



Tier 2 NEPA Public Opinion Comment Form October 2022 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 report. 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 report.

Responses are summarized in this report 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.

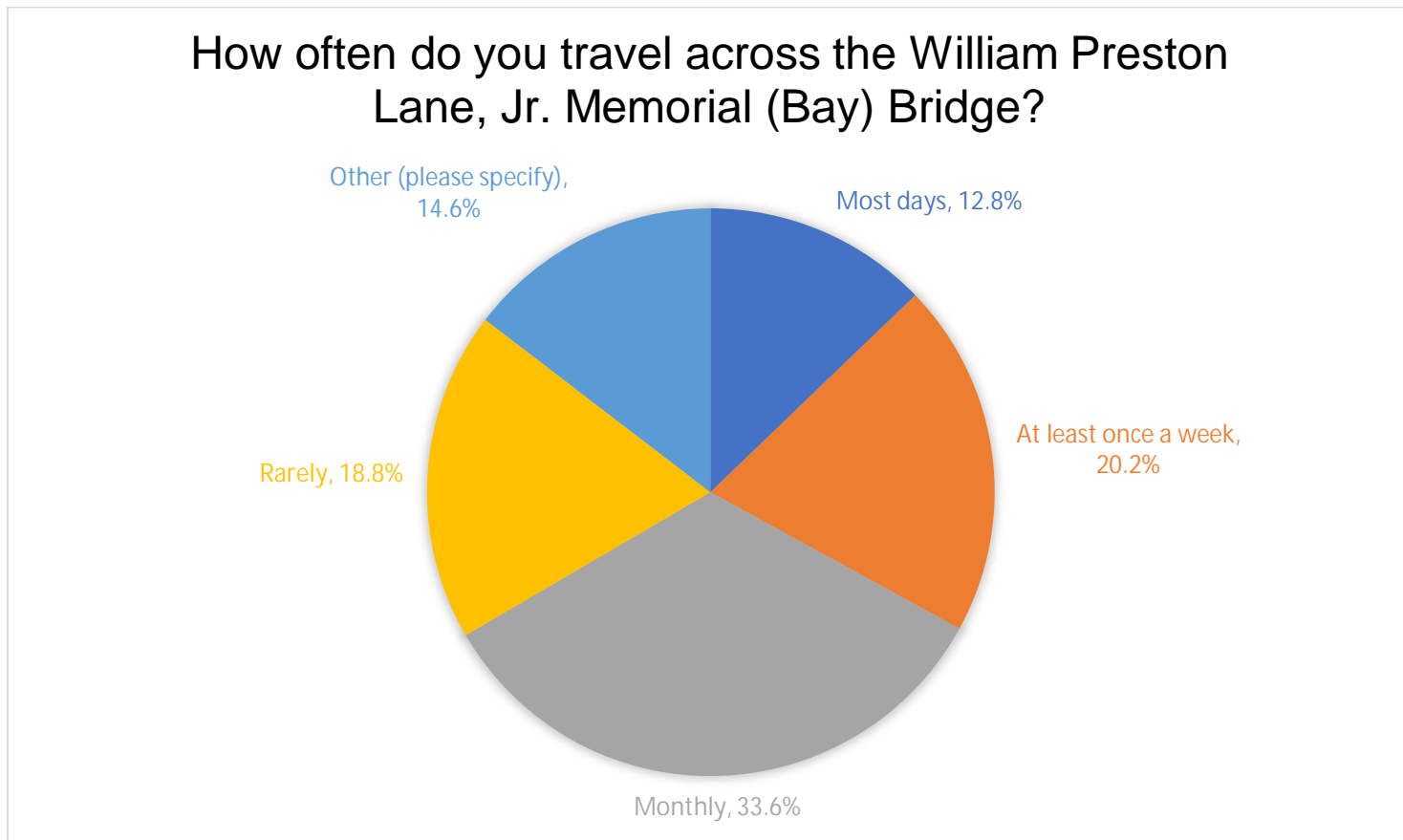
A total of 610 comments were submitted during the public comment period. These included 505 comments submitted via the comment form, 98 submitted via email, 3 Smart Board comments, 3 voicemails, and 1 letter. Of the 505 comment forms received, thirty-three were received at the September 8th Open House and 53 comment forms were received at the September 13th Open House. Additionally, three comment forms were returned to MDTA by mail and four were returned to the Bay Crossing Study email. All comments are being reviewed by the project team and will be summarized in a forthcoming Project Initiation Report.

