

Bay Crossing Study Public Comments
June 1, 2024 – June 30, 2024

Date	Medium	Comment
6/20/2024	Website	I travel across the Bay Bridge frequently but mostly off season. I hope that the bridge is not replaced with any portion of a tunnel. If so I would have to travel to the eastern shore via U.S. 95. Can't another route/bridge be built somewhere between the Bay Bridge and U.S. 95. PLEASE NO TUNNELS!
6/20/2024	Website	Is there any consideration for starting a car/pedestrian/bike ferry running across?
6/20/2024	Website	In 2024, and given how many people traverse this bridge every day, it is irresponsible to leave alternative methods to access the eastern shore other than cars completely off the table. Adding a sidewalk for bicyclists is fine, but at 4 miles long it's big commitment for a person to decide to cross the bridge on foot or on bike. A frequent MARC train from DC to the ocean could carry a whole bridge worth of people. A car ferry from Baltimore (like a Seattle ferry, not White's ferry) would give large numbers of drivers a shortcut. Please consider options that increase the number of people, but reduce the number of cars, traveling to and from the eastern shore every day.
6/20/2024	Website	LIVING ON KENT ISLAND IS ALREADY HELL AND U ARE GOING TO MAKE IT SO MUCH WORSE. WE CANNOT VISIT RELATIVES ON KENT ISLAND MOST WEEKENDS OF THE YEAR. SAID RELATIVES CANNOT LEAVE THEIR HOUSE MANY DAYS OF THE YEAR BECAUSE THEY CANNOT RETURN HOME FOR HOURS. WE HAVE SAT IN TRAFFIC FOR ACTUAL HOURS TRYING TO GO SEE FAMILY. MY FAMILY WOULD LOVE TO MOVE AWAY BUT CANNOT RELOCATE DUE TO HAVING TO BUY AN UNAFFORDABLE REPLACEMENT HOME. MOVE THE DAMN BRIDGE DOWN THE STATE OR FIND ANOTHER SITE. PRETEND YOU GIVE A DAMN ABOUT EASTERN SHORE RESIDENTS. i am being forced to select some stupid heart that does not show on my ipad but be assured i am selecting NO heart
6/20/2024	Website	The best part about summer and going to the beach is the Bay Bridge. Build a double decker bridge No tunnel please!
6/20/2024	Website	The bidge traffic is bad, monday-Friday, winter, spring, fall, and worse in summer. Millions upon Millions of dollars spent on "studies" for a decade, with the results not making anything better. How about adding to existing bridge's. 2 lanes added on east bound bridge and one lane added on west bound bridge. Or, a new bridge by Baltimore heading to eastern shore towards rt95 while also extending rt95 road all the way to rt301. New bridge, New Road, which will all connect and easy all traffic heading to the eastern shore.
6/20/2024	Website	I travel the bridge everyday. One of the main issues is the slow down at the midpoint. People slow for the view. If blinders were set up (i.e a mesh netting) it would keep the flow going alleviating the accordion effect.
6/20/2024	Website	I was recently in San Francisco and I used their Bay Bridge which is a double decker. Has there been any thought to building a double decker bridge that could carry both east bound and west bound on one span. This would be forward thinking and be able to handle futur traffic increases.
6/20/2024	Website	I think that putting a second crossing in the same place may alleviate some traffic butt putting one further down the bay would open up access to a lot more people. The long drive of having to drive over an hour north to drive another 2 hours south to end up basically just on the other side of the bay disuades a lot of Southern Marylanders from visiting the coast. Why travel to Ocean City when you can visit Virginia Beach in the same amount of time and it is arguably nicer and cheaper? Even a ferry would be a great incentive for Southern Marylanders to keep that tourist revenue in-state instead of spending in in Virginia.
6/20/2024	Website	This doesn't make sense to put a new span. The issue is everyone coming from DC and northern Virginia to go across. The new span should be in Southern MD not next to an existing bridge, so your going to take 5 lanes going into 4 on the eastern shore.
