


Date	Medium	Comment
8/8/2023	Email	<p>Good day,</p> <p>Thank you for the opportunity to offer my thoughts about a new "Bay Bridge".</p> <p>I would sincerely like to see a new and efficient means to travel from the western/ eastern shore. Is it possible to consider an alternate mode such as ferry or high speed boat? I, and many others, have difficulty traveling bridges making it impossible to visit the shore independently.</p> <p>Thank you for your consideration. [Name Redacted]</p> <p>[Name Redacted]</p>
8/8/2023	Email	<p>Dear MDTA, I read that The MDTA is encouraging the public to provide comments regarding the Tier 2 Study by Monday, October 16, 2023.</p> <p>Has it ever occurred to anyone that when the original bridge was built, its existence caused the additional traffic coming to the Eastern Shore?</p> <p>Has it ever occurred to anyone that when the second bridge was built, its existence caused the yet more additional traffic coming to the Eastern Shore?</p> <p>Rest assured that building a 3rd bridge will result in yet more traffic and we will end up with the same bottle neck we have now. So here are some alternatives:</p> <ol style="list-style-type: none"> 1). Do not build a new bridge and let the bottle neck self regulate the volume of traffic 2) OR Reinstate the toll. Make it exorbitant and that will regulate the volume of traffic 3) OR reinstate the toll and make it a sliding scale depending on the time of day one uses the bridge <p>[Name Redacted]  [Phone Number Redacted]</p>
8/8/2023	Email	<p>The closing of the on ramps to eastbound RT 50 near the Bay Bridge has been FANTASTIC! Collage Parkway traffic from Cape St. Clair Rd. has been wonderful! What a BRILLIANT idea! Thanks!</p>
8/9/2023	Email	<p>To Whom It May Concern,</p> <p>The duration of the environmental study is vexing.</p> <p>Currently we have two aging bridges at 50 and 72 years old that are overwhelmed by increasing traffic. Maintenance of any bridge has its limits and it seems we at an end very soon.</p> <p>One important factor is the relatively recent Middletown, DE Bypass. This has allowed a meaningful level of additional traffic crossing our bay bridges. In fact the traffic increase has already rendered the new lane controls less effective.</p> <p>Backups are inevitable and deter local traffic and dramatically slows first responders. The transportation department has taken measures to protect local homes and businesses on the Broadneck Peninsula. It has fundamentally abandoned Queenstown, Grasonville, Chester and Stevensville side roads and businesses. These serious congestions are dangerous to safety, quality of life, businesses and values.</p> <p>I have other concerns yet the solution is apparent. Build a new crossing ASAP.</p> <p>SINCERELY, [Name Redacted] [Address Redacted] [Phone Number Redacted]</p>
8/12/2023	Email	<p>Question, why are these sessions being held when it appears that the 3-bridge crossing has been selected at existing Rt. 50 site?</p> <p>Our neighbors have received letters from MD State Roads requesting site visits to there property.</p> <p>Where can we go on line to see takings for proposed bridge, future land taking and future road access</p>

**Bay Crossing Study Public Comments
August 7, 2023 – October 16, 2023**

Date	Medium	Comment
8/14/2023	Email	<p>When designing the Bay Bridge I feel it is important to try to future proof it as much as possible by adding more extra lanes than what is required now. As I get the announcements from SHA regarding backups before the bridge, it is very clear that we need to have another span to handle the growing traffic, a big part of which is due to unrestrained growth on the eastern shore.</p> <p>I also hope a look is taken about issues downstream that also cause traffic buildups; namely traffic lights (at the outlet center) and the Jct with MD 404. MD 404 should be a split where exiting traffic goes over a flyover bridge without need for stopping as they head east towards Delaware. Traffic heading west, merging onto US 50 west should have a 3rd lane (lane added) making 3 westbound lanes to where US 50 joins US 301. This should greatly help the flow of traffic and reduce accidents.</p> <p>[Name Redacted] [Address Redacted]</p>
8/21/2023	Email	<p>With respect to main channel bridge clearance, in order to avoid future clearance issues, the international standard in areas here free navigation must be ensured is 65 meters, or 213 feet. However, the Verrazano-Narrows Bridge at 228 feet and the Golden Gate Bridge at 220 feet set the standard a bit higher. The following bridges set the world-wide standard for navigable clearance: 1) 1915 Çanakkale Bridge Dardanelles Bridge, Turkey: 70m, 230ft (2022) 2) Verrazano-Narrows Bridge, NY: 69.5m, 228ft (1964) 3) Golden Gate Bridge, CA: 67.1m, 220 ft (1937) 4) Bayonne Bridge 2, NJ-NY: 66m, 215ft (2019) 5) Great Belt Bridge, Denmark: 65m, 213ft (1998) 6) George Washington Bridge, NJ-NY: 65m, 212ft (1931) The Verrazano-Narrows Bridge limits the entrance to New York Harbor to vessels below 228 feet, while the Golden Gate Bridge limit is 220 feet. Likewise, the renovated Bayonne Bridge limits ship traffic in Newark Bay to 215 feet. The Great Belt Bridge in Denmark limits ship traffic in the Baltic Sea to 213 feet. On Oct. 31 2009 during its maiden voyage out of Finland, the Oasis of the Seas retracted its smokestacks and passed high-speed in order to induce hydrodynamic 'squat' under the Great Belt Bridge in Denmark. Therefore, the closer the new Chesapeake Bay Bridge could reach 220 feet or even 228 feet, the better. In that way, Baltimore could be the main mid-Atlantic port for large cruise ships and cargo vessels.</p>