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QUESTION 1

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



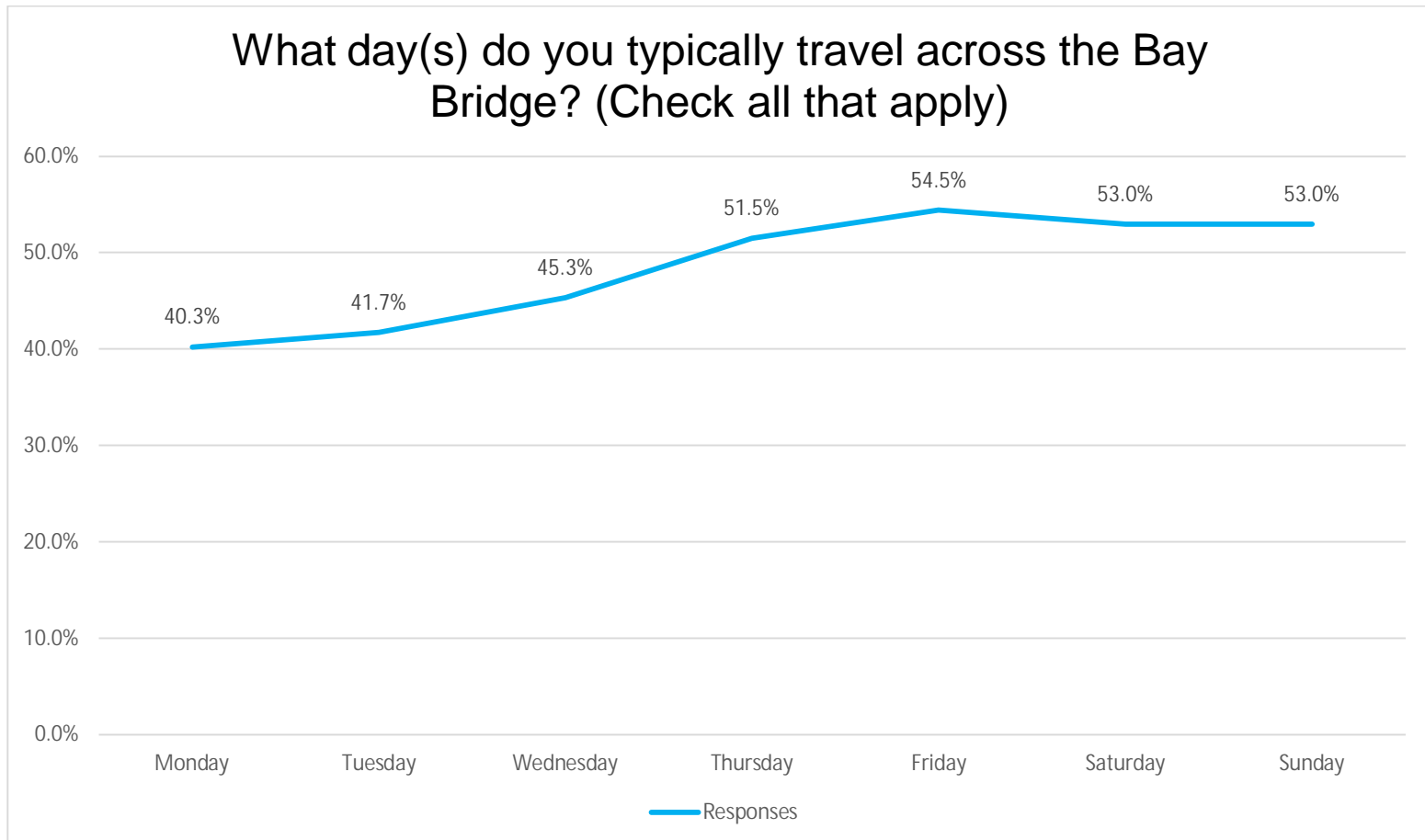
Answer Choices	Responses	
Most days	12.8%	64
At least once a week	20.2%	101
Monthly	33.6%	168
Rarely	18.8%	94
Other (please specify)	14.6%	73
Answered		500
Skipped		5

