

Date	Medium	Comment
6/27/2023	Verbal Comment	[Name Redacted], I'm from Bowie Maryland it's a little outside, about 2 miles outside of the actual zone but as far as bicycle commuting, if you're going to do that are you consideration for weigh stations on the bridge that would you know someone's having trouble with their bicycle you know that kind of thing?
6/27/2023	Verbal Comment	My name is [Name Redacted] , I live in Annapolis Maryland. I just wanted to come on and say that I think the new Bay Bridge or whatever it ends up looking like should absolutely have a new bike and pedestrian separate path, and it should connect to the new Broad Neck Trail on the west side and the Cross Island Trail on the east side. We don't really get an opportunity to build a bridge that often so I think if we miss this chance to do this it's a it's like a hundred year opportunity to do it again so I just wanted to voice my opinion. I think it's really important and I think it should absolutely be included in the new Bay Bridge.
6/27/2023	Verbal Comment	Hi, this is [Name Redacted] here, I live in Dundalk, MD. A good idea for the bike rides and trails. I have a son who rides in California near the Sacramento area and he rides 60 to 65 Mi for one trip and 40 to 45 miles another trip, and there's usually about 10 people in the group to drive they do things for charity also. Very good idea for the bike it'll take some time for people to get adjusted to it. Also for the Upper Bay Crossing, it must be between from the 695 Corridor and Edgemere to North Point State Park over to Tolchester. It'll save people 45 minutes, half hour to 45 minutes of traveling time for the corridor or putting the bridge there and not where they're putting it now. They need to scrap the other idea. My name is [Name Redacted]and I've been in a position for trying to get this for a number years because you need an upper bay crossing further up then where you're gonna put it and can't worry about the other bridge that are there. The traffic will be eliminated on the original bay bridge that is there now because of putting one further north up, 8 miles, 10 miles north, and like I say it'll help the people in the Baltimore area, Pennsylvania area, and New York area, and we won't have to go all the way around or go south to go over to Delaware.
6/27/2023	Verbal Comment	Good evening this is [Name Redacted] and I am about a quarter of a mile outside the city limits of Annapolis, in the Parole area and I am a recreational cyclist. Let me thank you for setting up this this listening session and let me tell you I do a lot of traveling around the Northeast and crossing the new, fairly new, Cuomo Bridge, I'm very jealous of the bicycle and pedestrian path which is a protected lane and I believe it also has wind protection with a with a barrier that you can see through and that provides quite a bit of safety for the cyclists and pedestrians, and I would encourage the state of Maryland to look at the similar type of a protected bicycle lane and will connect both sides of the bay. I think it would be a great for tourism and recreational cyclists and a couple of commuters as well, thank you.
6/27/2023	Verbal Comment	My name is [Name Redacted] , I'm a resident of Anne Arundel County and serve on the County's bicycle advisory board. The points I would like to make are, excuse me as [Name Redacted] mentioned, this connects existing bicycle facilities on both sides of the bay. The Broadneck trail is currently under construction and will be extended to Sandy Point State Park and the Cross Island Trail picks up at Terripan beach very close to the Bay Bridge. Secondly, there's an existing National trail that runs from Lewes Delaware, Cape Henlopen State Park to Point Reyes California called the American Discovery Trail. Those folks now have to find the vehicular transportation to get across the bay bridge. It would be a great boom to that trail to have a pedestrian facility on the new structure. Secondly there is another National Bike Trail called the Great American Trail which extends from Washington State to Washington DC which with the existence of a facility on the Bay Bridge could be extended to the Atlantic Ocean as well which would be very desirable. Finally, I'd like to point out that having bicycle lane or a bicycle pedestrian dedicated Lane available would also be a boom to bridge operations because it could serve as an alternate route for emergency vehicles to reach any kind of a situation on the Bay Bridge that might block all traffic Lanes. We were told when the bike lane was being proposed on the Nice Bridge that it would have to have the same traffic carrying capacity as Rush the bridge in order to accommodate Bridge inspection Vehicles. It would also serve emergency vehicles. Thank you very much.
