



Open House Survey Summary

Overview

The MDTA hosted Open Houses for the Chesapeake Bay Crossing Study: Tier 2 NEPA (Tier 2 Study) on September 7, 12, and 14, 2023. The comment period for the Open Houses was open from August 7 to October 16, 2023. Two surveys, the Open House Survey and Equity Engagement Survey, were available online through the Bay Crossing Study website (https://baycrossingstudy.com/). Portions of the Open House Survey were also presented as a live poll was conducted during the Virtual Open House on September 14, 2023. In addition to the online version of the surveys hard copies of the surveys were available at the two in-person open houses held September 7 and September 12, 2023. Additional comments were accepted through the study website, via email and letter, at community engagement events, and during in-person Open House Meetings. The summary that follows is focused on the results of the Open House Survey and live polling results.

Six-hundred and eleven (611) Open House Survey responses were received; including five written Open House Surveys mailed to MDTA, 77 written Open House Surveys submitted at the September 7, 2023 in-person open house in Anne Arundel County, 27 written Open House Surveys submitted at the September 12, 2023 in-person open house in Queen Anne’s County, and 482 Open House Surveys completed through the Study website. The Open House survey included 16 questions. Results for Questions 1-14 are included in this summary report. Question 15 invited respondents to provide their contact information to be added to the project mailing list; this detail has not been included in this summary report. Question 16 invited respondents to make any additional comments. Two-hundred thirty-six (236) open-ended comments were received as a part of the Open House Survey Question 16. These comments are also included in this summary report. Additionally, there were sixty-four (64) participants in live polling during the September 14, 2023 Virtual Open House. Each live polling question corresponded to an Open House Survey Question. Responses received during the Virtual Open House live poll are summarized in this report with their corresponding Open House Survey question. Comment form questions and links to their location in this report are provided below.

Questions

QUESTION 1 ..... 2
QUESTION 2 ..... 7
QUESTION 3 ..... 11
QUESTION 4 ..... 16
QUESTION 5 ..... 19
QUESTION 6 ..... 20
QUESTION 7 ..... 21
QUESTION 8 ..... 22
QUESTION 9 ..... 33
QUESTION 10 ..... 35
QUESTION 11 ..... 37
QUESTION 12 ..... 40
QUESTION 13 ..... 42
QUESTION 14 ..... 44
QUESTION 16: Additional Comments ..... 47

Open House Survey Summary

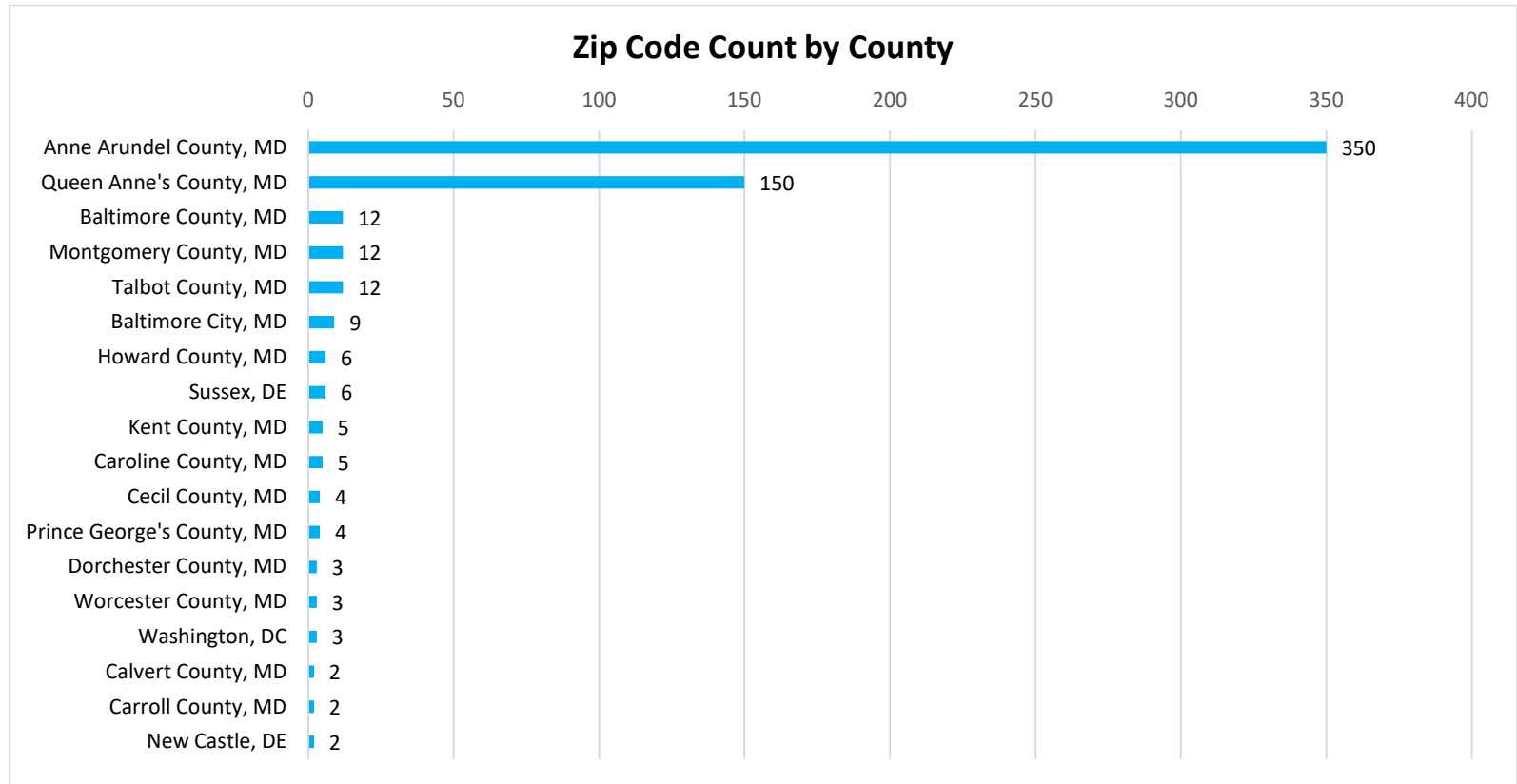
**QUESTION 1**

**What zip code do you live in?**

This question was asked in the Open House Survey and during the Virtual Open House live polling. In both the survey and live polling, the majority of respondents answered Anne Arundel County, followed closely by Queen Anne’s County.