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

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

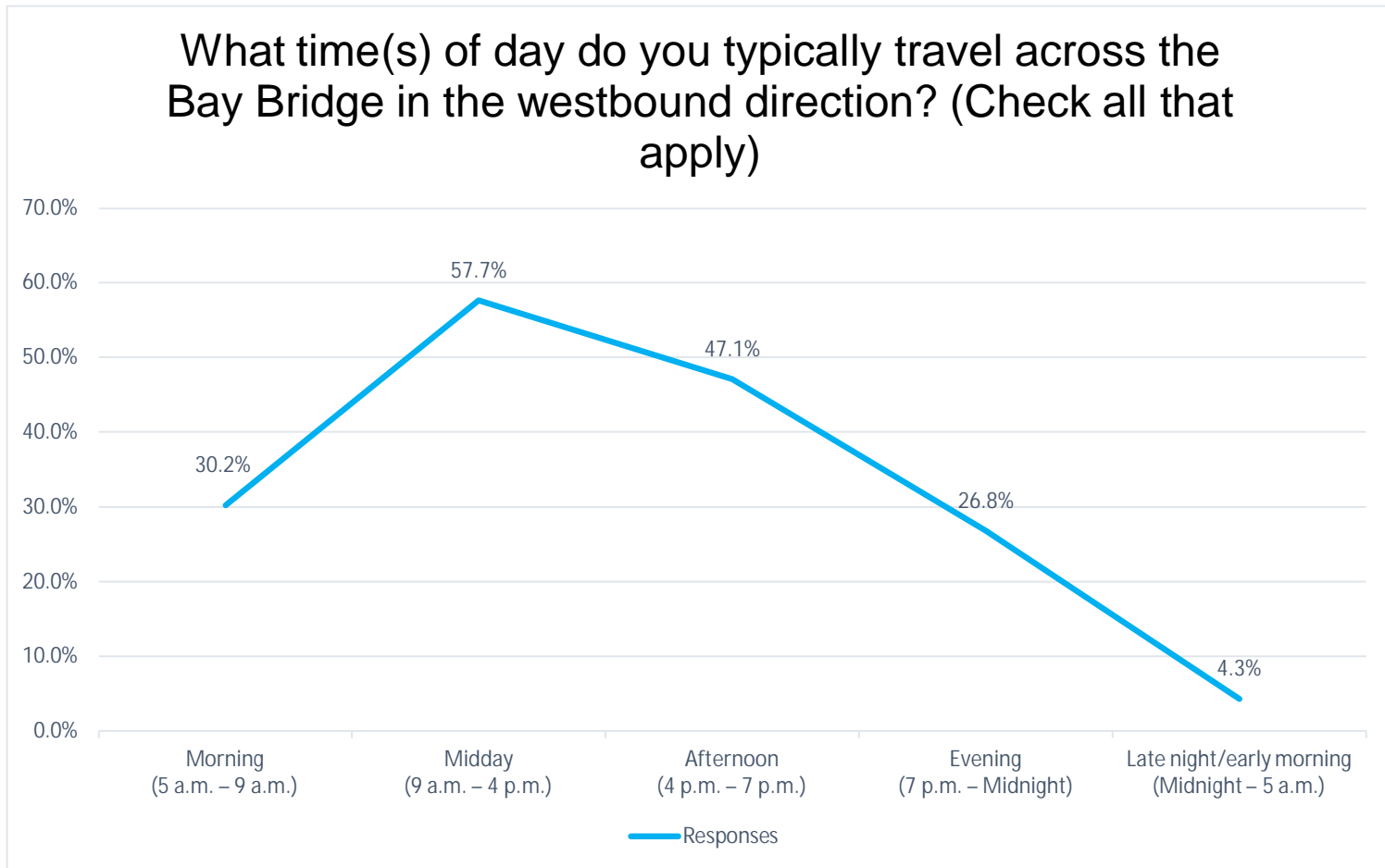
What day(s) do you typically travel across the Bay Bridge? (Check all that apply)



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

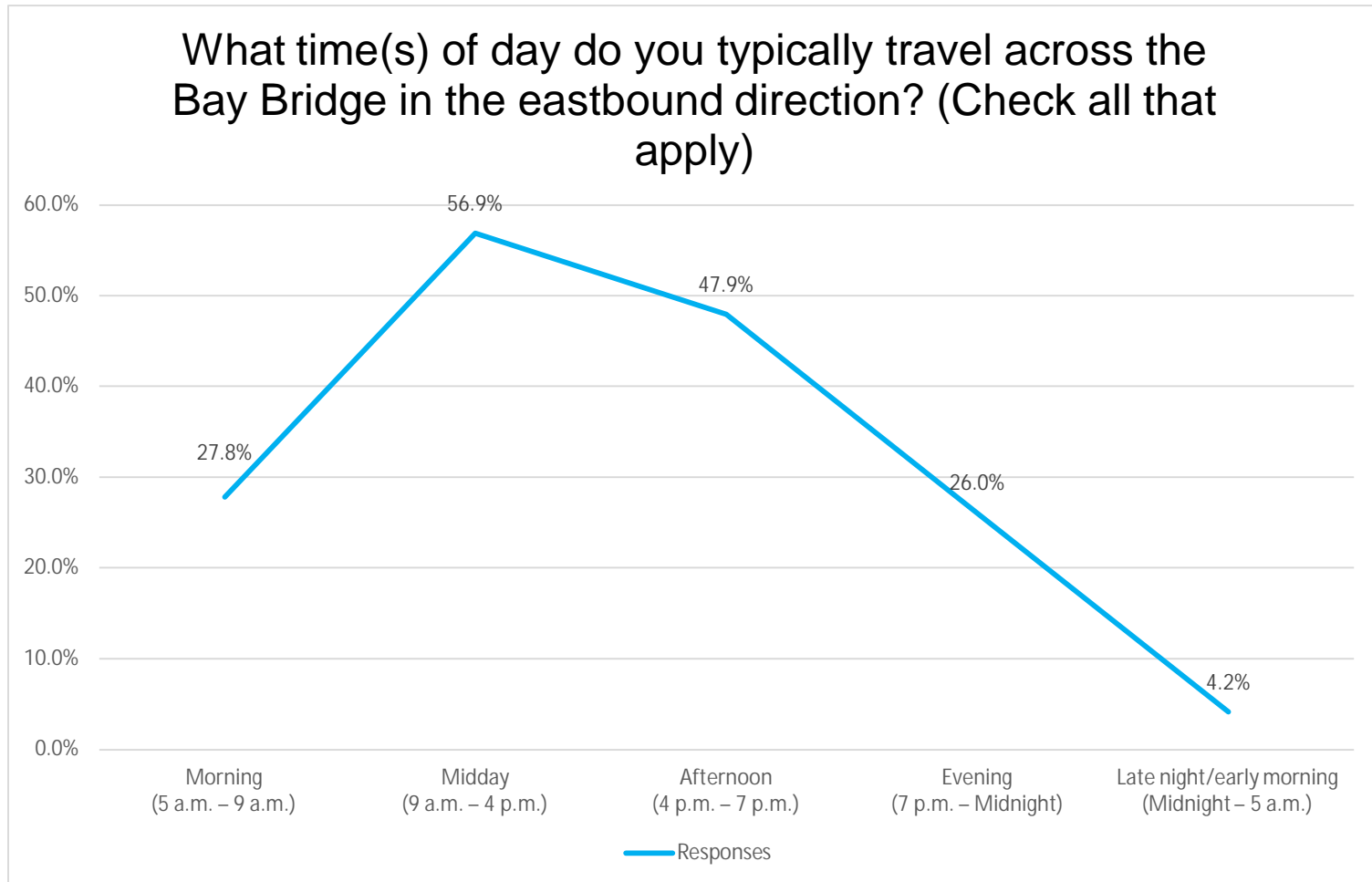
What time(s) of day do you typically travel across the Bay Bridge in the westbound direction? (Check all that apply)