6/27/2023	Verbal Comment	This is [Name Redacted] I live over on Kent Island and actually can see the Bay Bridge from my backyard so we'd love to look forward to being able to use the bridge for pedestrian and biking and also just want to reiterate the importance of expanding the number of lanes due to the, not just summer traffic, but now the daily sometimes back up traffic going both ways, and clogs up back roads. But I think that recreationally, being able to cross over the bridge with for biking, walking, running those kind of things you know from the Cross Island Trail over to Sandy Point just, you know, could really have some great afternoons and evenings with families and friends and things like that enjoying the big beautiful views instead of trying to look at it with your cars which caused back up some things like that. That's it, thank you
6/27/2023	Verbal Comment	Right thank you yeah my name is [Name Redacted] and I live in Severna Park. I'm president of bicycle advocates for Annapolis and Anne Arundel County also known as Bike AAA. I chair the Anne Arundel County Bicycle advisory commission and I'm quite active in Maryland legislation each year related to biking pedestrian safety. I would like MDOT and MDTA to adopt a policy that they will by default provide safe bicycle and pedestrian accommodations anytime a new facility is built or, when possible, when a facility is renovated. All of the other MDOT agencies have a complete streets policy like this. MDTA needs to adopt such a policy so that it becomes a default by policy not, you know, not an analysis and a value-engineering and is it going to generate toll revenue but it needs to be a policy of MDTA to provide these types of facilities. As has been mentioned, other bridges around the country, including long bridges have it. We travel to Pensacola frequently, the brand new Pensacola

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		Bay Bridge is quite long, separated bike/ped facility. As has been mentioned it will connect not just local trail networks but also regional and even national trail networks. This will be at an iconic tourism destination and will bring even greater attention to our beloved Chesapeake Bay. It will provide a brand new way to connect people to the Bay which is vital to the preservation and clean up of the Chesapeake Bay. So I urge MDOT and MDTA to adopt this by policy and to be sure that it's included whether this is a replacement span for one of the aging spans, or a third span as is being investigated in the NEPA study. Thank you.
6/27/2023	Verbal Comment	Hello, my name is [Name Redacted] , I live over on Kent Island specifically down Thompson Creek Road. I think it is great idea to connect all of these bicycle paths. What I would the comment I would like to make, and I believe there is some talk about this, on Kent Island with the traffic on the weekends, it's impossible to get from the north side of the island to the south side of the island. A pedestrian / bike overpass across 50 from Duke Street to Thompson Creek Road would benefit the residents not only recreationally over here on Kent Island, but also for necessary commute from north to south on the island. And I agree with the span for pedestrians and bikes also going across the Chesapeake Bay. Thank you.
6/27/2023	Verbal Comment	Yep this is [Name Redacted] I live in Centerville on Eastern Shore. I just wanted to kind of reiterate what other people have stated in my support. I think a pedestrian bike lane across across the bay is absolutely essential and I definitely agree with a previous comment that said this is a once in 100 Year opportunity. I think the State of Maryland would be foolish to not build something like this. I just wanted to reiterate my support. I think it'll be great for the connectivity between the two shores and I think it'll just make quality of life better for everyone within, you know, 100 miles of the Bay and I think it'll be an awesome view. I think I would go up there quite frequently and just to see the view so thank you.
6/27/2023	Verbal Comment	Hi my name is [Name Redacted] I'm calling from College Park. I was just going to suggest that I think, that I know there isn't a plan, a current plan for like a rail system, but I think that the bridge or crossing however it's built it should at least be built in a way that incorporates the potential for future rail access. I think that building a rail line onto the Eastern Shore would be pivotal as far as reducing issues with traffic but I think it would also increase tourism for the Eastern Shore. I know a lot of people like myself can't regularly go out there because we don't like, I'm not a driver, I don't have to a car. So I think really thinking about a comprehensive Transit mode like a commuter rail would be highly beneficial.
6/27/2023	Verbal Comment	Good evening this is [Name Redacted] from Anne Arundel County Office of Transportation. I am the senior planner bicycle and pedestrian planning for the county and I just wanted to say that Anne Arundel County definitely supports the addition of bicycle pedestrian and transit options on whatever becomes of the new bay bridge and I wanted to echo the sentiments of bike AAA and [Name Redacted] as well as many residents with regard to the fact that this will provide increased multi modal options for all transportation needs and recreation. And I agree wholeheartedly with a comment from one of the citizens about what better way to appreciate the beauty of the bay than by foot or bicycle. You know you drive over it it goes very quickly and it's dangerous to look around while you're driving which therefore this would contribute and support to our Vision Zero goals and the states as well. Thank you.