**Open House Survey Results:**

Answered	599
Skipped	12



Counties with One Occurrence	
Chesterfield	VA
Cobb	GA
Frederick County	MD
Monongalia	WV
New Hanover	NC
New York	NY
Wicomico County	MD

States and Counties	Count of Zip Codes
<b>MD</b>	<b>579</b>
<b>Anne Arundel County</b>	<b>350</b>
Annapolis	224
Arnold	84
Crofton	1
Crownsville	1
Curtis Bay	2
Davidsonville	1
Edgewater	10
Gambrills	1
Glen Burnie	6
Hanover	3
Linthicum Heights	2
Odenton	1
Pasadena	7
Severn	1
Severna Park	6
<b>Baltimore City</b>	<b>9</b>
Baltimore	9
<b>Baltimore County</b>	<b>12</b>
Catonsville	2
Cockeysville	1
Dundalk	2

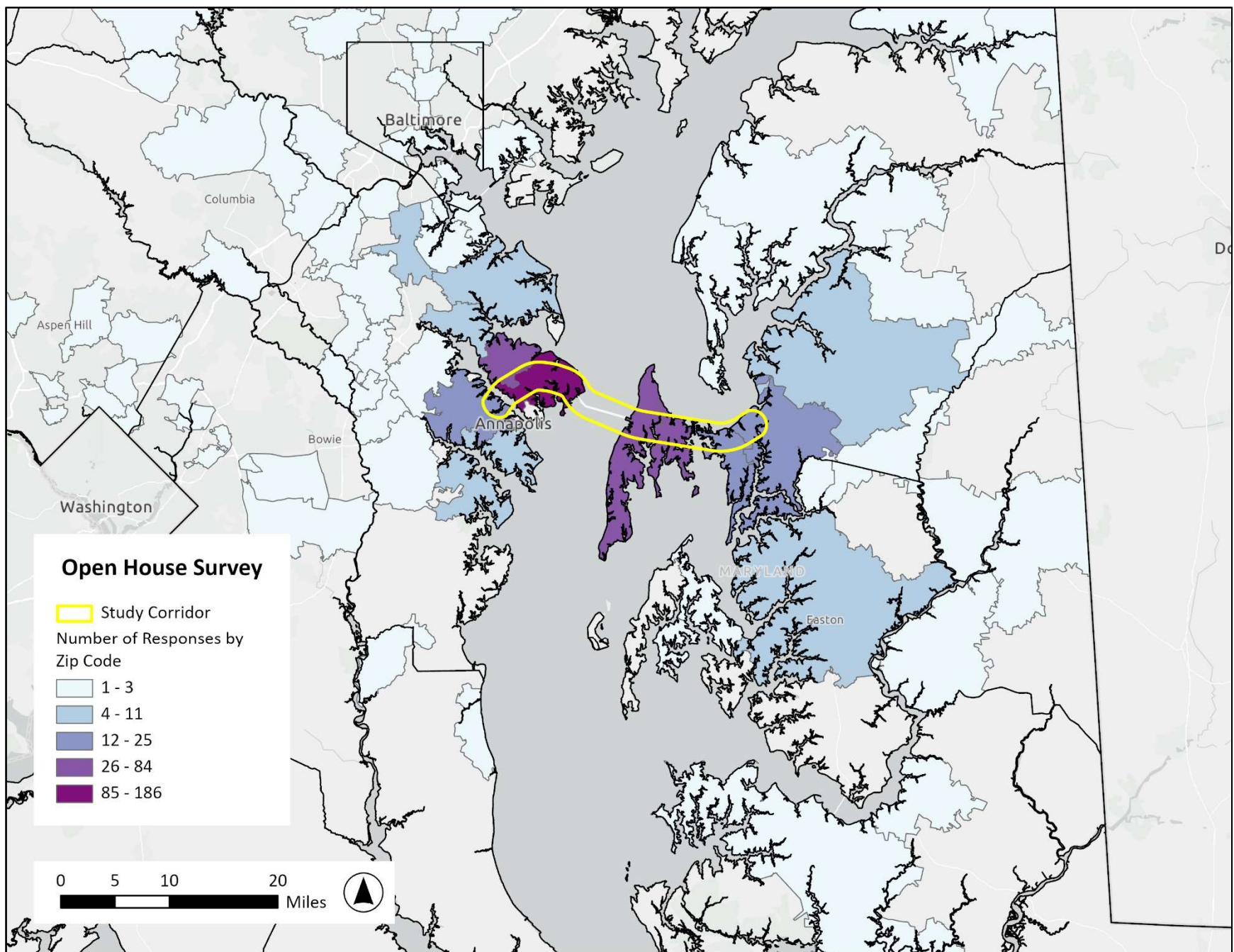
Open House Survey Summary

States and Counties	Count of Zip Codes
Lutherville Timonium	1
Parkville	1
Pikesville	2
Reisterstown	1
Towson	2
<b>Calvert County</b>	2
Chesapeake Beach	1
Dunkirk	1
<b>Caroline County</b>	5
Denton	1
Henderson	2
Preston	1
Ridgely	1
<b>Carroll County</b>	2
Sykesville	1
Westminster	1
<b>Cecil County</b>	4
Earleville	2
Warwick	2
<b>Dorchester County</b>	3
Cambridge	2
East New Market	1
<b>Frederick County</b>	1
New Market	1
<b>Howard County</b>	6
Elkridge	2
Ellicott City	3
Laurel	1
<b>Kent County</b>	5
Chestertown	3
Galena	1
Rock Hall	1
<b>Montgomery County</b>	12
Bethesda	3
Gaithersburg	1
Rockville	2
Silver Spring	5
Takoma Park	1
<b>Prince George's County</b>	4
Bowie	1
College Park	1
Hyattsville	1
Upper Marlboro	1
<b>Queen Anne's County</b>	150
Centreville	10
Chester	48
Church Hill	1
Grasonville	16
Queen Anne	1
Queenstown	14
Stevensville	60
<b>Talbot County</b>	12
Bozman	2
Easton	7
Saint Michaels	1
Wye Mills	2
<b>Wicomico County</b>	3
Salisbury	1
Berlin	2
<b>Worcester County</b>	1
Ocean City	1
<b>Washington, DC</b>	3
<b>Delaware</b>	8
<b>New Castle County</b>	2
Middletown	1
Newark	1
<b>Sussex County</b>	6
Ellendale	1

Open House Survey Summary

States and Counties	Count of Zip Codes
Georgetown	1
Milford	3
Millsboro	1
<b>Georgia</b>	<b>1</b>
<b>Cobb County</b>	<b>1</b>
Kennesaw	1
<b>North Carolina</b>	<b>1</b>
<b>New Hanover County</b>	<b>1</b>
Wilmington	1
<b>New York</b>	<b>1</b>
New York	1
<b>Virginia</b>	<b>1</b>
<b>Chesterfield (VA)</b>	<b>1</b>
<b>West Virginia</b>	<b>1</b>
Morgantown	1
<b>Grand Total</b>	<b>595*</b>