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

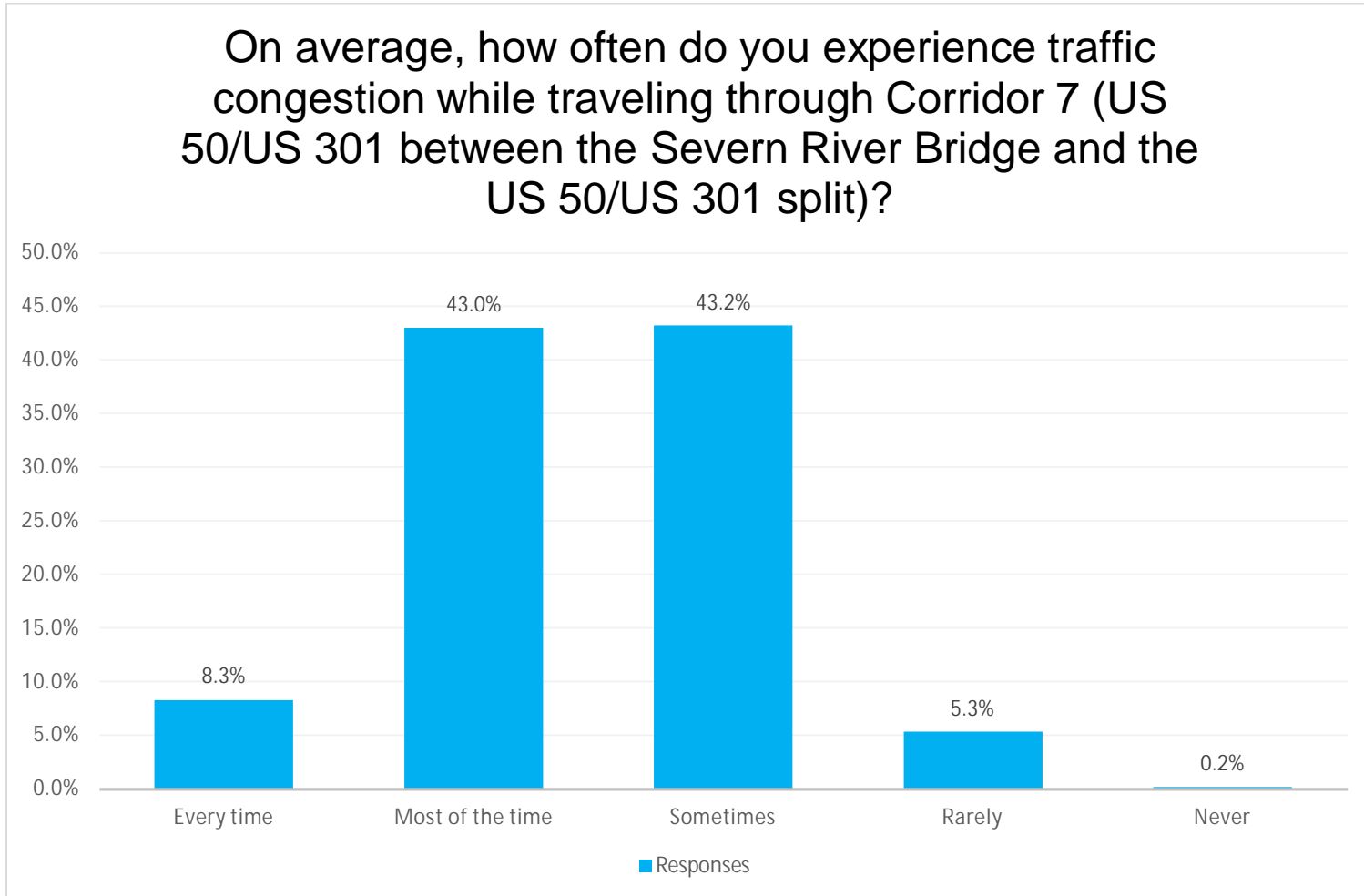
What time(s) of day do you typically travel across the Bay Bridge in the eastbound direction? (Check all that apply)