6/27/2023	Verbal Comment	Hi, my name is [Name Redacted] from Arnold, Maryland and I would simply like to say that this is a new modern steel material it's going to last for at least a century, well beyond the lifetime of all of us on this phone call. It is a great opportunity to get cars off the road and provide recreational opportunities. Huge boost in tourism. I would have to think that the Sydney Harbor, the Woodrow Wilson Bridge, the Golden Gate Bridge, the Tappan Zee, the new Tappan Zee Bridge. they must know something. Their experience, the studies, and their analysis of the needs of modern life must have learned something. We can learn from them, this is a must do, a dedicated separate pedestrian and bicycle capability. I thank you for the opportunity to speak.
6/27/2023	Verbal Comment	Hi, [Name Redacted] and I actually didn't know I had my hand up but I'm glad to hear that you're looking at Alternatives. I think it's important to be as visionary as possible and we've heard from so many speakers about the necessity to open recreation and easy access. I would also throw out the possibility of a dedicated bus lane to facilitate commuters. There don't seem to be many commuters speaking up this evening but that might be something to consider as well. Thank you very much.
6/27/2023	Verbal Comment	Yeah, [Name Redacted], I'm the chief of comprehensive planning for the City of Annapolis and, similar to my colleague [Name Redacted] from Anne Arundel County, the city of Annapolis supports all efforts to increase multiple modes of transportation across the bridge and I commend MDOT and MDTA for this kind of process allowing people to share their perspectives on what the best design for this bridge should be. The City of Annapolis already gains a tremendous amount of benefit from being located close to this bridge, Economic Development and Recreation and access to Chesapeake Bay. I think just as one of the other callers mentioned this is a 100-year opportunity. We just released our draft comprehensive plan a couple weeks ago. We have recommendations in that plan to add the type of bike and pedestrian connections and transit connections, ferry, BRT, possibly rail, that are being mentioned here tonight. As a city this, is in line with everything we're trying to do I'm within the city of Annapolis in terms of creating more safe opportunities to get around without a personal vehicle and the synergies with all of the tourism destinations around the Chesapeake Bay Bridge makes this, you know, a no-brainer in my view. So I think design is critical in making it as accessible as possible, but I appreciate the opportunity to share my perspective. Thank you.

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6/27/2023	Verbal Comment	Hi, my name is [Name Redacted] I live about a half a mile from the Bay Bridge. Listening to everybody that is talking in here: wonderful, sounds excellent. However for those of us that live so close to the bridge the main problem is the traffic that we have right now. Let's not lose the focus of that. It sounds beautiful to say that if we can increase the tourism. What comes with tourism, more traffic. So I think that eventually a balance will have to be created into what is the traffic right now and what will the expectation of having this wonderful idea of increasing the tourism and what is that going to cost for those of us that live close to the bay.
6/27/2023	Verbal Comment	Good evening, [Name Redacted] here from Brookville Maryland in Northern Montgomery County. I did post a comment in the Q&A referencing the Maryland bicycle and pedestrian advisory committee MBPAC letter from September 2022 related to The Crossing study and just for the record I am the chair of that committee State advisory committee to the Department of Transportation the other agencies within the state. Included in the recommendation there are quite a number of the ones that have been stated by many of the callers on this meeting. I do want to emphasize barrier separated facilities need to be included. The recent crossing of the Potomac River using the Nice Middleton Bridge, the new span is unacceptable. Putting bikes in the same lane as 18-wheelers it's just an opportunity for disaster. Please do not allow that mistake to be repeated with a new crossing of the Bay Bridge or the crossing of the bay whether it's a bridge or tunnel. This is a once-in-a-generation if a once in every other generation opportunity so please take advantage of the funds that will be available to provide a true multimodal crossing as we're talking about this evening. Appreciate the opportunity to render comments and thank you very much.
6/27/2023	Verbal Comment	Yeah my wife is actually ceding her time 2 minutes to her husband, [Name Redacted]. I just want to call you to call in and say I support what [Name Redacted] spoke of just a few minutes ago. I live about a mile away from the Bay bridge and although I really appreciate the importance of bicycle traffic on the Bay Bridge, having bike lanes everywhere, I'm very much concerned about the traffic congestion in my neighborhood from spillover from people trying to get to the other side of the Bay Bridge. What I need to hear from you people at some point in time is what are you going to do to mitigate the current congestion, what are you going to do to mitigate the construction congestion, and what are you going to do to mitigate the post construction completion congestion haven't heard anything about that, no one seem that concerned about it, but I'm vey concerned about it. Thank you.