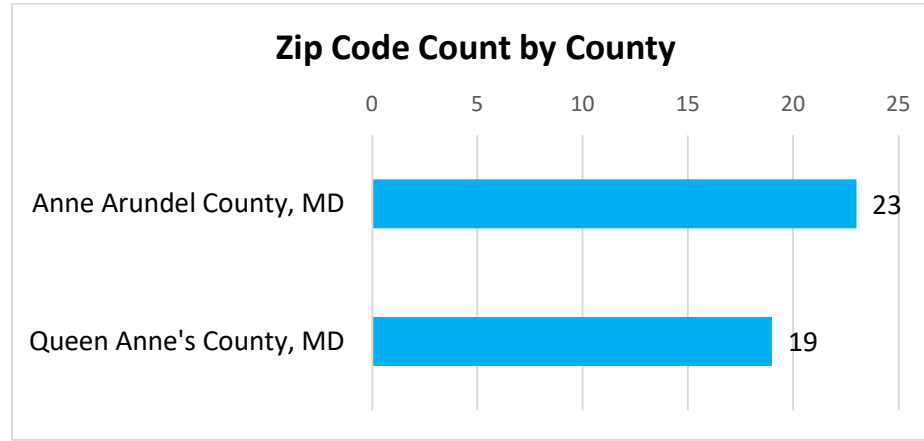
\*Four (4) of the responses were not zip codes (i.e weren't found or were fewer than five digits); therefore the Grand Total is 595 compared to the total number of answers to this question (599).



Open House Survey Summary

**Virtual Open House Poll Results:**

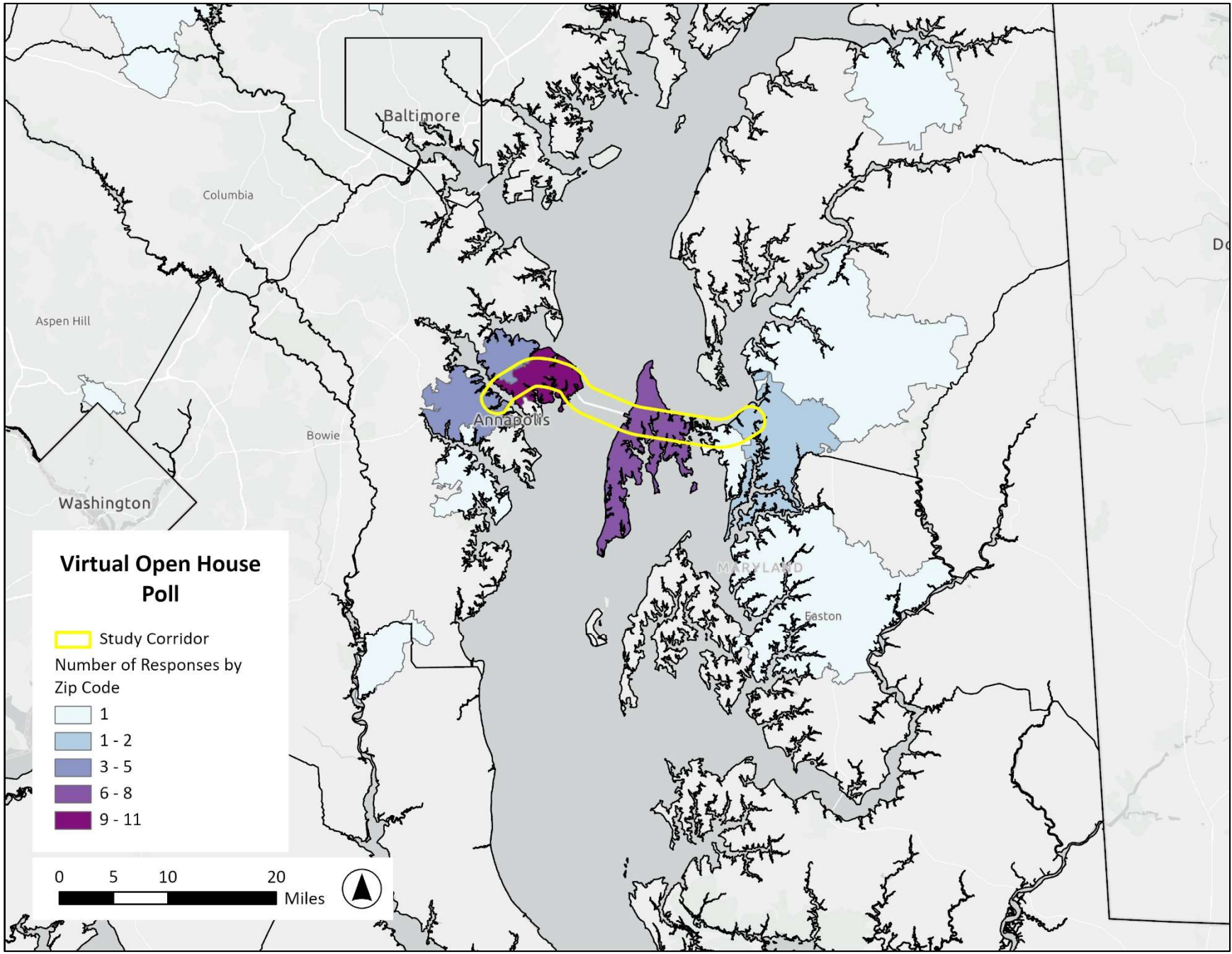
During live polling 54 responses to this question were received.



Counties with One Occurrence	
Anne Arundel	MD
Baltimore County	MD
Calvert County	MD
Carroll County	MD
Chester	PA
Fairfax County	VA
Kent County	MD
Montgomery County	MD
New Castle	DE
Saint Mary's County	MD
Sussex	DE
Talbot County	MD

States and Counties	Count of Zip Codes
<b>Maryland</b>	<b>50</b>
<b>Anne Arundel County</b>	<b>24</b>
Arnold	7
Annapolis	16
Edgewater	1
<b>Baltimore County</b>	<b>1</b>
Lutherville Timonium	1
<b>Calvert County</b>	<b>1</b>
Dunkirk	1
<b>Carroll County</b>	<b>1</b>
Sykesville	1
<b>Kent County</b>	<b>1</b>
Kennedyville	1
<b>Montgomery County</b>	<b>1</b>
Silver Spring	1
<b>Queen Anne's County</b>	<b>19</b>
Centreville	1
Chester	8
Grasonville	1
Queenstown	2
Stevensville	7
<b>St. Mary's County</b>	<b>1</b>
Hollywood	1
<b>Talbot County</b>	<b>1</b>
Easton	1
<b>Delaware</b>	<b>2</b>
<b>New Castle County</b>	<b>1</b>
Middletown	1
<b>Sussex County</b>	<b>1</b>
Milford	1
<b>Pennsylvania</b>	<b>1</b>
<b>Chester County</b>	<b>1</b>
Avondale	1
<b>Virginia</b>	<b>1</b>
<b>Fairfax County</b>	<b>1</b>
Springfield	1
<b>Grand Total</b>	<b>54</b>

Open House Survey Summary



Virtual Open House Poll: Zip Codes	
21409	11
21619	8
21666	7
21012	5
21401	5
21658	2
19709	1
20105	1
21617	1
21093	1
22150	1
21037	1
21012	1
19963	1
21784	1
20910	1
21601	1
21638	1
21645	1
20636	1
19311	1
20754	1

Open House Survey Summary

**QUESTION 2**

Are there community events or other activities that you'd like the MDTA Bay Crossing Tier 2 Study team to participate in? Please provide your suggestions in the space below.

