

Bay Crossing Study Public Comments
November 12, 2024 – January 13, 2025

Date	Medium	Comment
11/12/2024	Email	<p>HELLO!!</p> <p>PLEASE PROVIDE ME A REPRESENTATIVE THAT I CAN TALK WITH ! My number is[Phone Number, Name, Address, and Email Address Redacted].</p> <p>I am at home today and available to discuss my thoughts on this plan.</p> <p>Thank you!! [Name Redacted]</p>
11/12/2024	Email	<p>Good evening,</p> <p>I am a graduate student at the University of Maryland pursuing a degree in Community Planning in the School of Architecture, Planning and Preservation. I'm currently in my third year of study (of 4) and have worked on several large projects in the course of my studies, including a project last semester focusing on the currently under construction Purple Line alongside our partners at the Purple Line Corridor Coalition.</p> <p>To complete my degree I am required to pursue an internship for a semester, and I was wondering if there were any opportunities to work on the Chesapeake Bay Crossing Study. I'm a transit planner at heart, and the opportunity to work on a project such as the Chesapeake Bay Bridge would be an incredible opportunity. I'd be happy to assist wherever I am needed. I've attached my resume to this email, and can provide work/writing samples if requested.</p> <p>Thanks, [Name and Personal Information Redacted]</p>
11/12/2024	Email	<p>How can I sign up for the virtual session on Dec 4? [Name and Email Address Redacted]</p>
11/13/2024	Voicemail	<p>At the study webpage, I don't see any information about the url for the virtual session on December 4th. I emailed the study about that and I got back a response telling me to look at the same website. In other words I'm (Unknown) I'm not getting anywhere. I want to attend the virtual session. I [Name Redacted](?) [Phone Number Redacted]. And you can contact me by email at [Email Address Redacted]. Thanks for getting back to me. I appreciate it very much. Bye.</p>
11/13/2024	Email	<p>Why spend billions more by destroying the existing bridges and building whole new ones ..Better to add one more bridge and keep the two existing . In any case, adding even MORE bridges and lanes will only ,add to the bottleneck to Kent Island. Better ideas::</p> <ol style="list-style-type: none"> 1. Add another bridge in a different location to ease severe congestion already evident at Kent Island AND the Western Shore. 2. Figure some kind of incentive for people to carpool 3. Establish a mass transit bridge section <p>Destroying two bridges and building all new ones would be a huge tax burden on Maryland citizens.despite any "grants" from the Feds.</p> <p>Thank you for your time and consideration [Name and Address Redacted]</p>

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11/14/2024	Email	It seems illogical to add more lanes to either side only to bottleneck the extra traffic once at the tunnels which are a one lane each way nightmare. If anything there ought to be another tunnel. Congestion is continuing with population growth & increa...
11/14/2024	Voicemail	Hi This is [Name Redacted]with the Washington Post. I am working on a story about the announcement you guys made the other day about the two bridge span and referencing them and I have a couple questions I was hoping to ask someone as soon as possible. Before the end of the day today would be ideal. So, get back to me if you can. My phone number is [Phone Number Redacted]. Thanks so much, Bye.
11/14/2024	Email	<p>Good afternoon!!</p> <p>I grew up on the Eastern Shore in Kennedyville, Maryland, a village in Kent County so small that my phone just autocorrected its name. The Bay Bridge was my only connection to the wider Maryland world, and when I went to the University of Maryland, it was my only connection home. It is very special to me. I live in Baltimore City now, and the traffic that backs up all the way through Anne Arundel County every summer makes it nearly impossible to maintain a connection to my hometown, or even to the death shrine of my late partner Amy on the side of Rt. 213.</p> <p>The traffic will <i>*never*</i> improve without rethinking how we move people across the bridge. Individual cars, while a critical part of the transportation puzzle, are the least efficient of all possible solutions. No matter how many lanes you add, the traffic will remain as long as that is our only solution.</p> <p>We need dedicated bus lanes running 24 hours a day in peak season bringing people from population centers on the Western Shore to Ocean City and other points of interest along Route 50. We need a rail line over the bay to bring people from DC and Baltimore along that route by the thousands. I cannot imagine a more fruitful economic project for the Eastern Shore or State of Maryland than a rail line running from Deep Creek to Ocean City intersecting with the existing corridor in Baltimore. We can do it! And that starts with making sure our new bridge spans are engineered to allow it. Otherwise, I fear for our environment, for our carbon emissions, and for our never-ending snarls of soul-killing traffic jams.</p> <p>All the best,</p> <p>[Name Redacted] [Address Redacted]</p>
11/14/2024	Email	What would be done about all the traffic from several lanes on the bridge being dumped onto Kent Island? More lanes mean more traffic, so westbound would also back up for miles and miles. Regardless, we won't be able to venture far on weekends because it will be impossible to get around. I don't think more lanes will help. There should be an alternate location for crossing.
11/14/2024	Email	Build a tunnel. New tunneling machines work well . A tunnel will not affect ship traffic.
11/14/2024	Email	<p>How will additional lanes of new bridges funnel into existing lanes of 50/301east?</p> <p>Route 50 through Anne Arundel County is already heavily trafficked. Can't another bridge be placed south to spread out traffic burden? Sent from AOL on Android</p>