6/27/2023	Verbal Comment	Hi this [Name Redacted] here, I live in the Dundalk area. A good idea for the Bay Bridge that is taking place there every weekend and anytime thereafter. I've been a long time to try to change this. The speed on the Bay Bridge. Let the traffic go according to the flow of the traffic not a 40 mile speed limit. Have less accidents on the bridge. People going east or west through the bridge are going faster than allowed on the bridge. Slows the traffic down causing backups for hours. Recommendation when a large backup is: allow the flow of the five Lanes all five Lanes going east or west, for 20 minutes east or west 10 minutes to allow the flow of the traffic to clear and the directions that they were going. The total time is a half hour of lost time. Backups get cleared up sooner not having to wait hours to cross the Bay Bridge. I thank you for my recommendation and hearing me out as for the Upper Bay Crossing and the Upper Bay Crossing that I mentioned earlier should be on pillars so it doesn't affect the local community in any way or matter.
6/27/2023	Verbal Comment	Yeah, [Name Redacted], I'm actually calling from Kent Island and I've actually retired civil engineer. I used to Highway capacity studies back back in the day and why I recommend some type of MTA service or increase of service across the bay bridge with the new span or even the existing spans. I mean I really can't get behind pedestrians and bicyclists. It's like too dangerous out there, the people are not obeying the speed limit but also it's a highway capacity issue with the feeder roads going east from the Bay Bridge to feeder roads coming west. There needs to be massive expansion, overpasses, things like that to accomodate the existing traffic. So you add to this pedestrians, potentially bicyclists, and try to keep them safe it's like I don't think it's the same thing. I think, do what I do, put my bicycle in the back of my car. I want to go over the other side of the bridge. I do that and I get on the Cross Island Trail you know one side of the other. I go down the B&A Trail and then Anne Arundel County and whatnot and I live in Annapolis live on Kent Island work in Annapolis. I mean back and forth and it's like, I just see too many bad situations and too much traffic and it's like I don't think the states really take into consideration all the you know the highway capacity versus you know, I don't care if you put 12 spans across the bay bridge and Kent Island it's not going to work there's just not enough territory to you know get these feeder roads to expand enough to accommodate existing traffic so that's my comments. I appreciate your time.
6/27/2023	Verbal Comment	[Name Redacted], Annapolis MD. I've participated in several hundred mile rides or 100K rides in the past on Kent Island. They're usually for charitable reasons but they become more than just a ride. Different groups try to get their best time in and individuals always try to get their best time for a hundred mile ride and so they become rather dangerous. So my question is are you going to allow organized rides to cross the new bicycle span? And if so, I can envision many different groups wanting to use those lanes for that purpose just because of the attractiveness of it. Thank you very much.
6/27/2023	Verbal Comment	I'm [Name Redacted], I am a professor of systems engineering at George Mason University. I just wanted for the record to state that I'd submitted a white paper to you yesterday that dealt with the congestion problem and the consideration of a tunnel with an ultra light rail system to address all of these issues. I just want the record to show that it's been submitted and, if you did receive it, I'd like to have a confirmation that you received it. Thank you.
6/27/2023	Verbal Comment	My name is [Name Redacted], I'm calling from close to the Bay Bridge on the Annapolis side and I agree with everyone who has said the traffic is terrible. We cannot go anywhere on weekends, it's Thursday to Monday. You can't go anywhere it's just ridiculous the amount of traffic. They cut through all the different communities onto small roads and you know trying to find another way to get on there and when it's traffic stops for an accident or something it's just unbelievable. I think we need to look for another location. What about the people in Virginia or Washington? Isn't there someplace

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		that would get them over to the bridge or something like that rather than coming all the way up here to go all the way back down again. The gentleman from Dundalk had an idea. I really hope we haven't finalized where it's going to be and I hope that we can come to some other location besides where it is now. Thank you for the opportunity to talk to you about this.
6/27/2023	Written Comment	Is this session being recorded? How many people are listening this evening? How many respondents have taken survey on website?