This question was asked in the Open House Survey and during the Virtual Open House live polling.

**Open House Survey Results:**

Answered	140
Skipped	471

Of the 140 responses to this question 57 were 'No' or 'n/a'. Additional responses are detailed as follows:

Question 2: Are there community events or other activities that you'd like the MDTA Bay Crossing Tier 2 Study team to participate in?	
1.	Go to a HOA meeting to keep people informed
2.	Target: Generation X Participants
3.	Amberley HOA
4.	I would like to see the impact on residents.
5.	Do nothing
6.	BCC Meeting - Pay Lynch
7.	Bridge walk
8.	Stop the Build Bicycle Race
9.	This is enough info.
10.	Public Forums - Transparency!
11.	Public forums - Transparency!
12.	Briefing to Lindamoore Improvement Assn - spring 2024 POC [Name, Phone Number, and Email Address Redacted]
13.	Cape St. Clair and Broadneck Council of community meetings
14.	Farragat Farmers Market
15.	Cape St. Clair HOA Meeting
16.	Not opening a national park at the end of Whitehall Rd. You haven't even solved existing issues and you want to add more traffic!?!?
17.	Cape St. Claire Improvement Association
18.	This exchange w/visuals is GREAT!
19.	Whispering Woods Community Association
20.	This event is fine
21.	Feedback sessions about impact analysis, travel demand modeling and economic evaluation
22.	Walks Spring/Fall
23.	Count traffic every day, every hour during summer and fall, please
24.	College Parkway traffic
25.	farmers' markets, perhaps
26.	3RD SPAN - DOUBLE DECK SUSPENSION BRIDGE LIKE NY's GEORGE WASHINGTON & VERRAZANO BRIDGES. ADD A NEW CAR FERRY FROM CHESAPEAKE BEACH TO OXFORD.
27.	Broadneck Council of Governments meetings
28.	The upcoming Queen Anne's County Fair would be an opportune event for the study team to have a display, answer questions, and poll visitors on their opinion of the proposed third Bay Bridge.
29.	ECE COMMUNITY MEETING
30.	I live on kent island and this is crucial to participate in.
31.	Stop closing routes before bridge and build new bridge. Way too much congestion because of overpopulation and too much development.
32.	Christmas decoration
33.	Would like to stay informed
34.	I was unable to go to any of the other meetings, were they recorded?
35.	Broadneck Area Youth Sports
36.	Farmers Market on the corner of Riva Rd and Harry Truman in Annapolis on Sat & Sun mornings

Open House Survey Summary

**Question 2: Are there community events or other activities that you'd like the MDTA Bay Crossing Tier 2 Study team to participate in?**

My name is [Name Redacted], I lost my sister [Name Redacted], 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.

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 too 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,

37. [Name Redacted]

38. Be smart and keep Kent Island residents current on your plan no one wants to be evicted from their home due to your proposed construction of the bridge we have suffered with the weekend traffic that gets worse each year. You should be more concerned with that and the emergency response people

39. 3D Visualizations of the new bridge crossing; wildlife impacts summary and GIS Map w/legend(s)

40. Traffic studies that are needed while the new crossing gets built.

41. stupid question. hat are you talking about?

42. Please come and hang out in Queenstown proper on the weekend (from late April through November) so you can see what it's like to not be able to go anywhere on the weekends because of the bridge traffic. That means no doctors visits, no grocery shopping, and no ability to get to Western Shore airports for any travel unless we want to leave four hours earlier than needed. Also, check out what's happened to the volume of traffic on 301 since the Middletown bypass and extension of Route 1 in DE was completed. That has nearly doubled the volume of car and truck traffic coming past Queenstown on Route 301 making entrance and egress from 301 increasingly difficult and dangerous. Did anyone do a traffic survey before this happened to gauge the local impact to Maryland residents living along this corridor?

43. Yes. How to alleviate the horrendous traffic backups that occur on the Eastern Shore after traffic exits the Bay Bridge. The traffic lights at rt. 50 and 213 and rt. 50 and 404 create miles of backup, first eastbound on Thursday through Saturday, then westbound on Saturday through Monday. Why another bridge in Talbot County, across the bay to Rt. 16 near Cambridge wasn't seriously considered is something that I just don't understand!

44. There needs to be a bridge from lusby area to easternshore. We're not even being reactive to our growth, let alone proactive.