8/24/2023	Web	<p>Adding another bay crossing to the existing bay bridge is a terrible idea and should be avoided at all costs. I have been crossing the bay bridge since the 1950's and have seen the growth and congestion worsen every year. I have lived in Arnold Md for 49 years and see first hand the congestion that grows daily. Leaving Annapolis daily and traveling east toward the bay bridge from 3 pm. Onward is a nightmare on most days, with traffic backed up for miles and miles. The current highways cannot handle the traffic much less more traffic. Ritchie Highway, southbound, and college parkway, where I live, turns into a parking lot at the sight of the #smallest accident. In the absence of any accidents, the roadways are still very overloaded as well. The severn river bridge was widened a few years ago and now even that is overcrowded. If you are serious about listening to input from the public, you will find another location for this bridge. If you took a poll, the overwhelming majority of people will vote for another bridge location. If you decide to add to the existing structure,, that says to everyone that you don't really care about our opinions.. Another bridge should be built in southern AA county or north of AA county . More studies are not needed on this topic. You already know what we want and what is really needed. Thank you for reading and considering my email. [Name Redacted]</p>
9/5/2023	Email	<p>Queen Anne's County cannot take anymore traffic with the lack of infrastructure. So many developments are now built and causing more traffic, adding another bridge only creates more congestion in the beautiful rural area which I chose to live in. Hence....rural!</p> <p>You blocked off access roads in the annapolis area leading up to the bridge but have done nothing for Kent Island (Stevensville and Chester). The traffic here in the summer has doubled since 2010.</p> <p>Find another access point. The need for another bridge has been ongoing for 20 years. After 20 years, the only place you can find is where the current one stands? What will this do to the current residents and construction?</p> <p>Do any of you live here on the Eastern Shore?</p>
9/5/2023	Email	<p>As a resident of Easton, MD. (Talbot County), my husband and I have witnessed the growth of the Eastern Shore of Maryland. As a former resident of Sussex County, Delaware,(Lewes), I witnessed first hand what happens when roads are not built in anticipation of what is to come. We are appalled at the uncontrolled growth happening now and the unfortunate choice to inundate the areas just East of the current Bay Bridge with even more traffic.</p> <p>This is a bandaid and not a cure for the heavy traffic in the area. Most travelers are not rushing to stop in Queen Anne's County or even Talbot, they are heading to the ocean's of our beach areas in Rehoboth and Ocean City, Bethany or Fenwick. The crossing needs to be further South of the current location of the present bridge. This is a true concern for someone who has seen the one way in/one way out problems in Delaware Beach communities. Keep our Eastern Shore safe and find alternatives to this location before it's too late. This should have been done 20 years ago, but that ship has sailed. This is an opportunity to provide a safer/faster route from points West to those areas of destination.</p> <p>Anyone who has sat in the backups, watching ambulances struggle to get a person in need to a hospital should relate to that feeling of frustration and promote a different route to beaches, not just easier to build or cheaper. Utilize the natural contour of land and open space that could be a route without damaging the environment of the Easter Shore or what's left of Queen Anne's/Bay Bridge area.</p> <p>Thank you for giving us an opportunity to speak, [Name Redacted] [Phone Number Redacted]</p>

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9/5/2023	Email	<p>Construction of a third span at the current bridge location on Kent Island is a poor alternative and I strongly oppose it. The impact such a project will have on Kent Island and nearby Eastern shore locations is grossly underestimated as is the natural resource impact. Also, the proposal does not adequately take into account the changes in vehicle technology that will take place between now and the targeted date of a third span completion. These changes will allow for accomodating more traffic on the existing spans and fewer accidents.</p> <p>I strongly urge you to abandon the proposal to construct a third bridge, or expand the existing bridges.</p> <p>[Name Redacted]</p>
9/5/2023	Email	<p>[Name Redacted]: please consider this option to alleviate traffic volume and congestion on busy holidays and weekends. Make the bridge toll free the day before and the day after holiday weekends. Make the bridge toll free from midnight to 5am on Saturday and Monday during the summer. Plus increase the toll on holidays to double at peak periods. Promote use of the northern route around the bay at peak times. Encourage rental companies to promote off hour check-in to accommodate off hour bridge crossing. Offer toll reimbursement and other incentives to rental companies who change their weekly rentals to start on Monday, Tuesday, Wednesday and Thursday. A comprehensive package of all these traffic diversions could substantially reduce the current problem and maybe prove that enhanced traffic management could eliminate the need for another bridge. Like all roads and bridges in Maryland, there is plenty of capacity if the demand could be more evenly distributed. Thanks for your consideration. [Name Redacted]</p>
