achieve the stated purpose and need in a far less damaging and expensive manner. To ensure compliance with NEPA and its implementing regulations, FHWA must, in Tier 2, provide decisionmakers and the public with a full, legally supportable analysis of all available alternatives to a costly, disruptive, and environmentally damaging new Bay Bridge.

Thank you for your solicitation of comments on the Tier 2 NEPA process. We hope that FHWA takes seriously the concerns raised by QACA, and we look forward to reviewing a Tier 2 Draft EIS at the appropriate juncture.

Respectfully submitted,

Counsel for QACA

SHORERIVERS

October 14, 2022

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

Re: Tier 2 NEPA Study Public Comments

To Whom It May Concern:

Thank you for the opportunity to provide comments on the Tier 2 NEPA Study and Open House of the consideration of a new Chesapeake Bay Bridge crossing. ShoreRivers is a non-profit dedicated to the protection and restoration of Eastern Shore rivers, including the Chester River and Eastern Bay and their tributaries, of which this study impacts. After attending the open house and reviewing the documents provided to the public, ShoreRivers urges the Maryland Transportation Authority to consider the following comments and recommendations.

1. Consider public access impacts
Currently, the Tier 2 Study proposes to evaluate environmental, community, and historic impacts. While the environmental inventory includes community facilities, it neglects to include public access points to our natural resources such as community parks and landings. Public access to Queen Anne's and Anne Arundel County's natural resources, including their waterways, is intrinsic to promoting commerce, tourism, and quality of life for residents. It also fosters a deeper respect and concern for protecting these natural resources. Sandy Point Park and Terrapin State Park are essential resources to our communities and are two of few public access points to enjoy our waterways. Impacts to these resources and an assessment of what those impacts might mean to our communities should be considered in the Tier 2 study.

2. Include look-backs and economic considerations for aquatic natural resource impact Considerations
The Chesapeake Bay is a dynamic system that experiences annual changes in water quality due to precipitation, restoration, and pollutant loading. It is anticipated that aquatic natural resources, such as oysters and submerged aquatic vegetation, will fluctuate in abundance from year to year. ShoreRivers requests that the Tier 2 study incorporate sufficient look-backs to past populations and acreage numbers when considering impacts to these species. Additionally, bottom surveys should be considered for future potential to support aquatic species. Finally, the impacts to these aquatic natural resources should include economic impacts. For example, submerged aquatic vegetation supports many other species, including juvenile blue crabs. If submerged aquatic vegetation is projected to be impacted, what will the economic impacts to the blue crab fishery be?

3. Environmental Justice considerations and impacts should be more emphasized
Historically underserved and BIPOC communities are often the most vulnerable to environmental impacts. While Environmental Justice is identified as a detailed environmental study that will be

Main Office
114 S. Washington St.
Suite 301
Easton, MD 21601
443.385.0511

Regional Office
111A North Main St.
Galena, MD 21635
410.810.7556

Regional Office
207 S. Water St.
Unit B
Chestertown, MD 21620
410.810.7556

shorerivers.org

completed through this process, the specifics on how that will be achieved were unclear. Additionally, ShoreRivers encourages the MDTA consider factors outside just environmental impacts to underserved communities, such as traffic and economic impacts to these communities.

4. Include wastewater and stormwater impacts
There is no current indication that impacts to wastewater will be included in this study. A new Chesapeake Crossing along corridor 7 will result in increased development, increasing stormwater runoff and wastewater. Queen Anne's County in particular is currently at capacity at its Kent Island WWTP and the county suffers from nutrient pollution from failing and old septic systems. Queen Anne's County is also currently navigating a new MS4 permit for stormwater runoff and treating impervious surfaces. environmental impacts from projected increase of stormwater and wastewater should be included in the Tier 2 Study.

5. Include resiliency impacts
There is no current inclusion of impacts to community resiliency. A new Chesapeake crossing along corridor 7 will increase development and stormwater runoff and likely impact shorelines, existing green infrastructure, and climate-change mitigating wetlands and forests. Resiliency planning is essential for the future of our community resources and general way of life and should therefore be included in this study.

6. Increase public involvement throughout Tier 2 study
ShoreRivers encourages the MDTA to incorporate public feedback throughout the upcoming step 4: Purpose and need, traffic, range of alternatives and environmental analyses during the spring of 2023 throughout the summer of 2025. As it currently stands, the next opportunity to update the public and seek specific input is not scheduled until Fall 2025. Transparency and public input strengthen studies such as these and ensures that every voice is heard.

A new Chesapeake crossing along corridor 7 to Kent Island will threaten water quality trends by increasing pollutants entering the Chester and Miles-Wye Rivers, as well as Eastern Bay. Pollutant loads from construction of the new bridge and secondary effects from development include SAV habitat and oyster reef destruction, increased stormwater runoff, potential septic and sewage overflows, increased air emissions, and litter. ShoreRivers is eager to remain involved and participate in public comment opportunities as the Bay Crossing study progresses and considers environmental impacts. **Finally, ShoreRivers advocates for strong mitigation tactics for environmental impacts that occur, including land preservation, shoreline restoration, addition of new public access sites, and implementation of green stormwater best practices.**

Thank you for the opportunity to provide comments.

Sincerely,

[redacted]
Miles-Wye and Chester Riverkeepers, on behalf of:

ShoreRivers
[redacted] Executive Director
[redacted] Chester Riverkeeper | [redacted] Choptank Riverkeeper
[redacted] Miles-Wye Riverkeeper | [redacted] Sassafras Riverkeeper

EASTERN SHORE LAND CONSERVANCY

October 14, 2022

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

To Whom It May Concern,

The Eastern Shore Land Conservancy (ESLC) is an accredited land trust operating for the past 30 years on Maryland's Eastern Shore. Our organization has 60,000 acres under easement with 300 individual landowners across our six county operating area, which includes Cecil, Kent, Queen Anne's, Caroline, Talbot, and Dorchester counties. ESLC staff, volunteers, and supporters work every day to implement our vision of a rural Eastern Shore with a thriving agricultural and natural resources-based economy, ample publicly-accessible open space, and a network of vibrant and livable small towns.

In the last half-century, there can be no doubt the building of the Chesapeake Bay Bridge has impacted life on the Eastern Shore more than any other single development. Those impacts have been a mix of positive and negative, expected and unimagined, and a full accounting would be difficult to achieve. Construction of the two current spans led to dramatically increased residential and commercial development across the Eastern Shore and an accordant loss of productive agricultural lands. Traffic from the existing bridges disperses around the region, creating regular volumetric bottlenecks around virtually all of the Eastern Shore's population centers.

ESLC has deep reservations about a new and expanded crossing of the Chesapeake Bay. Our concerns include unsustainable development pressures along the entire breadth of the Route 50 and Route 301 corridors, the need to further expand roadway capacity region-wide to accommodate additional traffic from induced demand, and the substantial loss of agricultural lands, forests, and open spaces at scale that would accompany these impacts. We are also concerned about the direct impact of bridge and approach construction on proximate public lands like Sandy Point State Park and Terrapin Beach, as well as adjacent wetlands within the analysis area, including loss of wildlife habitat, erosion, and reduced water quality.

ESLC continues to be troubled by the potential erosion of local government control of land use decision making given the extraordinary pressure additional Bay Bridge capacity will bring. The Tier I study indicated utilization of the current bridge corridor would limit impacts to "existing land use patterns," but we would argue that existing

ACCREDITED LAND TRUST ACCREDITATION COMMISSION
STANDARDS FOR EXCELLENCE
114 S. Washington St., Suite 101, Easton, MD 21601 | 410-690-4603 | FAX 410-690-4604 | www.eslc.org

EASTERN SHORE LAND CONSERVANCY

land use patterns on the Route 50 corridor are far from ideal and can poorly bear increased stress. With such external pressure, land use decisions tend to get made by extenuating circumstances, irrespective of comprehensive plans and local public desires. A double digit percentage increase in traffic on the highways of the Eastern Shore will place inordinate pressure on local officials and would represent a massive change in the assumptions most local comprehensive plans are based on.

As the Tier II analysis moves forward, the Eastern Shore Land Conservancy would urge officials to take as wide a gaze as possible at not only the direct impacts in the identified analysis area, but also throughout the whole Route 50 and Route 301 corridors. Identify likely impacts to agricultural lands, forests, and open spaces and seek methods to mitigate both their conversion and the associated environmental impacts.

Review the effects of increased traffic beyond the direct bridge and approaches, and model the need for expanded roadways far downstream from the bridge itself: does the expansion of Bay Bridge capacity simply make worse bottlenecks that already exist elsewhere? This should also include the already ongoing evolution of the Route 301/50 corridors from a seasonally variable regional connector to an increasingly pressured link in the highly traveled Northeast Corridor, given the build-out of the Middletown/301 bypass.

Identify the policies and funding streams necessary to ensure the local land-use decision-making framework is able to withstand tremendous pressure for growth and enhances the implementation of comprehensive plans, rather than eroding their functional utility.

Finally, ESLC encourages officials to review the true durability of traffic relief at the Bay Bridge. With an estimated construction date in the Tier I analysis of 2040, is the traffic relief meaningful enough, over a long-enough period of time, to warrant the torrent of impacts that Bay Bridge construction would undoubtedly bring?

As we saw in the 1950s and the 1970s, Bay Bridge construction has real impacts across an enormous region. Any analysis of the environmental impacts of a new bridge should rightly look across the breadth of the entire region in order to be truly comprehensive. We urge planning and analysis officials to take a holistic approach to the Tier II analysis, our iconic and still-rural Eastern Shore region deserve nothing less.