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11/14/2024	Email	<p>i can't grasp adding more lanes on the bridge there. It only makes more strain on the roads before and after the bridge. Bottle-necking traffic from all over DC , then reverse on the Maryland side.</p> <p>Just seems if you want to lessen traffic, make a route where they come from and go to. Utilize this as an alternate route to I-95. Expand the US301 route from I-95 south to a new crossing, also an improved route from SE washington DC to the new crossing. Then on the maryland side, improve US 50 north and East to the coast. Not only will you thin out the traffic at bridge ends of existing bridge, but reduce heavy traffic piled on US50 in the DC area. Additionally, the traffic from VA heading north to PA or NJ, can use the new route [US 301, new route crossing US 50 and back to US 501 North] Finally a route that doesn't go so close to DC and all the stop and go traffic.</p>
11/15/2024	Email	<p>With all the disturbance to nature, spawning, mating spots in the bay and local rivers, how will you counteract the negative effects on the environment? After all the bay is precious, and should be treated as so.</p>
11/16/2024	Email	<p>Why on earth are you dismantling two perfectly functional bridges simply to replace them with identical structures? Adding additional lanes will do little to alleviate traffic congestion and does not justify the cost of building two new bridges. Furthermore, if adding lanes was a viable strategy then why squander the existing structures? Instead of demolishing the existing bay bridge spans why not just build a third? This idea eliminates the cost of demolition and only requires building a single new bridge span.</p> <p>Instead of spending billions rebuilding an already functional bridge why not use the funds to expand the orange metro line or finally complete the east-west Baltimore lightrail? Surely these proposals would have a stronger economic impact than saving existing commuters and vacationers a few minutes in traffic.</p>
11/16/2024	Email	<p>Really? No formal presentation of your study and findings, that you just spent 5 million dollars on ? Are you kidding me? How are people supposed to ask questions or comment on something that you are not even describing?</p>
11/17/2024	Email	<p>Good morning,</p> <p>Seems to me the best option is the 10 lane bridge. I own property in OC and it is a hardship getting down there before I get to Easton.</p> <p>Taller span.. easier flow of shipping lanes will benefit Baltimore, and God knows we need that!</p> <p>One way to alleviate congestion now is to CREATE A CLOVERLEAF AT BOTH 404 & 213.</p> <p>[Name and Personal Information Redacted]</p>
11/18/2024	Email	<p>Hello,</p> <p>I am a lifelong resident of Kent Island who would be directly impacted by any change to the existing bay crossing. Why are we continuing to build more, upwards of 10 lanes, across the Chesapeake bay in the exact same location?</p> <p>There is plenty of prior evidence across the state and country that shows the inefficiency of a purely car-based crossing in regard to addressing demand for transportation. Currently living on the island, we have communities cut in half by a loud wide interstate with 0 crossing for those not within a very and there are even few of those.</p> <p>With the current development patterns of the eastern shore, building a larger crossing than existing would accelerate the rapid development of the mostly rural shore, incentivized by the new roadway. Currently the shore is protected by the massive backups on the bridge as most do not desire to deal with that as part of their daily commute. If we were to be smart about this we would be considering more robust transit options such as dedicated BRT lanes to enhance the existing and lacking bus transport. The best option for the future if development is going to continue at its current rate is a</p>

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		<p>comprehensive overhaul of systems from the capital beltway to Kent island. A large number of people that live here on Kent Island work in Annapolis, Baltimore and D.C, the number of which is surely to increase if we expand the current crossing.</p> <p>If high-capacity transit alongside new dense development is not considered, the bridge would be set to back up to the current state within only a handful of years. There are already multiple large suburban subdivisions being planned and built with the assumption that they can funnel government and city workers off of the shore with a new highway.</p> <p>I believe that no build should be the only option until a more comprehensive sweeping plan is developed. The handful of empty promises regarding dangerous bike paths that would never be used and part time bus shoulders that would occasionally be overrun with private vehicle traffic just doesn't cut what is needed.</p> <p>Delightfully reconsider everything as it will not work the way it hoped to, - [Name Redacted]</p>
11/18/2024	Email	<p>Hello,</p> <p>I am a lifelong resident of Kent Island who would be directly impacted by any change to the existing bay crossing. Why are we continuing to build more, upwards of 10 lanes, across the Chesapeake bay in the exact same location?</p> <p>There is plenty of prior evidence across the state and country that shows the inefficiency of a purely car-based crossing in regard to addressing demand for transportation. Currently living on the island, we have communities cut in half by a loud wide interstate with 0 crossing for those not within a very and there are even few of those.</p> <p>With the current development patterns of the eastern shore, building a larger crossing than existing would accelerate the rapid development of the mostly rural shore, incentivized by the new roadway. Currently the shore is protected by the massive backups on the bridge as most do not desire to deal with that as part of their daily commute. If we were to be smart about this we would be considering more robust transit options such as dedicated BRT lanes to enhance the existing and lacking bus transport. The best option for the future if development is going to continue at its current rate is a comprehensive overhaul of systems from the capital beltway to Kent island. A large number of people that live here on Kent Island work in Annapolis, Baltimore and D.C, the number of which is surely to increase if we expand the current crossing.</p> <p>If high-capacity transit alongside new dense development is not considered, the bridge would be set to back up to the current state within only a handful of years. There are already multiple large suburban subdivisions being planned and built with the assumption that they can funnel government and city workers off of the shore with a new highway.</p> <p>I believe that no build should be the only option until a more comprehensive sweeping plan is developed. The handful of empty promises regarding dangerous bike paths that would never be used and part time bus shoulders that would occasionally be overrun with private vehicle traffic just doesn't cut what is needed.</p> <p>Delightfully reconsider everything as it will not work the way it hoped to, - [Name Redacted]</p>
11/19/2024	Email	<p>Who are some contacts at the MDTA that are working on this study? I'd love to hear more about this project and how we can help in any way.</p>
11/20/2024	Voicemail	<p>Hey, good afternoon, my name is [Name Redacted]. I'm calling from the Baltimore Banner. I was hoping to reach Heather Lowe or whoever might be in charge of marketing the study. I saw that you guys were doing some advertisements on the Capital Gazette the other day, and I imagine this is a source to get leads. And if there were any other opportunities that you were looking for to help get more leads, not sure exactly when the Study is, but I will send an email to the info@baycrossingstudy, I see that it actually ranges through a couple of days, my number is [Phone Number Redacted]. Hope to talk soon! Thanks.</p>