6/20/2024	Website	In the article it stated the new bay bridge structure would not be as high or steep as the current bridge. If it is not, at least, the same height Maryland Cruise Port will not be able to accommodate the smallest of the cruise industry's current ships homeported in Baltimore. Once those ships age-out, we'll lose the Carnival & Royal Caribbean business because the newer ships have greater heights...a big hit to MD economy.
6/20/2024	Website	I would like to see a 3rd span in between the existing 2 with a covered bike/walk/run lane (for safety).
6/20/2024	Website	Study making the crossing In st Mary's to Crisfield
6/20/2024	Email	Help me. As a resident on the Broadneck Peninsula, I would like to hear the plan for all the congestion in this rather large community that comes to a halt on Saturdays. Yes, the Department has made it much easier to get around our community then in previous years when it took us 40 minutes just to get to a shopping center and longer to get back. But we still put up with heavy traffic coming down College Parkway It's amazing that we haven't had more injuries to our walkers crossing the trail on College Parkway. Our concern is when this bridge is complete we will be stuck with the Transportation Department not being ready for the access roads to and from our communities that eventually will bring in beach traffic to our neighborhoods. And, with Sandy Point turning away 100's of cars every weekend, causing more backups, it appears you have it down on paper, but the reality of your planning is ill advised. Also, while I'm on this rant, thanks to Google Maps for sending people to all these side roads except route 50. This has been a nightmare in planning for you inthese last 6 years going back to the community college meetings. I'm not real confident all the obstacles have been considered for our community. Why would anyone feel comfortable knowing that on the horizon more congestion will be worse for parents trying to get their children to weekend events. I'm sure the state receives large revenue from Ocean City. But frankly, for me, I would rather see the bridge close down on weekends from 6 in the mornings to 11 o'clock and set our peninsula free. [Name Redacted]

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6/21/2024	Website	I am writing to express my strong opposition to the proposal for expanding vehicle capacity on the Bay Bridge. Instead, I urge you to consider implementing a rail connection to the Eastern Shore. This approach is imperative for the long-term economic growth, environmental sustainability, and efficiency of transportation in Maryland. Increasing vehicle capacity by adding another bridge or tunnel will not solve the underlying issues of traffic congestion. Studies have repeatedly shown that expanding roadways only induces more demand, leading to greater congestion over time. This phenomenon, known as induced demand, will leave us with the same problems we currently face, only exacerbated. A rail connection, on the other hand, offers a more sustainable and forward-thinking solution. It would provide a reliable and efficient alternative to car travel, reducing the number of vehicles on the road and subsequently decreasing traffic congestion. Additionally, rail transport is significantly more environmentally friendly than road transport, producing fewer greenhouse gas emissions and contributing less to air pollution. Investing in rail infrastructure can also spur economic growth by improving access to jobs, education, and other opportunities for residents of the Eastern Shore. Enhanced connectivity would attract businesses and tourism, fostering economic development in the region. Furthermore, a rail connection aligns with Maryland's commitment to reducing its carbon footprint and promoting sustainable transportation solutions. It is essential for the state to take bold steps towards a greener future by prioritizing projects that benefit both the environment and its citizens. I urge the Maryland Department of Transportation to prioritize the development of a rail connection to the Eastern Shore over expanding vehicle capacity on the Bay Bridge. This strategic investment will ensure the long-term economic vitality of our state, protect our environment, and provide a more efficient means of transportation for our residents.
6/21/2024	Website	Why not consider a MARC train extension to Ocean City area.
6/21/2024	Website	Please, please, please consider 3 lanes in each direction connected and divided by some sort of concrete barrier. Bridge fobia is REAL. The newer Woodrow Wilson bridge that connects Maryland and Virginia is an excellent example. Thank you.