Sincerely,

[redacted]
President
Eastern Shore Land Conservancy

ACCREDITED LAND TRUST ACCREDITATION COMMISSION

STANDARDS FOR EXCELLENCE

114 S. Washington St., Suite 101, Easton, MD 21601 | 410-690-4603 | FAX 410-690-4604 | www.eslc.org

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

Date	Medium	Comment
8/11/2022	Web	Issue: Transportation The traffic to cross the bay bridge has grown increasingly more ridiculous. A 15 mile commute is roughly a two hour drive. There is no option for local traffic to cross safely and timely without getting caught up in tourist traffic. These new implementations have really limited the ability for locals to commute to and from work in a reasonable time. There is a dire need for a solution due to the increasing frustrations of the local population on both sides of the bridge.
8/11/2022	Email	Subj: It' Simple if you let it be so sound out the bottom of the bay at the existing cross point. determine if you can build BETWEEN the two rotting structures or if you have to go to one side. IF you do one side, pick NORTH of the existing structures by as little as possible as that will be easiest to connect on both sides to existing roads. NOW, about the bridge and roads. Suspension, obviously, because you need to do a FOUR lane bridge on TOP and another ON THE BOTTOM. Both sides of Rt 50 must be expanded to four lanes each way with a downgrade to three sometime before the turn south. There could be a tunnel in the middle for future rail connections. That'll destroy the Eastern Shore for "shore". I believe I've now had my say, repeating myself endlessly. Suspension, four lanes up, four lanes down with a tunnel for a future rail connection right in the middle. Build it close to the existing, rotting structures and expand both sides of 50 to four lanes with at least a two mile pause before feeding into three. Then two. The cheap idiots who came before you should have done all that planning but they went for the quick, ignorant Democrat fix to look good and let another generation deal with it. Be better. Four lanes each way with an eventual southern expansion of 50 into three lanes. It will cost NOW but will be a legacy later on, not a curse! [Name Redacted] [Address Redacted] [Phone Number Redacted]
8/11/2022	Email	Subj: RE: Bay Crossing Study Tier 2 September Open Houses Hello, Is there any chance additional virtual meetings will be scheduled? Specifically the Sept 13th meeting. I am not available for the Sept 7th Virtual Meeting but I am available for the September 13th Meeting BUT would prefer NOT traveling to Broadneck High School. Since I live in AA County I would prefer to hear/sit in on the AA County Edition of this meeting. I do realize all meetings are virtually the same but there may be a Q&A at the AA County Meeting that would be more beneficial than at other meetings. Alternatively – If the Sept 7th meeting can be recorded and made available in a timely fashion – that would be a second choice alternative …. Please let me know what may be possible to help keep me informed on this hugely impactful project. Regards [Name Redacted] [Address Redacted] [Email Redacted] [Phone Number Redacted]
8/12/2022	Email	Subj: Bridge Study Input With all due respect. Thanks for brainstorming about this issue. For me & my family & many others we are most concerned about bridge location, etc., For us, We will NEVER allow the state, county, a govt operative to steal our land for this bridge, while we recognize it is necessary to have a safe structure. We are descendants of the enslaved who held on to their land working as farm hands, domestics, etc., We will NEVER allow it to be taken. So, we are most interested in where the new bridge will be more than anything else. With all the respect due, The [Name Redacted] Families
8/15/2022	Email	Subj: All-Electric Alternatives to Delivery Operations in Chesapeake Bay Crossing Good Afternoon, I came across your study while doing an online dive into programs and departments that are looking to improve Maryland with alternative means of transportation and/or logistics. I am part of an uncrewed aircraft system (UAS) service provider called MissionGO based here in Baltimore with a team experienced in manned aviation and public safety. MissionGO is responsible for the successful first human organ transplant delivery via UAS that was completed in 2019 across the city of Baltimore and, since then, has conducted several other cargo operations showcasing the viability of using uncrewed aircraft as a safer, more environmentally friendly and faster means of transportation. Our aircraft is an all-electric autonomous uncrewed helicopter that has a wide range of use cases from

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

		inspections to cargo deliveries. I was wondering if you would be open to a conversation to see if we could find synergies between the Chesapeake Bay Crossing Study and MissionGO. We would love to see how we might be able to work together to create a more connected alternative to complement the infrastructure currently in place! Looking forward to hearing from you! [Name Redacted] Marketing Manager [Phone Number Redacted] [Email Redacted]
8/15/2022	Email	Subj: Bay Bridge study Hello, Imagine being able to solve the problem of congestion at the Bay Bridge without spending a dime. On Tuesday July 5, 2022 I was returning to Baltimore County from the Eastern Shore. I encountered congestion at the Kent Narrows Bridge, and this congestion continued for the several miles leading to and over the westbound span of the bridge. The major cause of the congestion was a red X lane control signal in the rightmost lane of the westbound span, yet there was no construction, no police activity, and no broken-down vehicle obstructing the lane. As far as I could tell, there was no need for the rightmost lane to have been closed to traffic with the red X lane control signal. I can only assume that there was either a failure/error of an automated program, or a failure/error of a human operator. Regardless, the end result was a one third reduction in usable roadway causing a tremendous traffic jam. I have observed two phenomena in my 36 years of driving in Maryland. Both are the cause of congestion. One phenomenon is that drivers do not know when the road ascends from the horizontal to an incline. Drivers do not realize that their vehicles are losing speed on the incline, and their vehicle speed decreases by as much as 15 MPH. This phenomenon can be observed every day on the Baltimore Beltway (Interstate 695) inner loop at Wilkins Ave. in Baltimore County, and on Interstate 70 westbound at Route 29 in Howard County - EVERY DAY! Unless drivers pay attention and maintain speed, congestion will occur regardless of the number of lanes available for travel. The other phenomenon is the habitual reduction of the speed limit at lane reductions. Any physicist can tell you that in order to move an increased volume of traffic through a fixed opening, the velocity (speed) of that volume of traffic must be increased. Yet Maryland transportation authorities have always opted to reduce traffic velocity to a crawl at lane reductions - such as the one at the Bay Bridge eastbound where Route 50 is reduced from 3 lanes to 2 (when a third eastbound lane is not in operation). It is a shame that the State would rather spend hundreds of millions (or more than one billion) dollars to construct a third span in the vain hope of reducing congestion, when a simple increase in the speed limit would go far to resolving the problem with an expenditure of zero dollars. [Name Redacted]
8/16/2022	Email	Subj: train crossing There should be a train from either Baltimore or Annapolis across the Bay and go all the way to Ocean City. There could be stops along the way to encourage travel to some of the towns along the route. Ocean city has an excellent bus system and the towns are walkable, so cars are not needed. A train would do more to reduce car traffic than a bridge or cars. Sincerely, [Name Redacted] [Address Redacted] [Email Redacted]> Sent from Mail for Windows
8/16/2022	Email	Subj: Option #5 If you build a third span next to the other two you will end up with more congestion not less. Trucks are the biggest problem. Build the new span at Trade Point Atlantic, problem solved.
8/16/2022	Email	Subj: High Speed Ferry System would be a better option Put a high speed ferry in two spots. Sparrows Point to Rock Hall and Love Point to Cambridge or Crisfield. Use Catamarans like they use from Ireland to Scotland. This would spread the traffic out and bring more people to other areas of the Eastern Shore. Also, increase the toll fees and charge going both ways on existing bridges. [Name Redacted] [Phone Number Redacted]
8/17/2022	Email	Subj: Bridges Study.... Annapolis corridor too crowded already. New bridge span should be moved west and connect to Somerset County near Crisfield. Win-Win: traffic abatement and economic development for Somerset County.

		[Image below included as email attachment]  [Name Redacted] Sent from Mail for Windows
8/17/2022	Email	Subj: Disagree with new bridge near existing crossing Putting more traffic through the Kent Island corridor will be abusive to this region. I understand why no one wants a major roadway traversing in their neighborhood whether it be in Mayo or Pasadena or anywhere else. But it does not make sense to add an additional span near the existing bridge. We live on Kent Island and know how congested the area is now and how limited property is for any roadway expansion. Once eastbound vehicles cross the new bridge, where will they go? There is no space to expand the lanes on US 50 as it crosses the Island and the inlets that cross the highway. It is a nightmare now trying to leave our neighborhood as cars use local roadways to avoid highway backup. There are many times when we cannot leave our neighborhood as west bound Main Street is bumper to bumper for miles approaching the bridge. Adding more vehicles to the Kent Island corridor will devastate it. In addition, doesn't it make sense to have a Bay crossing north of the existing bridge so vehicles from Baltimore & PA can more directly cross over or one south of the existing bridge to facilitate Northern VA and DC traffic and not have them come north to US 50 to cross the Bay only to have to then drive south if they're going to the MD/DE beaches? Much of the Eastern shore where these crossings would be located is predominantly farmland which would allow for roadway construction, and it could also bring economic development to those areas. [Name Redacted] [Address Redacted]
8/18/2022	Email	Subj: Fillable PDF form Hello! The fillable pdf form on which you are requesting feedback does not allow for multiple boxes to be checked under each category: Please rate the following needs for the Bay Crossing Study: Tier 2 NEPA (Tier 2 Study) (Indicate importance with an X for each need). For example, I cannot check "Not important" for more than one line item. If you wish to have them ranked in order of importance, your form should provide sufficient options. Otherwise, you need to find a way to allow for more than one response per category. Thank you! [Name Redacted]
8/23/2022	Email	Subj: Propose I suggest to build a tunnel. A 4 lane tunnel starting on the North side of the West bound bridge. Sandy point might have to be impacted to achieve this and the wet lands on the East side as well but it's

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

		necessary. Sent from my iPhone
8/23/2022	Email	Subj: New Chesapeake Bay Bridge span Gentlemen, A third span, built next to the existing Bay bridge would NOT speed up the traffic to the Eastern shore or relieve the congestion before reaching the bridge. As a 48-year resident of Patuxent Manor (P.O. Davidsonville) I have time-and-again noticed the back-up of cars on Rt.50 going to the Eastern shore especially on summer week-ends. Once these cars reach the entrance of the bridge, the traffic flows quite smoothly unless there is an accident or a hindrance on the bridge itself. The reason is that many cars are from Northern Virginia and Wash., DC , besides the Maryland cars...all trying to reach the Atlantic ocean resorts at about the same time. If a new bridge is built across the Bay, it should be from a new road off Rt. 4, below(past) Flag Pond Park to Taylors Island (Dorchester county, Eastern shore) and ending on a new road that will connect to the enlarged & widened Rt.16 to Cambridge. From Cambridge it is an easy connection to Rt.50 to Ocean City and beyond. This new-route bridge will certainly attract N.Virginians and many DC residents and all Southern Marylanders who will save a lot of time going to the Eastern shore attractions, since it is so much shorter than taking Rt.50 to the existing Bay bridge. Sender: [Name Redacted] [Address Redacted] Tel.: [Phone Number Redacted] E-mail: [Email Redacted] Sent from Outlook
8/25/2022	Email	Subj: Bay Bridge Study comments FERRIES!! [Name Redacted] [Email Redacted][Phone Redacted]
8/26/2022	Email	Subj: comments Hello, If you are considering adding another bridge adjacent to the current Bay Bridges, BEFORE you add another b ridge you need to do the following: Add more lanes on Rt 50 from Bowie to the Bay Bridge, add lanes to the Severn river Bridge and the Academy Bridge, add lanes to Rowe Blvd, Taylor Avenue, Annapolis Street, the road going between Annapolis Street, gate 8 at the Naval Academy and The Academy Bridge, Rt 450 to Rt 50, Rt 648 through Pendennis Mount, and St Margarets Road to Rt 50. EVERY SINGLE WEEK Annapolis is in gridlock from a hiccup on Rt 50 on all of these roads, making it extremely difficult for residents to lead their daily lives and not be trapped in their homes. There is absolutely no reason that everyone from northern Virginia, DC and Baltimore should have to travel through Anne Arundel County to get to the eastern shore. When I was a child there were plans to add a second Bay Bridge near Solomons Island, and this is where it should go. This will draw traffic from DC and Virginia, instead of all the traffic funneling through Anne Arundel County. Option 10, 11 or 12is what needs to be implemented. Time to start over. Regards, [Name Redacted]
8/28/2022	Email	Subj: study why waste money on another study. Just send one honest person out onto Route 50 on Thursday or Friday during the summer iand you find total gridlock. Annapolis does not need another span of the bay bridge. 50 years ago it was determined that another span was needed in South County. I cannot talk to one resident of Annapolis or the Eastern Shorthat agree ona third span here. Just try to explain why Hogan supports a third span here. Think you had better plan on building on second span of the Severn Bridge.
8/31/2022	Voice Mail	(unrecognizable)..... I couldn't click on any of the selections on the online survey to submit. It says submit on the bottom, that's what an electronic survey means. So, it might not be working. I'll give you a comment or two. Um, I'm really tired of driving all the way to Ocean city. I know (unrecognizable) transportation there. We have a rail line going through the Eastern shore. Have you looked at anything to use that method to get to the shore. If you do another span, could you include a track. And I don't know what the feeder, there's nothing on the Western Shore. But, take a look at it.