9/6/2023	Email	<p>Everyone living in Annapolis, or crossing the 2 bay bridge spans regularly will agree another bay crossing is badly needed. However, Annapolis is the worst spot for that next crossing. We have to think 20, 30, and 50 years ahead. The current bottle neck runs from before the Severn River bridge where I97 merges into Rt 50/301, all the way to Sandy Point. 1 look at a map of the state shows why, and why another crossing needs to draw traffic AWAY from Annapolis, not towards that existing bottleneck.</p> <p>Now, all traffic headed from Baltimore towards the Eastern Shore, and all traffic coming from the Washington Beltway, merge together at the Rt 97 and Rt 50 junction and run through that very narrow corridor all the way to the bridge. Adding a 3rd bridge does nothing to relieve that congestion which will only get much worse in years ahead.</p> <p>The next bay crossing needs to draw vehicles off the Washington Beltway before they get on Rt 50 and head towards Annapolis. Vehicles should be routed down Rt 4 to Calvert County and a bay crossing there. That will relieve that Annapolis bottleneck that can't be widened very much, without greatly expanding the Severn River Bridge and all approaches. Get the traffic away from Annapolis and not into that Annapolis bottleneck. Trucks and cars headed from I 95, Virginia, Dc and Southern Maryland will all be routed away from current traffic jam areas, save fuel, and have a shorter route up the eastern shore highways towards Wilmington, or towards Ocean City. That southern crossing will relieve a huge amount of traffic away from the current Annapolis bottleneck which is why we need a 3d span anyway.</p> <p>[Name Redacted]</p>
9/6/2023	Web	<p>I don't think a 3rd span next to the existing bridges is the answer. Why not from south county to 50. We already have bottle nicking and backup. It will be worse. Maybe, stop the building on the Eastern Shore. Just a though. Too much building caused all of this. Who thought this would not be a oblem.</p>
9/6/2023	Web	<p>The bridge traffic has been an issue the entire time we have lived here (since 2012) on the weekends from roughly Memorial Day to Labor Day. The last couple years however it seems traffic has been gridlocked Westbound on Kent island almost every day during the summer. The biggest issue I have being a resident on Kent island, is the fact that I cannot travel anywhere on the island during the summer weekends without sitting in traffic on ALL the back roads. I would say 85-90% of all the traffic on Main Street and other backroads that parallel Route 50 on Kent Island are people that don't live here and think they are somehow bypassing route 50 traffic. There has got to be a way for locals to travel on their roads without gridlocked traffic from travelers crossing the bridge and I don't mean closing on ramps to Route 50 like they have done over in Anne Arundel County (Thursday-Sunday). I live off Route 8 so if on ramps were to be closed from Route 8 to Route 50, then I would have to drive a mile or so East just to sit in gridlocked traffic and come back west. That's completely insane! Now if you had a way for locals to have certain EZ Pass transponders that would identify locals and allow only them to use the backroads or closed on ramps to route 50, that might be a better solution. Regardless, there needs to be a way to stop the traffic off our backroads but allow residents or business owners to commute freely. Locals not being able to commute freely also affects businesses that are located off Main Street on Kent Island because no one is willing to travel much on the weekends around here. Another major safety issue is vehicles riding the shoulders all up and down Route 50 during heavy traffic. Many times these vehicles will act like they are going to exit and then drive straight through cutting off other traffic trying to merge onto route 50. I have nearly been side swiped or run off the road on numerous occasions. I have also reported this to the QAC Sheriffs office with no reply as of yet. They are so many common sense options/solutions that the MDTA and local law enforcement agencies could implement, but it seems like no one cares because they don't live over here and don't have to deal with it.</p>

Date	Medium	Comment
9/7/2023	Email	<p>Hello,</p> <p>I have been a resident of Yorktown Manor Ct since I was 8 years old. Over the years, I have seen many different attempts at reducing the congestion on the access roads on the side of 50. I have always found the “local access only” signs to be hilarious as hundreds of cars line up every weekend in the summer blocking my ability to enter my house and forcing residents to often drive on the other side of the road to enter their neighborhood. My neighbors have contacted the local police department and the highway patrol many a time with responses ranging from “there is nothing we can do” to “no we don’t provide squad cars to monitor those roads anymore”.</p> <p>It’s simply demoralizing to have lived here 15 years and the traffic is now affecting me more than ever before due to the attempt to fix it.</p> <p>The funny thing is that you are spending thousands of dollars on signs, roadwork equipment etc, when all you have to do is have a cop on each access road telling people to turn around at a specific location. Instead you have decided to waste taxpayer money and make getting home for people living off the access roads extremely frustrating. I would rather have to sit in traffic to get to my house every weekend than never be able to use the on ramp by sandy point to get on 50. By “solving” the problem you have made it even worse for all of the people you are quote “trying to make it easier to get home”. Almost every person I know who lives off the access roads hates the decision and people who live off of Whitehall are infuriated.</p> <p>Why would you ever spend money to take away the main way people in that entire area get on and off of rt 50? You are not helping anyone!!!! This has been one of the largest wastes of taxpayer money I have ever seen in my time alive. All of the money you are spending on roadwork could have been spent on having a minimal number of police officers control traffic and enforce the “local access only” signs that have been there for years. You have instead decided to screw over every single resident in the area rather than fix the actual problem. Instead of fixing anything, you have completely removed the option.</p> <p>Sitting in traffic to go WEST on east college parkway to be able to get into the traffic going east on 50 at the cape exit/on-ramp (backtracking over a mile from my house in traffic) is 100 times more infuriating than waiting for traffic going east on east college parkway trying to get to my house (the traffic for the on-ramp by sandy point). By “solving” the issue you have created an even more frustrating issue for any resident on the access roads. This minimally helps people in cape and on st Margaret’s and hurts the residents where the actual access road traffic is. Did whoever approved this never talk to a single resident on any of the access roads???</p> <p>Thanks for listening to this as it has been nothing but complaints.</p> <p>It’s simply demoralizing to have lived here 15 years and the traffic is now affecting me more than ever before due to the attempt to fix it.</p>