6/21/2024	Website	What are the plans for improving Rt 50 east of the Bay Bridge. I'm unclear of your concern about traffic once you get it off the western shore. I understand that this span improvement takes into account all travel and commerce across the Bay Bridge area, but I live with the untenable congestion of the present situation on Sundays. The present bottle-neck at the bridge may be saving mid-Eastern Shore residents of a total onslaught of drivers on Fridays and may possibly discourage drivers from crossing the bridge altogether. However, if there is an expectation of more beach traffic after a new Bay Bridge is constructed, then what is MDTA's solution to the congestion created by Sunday's return traffic? I'm directly affected by the present blocking of the medians south of Rt404. That must be a temporary stop gap to prevent the traffic through Wye Mills, no? When will this issue be solved? The measure has created a hazardous situation two medians up from the Rt 662A entrance back onto Rt50. Beach goers are now using that median to return east on Rt50, avoiding the 404 and 213 traffic light mess, only to go through Wye Mills anyway. Is MDTA also looking to improve the situation there, which will only get worse after a more efficient thoroughfare is created for beach-goers? Rethinking those lights at 404, 213 and the outlet mall IS AN ABSOLUTE NECESSITY! Something like a bridges or an alternative rerouting of those crossings? This MUST be completed before a new span is created on Kent Island. Start considering the quality of life for those on the Eastern Shore, not for those only on the Western Shore.
6/21/2024	Website	Please Please Please incorporate rail into the plan!
6/21/2024	Website	I hate this bridge with a passion I never liked it for one thing I am afraid of heights and this is problem with most of the bridges in Maryland the New Nice bridge that crosses from Maryland into Virginia is a problem for me also what is it with the state of Maryland that it has to build these bridges so high in the air and so steep I don't feel it is necessary and I'm sure I am not the only person that feels this way anytime you have to hire someone to drive you across the bay bridge ,it's a dangerous bridge there has been some really bad accidents on this bridge the guardrails are way to low for your safety also they build these bridges with no substantial lighting at night or no lights at all I just wish that who's ever in charge of these projects would consider these concerns and put them in motion because I go out of my way to avoid using these bridges I know it's probably to late ask to lower the nice bridge but you can at least add lights for Better visibility at night seams like Maryland is always concerned about cost instead of safety well when all is said and done I hope whatever the plans are for the new bay bridge that'll be lowered substantially and is built safer
6/21/2024	Website	All bridges if possible, should have a lane they must travel in to avoid striking any bridges. A warning system should be in place to stop people from driving on bridges during emergency and only people can exit off. There should be visible barriers in water to guard front of bridge pillars to prevent ships from striking it.
6/23/2024	Website	I strongly support a tunnel. Less of an impact across many dimensions, no worries about ship height/clearance or Key Bridge-like incidents, and a more comfortable option for many drivers than a long, high bridge. I recently spent time in the Faroe Islands, where they've built a remarkable undersea tunnel infrastructure. If they can do this on an island of 54000 we should be able to do the same here.
6/23/2024	Website	I am a commuter from the Eastern Shore to the Western Shore each day. In the morning there is NEVER any traffic unless there is an accident. However, coming home in the afternoon there is traffic 4 out of 5 days. The issue is not the bridge itself but the amount of cars that now cross the bridge and the fact that there is only one way to get to the bridge. The local roads are backed up and that is not going to change with the addition of a new bridge. The amount of traffic that will occur when the bridge is being built will also be problematic. There needs to be a bridge more north. We need some of the traffic to not even come this way. If there was a bridge that connected north to Rockhall a lot of the traffic issues would be eliminated.
6/23/2024	Website	Build another bridge with a more expensive toll and is quicker
6/23/2024	Website	Ferry crossing

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6/22/2024	Website	The article talks of how much relief is needed and it is not all beach traffics yet our driving is severely affected during summer weekends. Adding additional capacity across Kent Island is not intelligent nor will it solve any problems for those of us living on the island. It is time to take that into greater consideration. The bridge management, traffic and accident management are sub par. Start resolving some of our traffic issues prior to building more roads and bridges in the same path.
6/24/2024	Website	I highly support any efforts to create a train line so there is better and cheaper mass transit that removes the need for cars and lots of traffic
6/24/2024	Website	There should be public transit to the eastern shore/beach. That would remove a lot of traffic
6/22/2024	Website	Perhaps put new lanes above or below existing lanes on east and west bound bridges
6/22/2024	Website	Best idea is to construct another three lane bridge with or without a pedestrian lane on the North side of the old two lane bridge closer to Northrop Grumman. Use the two lane middle bridge for traffic relief. If there is an accident that blocks the East or Westbound three lane bridges, the Teo lane bridge could be opened in that direction to relieve traffic. It doesn't take a rocket scientist to figure this out, or seven, thirty million dollar tax payer dollars to figure this out. The state has wasted money to keep the Governors friends employed on these worthless studies.