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

9/6/2022	Email	Subj: Bay Bridge tier 2 crossing Gov Hogan , I'm saddened that anyone in ur transportation admin, would even consider another bridge along side the existing bridge. Travel will be impossible, as there's no land on existing sides of Rt. 50. NOONE LUSTENED TO THE RESIDENTS OF QACTY, nor TALBOT CTY!!!! WE ALL WILL BE PRISONERS IN OUR COUNTIES. There were other places to build that bridge south of the existing one. Now we all will suffer. Why do you even want any of our comments when it's a done deal and this is just a formality to say you followed the procedures. You have done so much for State of Md., but this is NOT one of them!!! [Name Redacted] Talbot Cty
9/6/2022	Email	Subj: bay crossing study I tried submitting my comments thru the Bay Crossing Study website but I am not sure the comments made it so here goes again. I live on Holly Drive and people get off 50 trying to save time to the bridge and Sandy Point, as a result St Margarets Road backs up quite a distance east. I think an interim/permanent solution would be to place signs on the access roads to St Margarets (and the same for access points on the other side of 50) that say 'Local Traffic Only, Restrictions Enforced' and place a police car, or a motorcycle cop, near the sign, the car does not have to be occupied...worth a try, actually the motorcycle could enforce the restriction more easily than a car. By the way, I have seen a couple of men relieve themselves on Holly Drive during high congestion periods on 50. [Name Redacted] [Phone Number Redacted]
9/6/2022	Email	Subj: comments regarding the Tier 2 NEPA Study Dear Bay Crossing Study, They thought one bridge would be enough, but it just resulted in more people crossing over to the Eastern Shore. They thought a second bridge would be enough, but it just resulted in even more people crossing over to the Eastern Shore. So no matter what you do, in the end we will still have the same problem - yet even more people and congestion. So dont do anything and you will have the same results, and save a ton of money, save the environmental impact that any bridge expansion will effect, and help keep the Eastern Shore rural. WE DO NOT WANT ANOTHER BRIDGE [Name Redacted] [Address Redacted]
9/6/2022	Email	Subj: Need car boat to carry cars across Bay Bridge crossing. Many people from all walks of life are afraid to cross bridge by car because of the height of the bridge. A boat similar to the Cape May ferry which carries cars is desperately needed to take cars across span!!! This will also reduce some congestion. Please implement asap. Thank you, [Name Redacted] Sent from Yahoo Mail on Android
9/7/2022	Email	Subj: Bay Crossing Study (BCS) - Tier 2 comment Dear BCS folks- I write as a resident about 3 miles from the western entry to the existing Bay Bridge spans.

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

		My first concern (massive construction inconvenience aside) with the possible ultimate design for a new Bay Crossing span would involve the potential bottlenecks on both sides of the bridge. Question: Could existing highway lanes be better used to avoid such bottlenecks by implementing the direction-of-travel switching system during peak back-up periods as now is used only on the bridge itself? My second concern involves our ongoing support for individual passenger vehicles --for many more years of climate-harming emissions. Question: Could an alternate mode involve use of (electric) public transit buses from population hubs that could be transported on (electric) passenger ferries during peak periods? With discounts on such public transit, the MTA also could a) encourage more use of public transit in Ocean City / other primary destinations and b) encourage possible passenger to travel in off-peak hours. My third concern is that this process (expanding bridge crossing) should not happen again in the foreseeable future if possible. Question: Could any third span be engineered so that, if traffic volume later increased, it could be dealt with (at least partly) by installation of a double-decker span on the same infrastructure -- as is done on some bridges around NYC, San Francisco & elsewhere? It seems that such a later expansion would have to be less costly than what we're contemplating now. -[Name Redacted]
9/7/2022	Email	Subj: New Bay Bridge I do have the following three questions; For off road pedestrian travel, has the East Coast Greenway been contacted for comment? If a new bay bridge is built, will there also be an improvement to the US301 corridor from Delaware to Virginia that would provide a bypass to both the Baltimore and Washington beltways? Will the new bay bridge be assigned the Interstate highway designation of I-595?
9/7/2022	Email	Subj: Tier 2 Study Questions Slide 11 of video stated information could be viewed on boards at the open house or at the barcrossingstudy web site. Where on the web site are these boards? Thanks
9/7/2022	Email	Subj: Tier 2 Study Questions The slide presentation explained the traffic counts anticipated over time. Does the study evaluate the destination of the vehicles? If so, does that information inform alternative analyses which might consider alternative transport modes? For example, if a large number of vehicles are heading to Ocean City area, would an alternative to provide mass transit to and around the resort area be considered?
9/7/2022	Email	Subj: tier 2 I vote against adding another bridge in the same location. You need to build a bridge to draw off either dc and traffic from the south in southern Maryland or Baltimore and further north up closer to Baltimore. It is ridiculous to keep adding bridges in the same location. [Name Redacted]
9/7/2022	Email	Subj: TRAIN! Hello, I am not able to attend the meeting for Bay Bridge. I am sure that millions of us would like to see a TRAIN system to across the bay. Why bother to expand the highways? This WILL NOT solve in anyway. TRAINS will do. Look outside of the US, there are LOT LOT LOT of trains allover. That will be big helpful. Americans MUST accept and learn to use trains more... MORE RAILROADS to be building... Bottom line, have you all EVER travel to Europe, Asia and others? If no, GET YOUR [Offensive Language Redacted] PASSPORT DONE AND TRAVEL NOW and learn their train systems TODAY. Otherwise, you all are scum bum/punk!!!

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

		Thank you!
9/13/2022	Email	Subj: Bay Bridge construction I have to wonder if you asked yourselves what you could possibly do to increase congestion between Baltimore and the existing bridge, between Washington DC and the existing bridge, and in the greater Annapolis area during the beach season. There's really no way you could scheme to further clog the miles of highway that lead to the bridge from either direction other than dangling the lure of more spans in front of beach-bound drivers. I believe that an effective solution would be to divert as much traffic as possible from the greater Baltimore area before it flocks southward. This would send traffic onto the Eastern Shore in an area that is not prepared to handle the load on its country roads. Yes, it would require constructing vastly more infrastructure. But it would work better than funneling more traffic onto clogged roads where the current twin spans sit. [Name Redacted] [Email Redacted]
9/13/2022	Email	Subj: Tunnel Hello, Has a tunnel been considered to span the Bay? The Boring company would be a great way to go. Thanks, [Name Redacted]
9/13/2022	Email	Subj: Yes! Please build third span of Bay Bridge Hi there, Just wanted to put my vote in for a very definite YES to building a third span of the Bay Bridge. I've lived around Baltimore my whole life, currently in Ellicott City, and the traffic has gotten progressively worse year after year. Unfortunately it is now to point that our family just doesn't go to the MD beaches as frequently as we'd like to avoid it. Additionally the couples times we went recently, they were working on the Eastbound three lane bridge to return home and we had to travel two-way on the westbound bridge. That just seems dangerous. A third span is necessary at this point in time. Please strongly consider so we can get back down to OCMD safely and efficiently (and possibly buy a vacation home there- our Maryland dream!). Signed a concerned Marylander, [Name Redacted] [Phone Number Redacted]
9/13/2022	Web - Smart Board	Concerned about traffic on college pkwy impacting st andrews driveway. CAN driveway be rerouted through neighboring park or armory?
9/13/2022	Web - Smart Board	BACKUP at st.margarets rd and pleasant plains on all beach weekends already ALSO at OLD MILL BOTTOM RD and ST. MARGARETS RD.
9/13/2022	Web - Smart Board	STudy should start at 97 rather than SEVERN RIVER BRIDGE for back up starts there on beach weekends.
9/14/2022	Voice Mail	Yes, I live over here at Easton and I go across the Bay Bridge back and forth everyday to work at Motor Vehicles in Glen Burnie. Please, if you can, build two spans. Two more new spans, please. If you could do it, do it asap. Like yesterday. Thank you. Have a nice day.
9/14/2022	Email	Subj: Oppose Bay Bridge Third Span Hello,