6/27/2023	Written Comment	as a younger person, a critique i have for this meeting is that they're not very interesting and many people don't have a motivation to watch it, also there is not much advertising that can make this accessible to more young people
6/27/2023	Written Comment	I live close to the bridge. During the summer it is increasingly hard to even get out of my neighborhood in beach traffic heavy days. How do you think people are going to bike to the bridge when the roads are narrow and congested now?
6/27/2023	Written Comment	I have heard that the grade for the bridge might be very steep, to allow for a high passage for ships. This might be a serious impediment to people wanting to use the bike/hike offering. Is that likley?
6/27/2023	Written Comment	Hi - thank you for setting this up! I think bicycle access is extremely important and will greatly improve the connectivity between the two shores of the bay. I think electric bicycles are becoming very affordable and common and will make the 4.1+ mi length basically nothing. Also, the views will be spectacular and will attract people from all over the world!
6/27/2023	Written Comment	If there is frequent RT from Centreville and Chesapeake College to Annapolis and New Carrollton it may reduce auto commuting. I think Bus Rapid Transit is most likely, but light rail would be ideal.
6/27/2023	Written Comment	Transit is key, especially as the population on both sides of the bridge ages. Biking seems tough because it's windy, but ped would be great. We shore folks would like a fun way to meet up with our Annapolis friends! (And I agree with [Name Redacted] comments!)
6/27/2023	Written Comment	I am terribly concerned about the present discussion about the bridge expansion at the present bridge site. Traffic is terrible now during the summer and I don't understand how there seems to be no discussion about the effects on the community around the bridge as well as the effects on the choke point of the Severn River Bridge.
6/27/2023	Written Comment	I would like transit options to include direct transport from Kent Island to both BWI and Reagan National airports.
6/27/2023	Written Comment	Sorry for the technical issue. I am [Name Redacted], in Columbia. I would use the bike crossing, and I also have studies and written a book about the tourist attractions of bridges. I submitted comments in October about how a bike crossing WOULD increase tourism attractions and opportunities. I agree with [Name Redacted] that this is a rare opportunity, one that was missed with the current bridges.
6/27/2023	Written Comment	There is a difference between recreational bike riders and those who do it more seriously. How do you plan to protect both parties and make limited space open safely to all.
6/27/2023	Written Comment	Will there also be a plan for trailheads to access this pedestrian/bicycle way as I really believe this would be a major and unique attraction for recreation. Broadneck area already feels the pressure of the bridge and would not want to see that same pressure created for bicycle usage.
6/27/2023	Written Comment	The discussion of a ferry crossing for this penninsula would make no sense. There is not efficiency gained in a corridor where there is not "final" destination, like an island. An efficient bridge will take all the potential ferry traffic. If the bridge is not efficient, then no one will be able to reach a ferry landing. at the base of the bridge. Ferry service will only make sense in other corridors besides corridor 7. A large ferry near Baltimore might make sense.
6/27/2023	Written Comment	What emergency contingency plans are you discussing. It is a problem now on busy traffic days.

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6/27/2023	Written Comment	I never saw the notification to unmute. A few points to share... I live in Edgewater, MD. 1. Separate the bike and ped. path as much as possible. The bike path will likely have two way traffic 2. Connect to existing trails and planned trails. 3. Ensure the bike and ped. lanes are fully protected from traffic and ideally very far from traffic.
6/27/2023	Written Comment	Any bike/pedestrian trail that ends in Kent Island needs to include a bicycle / ped overpass over highway 50. This would provide an extremely critical need for local residents who cannot even leave the house on weekends due to the traffic snarls. It would also be a nice benefit to local business and bike tourism without adding any vehicle traffic. I envision a loop that crosses over from Chester to historic Stevensville.
6/27/2023	Written Comment	Several Veiw points along the Bike/walk lane would be highly desireable as rest points and scenic views.
6/27/2023	Written Comment	I live on the east end of the cross island trail and would use a bike ped bay crossing for recreation but also would consider bike commuting to Annapolis and or riding bike to access transit that does not cross bridge. also would hope if a tunnel alternative is considered, that it would not preclude a bike ped connection.