45. Include traffic analysis of the proposal to create a national park at the southern end of Whitehall Rd.

46. Community neighborhood meetings on the Arnold/Annapolis/Cape St. Claire Peninsula

47. Waters Edge HOA Meeting

48. I

49. The annual Bay Bridge run

50. Every weekend traffic from 50 stifling our local roads.

51. How will work (building the bridge) impact the local traffic and how will the finished bridge impact local traffic?



Open House Survey Summary

Question 2: Are there community events or other activities that you'd like the MDTA Bay Crossing Tier 2 Study team to participate in?	
52.	Try to live in our community for a few days and you will realize that what you are proposing is not plausible. This area is already overdeveloped and congested.
53.	Waters Edge HOA meeting at the end of October
54.	Bay Bridge Run (November 2023)
55.	I haven't heard of any events addressing this issue and that is a serious problem. The east bound two lane highway ends in Denton zip 21629, on 404 and becomes a nightmare of traffic. WE DO NOT need another bridge crossing from the western shore and funneling traffic our way. Take it south to handle the increases from DC
56.	Bay bridge traffic
57.	I think a sliding scale should be implemented to make travelers have an incentive to travel the bridge at non peak times.
58.	Actually drive from Annapolis to Trap during rush hour and experience the traffic instead of studying the bridge.
59.	Streaming the meetings would be very helpful
60.	I suggest that what ever events, activities MDTA participants in to be sure they are scheduled at a time that is convenient for the majority of working citizens. Evenings, weekends.
61.	Broadneck Council of Communities meeting
62.	Yes, all Saturday or Sunday activities ie: football games basketball games baseball games, prom held between Kent Island and Queenstown.  Also  Participate in a trial experiment trying to go grocery shopping or general shopping between Thursday evening and Sunday night.
63.	How to move traffic on the island when the overload puts route 50 and route 18 in a complete standstill?
64.	Yes
65.	Bike lanes
66.	It would be terrific to do a broad survey of the people who live on the shore and ask them a single question: "do you think another bridge will affect your way of life in a positive or negative way" Yes or no. Maybe they could explain their choice, but not even necessary.
67.	Artscape
68.	I would like MDTA to participate in open dialogues and conventions with successful marine highway systems in other states and engage in conversations with engineers on marine highway systems.
69.	review the traffic backups at route 50 crossing rt 213 and rt 404 - keep traffic off residential rt662
70.	Hunt Valley Business Forum
71.	Oceans Calling festival, Ocean City MD 9/29-10/1
72.	One of the Caroline County Commissioners monthly meetings
73.	Monthly status/ comment meeting with public and county commissioners
74.	Events attended by State officials explaining why it is taking so long by some 30 years to improve the transportation corridor between Annapolis and the 301/Ocean gateway split.
75.	MagoVista civic association
76.	HOA Meetings in the community - we have one in Gibson's Grant in Chester off of Piney Creek Road
77.	The 2023 Anne Arundel County Emergency Preparedness Expo at Arundel Mills Mall on Saturday, September 16, 2023 from 10 AM-2 PM
78.	Attend virtual meeting
79.	WILMAPCO PAC, TAC and Council
80.	Please ask the actual locals how this affects their lives.
81.	the post race party for the Bay Bridge 10K race on Nov 12
82.	Bay Bridge Cove community meeting
83.	festivals



Open House Survey Summary

**Virtual Open House Poll Results:**

During live polling 27 responses to this question were received. Of the 27 responses to this question 12 were 'No' or "n/a". Additional responses are detailed as follows:

Are there community events or other activities that you'd like the MDTA Bay Crossing Tier 2 Study team to participate in? Please provide your suggestions in the space below. (Maximum 300 characters)	
1.	Annapolis street art festivals
2.	Strawberry Festival in Cape St. Claire
3.	KI Heritage Sociey meetings
4.	Maryland Renaissance Festival
5.	Bay Clty HOA meetings
6.	Mago Vista Civic Association meetings
7.	Eastern Shore events
8.	Bridge Walk
9.	Drive the current bridges on a summer weekend!
10.	The Fall Annapolis Boat Show.
11.	farmers markets
12.	State Fair
13.	Bay city community monthly meeting
14.	The WILMAPCO PAC has some members who live on the Eastren SHore.
15.	Kent island farmers market

Open House Survey Summary

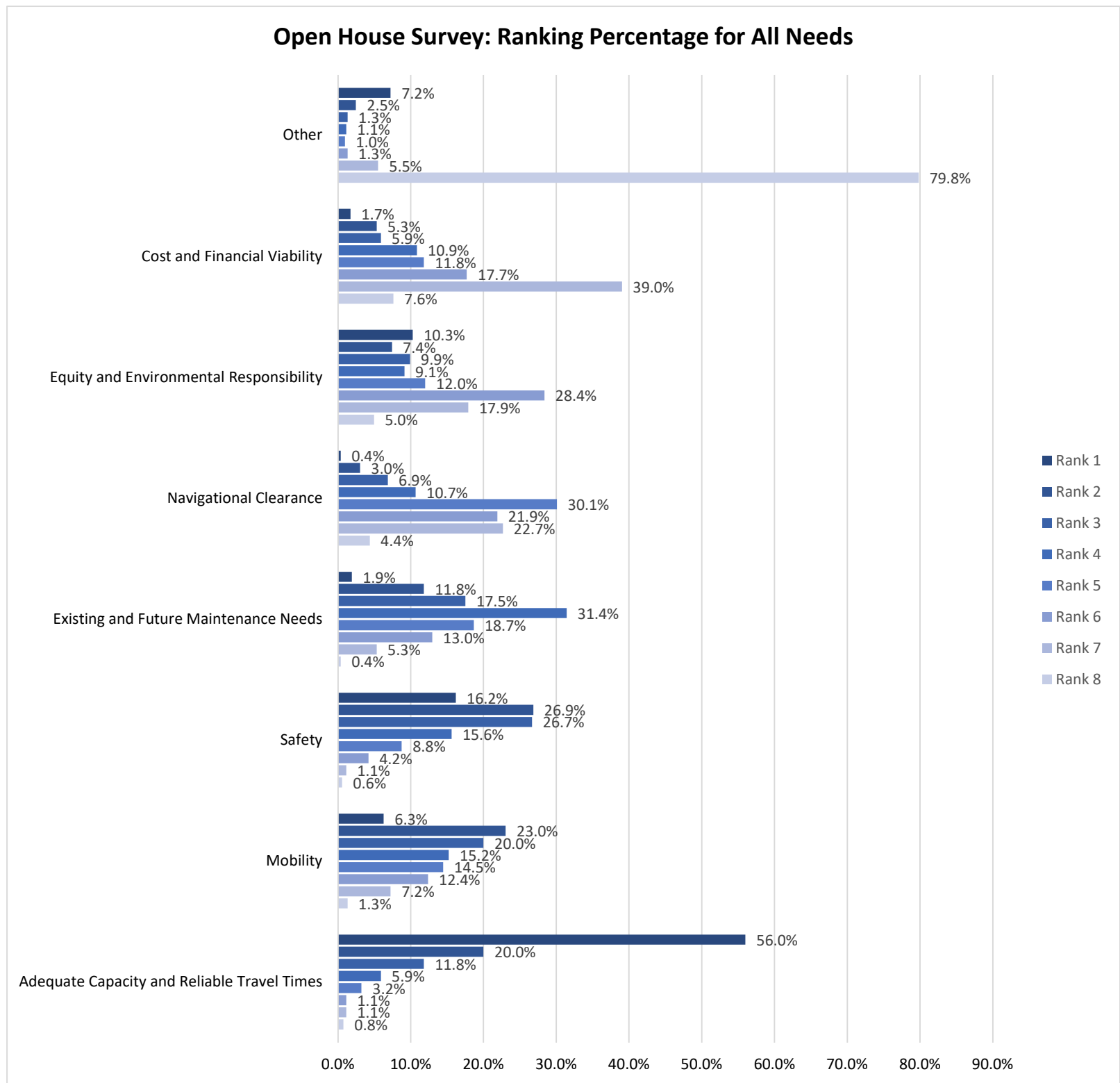
**QUESTION 3**

Please rank (1 through 7, with 1 being the most important) the following study corridor needs and considerations in order of importance.