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

		As a taxpayer in the state of Maryland, I believe a third span is an idea that would be good-if we were still in the 1980's Which we are not. The bulk of the people jamming up the bridge are people heading to the shore to go to the beach. It does not matter how many lanes you create, the Bridge will always be crowded. We need a solution to get people to the beaches without their cars. Instead of wasting funds on extra lanes, the state should build a light rail to Ocean City. From there ride shares or car rental facilities can help get people around or to other nearby beaches. That will actually lessen traffic on the bridge-and reduce the carbon footprint of all those cars on the bridge. Thank you. [Name Redacted] [Address Redacted] -- Wear a mask. Do it for others, not for yourself.
9/14/2022	Email	Subj: Third Span Bay Bridge This is not the answer to the ever increasing traffic on the Bay Bridge. The goal is to reduce congestion in the Annapolis/Kent Island areas and a third span encourages more traffic, not less. Those of us who live in this corridor deal with constant traffic jams, poor air quality and unacceptable noise levels caused by cars, trucks, motorcycles, etc. to name several issues. There are some weekends when we cannot leave our homes and the beautiful city of Annapolis is being destroyed. I can only hope that this third span does not occur, traffic needs to be direct elsewhere, preferably south of Annapolis. The outgoing Governor and his minions are taking the easy way out. It's a box they can check when he runs for President (solved Bay Bridge issue, CHECK!). I will join and donate to any group trying to stop it. Best regards [Name Redacted] [Address Redacted]
9/17/2022	Email	Subj: giaceirs melting eastern shore under water 10 years what good is a bridge to eastern shore when they say in 10 years tides will rise 2 to 3 feet eastern shore is going to be covered with water seems like a big waste of money .prepare for the future look down the road so to speak you got big problems coming??????
9/20/2022	Email	Subj: Bay Bridge-teir Placing another Highway across the Bay, when we already have an existing bridge is absolutely Absurd. It will destroy all the businesses and communities around it- increase traffic and pollution. I am sure Nobody wants it except Politicians and environmentalist that won't be affected. Do we really have input?or is this a silly exercise to pretend that we have a say- and the plans are already made?! Onto Teir2?! Like the bureaucrats are listening! It is a large Bay- go somewhere else. Sincerely [Name Redacted] Sent from my iPhone
9/21/2022	Web	I read with interest your quote "we have heard loud and clear that taking the next step is a priority of everyone in Maryland" in regards to the Bay Bridge. Well maybe if you had let the citizens of Anne Arundel and Queens Annes County have a voice in the original study, like you did for all the other counties, you would have discovered that no one in Anne Arundel or Queen Anne's county wants a third span adjacent to the other two. If you were away from the syncophants around you and actually gave the citizens most affected, a voice in this process you would find out otherwise. Put the bridge in southern Maryland to draw away the traffic from DC and south.
10/6/2022	**Email**	Building another bridge in the same area as the existing one is a BIG MISTAKE! The short span to Rock Hall would be BEST!! Another boon doogle be MD TRANSPORTATION>>>

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

		Thanks [Name Redacted] [Phone Number Redacted] ent from Mail for Windows
10/6/2022	Email	Subj: Tier 2 Please do a complete environmental study, too much greenspace is being destroyed. Sent from my iPhone
10/6/2022	Email	Subj: The second Bay Bridge is long overdue The second Bay Bridge is long overdue. I suggest instead of a bridge, dig a tunnel. It will be weather proof. Hope you will succeed. [Name Redacted]
10/6/2022	Email	Subj: Bay Bridge I agree with the current plan to build a third span near the other two . This seems a minimum to maintain adequate capacity for the roadway into the future. OTHER ISSUES 1. Another crossing south of the Kent Island location seems equally important. Somewhere north of Scientist Cliffs / Solomon Island to Chrisfield would divert northbound traffic from the Richmond area up the coast via MD, DE 13 2. A connection from the Baltimore Beltway to the upper shore....again towards the Delaware Memorial Bridge and the NJTPK and points north / south. 3. Has anyone looked at light rail only tunnels for commuter traffic only under the Chesapeake ?.....Along the Rt 50 corridor....Easton, Cambridge, Salisbury & Ocean City seems a first step that would reduce cars along that route.....especially if there was a connection to BWI and the Baltimore + D.C. METRO systems. Thanks, [Name Redacted]
10/6/2022	Email	Subj: Public Opinion and Survey Comment Form Something needs to be done about double charging me tolls after payment is made.Double.fining me .Bring back tolls.if you can't keep.up Sent from Yahoo Mail on Android
10/6/2022	Email	Subj: I do not like your plans for the new bridge We moved to Queenstown in 1993 there was not a lot of anything over here then now they are building on ever inch they can Find I live down Bennett point rd In the summer we can't go anywhere traffic is so tied up. If you have an emergency you are out of luck. Please 🙏 take the people that live over here more consideration [Name Redacted]. [Address Redacted] Sent from my Galaxy
10/6/2022	Email	Subj: bay crossing comment Hello, The widening of the Severn River bridge and the removal of the toll booths have greatly improved the traffic over the bay bridge. If you must build an additional bridge at the current location, build a new 3 lane bridge and use the old 2 lane bridge only for emergencies when there is an accident blocking lanes on the other spans. Route 50/301 can only handle three lanes in both directions, therefore under normal conditions we only need 6 lanes of traffic over the bay.

		To improve traffic in the westbound direction, you need to install some blinders to block the view of the Sandy Point State Park beach and the fishermen on the jetty there. Rubbernecking is causing the backups. [Name Redacted] Kent Island, MD
10/6/2022	Email	Subj: Comment in bridge and traffic We recently left the state of Maryland. Why, one would ask? We had a beautiful view of the Chester River. We had a home we built in 1988 and a brand new kitchen. We loved it, BUT We also had so much grid locked traffic on the weekends that it became unbearable just to go to the grocery store. 😳!!! The last straw, backed up traffic trying to get into a dead ended community. That was when we were not interested to spend the rest of our lives sitting in traffic trying to get home. Also, When you had your last study and supposed open comment period I went to the school and realized it wasn't an open forum at all but rather an advertising campaign to drive a third bridge down the throats of the people who live in the Kent Island corridor, with absolutely zero plan as to widening the road beyond Kent Island. Totally insane!!! It doesn't take a rocket scientist to figure it out and clearly not the millions of dollars spent to date with not even so much as one piling driven in. So incompetent is the only word which sums up your organization. I've washed my hands if it and haven't sat in one traffic jam in over a year, it's quite delightful. Truly, I hope you get so many complaints you won't know what to do; for this is what you deserve.
10/6/2022	Email	Thanks for taking all these steps to involve all parties. Continue to plan for safety. Sent from my iPhone
10/6/2022	Email	Subj: Traffic Volumes Are you able to share the traffic studies from earlier in the bridge study location process? Thank you, [Name Redacted]
10/6/2022	Email	Subj: Bay Bridge Study Yes, we NEED, desperately need some relief from the only bridge we have. An addition bridge, or two would be SO helpful. Some of us LIVE on one side and our families are on the other. Having just the one bridge (esp in the warmer months) makes life very difficult. Thank you! [Name Redacted] Sent from Mail for Windows
10/6/2022	Email	Subj: Chesapeake Bay Crossing As someone who has traveled the route across the bay bridge to the Delaware shore my whole life (72 yrs), I do not understand why you are considering another crossing in the same area. It is ridiculous to think that you can fix all of the feeder roads and relieve the congestion. Case in point…the backups this summer!!! Why are you not creating another crossing further down the bay? It would alleviate so much congestion, both commuter and summer travel. This makes no sense to me; and, it seems, to most other people who are directly affected.

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

		Sent from my iPhone
10/6/2022	Email	How can you possibly consider a third span in Annapolis. Route 50 is so congested now and the Severn River bridge is going to be obselite. We do not need another study. Just put one honest person on Route 50, Rowe Blvd, or just about any place in Annapolis on Thursday or Friday during the summer. They will find Annapolis intotal gridlockand the residents prisoners in thei homes. How can Governor Hogan possbly think this is the place for a thirdvspan. South County is where it should be to take care of the DC and Virginia traffic. Some one with alot of clout is trying to keep it out of South County and put it in Annapolis. Fifty years ago they saw the need for another bridge and it definitely was not Annapolis .
10/6/2022	Email	Subj: Protect the Environment- Thank you for the opportunity to have a part in commenting on the Bay Study. To put it very briefly, an alternative location must be sought in order to avoid the environmental catastrophe of moving forward with another bridge in the current location. Thank You, -[Name Redacted] Sent from my iPad
10/6/2022	Email	Subj: BayBridge To Whom it May Concern: I apologize for not intelligently addressing input on the Study. I assume it relates to the construction of an expansion of the existing or new Bridge. I have crossed that Bridge living in Baltimore for at least 20 years. I had owned a home in Ocean Pines for 14 years and for past 2 years owned a condominium without renting on Coastal Highway in Ocean City. Family and friends know I rarely go to OC. I love it there but I hate the Bridges particularly one going west towards Baltimore. I do not feel safe, particularly with the mega trucks. This is not just my phobia but that of others. I now reluctantly feel the need to sell. I do not know how new construction can eliminate my fear but all other bridges I have crossed in New York, Virginia and Florida I do without dread. Maybe on the existing ones and even a new one higher barriers would alleviate or reduce fear. In May a friend went 50 E to OC with me and wanted to buy. She called upon her return to Washington, DC to say she told a friend the BayBridges upset her so that she could not pursue her desire. I apologize if I addressed the wrong issue, however, my concerns should be shared with the correct administrators. [Name Redacted] Sent from my iPhone
10/6/2022	Email	Subj: Bay crossing. How about an upper bay crossing southern Harford county or Baltimore county. Make it with 6 Lanes. Build a new OC super highway, all the way to OC. Have it in conjunction with US 50. It would relieve the congestion to and from OC. WITH ALL THE IMFORSTRUCTURE MONEY OF 3.5 TRILLION THAT UNCLE JOE HAS READY FOR JUST THIS KIND. Wow. Will uncle Joe or is it Brandon, make it happen soooooon.
10/6/2022	Email	Subj: Bay crossing study I would have preferred another bridge be built from lower Maryland (St Mat's county) to Crisfield
10/6/2022	Email	Subj: TWO COMMENTS - 2 NEPA Study Public Comments GREETINGS: 1. SUPPORT A DOUBLE DECKED 3RD SPAN (ENGINEERED DESIGN LIKE VERAZZANO BRIDGE & GEORGE WASHINGTON BRIDGE IN NY) AT EXISTING CAPE SAINT CLAIR - KENT ISLAND SITE* 2. SUPPORT NEW CAR FERRY FROM CHESAPEAKE BEACH TO OXFORD, MD. ROUTING SOME TRAFFIC FROM WASHINGTON, D.C. SUBURBS*

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

		THANKS, [Name Redacted] [Address Redacted]
10/6/2022	Email	Subj: Bay Bridge Expansion As a citizen who has crossed the bridges for 60 years and as a citizen of Maryland, it does NOT make any sense to locate the new bridges adjacent to the existing bridges. The infrastructure can NOT support the amount of traffic that exists currently. The back ups and grid locks that routinely occur, would remain the same or possibly even worsen. The new spans should cross the bay at a different location and utilize different roadways. Building permits continue to be issued all along this corridor on both shores even though officials are well aware of the problems. Don't waste taxpayer dollars pretending that this proposal will help. [Name Redacted] Sent from my iPhone
10/6/2022	Email	Subj: Possible THIRD span BAY BRIDGE crossing comments Greetings! Thanks for public allowed to contribute/thoughts comments to the powers that be. Here are my thoughts: I can't really understand the theory that an additional bridge using the very same existing roadway (Rte. 50 - initially three lanes for several miles, then reverting back to two lanes at juncture of Rte's 301 & 50 will ease any traffic concerns in the big picture. How exactly would an additional bridge not cause even more bottlenecks upon entering Rte. 50? I can't exactly get past that one? The horrible traffic tie ups were supposed to be mightily eliminated with the disappearance of the Toll Booth Plaza, hence all electronic tolls implemented. It is of course MUCH better, and probably will be even more so when additional construction of gates, etc. is completed. Do I think the excess of funds warranted to construct yet another crossing of Bay Bride is really warranted? NO, NO and more NO. In a very expensive theory - it sounds promising on paper, but I think the result with be a bottleneck lackluster attempt for the primarily seasonal uses the Bay Bridge carries with it is not with the Herculean effort for now and for the future. Future sounds murky with all the dire predictions of water levels rising. I, myself have a 'seasonal' home outside of Ocean City in Berlin (Ocean Pines). I try in crossing the Bay Bridge at odd hours because I have the luxury of being retired, getting to pick better times, not having the weekend warrior factor looming and can drive night time hours, so that's another reason I really don't care to have yet another environmental impact, cost prohibitive, limited use bridge spanning the Bay. Thank you, [Name Redacted]
10/6/2022	Email	Subj: New Bay Bridge I expressed this view point before, but wish to do so again. A new bridge crossing the Bay from Edgemere/Sparrows Point to the Eastern Shore makes more sense that more traffic in The Annapolis area..... [Name Redacted], Essex, Maryland
10/6/2022	Email	Subj: Swann - Registered Nurse Using Bay Bridge Dear Bridge Folks, 1. I'm a Registered Nurse. 2. I own waterfront property in AA County. 3. I wish to maintain my own waterfront property; I do NOT wish AA County nor Masons Beach Citizens Association to maintain my waterfront property. 4. Safest choice is "No Trespassing" across Section E, Lots 3, 4 and the 0.10 acreage deeded to me December 2017.

