

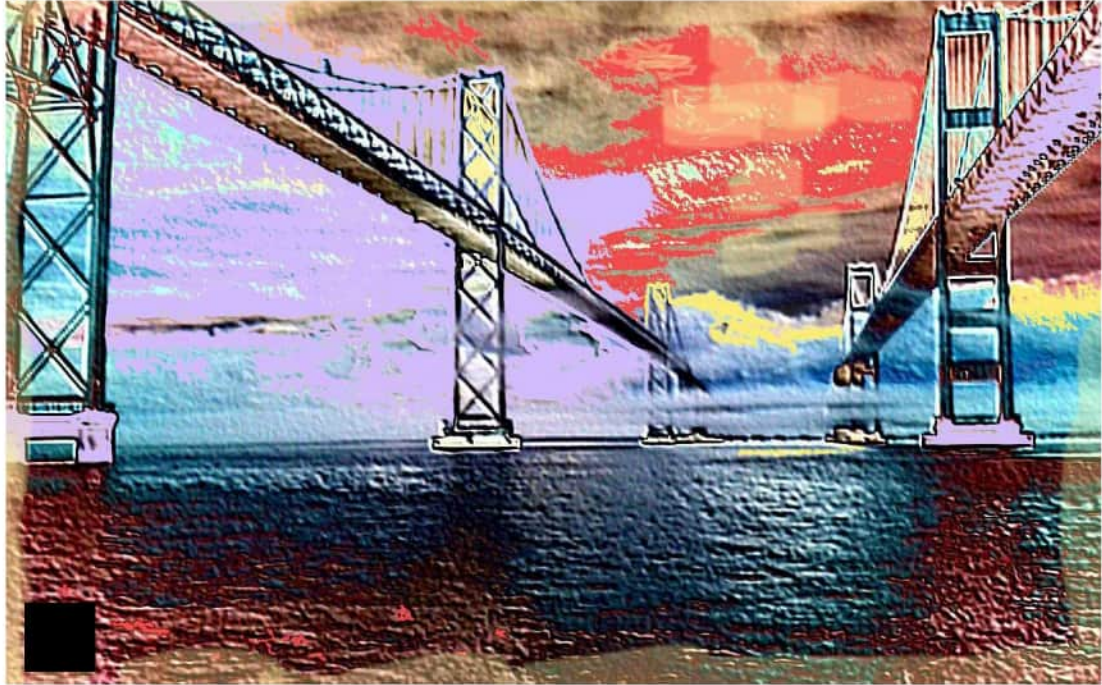
Bay Crossing Study
Public Comments During Open House Comment Period
August 11, 2022 – October 14, 2022

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

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		<p>inspections to cargo deliveries.</p> <p>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!</p> <p>Looking forward to hearing from you!</p> <p>[Name Redacted] Marketing Manager [Phone Number Redacted] [Email Redacted]</p>
8/15/2022	Email	<p>Subj: Bay Bridge study</p> <p>Hello,</p> <p>Imagine being able to solve the problem of congestion at the Bay Bridge without spending a dime.</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>[Name Redacted]</p>
8/16/2022	Email	<p>Subj: train crossing</p> <p>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.</p> <p>Sincerely, [Name Redacted] [Address Redacted] [Email Redacted]> Sent from Mail for Windows</p>
8/16/2022	Email	<p>Subj: Option #5</p> <p>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.</p>
8/16/2022	Email	<p>Subj: High Speed Ferry System would be a better option</p> <p>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.</p> <p>Also, increase the toll fees and charge going both ways on existing bridges.</p> <p>[Name Redacted] [Phone Number Redacted]</p>
8/17/2022	Email	<p>Subj: Bridges Study....</p> <p>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.</p>

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		<p>[Image below included as email attachment]</p>  <p>[Name Redacted] Sent from Mail for Windows</p>
<p>8/17/2022</p>	<p>Email</p>	<p>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]</p>
<p>8/18/2022</p>	<p>Email</p>	<p>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]</p>
<p>8/23/2022</p>	<p>Email</p>	<p>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</p>