9/7/2023	Web	<p>I grew up in Annapolis and although I live in Western Maryland now, I visit my parents regularly on the Eastern Shore. The traffic around the Bay Bridge is crowded on a normal day, and can add literally hours to a commute if traveling on a regular Sunday evening or a holiday Monday. I agree that something needs to be done, and a new span is the best option. Adding another span in the current travel corridor cannot be the solution. The problem goes well beyond the actual Bay Bridge. If traveling from the Eastern Shore and headed west, the hold-up usually starts just prior to the Kent Narrows bridge. If traveling from the Western Shore and headed east, the hold-up often goes as far back as the Severn River bridge. A new bridge with a few more lanes may alleviate some of the sit-still travel as it provides more space for vehicles to keep moving, but it doesn't change the fact that this corridor is simply too crowded to begin with. Being the only bridge in the center of the bay, traffic funnels all to this single corridor to cross the bay and it creates a hot mess. Even now, exits are closed along Route 50 to stop traffic from taking shortcuts in trying to access the bridge. A new bridge will provide more space to travel, but it simply doesn't address that there are already too many vehicles passing through this single area. It is a burden on the local neighborhoods. A new span either further north or further south of the current bridge would spread out that traffic and potential give many individuals a shorter route home. Especially one further south that could accommodate holiday beach traffic and tourism, which is a large part of the burden around summer and holidays.</p>
9/7/2023	Web	<p>This is really a bridge replacement study at this point so lets get on with it. It is clear that the existing bridges do not meet present and future needs. They create significant local traffic burdens, effect local economies, are a hazard to life and safety and are already a maintenance problem. We have a unique opportunity to plan for a replacement bridge program that balances the opportunities a new bridge affords while minimizing impact on local communities. I would like to see something architecturally significant proposed that highlights the beauty of the Chesapeake Bay and serves as landmark for the area for many years to come. With Route 50/301 being the only major corridor through the Broadneck Peninsula traffic impacts throughout the corridor must be carefully considered. The Broadneck area already pays a significant cost from existing corridor impacts. I am concerned that thee study area for the corridor is inadequate and should be reconsidered with potential extension the 50/301 & 97 intersection and northward to the College Parkway/ Route 2 intersection. One of the objectives of the Bridge study is to provide increased capacity. Given the unique nature of the geography and the placement of existing roads it is not reasonable to assume a cylindrical corridor around Route 50. Will the State certify that impacts from increased volume though the area will only be limited to the proposed corridor boundaries?</p>
9/9/2023	Web	<p>Don’t build an entirely new bridge for cars. Dramatically increase bus service between Baltimore, DC, Annapolis, and Columbia to Ocean City, other tourist towns, and park and rides in the Eastern shore. Or perhaps even build a transit-only bridge. And add congestion pricing to the bridge to collect revenue and reduce traffic. Along with this, find ways to encourage biking and improve transit service within these tourist towns. That way people are less likely to need a car once they get there.</p>

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Date	Medium	Comment
9/10/2023	Email	Hello, I am consulting you over the Virtual Open House. I do not know where to find the link or how to sign up for it in advance. I also want to know what will happen to my house since it is in the affected area. My address is [Address Redacted]. My email address is [Email Address Redacted] My telephone number is [Phone Number Redacted]. My name is [Name Redacted].
9/12/2023	Email	<p>Good morning,</p> <p>I am interested in attending the Virtual Open House scheduled for September 14, 2023. I cannot find any information for the virtual meeting on baycrossingstudy.com. Will the information be released on the date of the open house? If not, can you please provide me with the link and/or log in information for the virtual meeting? Thank you for your help.</p> <p>Best,</p> <p>[Name Redacted]</p>