		5. Chesapeake Bay is Tidal Waters. Shipping happens in the Chesapeake Bay. Tidal surges, weather events, cause water to breach my Bulkhead. 6. I've lived on my land since 1991. I've witnessed many surges, much water spray hitting my home. 7. In about 2011, we had an earthquake in Maryland. I am a First Responder. I had to stay put on the Eastern Shore until the Bay Bridge was open for traffic. 8. Yes, of course I'm interested in the good work you are doing. Kindly keep me informed. Very Respectfully, [Name Redacted], RN, LCDR USN-Retired [Address Redacted] e: [Email Redacted] Sent from my iPhone
10/6/2022	Email	Subj: Bay bridge comments Hi, As a concerned citizen who lives in Queenstown and uses this corridor daily I cannot express enough the importance of the need for the new bridge/tunnel to ease traffic congestion, allow emergency services proper response times, and allow citizens in the immediate area to be able to leave our homes. Qac commissioners are for the new bridge or tunnel whatever is decided. We should not delay this any further as there is rapid growth in the Kent island area of Queen Anne's county. I very much look forward to a day when contraflow is not needed and there are enough lanes to support each side of the roadway with extra for future expansion or emergency services. The corridor has been selected now let's get the bridge or tunnel built as soon as possible this discussion has been going on far to many years now it is time for action. [Name Redacted] Customized Construction Inc. C- [Phone Number Redacted] B- [Email Redacted] P- [Email Redacted] O- [Phone Number Redacted]
10/6/2022	Email	Subj: interim improvements Hi. I live on [Address Redacted] off of St Margarets Rd. I think it would help St Margarets, and access points on the other side of Rt 50, if you install signs at the access points that say 'Local Traffic Only' and put a police car next to the sign, and have a $50 fine on the sign that says it is enforced. I think this would discourage people from exiting 50 onto St Margarets trying to skirt around backed up traffic on 50. St Margaret's is its own traffic jam some weekends because of people getting off 50. [Name Redacted] [Address Redacted] c-[Phone Number Redacted]
10/6/2022	Email	Subj: BAY BRIDGE In my opinion a bridge should be built in Baltimore County from Rt.702 across the bay. It would alleviate much traffic and make the trip shorter for northern Maryland and Pennsylvania drivers [Name Redacted] [Email Redacted]
10/6/2022	Email	Subj: Bay Bridge expansion I believe that it will cause more problems converging into the same area. It Doesn't take consideration of those south such as St Mary's or north.

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

		I also would like to know who's property will be purchased to complete this corridor.
10/6/2022	Email	Subj: Bay Bridge Crossing I urge the State of Maryland to build a new Chesapeake Bay Bridge! The two spans that we have are aging and not enough to relieve Summer traffic. It seems like to me that the backups are going beyond just Summer. Just recently; I was headed West Bound on Rt.50 to a doctor's appointment on Kent Island. I was almost too late because I was at a dead stop in traffic. Mind you, I live on the Eastern Shore, wasn't going over the bridge, and it was on a non Summer day! I'm sure there are a lot more stories from other people and organizations. BUILD THE BRIDGE!!! We need it for safety as well as traffic flow! Sent from my iPhone
10/6/2022	Email	Subj: Comments on bay crossing The State of Maryland needs to put a new span and roads somewhere else in Maryland to accommodate the Virginia, DC, Pennsylvania people traveling to the beaches. Even Delaware people use the current roads 50/301 daily which backs traffic up especially if there is a break down or accident. Kent Island can not handle the influx of people moving there much less the traffic back ups, Which isn't just on summer weekends. The traffic and commuters are traveling year round to the beaches, camp grounds, NO ONE seems to work anymore. People are just RUDE who travel through Queen Anne's county. I moved from my home on Kent Island because I could not do daily drive to stores, to home school my grandkids, even to doctors. I was born and raised on Kent Island, 70 years ago. I have lived on Kent Island all my life, had to move elsewhere because my life on Kent Island became a living nightmare. I do not believe adding a third bridge span in it's current location will not solve the issue or problems on Kent Island. The roads just can't handle any more influx of traffic, a third span will increase. Queen Anne's county needs to stay rural, not become a Superhighway
10/7/2022	Email	Subj: Tier 2NEPA Study My only comment is that, again, the lower eastern shore loses out. Why can't a bridge be built from Cambridge to the western side of Maryland? Why must we have to make that long drive to the Bay Bridge just to get to Baltimore or Virginia, incurring extra time, and enormous wear and tear on our cars? Thank you for asking, [Name Redacted]
10/7/2022	Email	Subj: Third Bridge The third bridge would probably help a little, very little. It would bring onto Kent Island even more traffic. But-- it is the best political solution. I don't know about the feasibility of a southern bridge or the wishes of the population in that area, but I know that the people of the Rock Hall community seem to not want a bridge there. It seems that everyone knows that we need a new bridge but "not in my backyard." I believe that one bridge, either northern or southern would be the logical choice. An additional bridge in Queen Annes County would not solve the problem without the construction of additional highway infrastructure. You will get people across the bridge, but what are you going to do with them then? To and from the bridges now there have three lanes. Can you build additional lanes to go to and from Ocean City? The cost would be prohibitive, and the destination seems to be Ocean City. A bridge going through Rock Hall will require a complete change to the Rock Hall community as well as requiring new highways to get to Ocean City. This would be detrimental to Rock Hall and surrounding areas as well as expensive to build the highways, but would alleviate the traffic from Baltimore and surrounding areas. It's been many years since I worked the area around Rte. 404, but it was an underutilized road, then. But, the increased cost of the infrastructure would be significantly less, since it is primarily rural and therefore less detrimental to the population. On the Eastern Shore side, it is also, with the same benefits as population disruption and cost. There may not even be a necessity of upgrading Rte. 404. The roadway would just need to be an addition to get to the Bay. I don't know whether the southern bridge would cost more or not. As for the additional bridge through Queen Annes County, politically it's the best solution. People who live in Queen Annes County know that we are "stuck" on the weekends. A new bridge located in the same area is not going to help us, we are already "upset" and other voters are not going to be adversely affected. People who will eventually use the new bridge are being told that their problems are going to be over; we are building a new bridge so everything will be fine. By the time that the new Queen Annes bridge is built, in about ten to twenty years, many of the legislators will be retired and the legislators not retired will be able to say that they knew that that would be the case or that the demographics will have changed in unforeseeable manners. Thank you for your attention. [Name Redacted]

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

10/7/2022	Email	Subj: 2nd bay crossing A second bridge is not the answer, thr Bay Bridge traffic proble.s start way back on route 50. You need a second route either south of Annapolis or closer to Baltimore that connects with interstates. No more traffic on the Broadneck peninsula.
10/7/2022	Email	Subj: comments on bay crossing. 7 Oct 2022 This is a very simple way to comment The current Bay Crossing is more than adequate except for a few days each summer. The Cost of the proposed bridge is far in excess of its' return on investment. maintain the current bridges and if it is truely necessary have a few ferries avaliable for the few times a year the bridge is overcapacity mainly Friday evenings Eastbound in the summer and Westbound on Sunday evenings also in the summer. Building an entirely new bridge is killing a fly with a shotgun. therefore the only logical option is THE NO BUILD ALTERNATIVE I know this response is likely to be ignored as there is already a culture of accomodating the auto no matter what the cost. respectfully [Name Redacted] [Address Redacted] [Email Redacted]
10/8/2022	Email	Subj: bridge My vote is for another span at the now existing bridge [Name Redacted] - Chestertown
10/8/2022	Email	Subj: Tier 2 Study Please don't build another bridge. It will only make matters worse in and around the existing infrastructure. The peninsula of Kent Island can only handle so much environmentally. The homes and business will surely be further impacted by construction and increased traffic. No build is my vote as well as creating a Ferry System from Middle River to Tolchester, in Kent County. Thank You for the opportunity to comment! [Name Redacted], Master Naturalist, Master Gardener [Address Redacted]
10/9/2022	Email	Subj: Tier 2 NEPA study comments To NEPA study team, Thank you for the opportunity to comment. Tier 1 Purpose and Need concentrated mostly on facilitating traffic over the existing Bay Bridge. The Purpose and Need Statement for Tier 2 NEPA should expand that vision to include preserving the quality of life of surrounding communities, as impacted by the expected increase in traffic and the need for improved infrastructure. The Tier 2 P&N Statement must include for the new bridge a pedestrian/ bicycle lane and also include a transit only lane. It must comprehend separate traffic access to and from Sandy Point State Park for automobile movement, a major cause of traffic jams in the region.