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		necessary. Sent from my iPhone
8/23/2022	Email	<p>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.</p> <p>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</p>
8/25/2022	Email	<p>Subj: Bay Bridge Study comments FERRIES!! [Name Redacted] [Email Redacted][Phone Redacted]</p>
8/26/2022	Email	<p>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]</p>
8/28/2022	Email	<p>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.</p>
8/31/2022	Voice Mail	<p>(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.</p>

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9/6/2022	Email	<p>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</p>
9/6/2022	Email	<p>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]</p>
9/6/2022	Email	<p>Subj: comments regarding the Tier 2 NEPA Study Dear Bay Crossing Study,</p> <p>They thought one bridge would be enough, but it just resulted in more people crossing over to the Eastern Shore.</p> <p>They thought a second bridge would be enough, but it just resulted in even more people crossing over to the Eastern Shore.</p> <p>So no matter what you do, in the end we will still have the same problem - yet even more people and congestion.</p> <p>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.</p> <p>WE DO NOT WANT ANOTHER BRIDGE</p> <p>[Name Redacted] [Address Redacted]</p>
9/6/2022	Email	<p>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.</p> <p>Please implement asap.</p> <p>Thank you,</p> <p>[Name Redacted] Sent from Yahoo Mail on Android</p>
9/7/2022	Email	<p>Subj: Bay Crossing Study (BCS) - Tier 2 comment Dear BCS folks-</p> <p>I write as a resident about 3 miles from the western entry to the existing Bay Bridge spans.</p>

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		<p>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?</p> <p>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.</p> <p>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.</p> <p>-[Name Redacted]</p>
9/7/2022	Email	<p>Subj: New Bay Bridge I do have the following three questions;</p> <p>For off road pedestrian travel, has the East Coast Greenway been contacted for comment?</p> <p>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?</p> <p>Will the new bay bridge be assigned the Interstate highway designation of I-595?</p>
9/7/2022	Email	<p>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</p>
9/7/2022	Email	<p>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?</p>
9/7/2022	Email	<p>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.</p> <p>[Name Redacted]</p>
9/7/2022	Email	<p>Subj: TRAIN! Hello,</p> <p>I am not able to attend the meeting for Bay Bridge.</p> <p>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...</p> <p>MORE RAILROADS to be building...</p> <p>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!!!</p>

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		Thank you!
9/13/2022	Email	<p>Subj: Bay Bridge construction</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>[Name Redacted] [Email Redacted]</p>
9/13/2022	Email	<p>Subj: Tunnel</p> <p>Hello,</p> <p>Has a tunnel been considered to span the Bay? The Boring company would be a great way to go.</p> <p>Thanks, [Name Redacted]</p>
9/13/2022	Email	<p>Subj: Yes! Please build third span of Bay Bridge</p> <p>Hi there,</p> <p>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!).</p> <p>Signed a concerned Marylander, [Name Redacted] [Phone Number Redacted]</p>
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	<p>Subj: Oppose Bay Bridge Third Span</p> <p>Hello,</p>

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		<p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you.</p> <p>[Name Redacted] [Address Redacted] -- Wear a mask. Do it for others, not for yourself.</p>
9/14/2022	Email	<p>Subj: Third Span Bay Bridge</p> <p>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.</p> <p>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!).</p> <p>I will join and donate to any group trying to stop it.</p> <p>Best regards [Name Redacted] [Address Redacted]</p>
9/17/2022	Email	<p>Subj: giaceirs melting eastern shore under water 10 years</p> <p>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??????</p>
9/20/2022	Email	<p>Subj: Bay Bridge-teir</p> <p>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.</p> <p>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.</p> <p>Sincerely [Name Redacted]</p> <p>Sent from my iPhone</p>
9/21/2022	Web	<p>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.</p>
10/6/2022	Email	<p>Building another bridge in the same area as the existing one is a BIG MISTAKE! The short span to Rock Hall would be BEST!!</p> <p>Another boon doogle be MD TRANSPORTATION>>></p>

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		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.