This question was asked in the Open House Survey and during the Virtual Open House live polling. In both the survey and live polling well over 50% of respondents ranked, “adequate capacity and reliable travel times,” as the most important need and consideration for the study corridor.

**Open House Survey Results:**

Answered	525
Skipped	86



	1	2	3	4	5	6	7	8								
<b>Adequate Capacity and Reliable Travel Times</b>	56.0%	294	20.0%	105	11.8%	62	5.9%	31	3.2%	17	1.1%	6	1.1%	6	0.8%	4
<b>Mobility</b>	6.3%	33	23.0%	121	20.0%	105	15.2%	80	14.5%	76	12.4%	65	7.2%	38	1.3%	7
<b>Safety</b>	16.2%	85	26.9%	141	26.7%	140	15.6%	82	8.8%	46	4.2%	22	1.1%	6	0.6%	3
<b>Existing and Future Maintenance Needs</b>	1.9%	10	11.8%	62	17.5%	92	31.4%	165	18.7%	98	13.0%	68	5.3%	28	0.4%	2
<b>Navigational Clearance</b>	0.4%	2	3.0%	16	6.9%	36	10.7%	56	30.1%	158	21.9%	115	22.7%	119	4.4%	23
<b>Equity and Environmental Responsibility</b>	10.3%	54	7.4%	39	9.9%	52	9.1%	48	12.0%	63	28.4%	149	17.9%	94	5.0%	26
<b>Cost and Financial Viability</b>	1.7%	9	5.3%	28	5.9%	31	10.9%	57	11.8%	62	17.7%	93	39.0%	205	7.6%	40
<b>Other</b>	7.2%	38	2.5%	13	1.3%	7	1.1%	6	1.0%	5	1.3%	7	5.5%	29	79.8%	419

Open House Survey Summary

Within the survey, respondents could select 'Other' and provide an open response indicating their need or consideration of greatest importance. These responses are provided below.

Open House Survey Question 3: Other (please specify)	
1.	Speed of construction - we'd like a solution as soon as possible!
2.	Impact on local neighborhoods
3.	Residential & business impact - Local to KI
4.	TBD- More studies
5.	approaching traffic
6.	Noise Level
7.	Timeframe
8.	One crossing gives limited options
9.	Traffic!
10.	What happens to Route 50 land widths before the Severn River Bridge heading East and West
11.	Study if traffic will still back up at Severn River Bridge even if a new Chesapeake Bay Bridge span is added, if so we spent a lot of money and still haven't resolved the issues and backups. Both bridges need to be addressed at the same time or the problems will remain.
12.	HIGH SPEED RAIL
13.	Speed limit goes from 50 5 40 going uphill on the Bay Bridge.
14.	Need to address Severn River Bridge choke point
15.	sound and noise pollution no only from construction but from traffic after completion.
16.	Side roads for locals.
17.	Impact on Annapolis area neighborhoods
18.	Impact on communities close to 301 on all sides
19.	Daily road noise for local neighborhoods. 2. Local Mobility
20.	Stop the politicians from delaying the new bridge. The facts are known. Make the difficult decision and stop all the delays. Be responsible.
21.	Noise of traffic
22.	Resident impact - travel, EMS response, ability to leave house, shop etc.
23.	access and egress for rt 8 drivers
24.	get it done! sooner than later
25.	Adequate capacity and reliable travel times, mobility and safety are all rated as 1
26.	Need for the neighborhood road not to be used as over flow by cars that want to save time by not staying on route 50. Those living off of St. Margrets Road Rt 179 at times can't leave to due the road packed with non resident autos
27.	Building a 3rd bridge and keeping people on 50, not clogging local roads.
28.	UNDER BRIDGE - BICYCLE AND PEDESTRIAN LANE
29.	Alleviating traffic, rather than trying to bring more across. Living on the island is like being imprisoned all weekend!
30.	NA
31.	The safety and quality of life in the people who make Kent Island their home, particularly those who reside within the designated corridor.
32.	Protection of current residential properties, historic, environmental and traditional minority communities
33.	* through traffic - those going from Southern VA to Northern areas... NJ, PA, NY . bridge isn't just commuters. Baltimore comes south to cross and all of DC cross. IF, half of DC could use an alternate route your bridge wouldn't be overcrowded. two 6 lane routes is better than one 12 lane crossing.
34.	The bridge should be in southern Maryland to draw off dc and Virginia traffic. The fact that you are currently closing off local access to the bridge, and ignoring studying St. Margaret's road, Annapolis street Academy Bridge and Rowe Blvd shows the flawed process. You are intent on paving the entire county to jam this bridge through.
35.	Multiple research studies have been published that show increasing roads, lanes, and bridges INCREASES traffic congestion; it does not alleviate it. Additionally, no plan has been put forward for addressing the foreordained congestion and delays that will be created throughout the Eastern Shore. Lastly, the proposed bridge will create even more urban sprawl on the Eastern Shore, which doesn't want it, will be damaging to our agriculture and attendant food security, and will affect the quality of life for the present residents of the Eastern Shore. If people are so anxious to get the the beaches, build an environmentally friendly train or ferry to supplement the existing roads. At this time of climate crisis, the last thing the Earth needs is more pollution form millions more vehicles for "fun". Driving for hours to go to the beach is a carbon polluting luxury the Earth cannot afford.
36.	bicycles and pedestrians
37.	Stop closing routes before bridge and build new bridge. Way too much congestion because of overpopulation and too much development.
38.	Long-term negative impact on the Eastern Shore- more sprawl, loss of habitat, overdevelopment, over-commercialized.
39.	Land use effects
40.	Neighborhoods like those off Pleasant Plains Rd. should not be held hostage by beach traffic on spring/summer/fall weekends
41.	Impact on established neighborhoods near the proposed expansion site.
42.	Access to RT.50 in traveling to and from Annapolis is VERY difficult in the months of May, June, July, August and September. What usually takes 15-20mins to get home from Annapolis City might take 45 mins. to an hour. This is unacceptable.