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

		The Tier 2 P & N Statement must consider the East and West portions of College Parkway, as well as the Severn River Bridge, St Margaret's Road, and Route 2 to ensure those roads are not overwhelmed by new and induced traffic. In doing this the Tier 2 must further include improving traffic movement on the neighborhoods' service roads paralleling Route 50 for emergency services and residential traffic. All of these above considerations are of equal importance and concern to the communities and the infrastructure on the eastern accesses to the new bridge on Kent Island and areas further to the east. Please advocate for these considerations keeping in mind the future. May we think clearly about the needs and concerns of people who will be using this bridge and living in this region in 2050 and 2080 and 2120 and 2140. How will they judge our efforts? Thank you, [Name Redacted] [Address Redacted] [Phone Number Redacted]
10/9/2022	Email	Subj: Bay Crossing Study - Comments Bay Crossing Study: Thank you for the opportunity to comment on the efforts to relieve congestion in both Queen Anne's and Anne Arundel counties and the need to replace the aging bridge built in 1952. I am a resident of Queen Anne's County. I would like to propose, that if it is decided to build a new bridge, that it contain a provision to make at least one of the bridges for commuters only (shopping, work, etc.) with digital signage to allow it to be opened to all drivers during times of heavy congestion, such as weekends and holidays, keeping in mind that essential workers and emergency vehicles still need to cross the bridge in a timely manner, even during periods of heavy traffic. A designated commuter bridge would make it much easier and safer for commuters to reach their places of employment and emergency vehicles to pass quickly and safely. This may also have an economic impact allowing shoppers to cross the Bay, going to the eastern or western shores, during periods of heavy traffic. I also support a dual lane bridge. Those eligible for commuter or shopping electronic passes could apply for these passes much the same as commuter passes have been done in the past. If needed, they could use proof of employment and residence when applying.This would allow commuters to cross the Bay without significant delays. Of course, public comment periods could be used to determine eligibility for commuter/shopping passes as decided by Maryland Department of Transportation, or others, to use the bridge. Since many commuters cross the Bay from as far away as Cambridge and beyond, as well as other areas outside of Queen Anne's County, including Delaware, they should be eligible to apply for passes to use the commuter bridge, as well. Fines for violations could be imposed. In addition to the remarks above, improved infrastructure could be extended to the Rts. 213 and 404 intersections, as well, hopefully without disturbing local businesses or residents. Also, I would like to commend the Maryland Department of Transportation and others for the thorough planning and the resulting dualization of Rt. 404 from Wye Mills to the Denton bypass. It has meant much safer and more efficient passage. For example, if one has to cross Rt. 404, there are J-turns as well as "pull-over" areas for merging into heavy traffic. Improvements have greatly reduced delays that, for example, a slow moving vehicle or heavy traffic might impose. I hope that a new bridge and other improvements to the approach to the Bay Bridge will result in the excellent results achieved in the Rt. 404 improvement project. Thank you again for this opportunity to comment. [Name Redacted] Resident, Queen Anne's County

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

10/11/2022	Voice Mail	In my opinion as a Maryland native we don't need a third span. What we need is another alternative route for people who do not….who are not able access the bridge or have (unrecognizable) so that, I know there are other services available. However, to me I think a tunnel would have been a better choice or even a ferry (unrecognizable) that would increase some jobs at least along the eastern shore there. (unrecognizable)…. nicely for families who travel across the Chesapeake Bay. Just some other options instead of a third span. Thank you
10/11/2022	Email	Subj: PUBLIC COMMENT on Bay Bridge study -I support a new span. Or widening of one of the existing spans. That option though could take many, many months leading to agony for users as the work progresses. That cost has to be measured against the cost of a new facility and I would suggest that money beats agony. -Any new bridge project must include dedicated, adequate, safe provisions for bicyclists and pedestrians. Lanes for these uses must be safe and protected from vehicular traffic. They could be raised above the vehicular roadway for safety which appears to be a novel way to achieve this aim. -My preference for a new span would be option 8. There has been tremendous housing development in southern MD and residents and businesses there would enjoy the shortened travel to reach the Eastern shore's attractions. It would also take much of the pressure off Rt 50 and contribute to the now depressed economies in the lower half of the eastern shore and shorten to-market times for their seafood dependent industries. -Ferries are not an option. They can't carry but a token (tiny) fraction of the volume and are environmentally costly (exorbitantly so). They are quaint and picturesque and a great ride but not viable. [Name Redacted] [Address Redacted] [Phone Number Redacted] [Email Redacted]
10/11/2022	Email	Subj: New bridge Please just get started!!! I lived behind Chesapeake Community College for 15 years, from 2003-2018, and the traffic had gotten so bad I could not easily leave my house on weekends. This really affects so many peoples lives and it seems as if it has been under discussion forever!! And now, another 4-5 years to get started?
10/11/2022	Email	Subj: Opinion on the new Bay Bridge. I don't think that putting the new span (s) near the existing ones is a good idea. They need to be further north or south otherwise they will dump out into the same general area and onto the same roads they feed into now. The people who live in the Kent island area can barely drive anywhere during the summer months due to the beach traffic clogging up their town. Please consider a more northern or southern location for the new spans. Respectfully, [Name Redacted] Sent from the all new AOL app for Android
10/11/2022	Email	Subj: Bay bridge traffic Sent from my iPhoneTO WHOM IT May concern ! I am 74 years old and I remember back when the bridge had one and only 2 lanes, 1 was east bound and other coming back from oc was west bound! Before that I heard about a ferry to cross back and forth! This as population increased caused the OFFICAL to make a so other beige on other side and increase both bridges to 2 lanes!!! Than age effects and repairs , which always is during summer time which causes more back ups!! Also ,officials cMe up with building and adding the one bridge over Nanicote bridge and the one lane over the other bridge!! This was a 5-6 Hr trip in summer with no AC IN CARS WHICH CAUSED MANY CARS TO OVER HEAT CAUSING MORE TRAFFIC DELAYS!! Finally they built 97 by- pass and this helped along with new bridges to help the congestion and back ups greatly! Also I am sure in Cambridge ,the local we're glad to not have that horrible traffic every weekend, all summer long! THEY HAD TROUBLE CROSSING STREETS, stop for gas, and do weekly grocery shopping!! Thankfully the new bridges and roads and detours helped those towns tremendlessly!! Now this brings up the subject of adding. Third lane for both bridges!! What, WHY, HOW STIPID THIS SOUNDS!! STOP AND THINK:: 1- more back ups and congestion and tie ups and slower traffic for I am sure this will be done in summer time! Not to mention that the busiest time of the year for traffic for going and coming oc traffic??? For probably 2-4 years before finished!! Now let's think , during this time traffic will increase more for population will increase !! So what's the real solution. Instead of adding 1 lane more to both bridges, 2-4 years, and now we'll byridges need upgrade so more repairs and the 3 rd lane now becomes 1-2 lanes depending on repairs etc!!!! MY. ANSWER IS :: think all time and money for new lanes , inconvience to people traveling and WHAt about the locals who have to travel every day 5 days a week back and forth for work? HAS ANYONE EVEN THOUGHT ABOUT THESE PEople?? PROPERLY "NO ". Is the answer!! So, back to my solution!! Why waste time and money etc for building another extra lane so bridges have 3 years! Now COST,TIME,INCONVENIENCE TO THE PEOPLE, etc etc!!

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

		MY SOLUTION IS BUILD ANOTHER BRIDGE ON EACH DIE HIGHER THAN ORIGINAL SO U HAVE AN UPPER AND LOWER 2 lane bridges on each bridge !! THIS MAKES REPAIRS LESS FREGENLY AND IN THE LONG RUN THE COST VERSUSES. THE OTHER WAY , will be less cost efficient and now have 2 top and 2 lower on each side making it a 4 lane both directions and will be prepared for the futher Increase. of population , which wasn't t even included or thought about needing instead of 3 lanes will be 4 lanes !! So my plan already covers that problem and is cost saving in the long run!!! Why does it take an every day person to come up with the solution VERSUSES all these so called. High pd professional Builders. !!! I still say my solution saves money, time, inconvience to the public , and project completed in less time , than taking up to 4 years just for 1 lane extra on each bridge! ALL MY WAY A VERY SHORT AND COST PRODUCTIVE SAVINGS OF BILLIONS OF DOLLARS, which I am sure will be passed on to the public!!!
10/11/2022	Email	Subj: NO NEW BRIDGE! NO NEW BRIDGE! Cross the bridge at different times..... Save the cost to tax payers.....PLEASE [Name Redacted] [Redacted] p: [Phone Number Redacted] m: [Phone Number Redacted] a: [Address Redacted] w: [Website Redacted] e: [Email Redacted]
10/11/2022	Email	Subj: Chesapeake Bay Bridge The Annapolis and Kent Island area can not take on additional traffic. Our communities our inundated with cars trying to find alternate routes when it is backed up and another span will only increase the issue. Annapolis has so many weekend events that this will only take away from the weekends for locals as well as those that are just trying to get to Annapolis or the Kent Island communities. Build it in PG county and start alleviating this traffic more, away from us and gridlock. Thank you [Name Redacted] Annapolis Resident Sent from my iPhone
10/11/2022	Email	Subj: No Annapolis Area Additional Crossing Hello Please do not add a 3rd span near Annapolis. Our community is overrun now when there are issues on the current spans and we cannot even get out of our street! Reconsider overwhelming the state capitial area with another span. Thank you, [Name Redacted] [Address Redacted]

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

10/11/2022	Email	Subj: Third span of bay bridge I would like to see the third span of the bay bridge built somewhere in southern Maryland. That would alleviate DC traffic and points south from holding up both directions of the current two spans. Currently all vehicles have to circle the Washington beltway to get to the beach. Building the span in southern Maryland would be a great solution for everyone involved. [Name Redacted] [Phone Number Redacted]
10/11/2022	Email	Subj: Bay Bridge Span Dear Sir: This new span certainly is needed & welcomed by all Marylanders that regularly utilize that bridge! I have sat in traffic waiting to cross the eastward span side for over two hours! I remember one year over the fourth of July that the traffic was backed up for 22 miles with cars waiting to cross over headed to the beach! Traffic has been seen backed all the way to Davidsonville Rd exit headed eastward! This new bridge span MUST be approved & built for the betterment of the state and the convenience of the people utilizing it! It is way over due! Thank you for reading my comments! [Name Redacted] Sent from my iPhone
10/12/2022	Email	Subj: Public Opinion and Survey Comment Form Hi. My name is [Name Redacted]. I live off of [Address Redacted]. I attended the meeting regarding the service roads and Bay Bridge traffic and did not get the chance to comment as I had to leave early. I did hear many people complaining about the weekends that the light was used at the ramp. Although, it took me two and a half hours to simply get from East College Parkway to the other Whitehall, it was worth the wait knowing that the light was working its magic. I think it will just take more than two weekends before the public will realize that staying on 50 will be their best bet . Thank you [Name Redacted] Sent from my Galaxy
10/12/2022	Email	Subj: Comments Regarding Tier 2 NEPA (Bay Crossing) Study Comments Regarding Tier 2 NEPA (Bay Crossing) Study – October 2022 My name is [Name Redacted], [Address Redacted], Arnold, MD. I am currently President of the Stonecrest HOA of Arnold, Inc, a community in Arnold just off the intersection of Bay Dale Dr and College Parkway, about 1 mile north of Route 50/301. We are a 55 and over community. We see the firsthand effects of the current level of congestion in our area due to the lack of capacity at the current Bay crossing. On some days, a 5-10 minute drive to the Arnold Post Office on Ritchie Highway can become an hour-long ordeal! This congestion is a result of both residents of Broadneck Peninsula trying to get to their homes or take care of other tasks as well as seasonal travelers guided by various "Apps" using side roads to try to escape the congestion of Route 50/301. After attending the Open House at Broadneck High School on September 13th, our community came away very concerned that the planning process does not seem to properly encompass planning for how Ritchie Highway, College Parkway, and Bay Dale Drive impact congestion on the Broadneck Peninsula. We are concerned that only focusing the next phase of the study on the Route 50/301 corridor will allow traffic congestion to remain a major problem on these highways. We spent time with a couple of the MDOT representatives at the Open House trying to focus them on the fact that Broadneck is peninsula has only those three entry points for southbound traffic on to Rt. 50/301. (Not everyone leaving Baltimore with plans to cross the Bay use Interstate 97; some individuals use Ritchie Highway (Route 2)). And Ritchie Highway becomes even worse when there is an incident that ties up traffic on Interstate 97. The back-ups on these roads results in tertiary roads like Church Street and Jones Station Road routinely being backed up and unusable by local residents. We told them we felt that it's a major mistake if these three roads (Ritchie Highway, College Parkway, and Bay Dale Drive) are outside the scope of the project. We did not get any meaningful response in talking to them and walked away both concerned and frustrated that we were not being heard.