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		<p>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.</p> <p>[Name Redacted] Kent Island, MD</p>
10/6/2022	Email	<p>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. ☹!!!</p> <p>The last straw, backed up traffic trying to get into a dead ended community.</p> <p>That was when we were not interested to spend the rest of our lives sitting in traffic trying to get home.</p> <p>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.</p> <p>Truly, I hope you get so many complaints you won't know what to do; for this is what you deserve.</p>
10/6/2022	Email	<p>Thanks for taking all these steps to involve all parties. Continue to plan for safety.</p> <p>Sent from my iPhone</p>
10/6/2022	Email	<p>Subj: Traffic Volumes Are you able to share the traffic studies from earlier in the bridge study location process?</p> <p>Thank you, [Name Redacted]</p>
10/6/2022	Email	<p>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.</p> <p>Thank you!</p> <p>[Name Redacted]</p> <p>Sent from Mail for Windows</p>
10/6/2022	Email	<p>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.</p>

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		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 obsolete. 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 in total gridlock and the residents prisoners in their homes. How can Governor Hogan possibly think this is the place for a third span. South County is where it should be to take care of the DC and Virginia traffic. Some one with a lot 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	<p>Subj: Protect the Environment-</p> <p>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.</p> <p>Thank You, -[Name Redacted]</p> <p>Sent from my iPad</p>
10/6/2022	Email	<p>Subj: BayBridge To Whom it May Concern:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>I apologize if I addressed the wrong issue, however, my concerns should be shared with the correct administrators.</p> <p>[Name Redacted]</p> <p>Sent from my iPhone</p>
10/6/2022	Email	<p>Subj: Bay crossing.</p> <p>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 INFRASTRUCTURE 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.</p>
10/6/2022	Email	<p>Subj: Bay crossing study</p> <p>I would have preferred another bridge be built from lower Maryland (St Mat's county) to Crisfield</p>
10/6/2022	Email	<p>Subj: TWO COMMENTS - 2 NEPA Study Public Comments</p> <p>GREETINGS:</p> <ol style="list-style-type: none"> 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*

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		<p>THANKS,</p> <p>[Name Redacted] [Address Redacted]</p>
10/6/2022	Email	<p>Subj: Bay Bridge Expansion</p> <p>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.</p> <p>[Name Redacted]</p> <p>Sent from my iPhone</p>
10/6/2022	Email	<p>Subj: Possible THIRD span BAY BRIDGE crossing comments</p> <p>Greetings! Thanks for public allowed to contribute/thoughts comments to the powers that be.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p align="right">Thank you, [Name Redacted]</p>
10/6/2022	Email	<p>Subj: New Bay Bridge</p> <p>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</p>
10/6/2022	Email	<p>Subj: Swann - Registered Nurse Using Bay Bridge</p> <p>Dear Bridge Folks,</p> <ol style="list-style-type: none"> 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.

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		<p>5. Chesapeake Bay is Tidal Waters. Shipping happens in the Chesapeake Bay. Tidal surges, weather events, cause water to breach my Bulkhead.</p> <p>6. I've lived on my land since 1991. I've witnessed many surges, much water spray hitting my home.</p> <p>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.</p> <p>8. Yes, of course I'm interested in the good work you are doing. Kindly keep me informed.</p> <p>Very Respectfully,</p> <p>[Name Redacted], RN, LCDR USN-Retired</p> <p>[Address Redacted]</p> <p>e: [Email Redacted] Sent from my iPhone</p>
10/6/2022	Email	<p>Subj: Bay bridge comments</p> <p>Hi,</p> <p>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.</p> <p>[Name Redacted] Customized Construction Inc. C- [Phone Number Redacted] B- [Email Redacted] P- [Email Redacted] O- [Phone Number Redacted]</p>
10/6/2022	Email	<p>Subj: interim improvements</p> <p>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.</p> <p>[Name Redacted] [Address Redacted] c-[Phone Number Redacted]</p>
10/6/2022	Email	<p>Subj: BAY BRIDGE</p> <p>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</p> <p>[Name Redacted] [Email Redacted]</p>
10/6/2022	Email	<p>Subj: Bay Bridge expansion</p> <p>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.</p>