9/13/2023	Web	<p>As a Professional Engineer living in Queenstown for the last 40 years, my legal obligation is to protect public health, welfare, and safety. My main concern in considering bay crossing options is with public safety in the event of a pending disaster requiring mass evacuation from the Delmarva peninsula through the existing bay crossing system. Current policy restricts bridge crossings when sustained winds exceed 50 mph, but under those conditions vehicles will have difficulty in even reaching the bridges because the road drainage systems on the peninsula have a history of flooding their respective roadways in heavy downpours. There are currently no parking areas along the evacuation routes to allow for safe parking if roadways are flooded thereby trapping occupants in their vehicles or even worse being swept away in the flood waters. In addition, the groundwater is right near the surface in the low elevations of Kent Island, Chester, and Grasonville, so there would be no capacity to absorb any storm surge that would quickly inundate Rt 50/301. There is one other choke point in the evacuation of the peninsula and that is the junction of Rt 404 and Rt 50 where the State has proposed a full cloverleaf interchange which must be addressed at the same time as the Bay Crossing in my opinion. One last bit of background information is instructive before I propose the only solution I think is viable for the bay crossing. As the engineer overseeing the development of a well in Queenstown to replace a well that was high in arsenic, the bore tailings brought up shark teeth at a depth of 500+ feet which signifies the Delmarva peninsula was created by sediment deposited by the erosion of the Appalachian mountains into what was ocean waterfront in the geological past. Therefore, in my considered opinion, the Bay crossing should be a tunnel system that directly connects the west side of the Bay to the proposed interchange at Rt 404 thereby eliminating much of the public's concerns about the impact of traffic on local roads and businesses as well as property access and poorly regulated real estate develop along the surface corridor of the anticipated upgraded surface road system extending to the Rt 50/301 split at Queenstown. The advantage of this option is that it would minimize disruption in people's and businesses daily activities and commutes. Boring through the sedimentary deposits would not be a particular problem. It would also provide clean fill material for constructing elevated off-road parking and rest areas for stranded motorists, and finally the tunnel should extend the life of the current bridges by reducing the impact of beach traffic.</p>
9/14/2023	Email	<p>I disagree with the findings about putting a third bridge crossing to kent island.</p> <p>The traffic is just too heavy now, Maryland needs to build the bridge either north or south of Kent Island. Only because majority of the traffic that travels to Eastern shore beaches, etc come from Virginia, Pennsylvania, Baltimore, DC. The roads in Queen Anne's county, towards Rt 50 east can not handle the traffic now .</p> <p>The traffic that comes from Delaware on Rt 301 contributes to the backups and heavy volume of traffic in Bay bridge.</p> <p>There is no way State of Maryland is going to be able to make more roads/lanes across Rt 50 from bay bridge to Grasonville, MD.</p> <p>It's bad that so much land has been developed in the Kent Island area, too many people and houses on the Island, then on weekends starting on a Thursday thru Sunday, the LOCALS have to stay home or fight the beach traffic either on the local roads or on Rt. 50.</p> <p>I'm totally against another bay bridge being built in the current location of the 2 bridges now.</p> <p>The State needs to look at another location for a new bridge. Because traffic and people are not going to slow down or stay home.</p> <p>All for Tourism. I'm a local here in Queen Anne's county, born here, lived here, etc and it's upsetting to see the people from Pennsylvania, Virginia, etc thinking they are entitled to live here or travel here and block all the roads weekend after weekend .</p> <p>People from Western Shore do not respect the land and the people born and raised here .</p> <p>Thank you</p>

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9/14/2023	Web	<p>Thank you for listening and moving forward with every ones thoughts on our new bridge. My name is [Name Redacted], I lost my sister [Name and Age Redacted], to suicide by gunshot in 1991. No one discussed the s word at that time. That is when my mission began to educate and save lives, especially with young people. I became a public speaker, activist, founder of SPEAK (Suicide Prevention, Education, Awareness for Kids), and Nationally and Internationally known in the area of suicide prevention, bullying, depression/mental health, etc. In the past I have worked closely with The Maryland Transportation Authority, Cheryl Sparks, Secretary Armstrong whom my father knew personally. My father was Nationally and Internationally known for building tunnels and bridges/The Francis Scott Key Bridge he won an award before he passed away at age 57, and accomplished so much in a short period of time. His grave faces The Francis Scott Key Bridge from a distance and that is where I got my vision of phones to be placed on his bridge and others to save lives. It was Secretary Armstrong who first helped me getting phones placed on The Chesapeake Bay, and The Francis Scott Key Bridges come to fruition. After Secretary Armstrong retired, I began working closely with Secretary Ron Freeland whom I thought the world of and gave him recent updates on the phones. I expressed during one meeting in 2001 with Secretary Freeland and others, my first wish for their bridges were barriers or netting. I was way ahead of time and Maryland could have been the first in the US to use netting and or barriers on their bridges, and others could have followed MD's footsteps. But Mr. Secretary explained that the bridges were older and they could not hold the weight of the barriers or netting, it would be to heavy with vehicles on the bridges. He also did not want to change the aesthetic of the bridges. That is why the phones were a perfect option. He also asked me if there was anything else I would like to see on the bridges. I suggested to Mr. Secretary that they put camera's on the bridges and he agreed that it was a great idea and it was done. I also discussed people's fear/anxiety of people driving across The Chesapeake Bay Bridge, and they needed to get someone to drive people across the bridges to make sure everyone was safe. That also was completed. I also worked with police officers from many bridges in the US, The Sunshine Skyway Bridge, The Golden Gate Bridge, etc. It was the head policeman from The Delaware Memorial Bridge who helped me most. He met with the