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

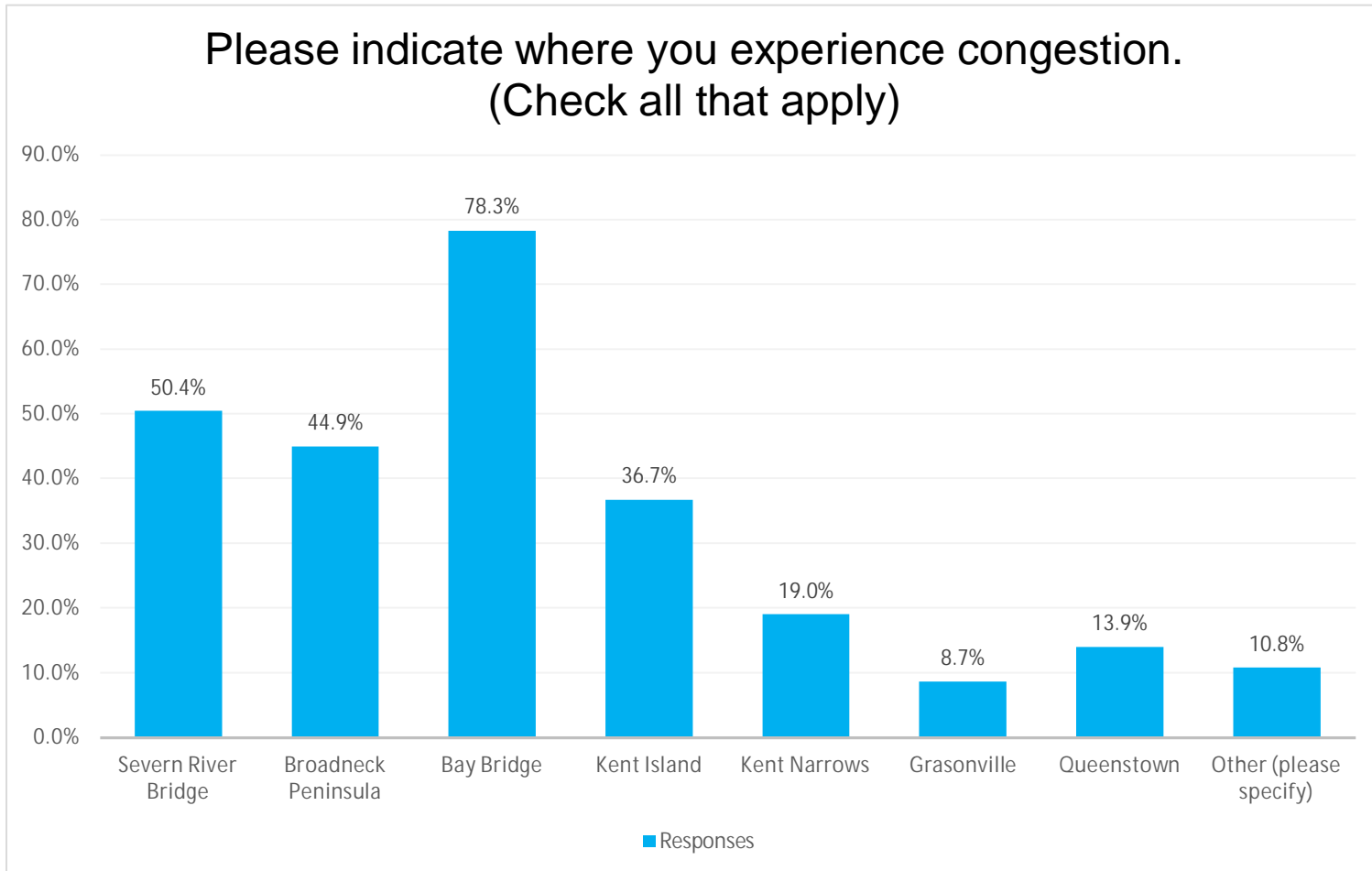
On average, how often do you experience traffic congestion while traveling through Corridor 7 (US 50/US 301 between the Severn River Bridge and the US 50/US 301 split)?



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)