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11/21/2024	Email	<p>1. The proposed crossing location that would be South of the current bridges is best.</p> <p>2. Despite the cost, a double, bridge-tunnel, similar to the current Rt. 13 Bay Bridge Tunnel, would be the best crossing structure, in the long-run. Any bridge over the ship channels would eventually become obsolete, due to height requirements of ever larger ships. Height requirements over the channels would be excessive. A bridge would forever be subject to the dangers of ship collision (Key Bridge Incident) and terrorist attack. Bridge maintenance is very costly, especially for materials and coatings that must meet ever increasing environmental requirements. Consider the current "Chunnel" across the English Channel, which accommodates both rail and motor vehicle traffic. Your construction and maintenance cost estimates for a total bridge crossing are low and unrealistic.</p> <p>3. Vehicular traffic between the West and East Study Points should be controlled using Intelligent Transportation System technologies. This would greatly reduce accidents and injuries and increase the volume and speed of traffic using the Rts. 50 and 301 routes.</p> <p>4. Ferry ships should also be employed at certain other locations, North and South of the proposed / current Bay crossing location. Ferries would operate in addition to a proposed bridge or tunnel.</p>
11/24/2024	Email	<p>1.) Provide detailed and concrete justifications (backed by data/findings) on why alternative locations cannot be pursued north and south along Maryland's eastern shore. Providing an alternative crossing would alleviate volume at the current span and reduce congestion due to the current, single point of crossing. This would also support a longer term traffic and population growth model.</p> <p>2.) While the current bridge(s) may be EOL and in need of significant maintenance, the bridges themselves aren't the issue at hand (if the state is looking to provide a safer and less congested option to travel to and from the eastern shore), it's the infrastructure leading up to the bridge on both sides. If two new bridges in the existing location are the voted in solution, the state would also need to increase the lanes/flow on both the Kent Island as well as Annapolis sides of the bridge for several+ miles, which likely isn't possible due to the current limitations (water, existing infrastructure, etc). A eight/ten lane bridge with no expansion to the existing infrastructure (50/301) would create an even larger issue (bottleneck) that is already in place and should be cautioned against.</p>
12/4/2024	Voicemail	<p>I cannot sign in to the Virtual Open Meeting.</p>
12/5/2024	Voicemail	<p>I'd like to leave a message on that [Phone Number Redacted]. I want to know if last night's virtual meeting is going to be available online. The QnA's were went by so fast, I really couldn't follow. Keep keep up with them all, so if it's going to be online, I'd like to share that with the members of my building. Once again, I'm [Name Redacted] and my number is [Phone Number Redacted]. Thank you.</p>
12/9/2024	Voicemail	<p>Hi, I was trying to reach Heather Lowe. This is [Name Redacted] in Annapolis and I grew up in the area and my relations go back 10 generations to 1620 and moved in to Anne Arundel county and 1649. So I would like... I've been not looking at the studies until just now and I got a flyer in the mail about an open house. So I said, without looking at the studies let me come up with something, maybe a little different And it's called for the Chesapeake Bay Crossing studying, good evening. Not having seen the suggestions that have been prepared for the presentation tonight. I decided to think outside the box and suggest something a little different for consideration. Perhaps, this proposal has been evaluated and discarded in the past none the less. Here it is. Again, if so tunnel option heading west on Route, 50 on Eastern Shore, just passed a Grasonville exit 43. B would take a new exit on your right to enter the Bay Bridge bypass tunnel at the south end of Jackson Creek and proceed North way into the Chester River, until it turns West, under Kent Island and proceed across the Chesapeake Bay to Anne Arundel county, do service and connect with Route 50 to exit 32 the distance of approximately 7.5 miles. The Proposal would make, the following benefits, provide eliminate the need for a new bridge or widening of some sort, with a height to provide greater traffic has a two spans currently do, it would delete all button, North Lane in the north graders to get much needed, capacity to east bound traffic. That lane would be designated as local traffic only for residents and businesses to allow a continuance of their needs to Route 50 access. All business would not be erupted. The right away would be need to be acquired. It major big deal. Normally the availability of a North Lane will keep conditions pretty much the same cost of the tunnel. Option will be offset by both the cost of the new bridge and the tremendous cost time and disruption involved in negotiation in acquiring property needed. Litigation is always looming. Note, the Baltimore Tunnel is like 1.5 mile of the longest underwater tunnel in the world is 85 miles. Good ideas take long as well as bad ones. So there you have it. I was going to show up at the meeting but I did pull up the website and looked at the the 6 or 7 studies and they're all the same, they're just been kind of like cramming everything across an island and hoping for the best. This is a new approach and my deserve a little attention cause it would solve a lot of problems and not create huge disruptions, you can reach me at [Phone Number Redacted] and I live in Annapolis. Thanks so much. Hopefully, someone will get this, Thank you. Bye or else I'll be there Monday night, anyhow."</p>