police of The Chesapeake Bay Bridge to discuss the way they were handling suicides on their bridges. The Delaware police used the buoy system to locate jumpers bodies both alive and dead after a jumping. It is important to do everything possible to find the bodies for the family to have closure. Unfortunately, some families never do. The police also discussed their emergency phone system as well on their bridges and gave their expertise in the area of suicide prevention to your police and how to move forward. Today, twenty some years later, the phones still remain on The Chesapeake Bay and The Francis Scott Key Bridges, saving lives. With plans of building the new Chesapeake Bay Bridges, NETTING should be the first option placed on these new bridges to save lives. The phones should also remain for people in crisis, some may not own a cell phone, or someone thinking to jump off the bridge may see the phone on the bridges and could change their mind, seeing it as their last hope. There should be more positive information posted on the bridges/signage, etc. as you enter the bridges, close to the crest of the bridges, and by each phone a sign with information for people to see them. Jumpers tend to go to the crest of the bridges to jump. Unfortunately with all my knowledge through the years, I am not in agreement with pedestrian and cyclist traffic on the new Chesapeake Bay Bridges, due to the possibility for a higher rate of suicide and car accidents. Today, The Golden Gate Bridge who has high foot traffic is placing netting on their bridge as I write, due to a significant increased number of suicides and attempted suicides. Hopefully you will consider my suggestions when designing our new bridges, keeping people safe. Sincerely, [Name Redacted]</p>
9/19/2023	Web	<p>Other bay crossing options would increase tourism and traffic to underserved communitis like various ferry systems across the Bay. It would be great to get from Point Lookout to Crisfield without traveling 4 hours up and down each shore in Maryland. Give people more options rather than just funneling people down the same over congested corridor. We have very limited public access to boats and we are the largest estuary. Why do New York and other states have extensive ferries systems but a state with water straight through the middle of it does not?</p>
9/25/2023	Web	<p>Build a new bridge. A beautiful one (like the one across Tampa Bay) with four lanes in each direction and lanes for buses bikes and pedestrians. Something to make Marylanders proud, not "the scariest bridge to drive." Demolish the old bridges. The old span was obsolete upon completion and is past due for replacement. By the time a new bridge is built the other will also be aged. Institute congestion tolling and HoV lanes. Improve public notice of accidents (like signs back as far as Bowie and Cambridge). And reduce development just east of the bridge.</p>
9/27/2023	Email	<p>Hello,</p> <p>I'm checking in on the following: Plans call for construction of 4.35 mile span bridge includes replacement of about 4,700 linear feet and 163,000 sq ft of deck area.</p> <p>I would like to find out: When will construction begin? Who is the engineer and/or architect? What will be the timeframe for general contractor bidding, or if already selected, who is the contractor working on the project?</p> <p>Thank you!</p>
9/28/2023	Email	<p>MD Transportation Secretary, I am voicing my opinion against an additional bridge crossing the Bay. It will cause more harm than good from the studies I have read. I am in favor of planning for public transportation options to cross the Bay, like high speed train system. The planning and engineering going into a new bridge could be used to plan a new public transportation system. Planning a new bridge is repeating mistakes. High speed rail system is a clean and smart solution to the problem. Thank you for your time. [Name Redacted]</p>

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Date	Medium	Comment
10/1/2023	Web	First, I would like to comment on the 'pilot' that is currently going on for three weekends on Kent Island. This data being collected over 3 weekends during the off season. The data is going to be skewed. Nothing like 'fixing the books' for collecting desired data rather than real data.also, what a waste of time and money for Queen Anne County and our tax money. There are 4-5 manned county trucks and employees sitting in their vehicles, at the entrance ramps to rte 50 for 12 hours on Saturday and sundays for 3 weeks blocking those entrance ramps. I reside down rte 8 south and now have to go at least 5 miles out of my way, to go to the castle marina road circle, to get on Rte 50 to go over the bay bridge. This is going to cause increased congestion at that circle. Not sure who is creating this plan but they need to take another look at where to place an alternate bridge or tunnel taking cars/vehicles from the western shore to the Eastern shore. Second, where do we place a third bridge for travel from west to east and vice versa. Placing a third bridge from AAC to QAC is not going to solve the problem. You are still only going to have 2 lanes on the eastern shore to take you to ocean city. So, what happens when 3 or 4 or 5 more lanes get funneled into 2 lanes? Bottleneck on Kent Island is what it is going to look like. Please, please, please work on an alternate Rte that does not add cars to Kent island corridor. A concerned citizen that has enjoyed living on Kent Island for over 40 years and our lifestyle is being threatened by the current plans.
10/4/2023	Web	The Tier 2 study area should extend to the west to the Rt 97 intersection. This whole area is a unity for travel through this part of Maryland. Note the light of study from the Bay Bridge eastward to the Rt 50/301 intersection. Now then look to the west of the bridge. The distance of the study area is much shorter and does not include major intersections that are effected by extensive traffic backups. Include the Rt 97 intersection.