		In conducting the Tier 2 study, we hope those evaluating impact of the project will take into consideration the effect that the construction will have on all the roads near our community – including tertiary roads such as Jones Station Road. In conclusion, we would like some assurance that these main approach roads (Ritchie Highway, College Parkway, and Bay Dale Drive) are in the scope of the Crossing Project and that the scrutiny being given the "2 mile wide corridor" is including solutions for congestion on the Broadneck Peninsula (both during and after construction) so that all the environmental and impact studies are in place for any modifications needed to keep weekend traffic off the side roads of the peninsula and that the main approach roads will have the needed capacity. Sincerely, [Name Redacted] ([Email Redacted]) Stonecrest HOA of Arnold, Inc. P.S. We have two specific suggestions related to the upcoming study: First, as construction of an additional span is being studied, you might want to consider having the new span both add capacity and replace the two current spans – ending up with just one new span. While this might be more expensive initially, the long-term maintenance costs could be much lower. Second, to help reduce traffic on tertiary roads in Arnold, Route 50/301 approaching the new crossing must have 4 to 6 lanes. In part, this would add the same successful strategy currently used to create a fourth lane for those heading eastbound on Route 50/301 over the Severn River Bridge to exit on Ritchie highway (Route 2) in an exit-only lane. Having additional lanes on Route 50/301 east of Ritchie Highway would allow better merging of traffic heading south on Route 2 onto Route 50/301 east. These additional lanes also allow the option of exit-only lanes from eastbound 50/301 for both Bay Dale Drive and Cape St. Claire Road. If there were as many as six lanes approaching the new crossing, additional exit lanes could ideally be created for each of these eastbound exits. We suggest that if this is not studied and hopefully implemented, the new crossing may do nothing to relieve our local traffic issues on the tertiary roads on the Broadneck peninsula.
10/12/2022	Email	Subj: Safe Bicycle Access Needed Please ensure there is a separated from car traffic, safe bike lane available on either the new or old bridge across the bay. [Name Redacted] [Address Redacted]
10/13/2022	Email	Subj: Comments on the Bay Crossing Since I joined the camera licence automatic billing, it has been so easy to pay for each crossing a charge of 4.00$. I wish, however, the charge will be eliminated or at least reduced to 1.00$ per crossing. Regards, [Name Redacted]
10/13/2022	Email	Subj: New bay bridge span - NO I feel like your study did not take into account the numerous people -- like me -- who are afraid of the two existing spans and will presumably be afraid of driving a third. The Bay Bridge is internationally renowned for being scary to drive not just from the height but because of the ratchety "railings" so I know there are many of us. I would go to the Eastern Shore much more often than I do now if there was an alternative like a ferry. Other states like Seattle and New York have a number of successful ferries (including Delaware with the Lewes - Cape May ferry) and Maryland could join them by offering one or more ferry crossing options at different locations. A ferry could also potentially cut the drive time to Ocean City by crossing at a different point. Ferries are also more scalable as you can add additional boats without road construction. I am a Maryland resident and do not want to see my tax dollars go towards another ratchety bridge span.
10/14/2022	Email	Subj: Making East College Parkway One Way I am an 80 year old resident of Four Seasons at St. Margaret's and I'm very concerned about the proposed changes to College Parkway. If this proposal goes through many elderly residents in Four

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

		Seasons will be cut off from quick access to ambulance service. We have ambulance calls very often and are fortunate that the Cape St. Claire Fire Department can be here in 5 minutes. Many lives have been saved due to this quick response. Many of our residents depend on College Parkway as an exit and entrance to our community as many do not drive on Route 50. By forcing us to enter our community via Route 50 would add more traffic to Route 50 and in addition prove to be hazardous to the elderly drivers. Please take these items into consideration. [Name Redacted]
10/14/2022	Email	Subj: 3rd Span of Bay Bridge I am in favor of a 3rd span. I hope there is actual shoulder room for those who experience discomfort driving across the bridge due to narrow lanes and close proximity to the guard rails. Also, shoulder room for emergencies. Thank you for reading this. ~ [Name Redacted]
10/14/2022	Email	Subj: Kent Island Crossing Thank you for this opportunity to express my concerns for constructing a new Bay Bridge that will connect at Kent Island instead of other areas under consideration. I have primary two concerns. First, is the current congestion. My husband and I have lived on Kent Island over 30 years and have seen traffic on Kent Island grow exponentially, including shore and commuter traffic, accidents and lane closures. While we always avoided going out Saturdays during the summer season, we now feel like prisoners in our homes because the traffic has become so intense that going to the store is an exercise in frustration when traffic is heavy on Route 50 and people jump off and clog local roads. My fear is that this congestion will not be alleviated with a new bridge, especially if there's no alternative plan for traffic accidents or lane closures on the new bridge. Second, I do not think the proposed six lane bridge is adequate for traffic in any location. I feel a six lane bridge will be obsolete before construction is finished, especially if there are accidents or lane closures. We currently have five lanes, so a six land bridge would be woefully inadequate. I feel an eight or even twelve lane bridge would better serve the citizens of Maryland. My husband and I recognize a new bridge must be build. Kent Island residents and Eastern Shore commuters are very aware of this need. Having said that, while I oppose building a bridge connecting Kent Island to the Western shore, I hope an adequate bridge will be constructed to accommodate future commuter, commerce, local and seasonal needs. Respectfully, [Name Redacted]
10/14/2022	Email	Subj: Requested NEPA Tier 2 Study Comments To MDTA NEPA Officials: As a resident of the Broadneck Peninsula I completely concur and endorse the statement submitted by the Broadneck Council of Communities(BCC) below for inclusion in the Tier 2 Purpose and Need and related documents. It is my understanding the Council represents a majority of the community associations and over 8,000 residents on the Broadneck Peninsula. These communties will be the most impacted impacted by a replacement structure or structures. [Name Redacted] [Address Redacted] Bay Bridge Tier 2 Study Comments - by Oct. 14th What are the concerns from the Broadneck Council's point of view? The Tier 2 Purpose and Need should include the following statements: - MDTA NEPA officials created a Tier 1 "Purpose and Need" that solely concentrated on facilitating traffic over the existing Bay Bridge. Other factors should have equal weight such as preserving the quality of life of exiting communities, and "people" concerns that will suffer with expanded infrastructure, considerable increase in traffic (build it and they will come, often called "induced traffic"). For Tier 2 "Purpose and Need", a (replacement bridge) should: - include pedestrian, bicycle and transit - only lanes

Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

		- separate bridge traffic from Sandy Point State Park traffic which severely adds to area congestion - maintain existing lane configuration on local bridge and feeder roads, College Parkway West and East, as well as on the Severn River Bridge, St Margaret's Road, Route 2 North and South. - Maintain and improve the existing two - way neighborhood service roads on the north and south sides paralleling Route 50 on the Broadneck, for emergency and local neighborhood access. Make sure these neighborhoods are not unduly impacted during construction. - Local community access roads on the north and south of Rt 50 should be conferred to remove incentives for Bridge traffic to attempt to use the service roads as a bypass to slow highway traffic. - Make sure Community groups and AA County have a seat at the table with the other decision making agencies, for further input as the plan develops, because the Broadneck is the most impacted. - Extend the study area to the junction of Rt 97 to the West. It is an integral part of the traffic flow into and out of the Bay Bridge Route 50/301 corridor. The Tier 2 Study should make sure the bridge planning and the Regional General Development Plan efforts are coordinated. Initiate a parallel effort dealing with the traffic gridlock in the pre-new span era, including developing traffic management and ITS (Intelligent Transportation Systems) solutions. Submitted by the Broadneck Council of Communities

Appendix E: Comments and Questions Received During Virtual Open House

Bay Crossing Study Tier 2 NEPA
Questions/Comments Received at
September 7, 2022 Virtual Open House

No.	Content
1	Will any new or replacement bridge include a separate ped/bike lane as has been done on new bridges across the U.S.? This would connect the existing Cross Island Trail with the in-process Broadneck Trail.
2	Shouldn't the study area extend west at least to Rt 97 if not 495 so improvements can be made to keep through traffic on controlled-access highways instead of local roads with signals like Rt 2, Rt 3 and College Parkway?
3	Is the Tier 1 Study report available online?
4	What will be the options for local traffic?
5	What are the options for routing the increased traffic on the west side of the bridge? Our neighborhoods are already clogged with bridge traffic.
6	What is meant by crossing types?
7	Is there going to be a virtual meeting tonight?
8	The 2021 National Capital Region Transportation Planning Board Climate Change Mitigation Study indicated that the Greater Washington region must reduce per capita driving (light duty VMT) 15-20% below the 2030 baseline forecast under the region's current transportation plan, ensure 50% of cars sold are EVs by 2030, and take additional actions to reduce emissions at least 50% by 2030. Will the study evaluate the impact of the alternatives on total VMT and VMT per capita?
9	why do you think you should add another bay bridge in the same location instead of drawing off dc and virginia traffic to a location in southern maryland
10	[Name Redacted]
11	Will secondary and cumulative impacts (i.e.-land use) be studied in the Tier II?
12	When or what timeline they will be building another bridge ?
13	Is the solution about adding a third bridge?
14	How did you arrive at Corrider 7 as the selected path vs the 13 other corridors?
15	What will the corridor 7 impact be on quality of life on the City of Annapolis, I.e. expansion of Rt. 50?
16	Why can't we use Time of Day Tolling immediately to control demand for the bridge capacity?
17	How much will it cost to build a new bridge?
18	The current backups are already beyond the 2040 estimates. Is that going to be reevaluated in the Tier 2 numbers?
19	Will the oldest existing bridge be demolished?
20	Does the structural soundness of present bridges impact the solution?
21	What planning provisions for the traffic disruptions have you made for either side of the new bridge span?
22	Will the study consider demand-based toll pricing on the existing bridge in order to spread volume away from peak times?
23	Do you really understand the difficulty of property aquisition. Property owners will not give up without a fight
24	4-5 years is way too long to bring relief. Why can't it be done faster?
25	just for the study