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		I also would like to know who's property will be purchased to complete this corridor.
10/6/2022	Email	<p>Subj: Bay Bridge Crossing</p> <p>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!</p> <p>Sent from my iPhone</p>
10/6/2022	Email	<p>Subj: Comments on bay crossing</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Queen Anne's county needs to stay rural, not become a Superhighway</p>
10/7/2022	Email	<p>Subj: Tier 2NEPA Study</p> <p>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]</p>
10/7/2022	Email	<p>Subj: Third Bridge</p> <p>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."</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you for your attention. [Name Redacted]</p>

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10/7/2022	Email	<p>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.</p>
10/7/2022	Email	<p>Subj: comments on bay crossing. 7 Oct 2022</p> <p>This is a very simple way to comment The current Bay Crossing is more than adequate except for a few days each summer.</p> <p>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 avialible 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.</p> <p>therefore the only logical option is</p> <p>THE NO BUILD ALTERNATIVE</p> <p>I know this response is likely to be ignored as there is already a culture of accomodating the auto no matter what the cost.</p> <p>respectfully [Name Redacted] [Address Redacted] [Email Redacted]</p>
10/8/2022	Email	<p>Subj: bridge My vote is for another span at the now existing bridge [Name Redacted] - Chestertown</p>
10/8/2022	Email	<p>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.</p> <p>Thank You for the oppportunity to comment!</p> <p>[Name Redacted], Master Naturalist, Master Gardener [Address Redacted]</p>
10/9/2022	Email	<p>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.</p>

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		<p>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.</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>Thank you, [Name Redacted] [Address Redacted]</p> <p>[Phone Number Redacted]</p>
<p>10/9/2022</p>	<p>Email</p>	<p>Subj: Bay Crossing Study - Comments Bay Crossing Study:</p> <p>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.</p> <p>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.</p> <p>I also support a dual lane bridge.</p> <p>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.</p> <p>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.</p> <p>Fines for violations could be imposed.</p> <p>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.</p> <p>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.</p> <p>Thank you again for this opportunity to comment.</p> <p>[Name Redacted] Resident, Queen Anne's County</p>

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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	<p>Subj: PUBLIC COMMENT on Bay Bridge study</p> <p>-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.</p> <p>-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.</p> <p>-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.</p> <p>-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.</p> <p>[Name Redacted] [Address Redacted] [Phone Number Redacted] [Email Redacted]</p>
10/11/2022	Email	<p>Subj: New bridge</p> <p>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?</p>
10/11/2022	Email	<p>Subj: Opinion on the new Bay Bridge.</p> <p>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.</p> <p>Please consider a more northern or southern location for the new spans.</p> <p>Respectfully, [Name Redacted] Sent from the all new AOL app for Android</p>
10/11/2022	Email	<p>Subj: Bay bridge traffic</p> <p>Sent from my iPhone TO 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!!</p> <p>Thankfully the new bridges and roads and detours helped those towns tremendously!!</p> <p>Now this brings up the subject of adding. Third lane for both bridges!! What, WHY, HOW STIPID THIS SOUNDS!! STOP AND THINK::</p> <p>1- more back ups and congestion and tie ups and slower traffic for I am sure this will be done in summer time!</p> <p>Not to mention that the busiest time of the year for traffic for going and coming oc traffic???</p> <p>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 bybridges need upgrade so more repairs and the 3 rd lane now becomes 1-2 lanes depending on repairs etc!!!!</p> <p>MY. ANSWER IS :: think all time and money for new lanes , inconvinience 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!!</p> <p>So, back to my solution!!</p> <p>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!!</p>