6/21/2024	Website	Recently reported initial designs to rebuild the Key Bridge indicate an increase in clearance from 185 feet to 230 feet to accommodate more modern ship design standards. This increase in clearance provides no added benefit to the Port of Baltimore with the current 186 foot clearance of the existing Bay Bridge. This makes a replacement bridge with a higher clearance or a tunnel of sufficient depth the ideal design choice for the new Chesapeake Bay Crossing. As a frequent Cruise passenger, I often lament having never cruised out of Baltimore because only the oldest cruise ships in service can clear existing infrastructure. Cruise lines can only maintain these smaller ships for so long, nor are they as environmentally friendly compared to newer ships. Maintaining present clearance risks shutting down the Baltimore cruise port in the near future, shuttering an entire industry in Maryland. My preferred cruise line has no ships that can clear the bridge, resulting in my family frequently flying to Florida for cruises. I hope that ship clearance will be heavily considered in selecting an option, particularly in light of the proposed new Key Bridge clearance.
6/22/2024	Website	There was talk years ago of putting a crossing down in Calvert County. Has this been discussed any further?
6/22/2024	Website	Could a bridge be built between the existing bridges or lanes added to the inside/outside of each one with added support?
6/24/2024	Website	Please consider an option that includes reliable public transit.
6/24/2024	Website	Train from DC
6/24/2024	Website	Let's build a MARC train from Baltimore, DC and other Maryland suburbs, to the beach!!
6/25/2024	Website	If we build a new bridge crossing just for cars, it's going to get just as congested as the Bay Bridge is now. The only way to reduce traffic is to shift travelers to other modes, and the best way to do this would be to provide better transit. Eventually I'd love to be able to take the train to the beach, which would involve building a dedicated rail crossing, but in the interim maybe there could be dedicated bus lanes along the route.
6/24/2024	Website	The most efficient way to increase access would be to create a train transit option. I strongly encourage the team to consider this possibility which would be more efficient in terms of transporting large numbers of people and more environmentally friendly than increasing car traffic.
6/25/2024	Website	Thank you for providing members of the public to provide written comments as they relate to the Bay Crossing Study. I must admit, that I live in the District of Columbia and have only driven across the Chesapeake Bridge once on my way to a music festival in Dover, DE. Although I do own a personal vehicle, I have never visited Maryland's eastern shore since I am well-aware of how awful traffic can be, particularly during the weekends and holidays. I am confused as to why the State of Maryland is not seriously considering the construction of a transitway across the Bay which has been proven time and again to move the most people efficiently with the greatest amount of throughput over personal vehicles. Additionally, given the high expense of parking, driving, and staying at a hotel in Ocean City or other Eastern Shore towns, there is little incentive for us Washingtonians to make the drive even if a brand new automobile bridge crossing was built. Please study the inclusion of bus lanes or a rail connection since they not only would transport the highest amount of people between Central and Eastern Maryland but it would help to meet Governor Moore's campaign pledges of increasing equity and sustainability for all Marylanders. I for one would be happy to spend more dollars in the State of Maryland if I didn't have to rely on my car to get around. Thank you.
6/24/2024	Website	I live in DC and I'd love a public transport way to get to the beach! Can we explore more transit options please?
6/24/2024	Website	New rail transit is the only practical option!!
6/24/2024	Website	Ensure a robust number of transit alternatives are considered. Frequent transit, including buses and future opportunity for rail transit, should be evaluated during the NEPA process. Long distance bus routes and potential for future intercity rail to the Eastern shore would provide significant economic opportunity while mitigating the impact of more traffic on the already congested highway system on the Shore.

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6/24/2024	Website	As a DC resident who frequents the MD beaches, some form of train option would be amazing. Traffic out of DC, past Annapolis and over the bridge is always a nightmare. On busy summer weekends, there is no good way to navigate to the beach without dealing with hours of traffic. A train would help alleviate urban travelers burdens, and lessen congestions for everyone else. Day trips would become a way more feasible option for tons of people as well.