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12/21/2024	Email	<p>The Chinese have a boring machine that can bore 60 feet per day and could dig the Bay Bridge tunnel in one year!</p> <p>Such a tunnel would accommodate 12 lanes of traffic, six lanes on each of two levels</p> <p>It would not be subject to terrorism or collapse!</p> <p>High winds and Weather would not affect it.</p> <p>It could be completed at much less cost, and much less time and would be safer too.</p> <p>Perhaps most importantly, it would cost much less money to maintain it.</p> <p>Today painting, the Bay Bridge cost more money than it cost to build it originally. It must be painted every few years, which is an unbelievably great cost to the taxpayer and a great waste of money.</p> <p>Salt water in the bay has a terrible degrading effect on any bridge structure.</p> <p>An underground tunnel would not have any of this maintenance cost and save tons of money in the long run!</p> <p>Please look into this alternative.</p> <p>Here is an article about the Chinese tunnel that was completed in 110 days for 2 miles of tunnel!</p> <p>World-record underwater shield tunnel completed in China flip.it</p> <p>It would be great if I heard back from someone so I know this didn't get ignored or swept under the rug because it saves money upfront and saves money in the long run and it's a better alternative than building more bridges!</p> <p>Even better you would not have to tear down the existing bridges in order to do it. You could keep the bridges and make a new tunnel and have all of that extra capacity of these existing bridges!!!</p> <p>[Name Redacted]</p>
12/23/2024	Text Msg	<p>I watched the virtual presentation last week. From lots of personal experience, I would vote for at least three lanes thru each way plus at least one (if not two) extra lanes/shoulders each way to provide for emergencies and breakdowns. At least the number of thru lanes as on the approach roads.</p> <p>The two-way hiker/biker trail would be nice but, would need a solid – maybe opaque or at worse plexiglass – wall on both sides of the hiker/biker trail – to protect from traffic generated wind and wind over the bay. And it would need to have a fenced top to prevent jumpers from climbing up and over.</p> <p>Addressing needs westward to Route 2/450 makes sense. The SB Route 2 to EB 50 too-short merge causes problems for both EB 50 and SB 2. Need a much longer CD-type ramp eastbound to have a much better merge flow. Lots of room between current merge and off-ramp for Bay Dale Drive. Currently merge seems way too short.</p> <p>I disagree with ending study area at 50/301 split in Queenstown. I would say at least 90% of EB traffic from EB Bay Bridge continues to the split late Spring to early Fall. We regularly have 5-miles or more rolling back-ups (with motorists trying local roads as a way to get around the Rte. 50 traffic) because EB 50 drops from 3-lanes to 2 at the split. And really gets hammered because of the signal at the Outlet Entrance and the at-grade signalized intersection of Centreville Road (MD 213).</p>

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		<p>Everyone around here is asking for a simple bridge over 50 with eastbound on and off ramps to and from the bridge to handle the light traffic seeking ingress/egress from the outlet center. Also, there is new development (I've heard a Royal Farm fuel and convenience center and more beyond that) coming on the south side of 50 across from the Outlet Entrance. An at-grade intersection there will kill traffic flow, so needs to be addressed sooner than later.</p> <p>Same request for a simple bridge carrying MD 213 over 50. My experience is very light traffic on MD 213, but the signal to accommodate the few vehicles on MD 213 really creates huge back-up on 50 (both ways) – even in the off-season.</p> <p>If they can get rid of these two at-grade intersections, and also put a fly-over ramp carrying two-lanes of EB/SB 50 (Ocean Highway) to 2 lane Eastbound 404, that takes four lanes on SB 50 – south of MD 213 interchange – and sends 2 lanes east on MD 404 and 2-lanes Southbound on Ocean Highway (Route 50) and no traffic signal.</p> <p>The bigger scope was added to a smaller initial project Woodrow Wilson Bridge project years ago, leading to improvements all the way to Springfield. If you add needed capacity to the Bay Bridge, it's just a short band-aid but does not solve the traffic problem from Annapolis to 404 unless you go all the way to 404.</p>
1/2/2025	Email	<p>Regarding the construction plans for new Chesapeake Bay crossing(s) from St. Margarets to Kent Island:</p> <ul style="list-style-type: none"> • 1.What steps will be taken to ensure construction does not impede the current flow of traffic on Rt. 50? • 2.If yes to number one, what will those steps/remedies be? • 3.Will the current bridges remain in place for use by traffic until the new bridge(s) are 100% complete and in use? • 4.What will the distance between the existing bridges and the new bridges be? • 5.Is there enough room on both sides of the Bay for rights of way for the bridges, or will new property need to be acquired? • 6.If property acquisition for rights of way is required can land legally be purchased from Sandy Point State Park or Terrapin Park (Q. A. Co.)? • 7.What will the heights of the new bridges be compared with the current bridges?How much higher will vertical clearances be to accommodate marine traffic in and out of the Port of Baltimore? • 8.Will plans and pricing for the new bridges include “dolphins” or other similar structures to protect the support structure against shipping collisions? <p>Thank you.</p> <p>Sincerely, [Name, Address, and Phone Number Redacted]</p>
1/3/2025	Email	<p>Hello, I'm a resident in Galena Maryland in Kent County and on the town council here and my public comment is that I would love to see a public transport option on the Bay Bridge. A train or metro or something. As well as a biking and walking lane for the bridge.</p> <p>The solution 'just one more lane will ease traffic' has never worked and never fixed the problem long term.</p>
1/8/2025	Email	<p>I am writing for support of pedestrian and bicycling paths for civilians on the new Bay Bridge which could be connected to trails on either side. This is a great opportunity to enhance Maryland as a location for these activities. [Initials Redacted] [Name and Personal Information Redacted]</p>
1/8/2025	Email	<p>Please include a safe, separate biking and walking lane in the plans for the new bridge!</p>

