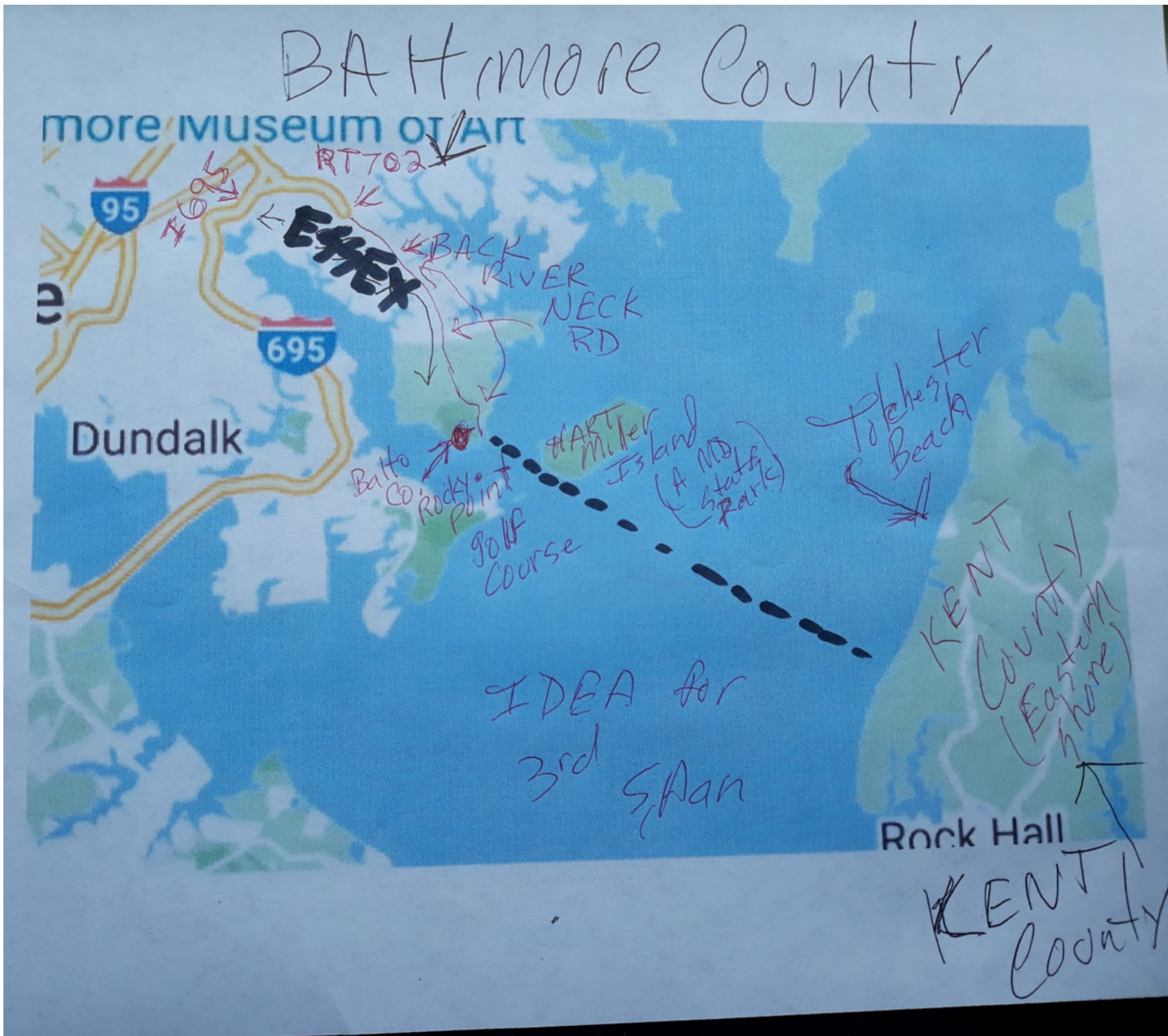


| Date      | Medium | Comment  |
|-----------|--------|--|
| 1/3/2024  | Email  | <p>Members of the Bay Crossing Study Team:</p> <p>As part of the Bay Crossings Study for the replacement structure or supplemental structure for the proposed US Route 50 Corridor between Anne Arundel and Queen Annes County, it is imperative that the NEPA analysis consider a structure incorporating a full traffic-separated two way bicycle and pedestrian lane. The provision of this lane will provide safety for bicycle and pedestrian users and will encourage the increased usage of non-motor vehicle forms of transportation. The provision of such a lane provides tangible health benefits to bridge users and helps reduce the impact of motor vehicle emissions on local air quality.</p> <p>Perhaps the most important reason for providing a bicycle and pedestrian lane is that an existing multiuser trail (the Cross Island Trail) extends to the proximity of the eastern end of the existing bridge on Kent Island and Anne Arundel County is in the process of constructing the Broadneck Trail to Sandy Point State Park at the western terminus of the proposed crossing structure. Both of these trails are designated as part of the American Discovery Trail, a Federally-designated National Trail which extends from Cape Henlopen, DE to Point Reyes, CA. It is critically important that this trail not have a permanently missing segment when it reaches the shores of the Chesapeake Bay and that the new bicycle and pedestrian lane be directly connected to these two multiuser trails.</p> <p>The bicycle and walking community is thoroughly familiar with the debacle at the replacement structure for the US 301 Nice Bridge, where Governor Hogan announced to the citizens of Maryland that a separated bicycle and pedestrian lane would be provided on the replacement structure, only to have the MDTA delete that element on supposedly fiscal grounds despite receiving Federal grant funds that specifically included that feature. We want to be assured from the earliest planning documents that a traffic separated two way bicycle and pedestrian lane is included in all concepts for whatever type of structure is the outcome of this study. Almost every agency within the Maryland Department of Transportation except MDTA is fully committed to providing multimodal transportation alternatives in their new projects and our expectation is that this feature should be a key element of whatever the new structure for the Bay Crossing ultimately is selected.</p> <p>[Name Redacted]</p> <p>[Address Redacted]</p> <p>[Email Address Redacted]</p> |
| 1/29/2024 | Email  | <p>Hasty map of a 3rd span bay bridge concept</p> <p>[Name Redacted]</p>   |

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|      |        |  <p>BAHmore County</p> <p>more MUSEUM OF ART</p> <p>95 695</p> <p>Dundalk</p> <p>EREX</p> <p>RT 702</p> <p>BACK RIVER NECK RD</p> <p>Balto Co Rocky Point Golf Course</p> <p>MART Miller Island (A MD State Park)</p> <p>Tolchester Beach</p> <p>KENT County (Eastern Shore)</p> <p>Rock Hall</p> <p>KENT County</p> <p>IDEA for 3rd Span</p> |