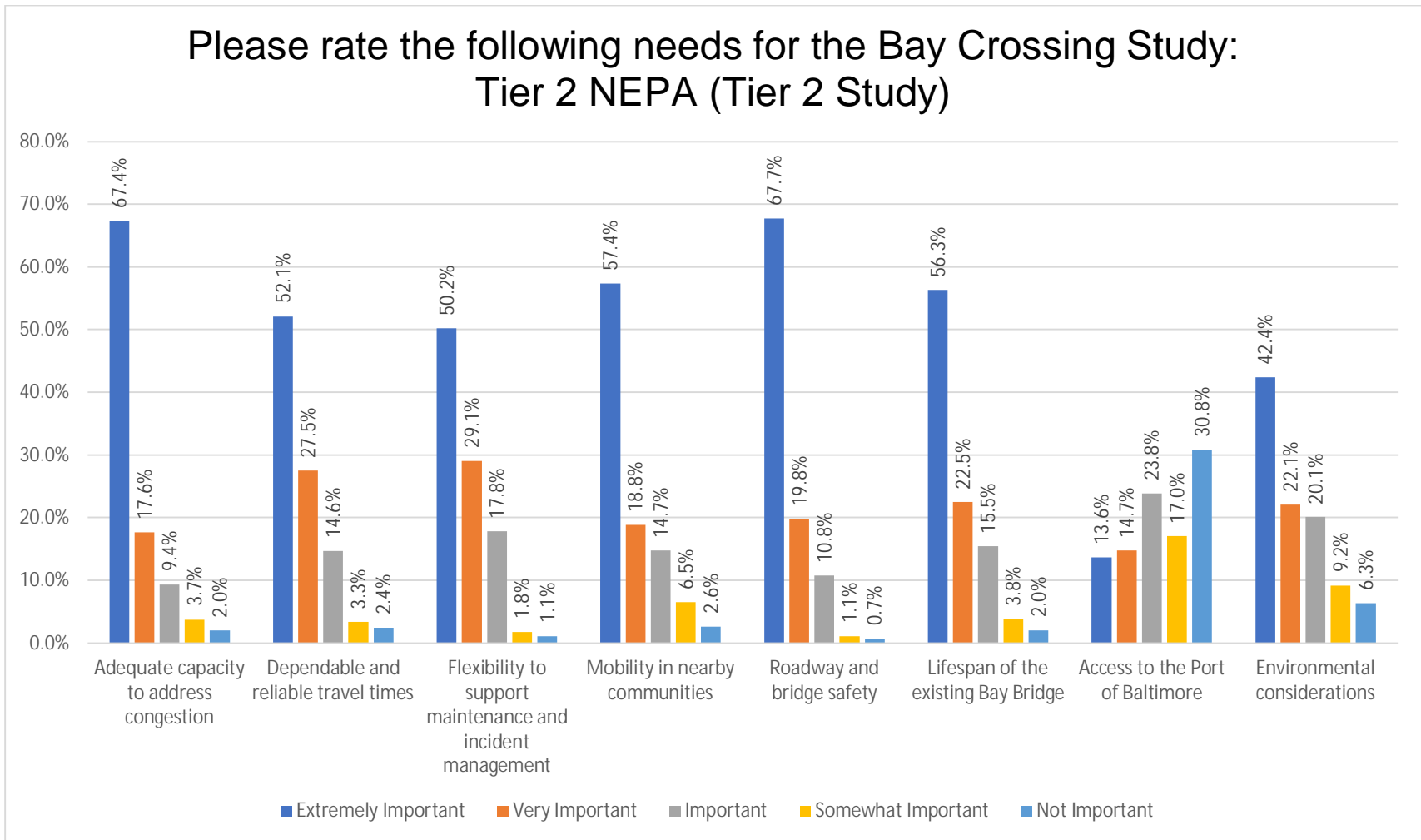
Answer Choices	Responses	
Severn River Bridge	50.4%	239
Broadneck Peninsula	44.9%	213
Bay Bridge	78.3%	371
Kent Island	36.7%	174
Kent Narrows	19.0%	90
Grasonville	8.7%	41
Queenstown	13.9%	66
Other (please specify)	10.8%	51
Answered		474
Skipped		31

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 times
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

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 much longer to get home.
35.	Predominately, @Skidmore Drive, E. College Pkwy & US 50 at the mouth of the bridge &
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

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 bridge 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.

Question 8: Responses	
29.	<p>The travel between east and west Bay communities will increase significantly in the next 50 years.</p> <p>The extra span needs to be built to handle the growth of activity.</p> <p>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.</p> <p>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.</p>
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.	<p>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 Pkwy 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.</p>
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.	<p>- 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> <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 - 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. <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.</p> <p>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.</p>
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

Question 8: Responses	
37.	<p>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.</p> <p>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.</p>
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 extensive 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.	<p>1) separate bridge traffic from Sandy Point State Park and access to local communities via Whitehall Rd and East College Parkway - Extremely Important</p> <p>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</p> <p>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</p> <p>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</p> <p>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</p> <p>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</p> <p>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</p>
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 errands 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.	<p>Deterrents for bridge jumpers: Very Important. Bike/pedestrian lanes: Important</p> <p>Bus service: Very Important</p>
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.	<p>Perhaps raised sidings to help fearful drivers and wind conditions for commercial trucking.</p> <p>Important</p>
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"

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

Question 8: Responses	
98.	<p>Pick a Locale and start designing for Construction.</p> <p>Emark all Toll Collections for Same (not to be diverted to other gov't funds)</p> <p>Stop spending money on continuation of studies.</p>
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.	<p>You need to take the traffic control device away from the east bound ramp from Oceanic Dr.</p> <p>That trial made traffic through the corridor worse. Extremely important.</p>
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.	<p>You need to eliminate congestion thru the rest of the 'Reach the Beach' routes</p> <p>Very Important</p> <p>If you can keep the 404 exit traffic on 50 after the split,</p> <p>then bring them back toward Denton would stop a bottle neck there. OR A CLOVER LEAF exit/entrance.</p> <p>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</p>
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.	<p>VERY IMPORTANT</p> <p>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!</p>
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.	<p>Safe bicycle crossing</p> <p>Very important</p>
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 surrounding 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.	<p>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 -</p> <p>In addition to working/employment that involves bridge travel.</p>
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.	<p>Light Rail - IMPORTANT</p> <p>I am a Ride Share Driver. I work all kind of hours.</p> <p>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!</p> <p>IF POLICE ASSIGNED TO BAY BRIDGE IDLY LOOK THE OTHER WAY</p> <p>MAKE SURE THEY KEEP LOOKING! I AM TIRED OF TRUCKERS HIGHBEAMS & AIR HORNS. HAVE SEEN TOO MANY ACCIDENTS & JUMPERS.</p>
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