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1/8/2025	Email	<p>Please support putting a separate bike and pedestrian lane across the bay bridge.</p> <p>This will provide benefits to the citizens in s several ways.</p> <p>Establish a new tourist industry for the Eastern shore with bicycle tourism and a long-distance cycling route starting in Baltimore and heading to the Eastern shore white its opportunities for biking.</p> <p>Improved fitness opportunities by creating and exciting pathway for exercise to the local community</p> <p>Thanks [Name Redacted]</p>
1/8/2025	Email	<p>First and fourth photos show water rescue in Grasonville after storm surge from Isabel. Second photo is in Queenstown at Rt 18 near wastewater treatment facility after storm surge from Isabel. Third photo is somewhere along Rt 18 as people abandoned flood ravaged truck.</p> <p>These photos are part of the text I sent yesterday cautioning what likely may happen if the access roadways aren't seriously addressed regardless of whether the new bridges are built or not. Look what happened to those trying to escape the fires in Mauwii HI, or the freak accident to our Key Bridge. These are things we don't anticipate, but could be deadly and expensive if we don't address them while we can.</p>
1/8/2025	Email	<p>I am writing regarding the possibility of creating multi-use bicycle/pedestrian lanes on the new bay crossing bridge. As an avid cyclist, I have had the opportunity to ride in cities such as Pittsburgh that utilize such lanes. Many of the bridges over the three rivers in Pittsburgh have dedicated lanes to protect cyclists and pedestrians from vehicles. It creates a safer environment for those looking for alternatives to driving. I think this would be a great feature to add to the new bridge.</p> <p>Regards, [Name Redacted]</p>
1/8/2025	Email	<p>To Whom It May Concern,</p> <p>My name is [Name Redacted], I lost my sister Laura, 28, 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.</p> <p>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. The only part of The Francis Scott Key Bridge standing after it collapsed, my fathers ramps were the only thing standing until today. My father's 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.</p> <p>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.</p> <p>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.</p>

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		<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you for your time. Hopefully you will consider my suggestions when designing our new bridges, keeping people safe.</p> <p>Sincerely, [Name, Email Address, and Phone Number Redacted]</p>
1/8/2025	Email	<p>More than extra lanes for the future, super structure barriers at the water so ships cannot reach the bridge. Add shoulders so cars with problems or in an accident can move over. Add technology helping drivers get into the best lane. I really rather the new bridge be on the east side. I personally think more traffic to one area isn't best. Thanks for listening. [Name Redacted]</p>
1/8/2025	Email	<p>I have followed and attended the two open houses at Broadneck HS. Good job.</p> <p>I have been thinking that a light rail line option on the bridge construction would be forward thinking. I don't recall if that was an option.</p>
1/9/2025	Email	<p>Hello,</p> <p>If/when a new bridge is built, I would like to see a "breakdown" lane, on both spans.</p> <p>Also, I am in favor of a passenger and/or car ferry going across the bay.</p> <p>Thank you, [Name Redacted]</p>
1/9/2025	Email	<p>You better put in a way for bikes and pedestrians to cross ANY new way across the Bay. The shameful and stupid Nice Bridge fiasco needs to be not repeated. A dangerous lane with a stupid sign saying bikes OK, is not enough. WHO IN THEIR RIGHT MIND IS GOING TO RIDE OVER THAT THING?? That was a slap in the face of everyone who rides a bike. What a complete EFF You to all cyclists. I'm already angry and you guys haven't even screwed us yet on this. I'm not asking. I'm begging, jerks. FIX IT right this time. Thank you, but not thank you. This shouldn't be a [Offensive Language Redacted] privilege. DO IT RIGHT THIS TIME. [Name and Address Redacted]</p>