Open House Survey Summary

Open House Survey Question 3: Other (please specify)	
43.	Traffic pattern cannot pass the buck to another choke point Gwitting more people over the bridge then squeezing them into Kent Island or Queenstown isn't going to help those communities. Traffic needs to be considered all thr way through 50/301 on both sides.
44.	This area is already so congested there needs to be a different Corridor to route traffic through another location!!!!!!  No more building new lanes through this area!!! it will only ruin this area and the beauty that people come here to live. There needs to be a completely different route considered or widen 95 and consider those options!!!!!!
45.	Impact to local residents and environment of Kent Island. Having moved off the Island due to the terrible and impossible traffic jams I know what it's was like to be land locked in our homes - especially during the beach travel months. No matter a new bridge, tunnel or bridge tunnel, it all dumps onto Kent Island which impacts all residents and businesses there.
46.	Ability to flex lane directions as traffic patterns or traffic disruptions or bridge maintenance dictates
47.	Aesthetically pleasing structure; enhancement to the Bay waterway
48.	Dedicated safe bicycle and pedestrian lanes with access to east and westbound sides of route 50
49.	ANOTHER STUPID QUESTION THAT CAN'T BE ANSWERED (RATED)
50.	My "other" includes tolls coming into MD from DE off Route 1 onto 301. Add a toll and use the revenue to help offset the cost of a new span in a less environmentally susceptible (check out the water levels predicted for Kent Island within 10-15 years) and less densely populated and less traffic-saturated place.
51.	There isn't any mention concerning the destruction of the quality of life on the Eastern Shore in Queen Annes County due to the yearly increase in the massive amount of beach bound traffic blocking our resident's access to simply leave and return to our homes!
52.	Using current eastbound as a reversible bridge and building a new 3 lane (4 lane?) south of that to handle eastbound traffic normally and utilizing the westbound bridge for westbound traffic. Converting the approaches and disembarking points for the two lane "oldest" bridge for use as a reversible structure for cars only high capacity needs. Utilize only the original bridge in peak hours to extend its life.
53.	Building a second span elsewhere (e.g. for Virginia travelers to divert some of the traffic instead of funneling it all the same way).
54.	Environmental and Community responsibility. Equity has nothing to do with building this bridge.
55.	Minimize traffic/congestion impact during construction
56.	the impact and travel delays for those that live in the area trying to get home from work, leaving the house to run errands etc
57.	Shared risk analysis - what are the plans when something happens that restricts traffic over crossing option #7? Consider things like suicide jumpers and terrorist actions.
58.	How will this relieve traffic for current US 50 local routes/crossings/neighborhoods? Even if I do not actually enter route 50, there is significant bottle necking from Baltimore and DC for people trying to merge onto US 50. For example, Ritchie Hwy/US-2 slow from Baltimore to US 50 during peak Sumer days. A bridge in a different corridor would relieve these concerns much better rather than a new bridge in the same location. You need to think about traffic coming from VA, DC, and west and north in MD all bottle necking on all the access roads to get to the bridge entrance.
59.	Quality of life impacts to the communities on Kent Island, specifically on Route 8 and Route 18. A third bridge will dramatically change the "livability" of the Island, especially in the summer. It won't relieve congestion, it will only encourage more tourists to go to the beach.
60.	I am trying to figure out if this plan would impact the existence of the community I live in (Revell Downs). Would any existing housing need to be demolished?
61.	Keeping existing housing and parks intact and safe.
62.	Impact on local communities directly affected by project
63.	Another bridge needs to be built somewhere else to take the pressure off this area. One minor fender bender and the entire area is in gridlock
64.	NEW BRIDGE IN SOUTHERN MD NOT ARNOLD/ANNAPOLIS!!!!!!
65.	Impact to the people who live in the area: additional traffic, pollution, and environmental impact to an area that is already very, very stressed.
66.	I live in the Annapolis portion of the corridor near the Rt. 50 Severn River Bridge, and am very concerned with any expansion of Rt. 50 and the bridge.
67.	Impact on surrounding communities
68.	The impact on local traffic while bridge is being built and after bridge is completed. What will change? What land is taken? Will residents living close to the bridge be better or worse off?
69.	Why is resiliency and redundancy not part of the purpose and need of this Project? I am a USDOT Environmental Protection Specialist, and this is always part of purpose and need for a bridge project.
70.	Traffic paralyzes residents from bridge to queenstown...used to be just Sunday evenings, but now Friday and Saturdays. Kids can't get to sports on the same side of the bridge! Don't even need to go over as at KIHS!!
71.	Effects to current communities in the area of potential expansion, which will experience negative impacts on noise/traffic and other residual side effects from increased roadway usage/expansion.
72.	Anything other than "Equity"
73.	My property abuts Route 50. My highest priority is that existing property owners get to stay where they are and not be taken via eminent domain.
74.	Impact on summer beach travel to communities already impacted
75.	The impact to local residents who live along Whitehall Road particularly the St. Margaret's Landing subdivision must be considered. Our family homes that were once quiet and surrounded by farmland  are now subjected to the expansion of Rt. 50 AND a potential flagship location for a national park. You have to take care of these 200+ residences to ensure property values do not suffer. We pay an outrageous amount of taxes to be landlocked (no water access) with no community pool and restricted by critical area laws of what we can do to enjoy our properties (I.e no private swimming pools). This subdivision needs to be studied in depth as to the potential impact of this project.
76.	Consideration of the surrounding communities. The overcrowding and traffic can severely impact neighborhoods near the crossings.
77.	Traffic impacts to broad neck peninsula and highway 50 traffic