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		<p>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!!!</p> <p>Why does it take an every day person to come up with the solution VERSUSES all these so called. High pd professional Builders. !!!</p> <p>I still say my solution saves money, time, inconvienece 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!!!</p>
10/11/2022	Email	<p>Subj: NO NEW BRIDGE! NO NEW BRIDGE!</p> <p>Cross the bridge at different times.....</p> <p>Save the cost to tax payers.....PLEASE</p> <p>[Name Redacted] [Redacted] p: [Phone Number Redacted] m: [Phone Number Redacted] a: [Address Redacted] w: [Website Redacted] e: [Email Redacted]</p>
10/11/2022	Email	<p>Subj: Chesapeake Bay Bridge</p> <p>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.</p> <p>Thank you [Name Redacted] Annapolis Resident</p> <p>Sent from my iPhone</p>
10/11/2022	Email	<p>Subj: No Annapolis Area Additional Crossing</p> <p>Hello</p> <p>Please do not add a 3rd span near Annapolis.</p> <p>Our community is overrun now when there are issues on the current spans and we cannot even get out of our street!</p> <p>Reconsider overwhelming the state capital area with another span.</p> <p>Thank you,</p> <p>[Name Redacted] [Address Redacted]</p>

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10/11/2022	Email	<p>Subj: Third span of bay bridge</p> <p>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.</p> <p>[Name Redacted] [Phone Number Redacted]</p>
10/11/2022	Email	<p>Subj: Bay Bridge Span</p> <p>Dear Sir:</p> <p>This new span certainly is needed & welcomed by all Marylanders that regularly utilize that bridge!</p> <p>I have sat in traffic waiting to cross the eastward span side for over two hours!</p> <p>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!</p> <p>This new bridge span MUST be approved & built for the betterment of the state and the convenience of the people utilizing it!</p> <p>It is way over due!</p> <p>Thank you for reading my comments!</p> <p>[Name Redacted]</p> <p>Sent from my iPhone</p>
10/12/2022	Email	<p>Subj: Public Opinion and Survey Comment Form</p> <p>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 .</p> <p>Thank you</p> <p>[Name Redacted]</p> <p>Sent from my Galaxy</p>
10/12/2022	Email	<p>Subj: Comments Regarding Tier 2 NEPA (Bay Crossing) Study</p> <p>Comments Regarding Tier 2 NEPA (Bay Crossing) Study – October 2022</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>

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		<p>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.</p> <p>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.</p> <p>Sincerely,</p> <p>[Name Redacted] ([Email Redacted]) Stonecrest HOA of Arnold, Inc.</p> <p>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.</p>
10/12/2022	Email	<p>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.</p> <p>[Name Redacted] [Address Redacted]</p>
10/13/2022	Email	<p>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\$.</p> <p>I wish, however, the charge will be eliminated or at least reduced to 1.00\$ per crossing.</p> <p>Regards,</p> <p>[Name Redacted]</p>
10/13/2022	Email	<p>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.</p> <p>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.</p> <p>I am a Maryland resident and do not want to see my tax dollars go towards another ratchety bridge span.</p>
10/14/2022	Email	<p>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</p>

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10/14/2022	Email	<p>Subj: 3rd Span of Bay Bridge</p> <p>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.</p> <p>~ [Name Redacted]</p>
10/14/2022	Email	<p>Subj: Kent Island Crossing</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Respectfully, [Name Redacted]</p>
10/14/2022	Email	<p>Subj: Requested NEPA Tier 2 Study Comments</p> <p>To MDTA NEPA Officials:</p> <p>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 communities will be the most impacted impacted by a replacement structure or structures.</p> <p>[Name Redacted] [Address Redacted]</p> <p>Bay Bridge Tier 2 Study Comments - by Oct. 14th</p> <p>What are the concerns from the Broadneck Council's point of view? The Tier 2 Purpose and Need should include the following statements:</p> <ul style="list-style-type: none"> - 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"). <p>For Tier 2 "Purpose and Need", a (replacement bridge) should:</p> <ul style="list-style-type: none"> - include pedestrian, bicycle and transit - only lanes

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	<ul style="list-style-type: none">- 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. <p>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</p>
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