Date	Medium	Comment
1/9/2025	Email	<p>January 9, 2025</p> <p>Dear Bay Bridge Crossing Study Officials,</p> <p>On behalf of Talbot Thrive, I am writing to express our strong support for including bicycle and pedestrian facilities in the design and construction of any new bridge crossing the Chesapeake Bay. We believe that such facilities are essential for achieving critical goals related to carbon reduction, transportation equity, and recreational opportunities for Maryland residents and visitors.</p> <p>The inclusion of bike and pedestrian infrastructure aligns with Maryland’s commitment to reducing greenhouse gas emissions. As the state moves toward achieving its ambitious climate goals, enabling non-motorized transportation options over the Chesapeake Bay is an important step. Providing a safe and accessible pathway for cyclists and pedestrians will reduce reliance on motor vehicles and promote cleaner, more sustainable travel.</p> <p>Additionally, we strongly urge the study to incorporate robust mass transit options into the bridge design. A dedicated lane for buses or the incorporation of light rail infrastructure would not only reduce traffic congestion but also offer a more sustainable and equitable transportation alternative for the growing number of commuters and travelers. By providing efficient and affordable transit options, the Bay Bridge can become a vital corridor for connecting communities while reducing vehicle emissions and wear-and-tear on the road network.</p> <p>Beyond the environmental benefits, bike and pedestrian infrastructure would provide a vital link for recreational activities and enhance the quality of life for residents and visitors alike. The Chesapeake Bay is one of Maryland’s most iconic landmarks, and a bridge that accommodates all forms of movement would allow more people to enjoy the stunning views and unique experiences it offers.</p> <p>Furthermore, integrating pedestrian and cycling facilities demonstrates a commitment to inclusive transportation design, ensuring that people who do not drive or own vehicles can still travel across the Bay safely and efficiently. For many, walking and biking are not just recreational activities but vital modes of transportation.</p> <p>We understand that incorporating mass transit as well as bike and pedestrian pathways requires additional planning and investment, but the long-term benefits to the community, environment, and economy far outweigh the costs. Numerous examples from around the country and the world illustrate the success of bridges that embrace multimodal access, enhancing connectivity and fostering sustainable growth.</p> <p>Talbot Thrive urges the Bay Bridge Crossing Study officials to prioritize the inclusion of these facilities in any new crossing plan. By doing so, Maryland can set an example of forward-thinking infrastructure that balances functionality with environmental stewardship and public benefit.</p> <p>Thank you for considering this critical issue. We would be happy to engage further or provide additional input as the study progresses.</p> <p>Sincerely, [Name, Title, and Address Redacted]</p> <p>[Phone Number Redacted] TalbotThrive.org</p>
1/10/2025	Email	<p>We appreciate the opportunity to provide the following comments on the Chesapeake Bay Crossing Study (Tier 2 NEPA). We attended the Anne Arundel County Open House on December 9, 2024.</p> <p>In summary, we believe:</p> <ul style="list-style-type: none"> o MDTA needs to develop a “bench model” simulation of the area (at least 10 miles radius of the existing bridges) using time dependent lights in motion to represent forecast traffic flow and congestion as a visual aid to inform the public of the effectiveness of different alternatives. o MDTA needs to extend the boundaries of “Tier 2 Study Limits” further east and west based on U.S. Department of Transportation Federal Highway Administration (FHWA) forecasts of deterioration of existing bridges in the traffic flow of the Bay Bridge. For example, FHWA forecasts the Severn River Bridge may be in serious deterioration on its substructure by 2034, and its deck and superstructure by 2035. MDTA has this data and other analytics but is not using it in its analyses, a form of misinformation by omission. o Traffic congestion will not be improved compared to current conditions simply by adding more lanes for cars and trucks to cross the Bay using two new bridges similar to the bridges used currently.

Date	Medium	Comment
		<p>The “bench model” simulation would be a straightforward display of traffic and congestion points using the data MDTA already has published. The visual display through time (e.g. 2030-2080) is more sensible for the public to understand than tables of numbers. A working example of a “bench model” display is at the U.S. Naval Academy, Preble Hall, showing the skirmish between a British fleet and 15 American gunboats under the command of Benedict Arnold at the Battle of Valcour Island at the beginning of the Revolutionary War.</p> <p>A substantial amount of information has been considered by MDTA but has not been publicly released. For example, there is limited structural and cost information that would normally be included in a draft Design and Construction Report, and there is no meaningful discussion of the useful lifetime of support infrastructure beyond the boundaries set by the “Tier 2 Study Limits”. MDTA responded to our questions on structures and cost at the Open House on December 9, 2024 by telling us the information we are seeking will be in the draft Environmental Impact Statement (draft EIS).</p> <p>We believe MDTA has rough estimates related to the design and construction of the two new bridges, including demolition and removal of the existing two bridges, that has not been released waiting for the draft EIS. Holding back this information from the public is not in the public’s interest as alternatives are considered and some options are eliminated entirely (e.g., tunnel). We would like to know MDTA’s early estimate for the number of pylons that will be pounded into the bottom of the Bay to support two new bridges, the repetitive noise level from that work, and the length of time of the work. Another topic we asked about at the Open House is the early estimate regarding the method to demolish and remove the old bridges, currently in acceptable shape, and sites that may accept the steel and concrete waste. To adequately perform a Tier 2 Study and to have eliminated alternatives for consideration, MDTA must have some rough estimates for what it is getting into for the proposed alternative and we believe MDTA needs to inform the public of these rough estimates before starting the draft EIS.</p> <p>A serious concern is the known and expected deterioration of the Severn River Bridge which is west of the Tier 2 Study Limit. The FHA Long-Term Bridge Performance database, “InfoBridge”, contains inspection results compiled every two years for thousands of bridges in the country. Maryland has 5,484 bridges represented in the InfoBridge database. For the Severn River Bridge, structure number 10000020038010, by 2034 the bridge substructure is assigned a rating level of 3, and the bridge deck and superstructure assigned at the 3 rating level in 2035. From InfoBridge documentation, rating level 3 represents:</p> <p>“SERIOUS CONDITION - loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.”</p> <p>How can MDTA omit this information from its analyses? MDTA needs to extend the boundaries of the Tier 2 Study Limits so that the whole area infrastructure is acceptable with none of its supporting pieces subject to failure before construction even begins on new bridges.</p> <p>Finally, whole area traffic congestion will not be improved just by adding more lanes on two new bridges. It also does not make sense to continue the two-way traffic scenario on a bridge, as this introduces maintenance and operation complications and driving hazards. This two-way traffic system is outdated. The whole area infrastructure and initial rough estimates need to be discussed with the public before starting the draft EIS. If the estimated cost of two new bridges, including demolition and removal of old bridges, is reported in the draft EIS at around \$5 billion and after all the work is complete turns out to be \$10 billion (a very likely scenario based on government multi-year capital projects), the public will have been terribly served considering some of the alternatives currently eliminated as too costly. For example, we believe it useful to consider a tunnel, dedicated to auto traffic, with entry and exit points far to the east and west of “Tier 2 Study Limits” while using the existing two bridges for truck and hazardous material traffic. The truck traffic on the bridges could be controlled with much reduced speed limits. Those commercial carriers would pay for the bridge maintenance using bridge crossing tolls.</p> <p>Thank you for the opportunity to comment. We request that MDTA contact us by reply email to inform us of any factual inaccuracy in our comments.</p> <p>[Names and Address Redacted]</p>
1/10/2025	Email	<p>Afternoon,</p> <p>My name is [Name Redacted], I am a licensed professional land surveyor at Surveying And Mapping LLC (SAM-LLC).</p> <p>I am reaching out to inquire how my team can be apart of the upcoming Teir-2 project.</p> <p>I look forward to talking more.</p>