6/24/2024	Website	Your survey doesn't have a DC option for state so I put Maryland. I would really love better public transit options rather than additional lanes for cars. I would certainly switch from driving to taking a train from DC to Rehoboth.
6/24/2024	Website	I believe that we should fund transit options to the beach as well as pedestrian and bicycle options. I usually rent or borrow a car to go this route currently, but if I could take a bus or shuttle, I would do that instead. This is a way more efficient way to get folks through this corridor.
6/24/2024	Website	I would like to see more study/discussion done around enhancing transit options between DC/Baltimore & beach communities such as Rehoboth Beach. While the study/discussion seems focused on what additional car-related infrastructure that would be beneficial to reduce congestion, the transit piece is missing from my perspective.
6/24/2024	Website	As a DC resident and frequent Maryland visitor with no car, it would be amazing for there to be train or other public transit services to cross the bridge.
6/24/2024	Website	I live in DC - a bus across the Bay would make beach trips easier, and I'd love to see a dedicated lane so that bus travelers could zip past traffic (which I'm sure would increase ridership and decrease traffic).
6/22/2024	Website	I think you're missing a better opportunity, crossing the bay at another point. It may be lacking infrastructure, but it could build another path. If the crossing was further north would Delaware be willing to contribute to the project?
6/24/2024	Website	Don't create another bridge for cars - create a bridge for a train! Having trains that run from DC and Baltimore to the Eastern Shore (perhaps with stops through some of the lovely little towns for folks wanting to do carless daytrips to places like Cambridge) would be amazing! This would be such a great option, good for the environment, and it would significantly reduce traffic for those who choose to drive anyway! If you're going to spend billions on a bridge and the supporting roads, might as well spend that money on mass transit that will make things better for the environment and for people! Just think about the increase in tourism! If I could hop on a train in the morning at Union Station that drops me off in downtown Cambridge, where I could mosey around for the day, then come back at night, that would be incredible! I go to the Eastern Shore maybe once every two or three years. If there was a regular and reliable train, I'd make little trips at least 3-4 times per year!
6/24/2024	Website	I'd really like to see train or regular bus routes to and from Ocean City, Rehoboth, or even Dewey beach from DC and Baltimore. There's so many people trying to head that direction across the bay bridge. More congregate transit just makes sense.
6/22/2024	Website	Build a passenger rail bridge so a train can finally go between Union station and the Delaware shore. Why would you build a other bridge for vehicles? It's pathetic that the only way to get to the beach is to drive and causes a ton of traffic.
6/24/2024	Website	I wish there were public transit options like a bus or a train
6/21/2024	Website	Before moving I lived on Kent Island for around 12 years. I would like to suggest that the study consider some form of Express transportation for folks going to the beach and a separate local route for Kent Island and probably through Queenstown. thanks!
6/24/2024	Website	Create public transit options! A train would do wonders to alleviate congestion and allow for people who don't have cars to get to where they want to go.
6/24/2024	Website	Would love to see MD try to bring mass transit (train, bus) to the beach.
6/22/2024	Website	I have always loved the beauty of the Bay Bridge!! The visibility and soaringness are a real asset!!
6/24/2024	Website	Bike and pedestrian lanes are essential! But let's do a moonshot: build a train line!!! public transit from DC to the beach would get so many cars off the roads and be such a huge boost to the shore economy. my friends and I would go several times a month if we could take transit there
6/24/2024	Website	The best option for decreasing congestion along the corridor is a regional train from Washington, D.C. to Rehoboth Beach, and additional local transit north and south along the beach corridor. This would have multiple benefits: it would work long term (unlike road widening which would need to be done time and time again) it would reduce traffic congestion along the corridor but also at the beaches it would allow for people who do not have a car to get to the beach easily and without the need for a car and as capacity needs increase, it would be easy to add a train car to match travel demand. In my opinion, rail transit is the best and only option that is proven to reduce congestion, decrease environmental impacts, and increase equity for transit to the beach.