Question 8: Responses	
124.	<p>1. Dedicated Foot and Bicycle lanes-Extremely important</p> <p>2. include rail-for train travel-very important</p> <p>3. increase number of service lanes prior to bridge access both sides of the bay</p>
125.	<p>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!!!</p> <p>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.</p> <p>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!</p>
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.	<p>Add bike lanes into the project.</p> <p>Can you double deck the existing structures? There are many double deck bridges around the country. (Oakland (Bay Bridge in San Francisco for one)</p>
136.	All roads leading to and from OC should have increase lanes to accommodate the congestion and flexible to heavy 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.	<p>Important:</p> <p>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.</p> <p>Very Important:</p> <p>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.</p>
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.

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 Tapanzee 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

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 Winchester 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 of ctd 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.

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

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 renege 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 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.

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.

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 negatively 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 anywhere 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.

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

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 lane 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 middle 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 that 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 one 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.

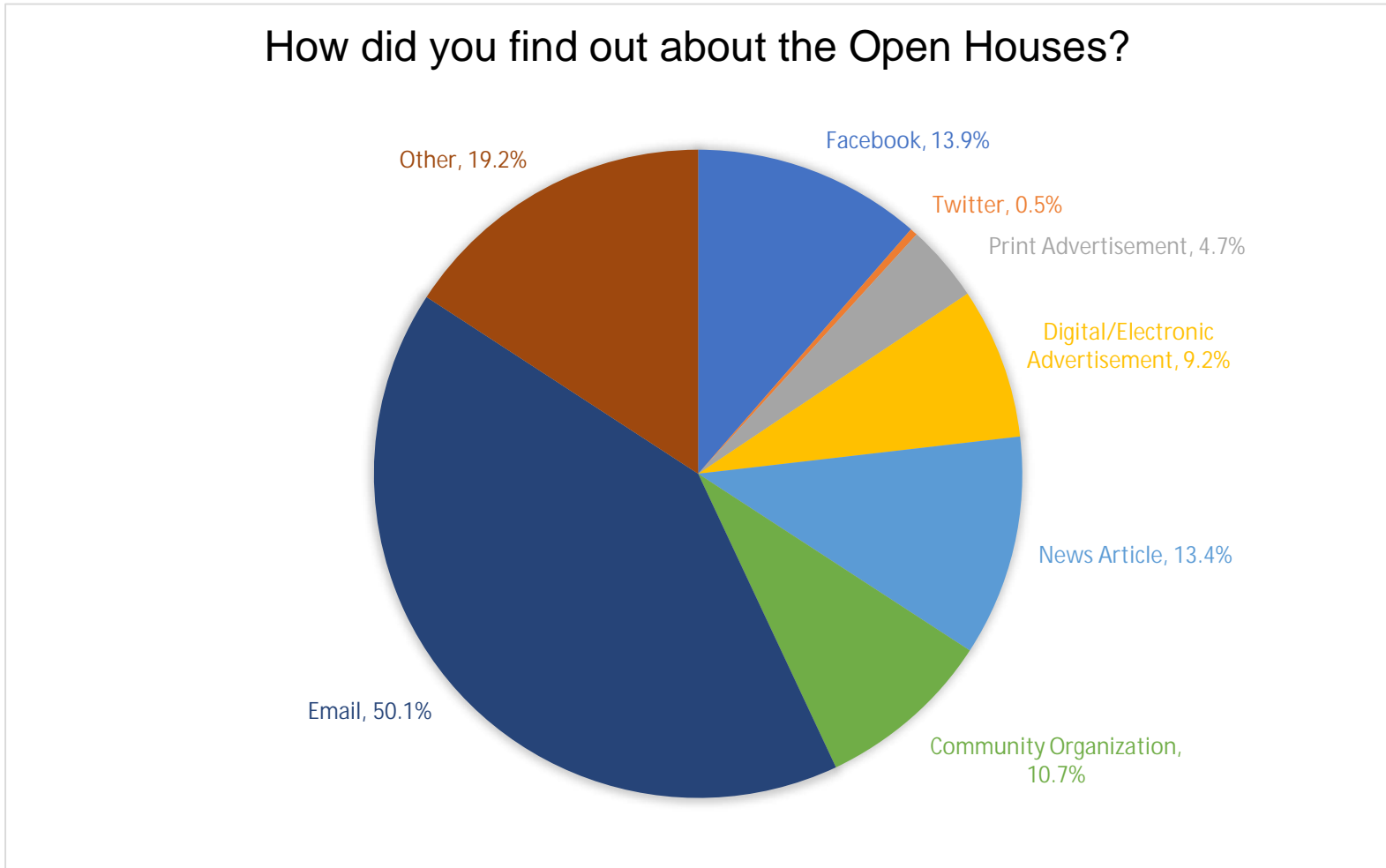
Question 9: Responses	
145.	The use of speed cameras to enforce safe speeds particularly on the Bay Bridge spans should be considered and hopefully implemented. These cameras should also be used to enforce aggressive/impaired drivers/riders. Camera technology is currently used on the bridges to monitor 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 seems 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 the Bay 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 peninsula, 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 additional 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.