10/6/2023	Email	Please consider the impact on the people and the environment of the Eastern Shore and reject the plan to add another bridge crossing. More ease of crossing simply means more cars, not less congestion, and the receiving areas are finite! There is a limit to what the Shore can absorb, and we already exceed it. Thank you, [Name Redacted] [Phone Number Redacted]
10/6/2023	Email	Good Afternoon, It is time to give up on forcing traffic from DC, Virginia, West Virginia, Maryland, and all of the southern states through Anne Arundel County to cross the Bay. You are ruining our county and trying to turn it in to the Newark and Hoboken of Maryland. You needed to study the impact of the bridge back to art 97 and include Aris T Allen, West street, Rowe Blvd, Taylor Avenue, Annapolis Street, the Academy Bridge, St Margaret's Rd, and College Parkway. As you haven't you need to do it this spring and summer. You need to put another bridge in southern Maryland, where they were considering it 50 years ago. Now is the time. All of the southern traffic and DC could go on the southern route. [Name Redacted]
10/6/2023	Email	1. THIRD SPAN DOUBLE-DECKED LIKE NYC VERAZZANO & GEO WASHINGTON BRIDGES* 2. NEW CAR FERRY SERVICE FROM CHESAPEAKE BEACH TO OXFORD
10/6/2023	Email	Gentlemen, Your already made solution will fail because it only deals with the same bay crossing as is there now!! No solution will do unless you consider multiple crossings up and down the Chesapeake Bay. Regards, [Name Redacted] [Address Redacted]

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Date	Medium	Comment
10/6/2023	Email	<p>Good Morning to whoever it may concern.</p> <p>We, the green family, are NOT allowing the state to steal our land. They've stolen enough from this community over the years. We have been impacted enough w/the traffic over the Decades.</p> <p>As long as we have breath & health we will NEVER in this life allow our land to be stolen by this state or any others. We have not held onto land passed down by ancestors & those free from enslavement to allow this state, any governor, to steal our land for a 3rd span OR anything else.</p> <p>We consider the stealing of our land as a direct threat to our lives and liberty.</p> <p>[Name Redacted] [Address Redacted]</p>
10/7/2023	Email	<p>I live at [Address Redacted] Traffic noise is terrible. I cannot imagine more traffic noise from the bridge construction and traffic coming so close. Waking around in our condo area will no longer be possible. Ill be stuck indoors with windows closed.</p> <p>I am concerned about my property value being diminished as well as quality of life.</p> <p>Is anyone listening? [Name Redacted]</p>
10/8/2023	Email	<p>Heather Lowe,</p> <p>I understand you are doing a bay study regarding increasing capacity on the bay bridge. Traffic on Rt. 50 heading to and from the bay bridge has become very loud over the years and it seems past time to put quieting walls along the access road to prevent noise pollution from disrupting the communities near the highway. We live on Yorktown Manor Ct and request that you consider putting walls along Rt 50 to deal with noise that is already a problem, even if no expansion of the baseline bay bridge is performed. Can you please ensure this request gets to whomever the proper personnel within Anne Arundel county?</p> <p>Thanks, [Name Redacted] [Address Redacted]</p>
10/9/2023	Email	<p>Another study. This is insane. Any moron can tell you that Route 50/301 and the Severn River Bridge cannot cope with any more traffic. Put another span South county whereit belongs. Annapolis has put up wth constant gridlock long enough.</p>
10/9/2023	Web	<p>Would love to see a safe and separate bike and pedestrian lane!</p>
10/11/2023	Email	<p>I don't know if this has been considered since doing away with the tolls. But I feel that if you start the merging of the lanes by the Route 2 exit onto the Bay Bridge the traffic would move very freely at the bridge instead of three lanes going to two right before the bridge. Also, access back onto the bridge from the side exits would be limited to coming all the way down to one entrance. Just my observation from sitting in the Bay Bridge traffic and seeing that the traffic has increased extremely.</p> <p>Thank you and I hope my thought is helpful.</p> <p>[Name Redacted]</p> <p>[Address Redacted] [Phone Number Redacted] Email: [Email Address Redacted]</p>

Date	Medium	Comment
10/11/2023	Email	<p>Dear Panel Members,</p> <p>It was 4:00pm this afternoon when I approached the Easton/St Michaels intersection (322/33) only to find a slew of cars lined up as far as the eye could see. IT TOOK THREE CYCLES OF LIGHTS TO GET THROUGH THE INTERSECTION.</p> <p>My point is we already have WAY too much traffic for the roads here, and adding any additional means to bring us yet more cars from the Western Shore seems crazy.</p> <p>my comment?</p> <p>NO ADDITIONAL BRIDGE WANTED</p> <p>Thanks, 🙏 [Name Redacted] [Phone Number Redacted] [Email Address Redacted]</p>
10/11/2023	Email	<p>To Whom it May Concern:</p> <p>I have yet to understand how building a 3rd span parallel to the present 2 will relieve current traffic congestion. Regardless of how much the additional bridge will diminish actual traffic on the bridges themselves, the existing highway structure on either side make it impossible to mitigate backups. Far better to build where the traffic exiting the bridge funnels into an alternative corridor!</p>
10/11/2023	Email	<p>Hello,</p> <p>Pardon me if I sound uneducated about the project, because I am, we just have this thought.</p> <p>An elevated highway that would go from 97 at Rt 50, to the Kent Narrows Bridge. You would not be able to get off this road until you reached the end points, so all the traffic going to the beach from DC, Baltimore etc... would completely bypass the now greatly congested areas.</p> <p>We need to reduce bottlenecks at the bridge and the impact to the communities on each side of the bridge. We feel a no access toll road would greatly reduce the number of people on the local roads. Something similar to the Express Lanes on 95 and 495, that bypass local exits.</p> <p>Thank you, [Name Redacted] [Address Redacted] [Phone Number Redacted] [Email Address Redacted]</p>
10/11/2023	Email	<p>Traffic delays are significant at the intersection of Route 50 and 213 as well as the intersection of Route 50 and 404.</p> <p>Would solutions to those delays be helpful?</p> <p>Thanks, [Name Redacted]</p>

Date	Medium	Comment
10/11/2023	Email	<p>The option for a third bridge should not occur as it will dissipate the Kent Island infrastructure as it is and cause more issues to its population n tax paying residents.</p> <p>Consider North or South as an alternative..Sparrows Point?? Or such other who will benefit from the economics of this decision.</p> <p>Sincerely [Name Redacted] 30 year resident of Kent Island. Formerly of Baltimore City and Anne Arundel County</p>