Date	Medium	Comment
		<p>Thanks, [Name and Personal Information Redacted]</p>
1/11/2025	Email	<p>These comments are being submitted in response to call for comments on the Bay Crossing Study and as follow up to the meeting with Eastern Shore environmental group representatives held in Easton on January 10, 2025.</p> <p>We believe that a new, larger bridge and associated highway expansion along the current corridor will cause irreparable environmental damage certainly along the neighboring Kent Island and Rt. 50 corridor beyond, but also to other neighboring watersheds through habitat and water quality degradation. We seriously doubt that these impacts have been adequately considered in the study conclusions and the decision for a crossing alternative through the existing corridor.</p> <p>These impacts will occur through increased stormwater, added impervious surface, habitat disturbance and loss, as well as an influx of harmful chemicals and pollutants. Furthermore, there is reason to doubt that the larger bridge capacity will be an effective solution to current traffic problems and that it will likely only lead to more of the same in the future.</p> <p>There is substantial empirical evidence that more roads, lanes, and volume accommodations do not lead to less congestion. The phenomenon of "induced travel" shows that more roads bring more cars. Here is one recent article explaining this apparent contradiction</p> <p>https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/final-reports/10-12-2015-ncst_brief_inducedtravel_cs6_v3.pdf</p> <p>Even if expanding the number of lanes will relieve congestion on Kent Island, it will inevitably lead to bottlenecks near communities further down the road or at the Annapolis end. Again, there would certainly be environmental as well as quality of life impacts.</p> <p>There appears to be adequate reason to question MTA's assumptions about the need for their proposal versus the no build option given that commuting patterns have changed and it is unlikely that all relevant environmental impacts have been fully considered. Also, major projects always exceed their projected costs, which is especially important given the proposal's comparison of new construction (projected) with maintenance costs (for which there is real data). At the very least, all projections should be up to date with a reasonable variance specified regarding traffic patterns, cost, environmental mitigation, and so forth over a decade or longer time horizon. A comprehensive environmental impact assessment by qualified experts completely independent of Maryland Transportation is needed.</p> <p>Respectfully, [Name Redacted] [Title Redacted] , Corsica River Conservancy</p>
1/11/2025	Email	<p>Thank you for the opportunity to review and comment on the referenced proposal.</p> <p>I have attached my comments.</p> <p>Regards</p> <p>[Name and Address Redacted]</p>
1/12/2025	Email	<p>Good evening,</p> <p>If the Maryland Transportation Authority (MDTA) pursues any of the alternatives to build a replacement Bay Bridge (Alternatives B-G), the new bridge needs to include a safe shared-use path that allows people walking and biking to cross the bridge and the bay.</p> <p>The shared-use path should be wide enough to comfortably accommodate mixed bike and pedestrian travel in both directions, span the entire bridge, be separated and protected by physical barriers from motor vehicles, and include a fall protection system.</p>