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 location
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.	<p>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.</p> <p>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.</p> <p>My position is that:</p> <ol style="list-style-type: none"> 1. A new bridge or other crossing is desperately needed. 2. A second crossing should also exist somewhere in the Baltimore region. <p>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).</p> <p>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.</p> <p>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.</p>

Question 9: Responses	
	<p>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).</p> <p>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 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.</p>
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 be 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 Breden	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	
	PAth 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]	

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 (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	



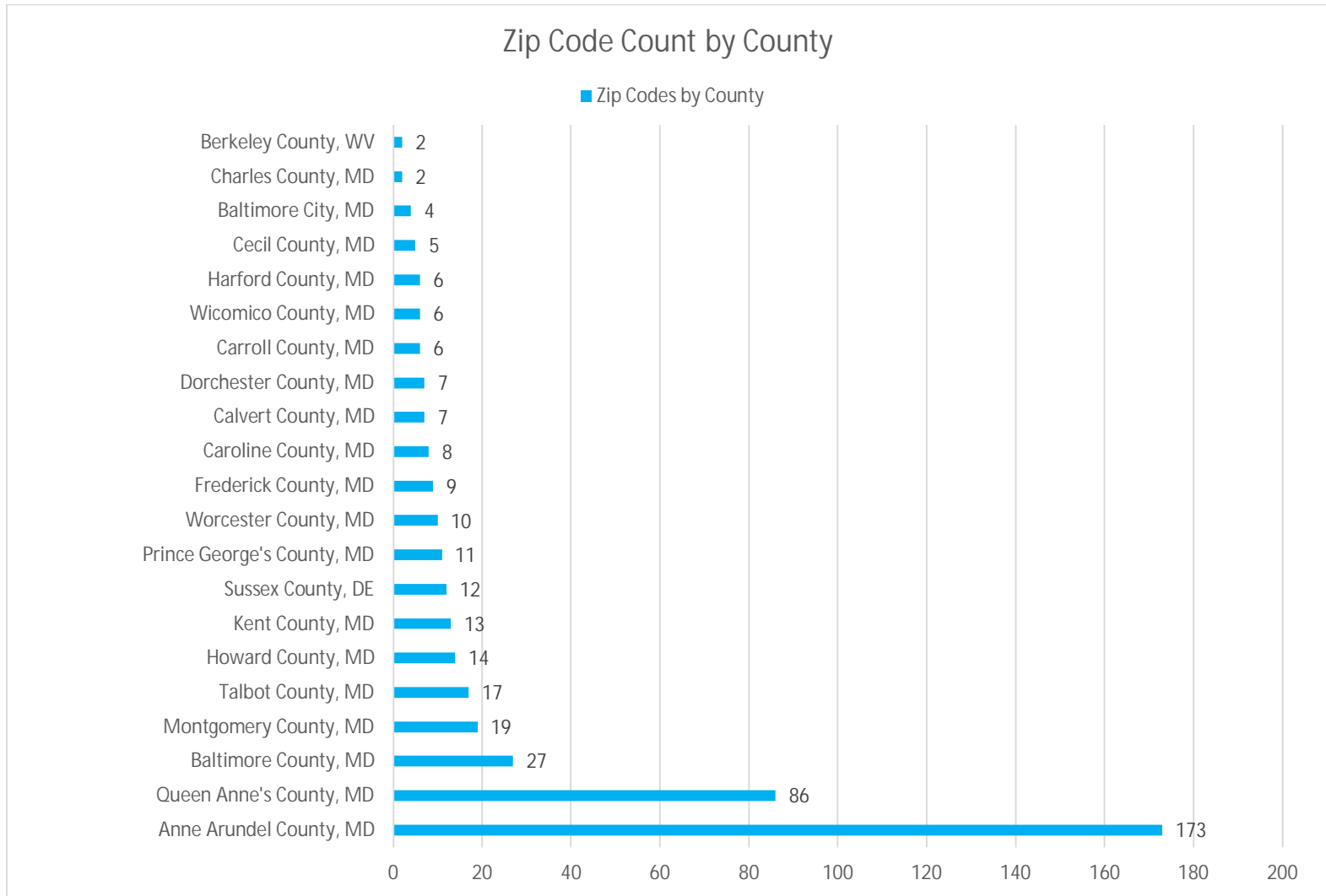
Tier 2 NEPA Public Opinion Comment Form October 2022
Response Summary

Advertisement	News Article	Community Organization	E-mail	Other
			MDTA	
			MDTA	
			MDTA	
			MDTA	
			MDTA	
			mdta	
			MDTA	
			MDTA	
			MDTA	
			MDTA	
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			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]	
			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 NEPA Public Opinion Comment Form October 2022
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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

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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 NEPA Public Opinion Comment Form October 2022
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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

Density of Attendance by Zip Code