6/27/2023	Written Comment	You're topics are of secondary concern! How will current bridge related congestion be dealt with. Moreover, how will additional bridge congestion related to co Construction related traffic be dealt with. How will additional congestion when it is complete be handled? I am referring to Arnold, Md. You may know that was get massive congestion in our neighborhoods and have not seen any solutions both currently and in the future! [Name Redacted]
6/27/2023	Written Comment	MBPAC (Maryland Bicycle and Advisory Committee) Tier 2 NEPA recommendation letter - https://www.mdot.maryland.gov/OPCP/MBPAC_2022_New_Bay_Bridge_NEPA_Recommendations_Letter.pdf
6/27/2023	Written Comment	If good transit, bike and pedestrian pathways were to be provided, plus possibly ferry service, there would not be a need for an additional bridge. Transportation - particularly cars and trucks - are the largest source of climate-warming greenhouse gas emissions. We don't need more highways or bridges expanded or built. [Name Redacted], Sierra Club Maryland
6/27/2023	Written Comment	I'm supportive of a bike-ped crossing, however, creating a proper, frequent, reliable transit connection between the western shore and down through to Ocean City will do much more towards reducing congestion than bike-ped will.
6/27/2023	Written Comment	Ebikes and e-assistive devices will make the crossing even more attractive and accessible to people of all abilities. The distance and grade will be made more accessible by ebikes and other personal mobility devices
6/27/2023	Written Comment	A rail line from DC to Ocean City would be a good long term goal. If the bridge can be uilt to support a future rail line, great. Otherwise a rail tunnel location should be scoped as part of the tier II study, for future installation.
6/27/2023	Written Comment	please add a stop at bwi on the MTA commuter bus between Kent island, Annapolis and Baltimore
6/27/2023	Written Comment	The increase in e-bikes will make a new bike/pedestrian lane accessable and desireable to many more people who may not otherwise want to make that long crossing.
6/27/2023	Written Comment	If the new bridge will be in roughly the same position as the existing crossing, the connecting roads will have to be redesigned to handle increased traffic. Please consider express lanes to the Rt 50/Rt 301 split which should reduce local traffic in areas surrounding the bridge.
6/27/2023	Written Comment	As a Washington, DC resident who doesn't drive, it is very important to have meaningful, high quality transit that can connect the Eastern Shore with the rest of Maryland. Right now it isn't reasonable without a car to access anywhere in the Eastern Shore.
6/27/2023	Written Comment	Great examples https://walkway.org/ = Walkway over the Hudson - The Bridge Path - https://mariomcuomobridge.ny.gov/explore-bridge-path Golden Gate Bridge Bike and Pedestrian accomodation - https://www.goldengate.org/bridge/visiting-the-bridge/bikes-pedestrians/#bikes https://www.bicycling.com/rides/g20013492/these-are-the-coolest-bike-and-pedestrian-bridges-in-the-us/ - from 2016 lets get a new Bay Crossing to the top of this list

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6/27/2023	Written Comment	What will be done to mitigate existing Bay Bridge traffic, construction traffic and post construction traffic for those who live close to the bridge.
6/27/2023	Written Comment	GE: As the other guest stated, it is grand the individuals are centering pedestrians/bikers. For those of us who live right at the mouth of the bridge & have for 60+ decades our concern re eminent domain & who's property will be targeted as this bridge vision moves forward. Our quality of living needs to be as centered as anyone else as it relates, respectfully. Thank you On the EB side of the bridge Sorry, we are on the West Bound Side. Thank you
6/27/2023	Written Comment	Given a 100 year project, this bridge must include multimodal transportation options. Given the existing and planned multi use trails, a new bridge could solve the problem of a missing link. Not only would it drive tourism, it would allow residents of both shores to move back and forth and not be auto dependent. This accommodates citizens of all income levels not limiting their ability to move around the area.
6/27/2023	Written Comment	Explain how you will expand feeder roads to accommodate traffic.
6/27/2023	Written Comment	Interesting that all of my multi-modal answers envisioned a sub-road service pathway for pedestrians and bikes. It's important to create the opportunities that support transportation options.
6/27/2023	Written Comment	The new span should not be at the current location due t o the phusical limitatons of the island and the impact on the residents. Ann3 Arundel is already having development issus that effect the Bay and it is time to protect what open spaces we have on the Easten Shore in an effort to save the Bay.
6/27/2023	Written Comment	Are there no other possible corridors other than this one to spread out the traffic to help get people from DC and Baltimore to the eastern shore?
6/27/2023	Written Comment	I agree that any new crossing have a bike lane which would be a benefit to all.