10/11/2023	Email	<p>It makes no sense to create another span to "dump" more traffic into an area already inundated with traffic (I'm speaking of Anne Arundel and Queen Anne Counties). The best solution is to create the span in Kent County or from Cambridge, MD to Southern, MD.</p> <p>It is time for another county, or even another state, to "step up". Kent County residents use the current span, yet won't dream of allowing a new span in their area because of traffic concerns. Well guess what? Get over it. AA and QA counties have dealt with it for 50 plus years. It's time for others to do the same.</p> <p>[Name Redacted]</p>
10/11/2023	Email	<p>Additional Bay bridge crossing, please note. The just dissatisfaction with a parallel Bay Bridge. Increasing continuing congestion @ Annapolis crossing. Please put crossing at northern part of the Bay probably using Pooles Island Crossing into Eastern Shore.</p> <p>Representing about 200 employees, voters, and taxpayers. Northside of Baltimore</p> <p>[Name and Personal Information Redacted]</p>
10/11/2023	Web	<p>I believe that a Southern Maryland to Taylors Island (near Rt 16), should be reconsidered. I am a life long Marylander, I remember this path being proposed by Maryland Comptroller Louis Goldstein back in the 1980's. I found two articles in the Washington Post (doing a Google search) advocating this path: 1) "Goldstein Proposes Bay Bridge in Southern Maryland", Oct 4, 1983, 2) "Md to Study 2 New Bridges: Comptroller Goldstein's Pet Project Gets A Boost", April 27, 1985. I feel this Southern path makes a lot of sense for the following reasons: 1) The Chesapeake Bay is narrow at this location, reducing bridge construction costs, 2) It is a much shorter path from Washington DC to Ocean City, thus preventing travelers from having to loop North to go up around the existing bridge location, saving travel time, 3) On the Western shore a major highway already exists, Rt 2/4 leading from DC, 4) Landing in Taylors Island then connecting to Rt 50 just below Cambridge would be a direct path to Ocean City and would help the area economically. 5) Having alternate path options would be beneficial when a traffic backup or accident occurs. 6) Sharing traffic with a Southern Bridge likely would divert enough traffic so that the existing bridges would be sufficient, and could be maintained as is. This path was labeled at option #12, of 14 in a 2019 performed study.</p>
10/11/2023	Web	<p>Has a ferry service been considered for crossing the Bay, either with or without cars onboard? I know many people who want to get to or from the Maryland Eastern Shore who dread or even avoid driving on the Bay Bridge due to its length and/or other factors and would use a ferry service if available at a reasonable price. Also, it would be a great option for tourists to the area who would enjoy the trip and could be educated about the Chesapeake Bay on the way across. I would definitely take a ferry if its route paralleled or approximated the location of the existing two bridge spans. If this option was ever proposed, why was it not seriously considered. I've taken ferries in San Francisco (to Sausalito), from Cape Cod to Martha's Vineyard and Nantucket, and other locations in the U.S. and have very much enjoyed the experience. I'm sure there are many other people who now anxiously drive the Bay Bridge who would opt for the ferry if they could. Any chance it could be provided in addition to whatever additional bridge option is finally built?</p>
10/14/2023	Web	<p>Equity Considerations and Practices The Tier 2 study would incorporate "equity considerations and practices" into its analysis. However, you don't define the word "equity" so it's not clear how this would be studied and considered. Please define the word "equity" and tell us who would benefit from any recommendations made to ensure "equity." On the flip side, tell us who would not benefit, i.e., who would be discriminated against, in the name of equity. In the alternative, you should replace the word "equity" with the word "equality" to ensure the Tier 2 study does not favor certain groups of people over others.</p> <p>Environmental Justice and Equity Study The Tier 2 study would include an environmental justice and equity study. Please tell us who is included in your definition of "equity communities" and who is not included in your definition of "equity communities." In order words, which communities would benefit from any potential environmental justice recommendations and which communities would not receive any benefits. Also, please give us your definition of "historically excluded, overburdened, and underserved communities." Study Limits It appears you have decided to shrink the study limits to exclude the Severn River Bridge. This bridge is only a few miles from the Bay Bridge and the two bridges act together, to move traffic across the Chesapeake Bay. You should keep the Severn River Bridge within the Tier 2 study limits so your analysis can evaluate whether improvements to the Severn River Bridge are needed (in addition to the new Bay Bridge span) to provide adequate capacity, access, reliability, and mobility. Proposed Changes to Draft Purpose Statement Please add the phrase "and minimize impacts to local communities" to the end of the second sentence in the draft purpose statement. This is needed to ensure that local communities on the Broadneck peninsula, i.e., some of the communities most affected by the results of the Tier 2 Study, are adequately considered. Also, you should delete the word "equity" in the last sentence of the draft purpose statement or in the alternative, replace this word with "equality." This is needed so the Tier 2 Study does not result in any recommendations that favor one group of people over another.</p>

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Date	Medium	Comment
10/14/2023	Web	Rtes. 50, 301, 2 and parallel roads like College Parkway are already glutted with pass-through traffic that affect the safety and quality of life of too many Maryland residents. MDTA and MDOT need to co-lead this project in order to expand land access and egress as well as streamlining the crossing itself. Beginning with Tier 1 Study, concerns about highways continue to take a back seat to solutions centered on the bridge itself. Furthermore, focus on updating this singular crossing within constraints of seventy-five years of development limits improvement to the short-term, rather than the futuristic vision of the original construction. We can do better than a fix-up that will too quickly be inadequate to capacity.