Date	Medium	Comment
		<p>Additionally, including a shared-use path is consistent with the Maryland Department of Transportation's updated Complete Streets Policy, which is applicable to the MTA and capital improvement projects, such as construction or reconstruction of a bridge, which have not completed the NEPA process by December 1, 2024 (see https://policymanual.mdot.maryland.gov/mediawiki/index.php?title=MDOT_750_Complete_Streets).</p> <p>The Woodrow Wilson Bridge (MD) and Frederick Douglass Memorial Bridge (DC) are good examples of relatively new bridges that have incorporated multi-modal design, including protected shared-use paths that connect communities on either side of the bridge.</p> <p>This is a once in a lifetime opportunity to provide a safe crossing for people walking and biking across the bay, significantly improve the statewide trails network, improve opportunities for active transportation by providing multimodal connections to communities on either side of the bridge, promote recreational and tourism opportunities, and support the state's sustainability and climate goals.</p> <p>Thank you,</p> <p>[Name Redacted]</p>
1/12/2025	Email	<p>I attended the Anne Arundel County Open House for the Chesapeake Bay Crossing Study NEPA Tier 2 on December 9, 2024 and was pleased to see a thoughtful range of possible lane configurations to address both current and future vehicular crossing needs. Judging by the longevity of the current bridge spans, it is important to select alternatives which will accommodate the growth in traffic levels at the end of the lifespan of the replacement bridge structures. The congestion which ensues from lack of lane capacity is clearly seen in the traffic disruptions which plague the current structures, especially during the warm weather months. This would seem to suggest that, although the most expensive alternatives, Alternative F (8-10-8 North) or Alternative G (8-10-8 South) would provide the greatest long-term value and would provide the greatest capacity for lane diversion in the event one of the two proposed spans needed to be closed.</p> <p>In light of the recent Key Bridge collapse and the trend towards ever-larger ships calling at the Port of Baltimore, it is very important to design the new spans to provide increased vertical clearance of the replacement bridge spans above the waters of the Chesapeake Bay. It is equally important to provide a robust bridge pier protection system which will safeguard both replacement spans from either mechanical malfunctions or sabotage from water traffic passing under the spans.</p> <p>I was most encouraged to learn that the consideration of a traffic-separated bicycle/pedestrian shared use path for each of the Alternatives selected. It is very important to consider the infrastructure requirements of all transportation modes, particularly for a project with such a long anticipated service life. The inclusion of a traffic-separated shared use path has important operational advantages in addition to providing for the safe transit of pedestrians and cyclists. This lane can provide maintenance access to the bridge for repairs and periodic bridge inspections as well as easy access for emergency vehicles to address accidents and traffic stoppages.</p> <p>Currently, cyclists wishing to cross the existing Bay bridges must arrange private transportation or engage a taxi with the ability to transport a bicycle. Shared use paths currently exist or are under construction on both the Eastern and Western Shore adjacent to the proposed crossing site. In Anne Arundel County, the Broadneck Trail will be completed to Sandy Point State Park in 2025 and on Kent Island, the Cross Island Trail already extends east to a point beyond Kent Narrows. The nationally-recognized American Discovery Trail already uses the existing Bay bridges as part of its coast-to-coast route from Cape Henlopen, Delaware to Point Reyes, California. The Maine-to- Florida East Coast Greenway has a alternative route from Wilmington, Delaware to Annapolis via the Eastern Shore under consideration and the Rails-to-Trails Conservancy's Great American Rail Trail, extending from Washington State to Washington, DC, could easily be extended from the District of Columbia to the Atlantic Ocean utilizing the Chesapeake Bay Crossing.</p> <p>With the increasing prevalence of electric bicycles use, neither the gradient of the approaches to the shipping channel or the length of the total bridge structure will impose a significant impediment for cyclists using the shared use path.. The striking views up and down the Bay from the new bridges is likely to spur increased tourism in the region and the facility will be very appealing as a transportation as well as a recreational amenity for cyclists from the region. Long distance cyclists on the national trails mentioned above will appreciate the absence of a major impediment on their journeys.</p> <p>I urge the Maryland Department of Transportation and the Maryland Transportation Authority to make the inclusion of a full-length shared use path an integral component of the structures under consideration for replacing the current Bay bridges. The proposal shown to construct a partial length shared use path, essentially a Bay viewing platform, performs no transportation function and should not be considered for inclusion in the Bay Crossing structures.</p>

Bay Crossing Study Public Comments
November 12, 2024 – January 13, 2025

Date	Medium	Comment
		[Name, Address, Email Address, and Phone Number Redacted]
1/12/2025	Email	This would be a dream come true! I fully support a separate bike/ped lane on the new Bay Bridge. Thank you. [Name Redacted] Bicyclist
1/13/2025	Email	I'm aware that building a new bridge south of the present bridge has never been given serious consideration, but it certainly seems like the best choice. [Name and Address Redacted]
1/13/2025	Email	Dear Sir or Madam: I am writing to comment on the proposed new Bay Bridge Spans. I live in a neighborhood immediately south of the existing span known as Amberley. I object to the widening of the existing approach roads to the bridge because it will impinge on existing access roads and commercial areas and will increase noise levels in the neighborhood. There is already a constant level of Route 50/301 noise in the Amberley neighborhood and increasing road traffic and/or moving the road closer to the neighborhood will only make that noise louder. In addition to their nuisance effects, traffic noise has been shown to have adverse effects on property values. Even if the current 6 lanes are maintained, noise mitigation measure should be added to the project because traffic levels will increase with the new bridge spans. If, as proposed, congestion pricing is adopted, that will likely increase traffic in the periods immediately outside the higher cost periods, resulting in more noise spread across longer time periods. Thank you for your consideration of my comments. Respectfully submitted, [Name and Address Redacted]