26	If the plan goes forward and a new bridge is built, will the existing 2 bridges still be in operation?
27	Isn't the Tier 2 study a little late to be taking the public concerns into account?
28	Will Tier II study transit and bicycle facilities in the alternatives?
29	Can we assume that the other bridges (Severn and Kent Narrows) will be supplemented as well?... additional bridges there as well?
30	How long will bridge construction take after the study is done?
31	Where in the world has three parallel bridge crossing been constructed?
32	Has the State taken into consideration the necessary costs for roadway improvements that will be needed for the approaches in Queen Anne's and Anne Arundel counties?..as well as necessary roadway improvements along the Rt. 50 Corridor?
33	...and what are those costs?
34	How will you acquire the necessary land to improve the corridor?
35	For those of us that live near the bridge, we are concerned about Route 50 and the access roads between I-97 and the 50/301 split. Will local residents have a say in what happens to these roads?
36	Since the current governor made it very clear that corridor 7 was the only option, what happens when we have a new governor who may have a different opinion? If this phase determines "no build" will there be a re-assessment of other options? From a resilience stand-point, adding another crossing in this location does not offer much flexibility, please comment on funneling so much traffic into one area.
37	Is the new bridge a 2-lane or 3-lane bridge? Will it have reverse traffic options also?
38	Wouldn't the local traffic considerations be something that should have impacted the Tier 1 study decision?
39	Will there be any transit (rail, buses, carpool, etc) plan beside vehicular crossing?
40	what Public Transportation alternatives are being considered?
41	What about elevated lane solutions such as in Boston?
42	Will you be studying the extension of the metro or MARC train to the eastern shore?
43	Just as a note FYI - it was very difficult to get to this virtual meeting - please provide better instructions next time.
44	How will the project assess the economic, social, health, and environmental value of filling a gap in the statewide multi-use trail network by incorporating a walking and biking path?
45	Will the previous video be posted on the site and available to watch in the near future?
46	Will the alternatives consider comprehensive transit and TDM approach instead of just looking at individual policies in isolation?
47	Is the only option now a new crossing via Route 50?
48	We already know a new bridge is desperately needed. Is Virginia and DC doing anything in conjunction with MD to provide a better alternative?
49	is a railway Bay crossing still a viable option? it would have to connect to rail lines serving towns & cities on eastern and western shores. Will not existing now, electric rail may be a good solution for the future.
50	What would a no build option consist of?

51	What is the Federal Highway Administration's role in the Tier 2 NEPA process and why isn't FHwA participating in the open house?
52	No question. Enjoying the questions coming in. Just thank you for doing this!
53	Can you give an example of a "no-build" alternative in this case?
54	Will there be an option for a ferry to cross over?
55	How will an approximately $10B project be funded? Will that impact the duration of construction? Do we have understanding of the duration of construction from the studies done so far?
56	This is not for you to ask but rather feedback on this Q&A session. Are these really questions from the public that just came in? It sounds like the responses are being read by Heather and Melissa.
57	When conducting traffic flow studies, will safety of existing contraflow usage as well as traffic volumes when contraflow cannot be run due to weather conditions be included? The worst backups on the Broadneck Peninsula occur when contraflow cannot be run.
58	What happens to the old bridges in rebuilt or no build decisions. They are approching the end of useful life.
59	What considerations have been given to the existing capacity Rt. 50 on either side of the bridge? Even if we put in a brand new bridge with plenty of east and westbound lanes, Rt. 50 will still be backed up.
60	Will the study address the current unacceptable pedestrian and cyclist access across RT 50, especially in Kent Island. As a pedestrian there is no safe access across Rt 50 for all of Kent Island except for the Kent Narrows underpass. Essentially taking an island and cutting it in half with schools, parks, library, medical center and industrial park on the “north” island and retail, shopping, grocery store, businesses, fast food, commuter lot, tourist attractions on the “south” island. The next Bay Bridge needs to “fix past wrongs” and make our community whole again, with fully separated pedestrian walkways on overpasses and safe street markings.
61	In the meanwhile, what help is available to local communities on both sides of the bridge?
62	The Port of Baltimore is a major element of Maryland's economy. Will the Tier 2 study include impact of alternatives on Bay shipping like an upgrade to PANAMAX standards for structures spanning the shipping channel?
63	Will the study include suicide prevention measures/options if there will be a new bridge?
64	The new bay bridge itself should provide active transportation options, including pedestrian and cyclist. This protected, screened area could also be used for maintenance or incident access when needed and would be an excellent opportunity for the public to experience the Bay up close. Many famous bridges feature this access, including Brooklyn Bridge, (New York City), Golden Gate Bridge (San Francisco).
65	What is the plan for Route 18 since you are planning another bridge on this area? The traffic is horrible now, as you know. We cannot get across the bridge or local merchants on weekends.
66	In Boston.... the projected cost of their "Big Dig" was GROSSLY underestimated... the overages were budget crippling.... what other similar projects are being studied for lessons learned?
67	When you say 2036 as the year of completion is this for actual bridge span construction completion or is it design and funding completion?

68	Property Owwner
69	Does Tier II foreclose the possibility of other spans? A Virginia span?
70	Has going to electronic payment eased bridge traffic?
71	I live on an access road to the bridge. When do we get notified about whether to take all (or a portion of) our property?
72	We keep calling it a third crossing, but isn't the lifespan of the older of the two going to be well finished when a new crossing is ready for use. Actually it will be one of two, which then makes me wonder, will the next phase of the study encompass removal costs of the older bridge? .
73	Keeping in mind national and state efforts to shift towards electric vehicles to reduce emissions and noise pollution -and the fact that we are thinking 10 years ahead- during the study will it you consider having priority lanes available for EVs or other "clean" vehicles?
74	Has a consideration been made to slow shore development which continues to increase traffic?
75	Reference has been made to alternative alignments withing the study corridor. Please give examples.
76	Why did the NEPA I study only focus on mitigating traffic on the existing bridge versus what location would drive the biggest positive economic impact for the state of MD. It should not of been just narrowly cost focused but rather look at the broader positive economic development impact. If it had, a crossing closer to Washington would of made sense.
77	Has any research been done on other similar projects done in other states? Charleston, SC had a similar situation across the harbor. They put the new Ravenel bridge in very quickly and it is a fantastic bridge including a pedestrian walkway. There has to be a way to learn from other projects to speed this one up
78	Was truck traffic ever considered in the tier 1 study
79	Clarification on prior question: timing on notification re: whether our property will be taken via eminent domain
80	Kent Island currently suffers from inadequate service and access roads, especially on the south side of Rt 50 where there is no pedestrian and auto access across Cox Creek. This requires citizens to do “round about loops” over RT 50 overpasses to get on the other side of Cox Creek for retail, businesses and communities. Please lets make sure the new bridge works for local citizens, not just the “reach the beach” crowd, because we live here every day!
81	Will there be an opportunity for the public to review and comment on a draft Purpose and Need Statement before that statement is then used as the basis for developing alternatives? If the P&N Statement is flawed, then any alternatives developed to meet it will also be flawed, so the public needs to be able to comment on it before it is used to frame the alternatives.
82	Cutting through all the tiers and governmental lingo can someone tell me how it makes sense to add a 3rd span to Corridor #7 when this area is already inundated and intermitantly overwhelmed by traffic negatively impacting neighborhoods? How will this new burdon of traffic impact the neighborhoods? How will you mitigate the incremental traffic vis a vis the neighborhoods?
83	Will there be a public comment period?

84	Study needs to recognize the significant impact the highway has on litter and waste blowing into ditches and eventual waterways. Plastic Free QAC, a local non-profit, sponsors regular cleanups along RT 50 ditches, on and off ramps and access roads attempting to manage the highway waste. Roadway needs to be designed with appropriate waste collection traps and sills to keep waste form entering the waterways. In addition the state needs to do a better job of posting litter regulations and encouraging public adherence.
85	Were there other tier 1 studies done? are there tier 2 studies starting for any of the other corridors or is corridor 7 the only option being entertained?
86	Will the study be evaluating the impact of the alternatives on traffic related fatalities and injuries?
87	How will study consider sound levels and need for roadway sound barriers, especially for communities adjacent to the freeway (like Kent Narrows and Grasonville) where sound travels uninterrupted across adjacent salt marshes?
88	Would the build option be financed through a public-private partnership?
89	If the existing bridges are deemed unsafe, how would they be demolished?
90	Will the study consider demand-based toll pricing on the existing bridge in order to spread volume away from peak times?
91	What do you mean by " a shared - used trail " across the bay?
92	will the scope of Tier 2 study enable discussions with upstream and downstream states such as Delaware
93	Currently, residents of the Broadneck Peninsula are not able to leave their homes Wednesday through Sunday during the summer due to bay bridge traffic. How will a build option alleviate this severe problem?
94	How will conflicts be resolved when land required for construction of a thrid crossing is already in a designated agricultural and woodlands preservation with AACo....is that land permanently protected?
95	Can you explain more about what the no build option entails? You said you were evaluating this as an option but what is that really mean?
96	I believe you mentioned the current bridges have been rated as Satisfactory, what is the highest level or what are the levels in this rating?
97	Does the tier 2 plan include expansion of the roads leading to the btidge - not just the bridge?
98	Does the tier 2 plan include expansion of roads leading to the bridge?
99	Why are the answers to all the questions sounding like they were pre-written and scripted
100	In the meanwhile, what help is available to local communities on both sides of the bridge?
101	What is going to be done to alleviate the paralization of Kent Island over the next 4-5 years of the tier 2 study? What will the tier 3 study include and how long will that take?
102	For off road pedestrian travel, has the East Coast Greenway been contacted for comment
103	If a new bay bridge is built, will there also be an improvement to the US301 corridor from Delaware to Virginia that would provide a bypass to both the Baltimore and Washington beltways