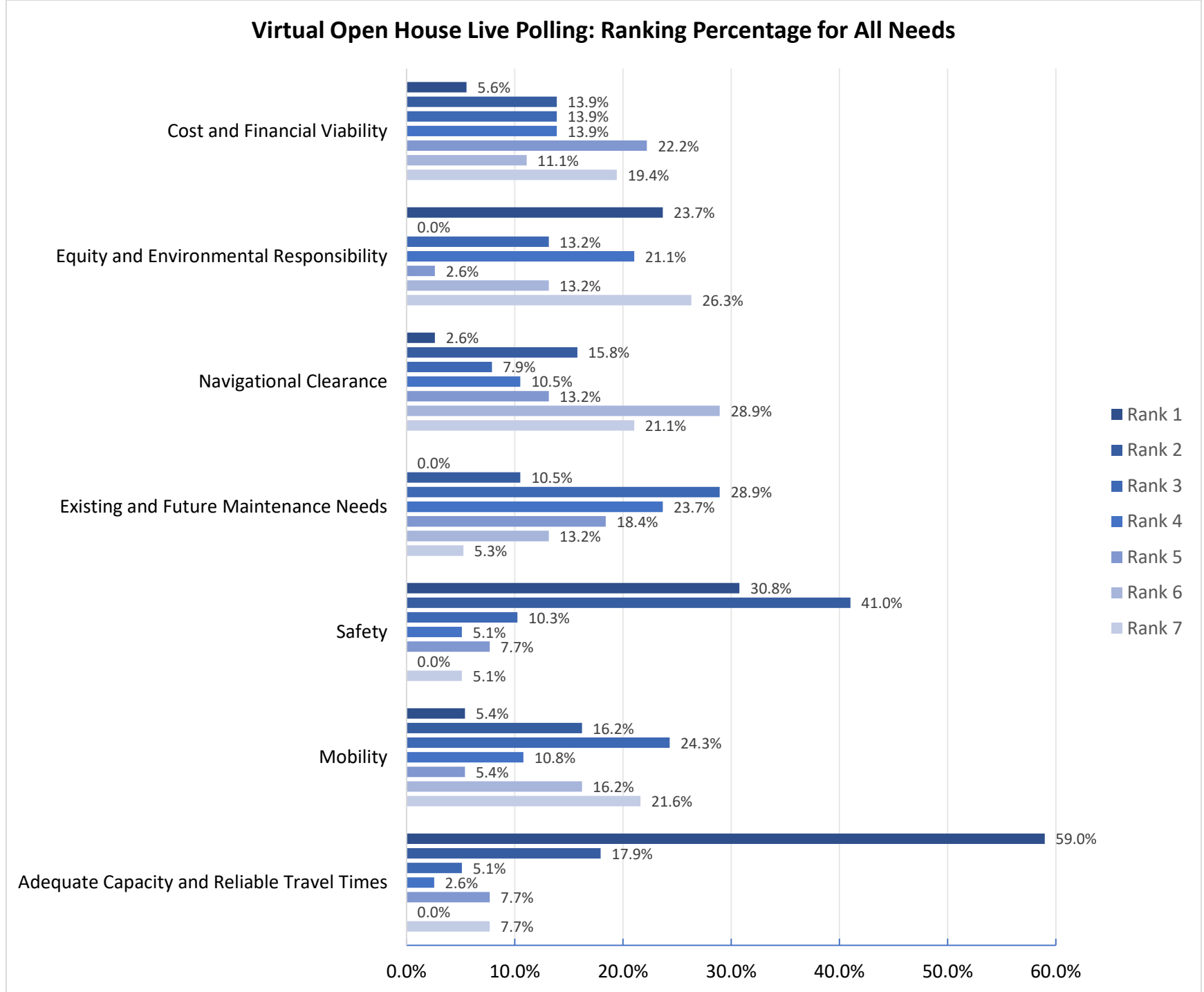
Open House Survey Summary

Open House Survey Question 3: Other (please specify)	
78.	Will this plan really help 20 years from now? If this only solves the current problem and traffic continues to increase then another solution will have to be found. You need to plan for the future and not for the problems now. Other locations need to be considered. The two current bridges will not last forever. A bigger wider newer bridge will eventually have to be built at some point.
79.	I want to be able to drive local roads on Kent Island without the bridge traffic.
80.	Impacts to residences in the area
81.	How does increasing capacity in the exact same location solve the problem?
82.	impact on neighborhoods that border Rt 50 past the Severn River Bridge
83.	Local community needs to maintain communities without additional access roads being paved right through them, getting around and performing daily activities like taking children to school without significant delays and also to prevent local communities from being a pass through or parking lot to mitigate bridge traffic.
84.	Impact on the communities adjacent to Route 50.
85.	Quality of life for those living around the current bridge.
86.	Given the rather modest quality of the beaches and resorts on the Eastern Shore, would the huge investment in building a new bridge across Chesapeake Bay not be better spent on, say, a "City of Arts and Sciences" in Annapolis modeled on the one in Valencia, Spain or an extension of the Metro from New Carrollton to Annapolis?
87.	Traffic congestion impact on Rt. 50 and College Parkway.
88.	impact on the communities along rt. 50 east of Cape St. Claire
89.	A study commissioned by the conservation group and performed by Hanover, Md.-based AKRF concluded that the benefits of a new span would not last long because it would attract "new travelers."  "The widening of the Bay Bridge would temporarily relieve congestion on the bridge itself, but not on the highways leading to it unless they were also widened," the study's authors concluded. "The additional traffic attracted to the wider bridge would correspondingly require widening of large stretches of US 50 in the years following the bridge project to avoid new traffic bottlenecks. Unfortunately, the extent and repercussions of this 'induced traffic demand' to roadways beyond the vicinity of the bridge were not considered in the DEIS."
90.	Local traffic in QA county not just AA.
91.	The well being of existing local businesses.
92.	Question 1 to 8 does not work
93.	Impact on local traffic for those who just want to get home from work, take kids to activities and run errands. I don't want to put my life on hold every summer weekend.
94.	You really need to define the above topics. We're impacted but we don't do the planning or use the jargon.
95.	Impact of Bridge traffic on local area traffic
96.	n/a
97.	Disruption to the lives of current residents
98.	Noise from additional traffic in surrounding neighborhoods.
99.	Quality of life of residents within the targeted zone. Kent Island residents have, and will, see the greatest impact from Bay Bridge traffic. No other locations are seriously considered due to NIMBY politics. When I moved here >25 years ago, the bridges had existed for decades, but the negative impact was manageable. Now, it is not. Increasing capacity of the bridge system will not address this basic issue for those of us who have called this area home for decades.
100.	Multi-modal Accessibility
101.	effects on side roads due to increased traffic volume - especially RT 662 at rt 2213 and 404 crossings , speeders on rt662 in residential areas by passing the traffic lights, overpasses are needed to get them off residential roads.
102.	Study option(s) for ferry routes
103.	Widening of Route 50 on the Eastern end of the bridge in order to prevent heavy backups in Kent Island and Queen Anne. Build overpasses at 404 and Chesapeake College. Close Outlet shopping center exit to route 50; move it to 301.
104.	We need a completely new bridge to link the eastern shore and western shore. The old bridges are in disrepair and unsightly to residents. Build a new bridge that is visually appealing and has at LEAST 6 lanes (3 west and 3 east).
105.	Make the new bridge as well as the existing spans less scary! Give us shoulders and jersey walls. I know so many people who fear these bridges. Delaware Memorial is an example of a big but NOT scary bridge.
106.	This bay bridge crossing has become a household joke. Our main consideration is to stop fooling around and get to work in improving the Annapolis to 301 split corridor. It should have been done 30 years ago.
107.	It appears all you will accomplish is. Moving the traffic jam to the 50 301 split. What in this effort helps the residents in this traffic mess
108.	Preservation of our community, property and property value.
109.	Well maintained roads with police presence to keep traffic safe.
110.	Why access on my property needed
111.	Local businesses having to shut down due to customers being able to get to the business or deliveries unable to get to the destination in a reasonable amount of time.
112.	Adding more capacity that ultimately results in worsening traffic jams on local roads in Chester and Stevensville is a major concern. Residents become rapidly stranded when traffic from 50 overflows into our local roads every summer weekend.
113.	[Equity and Environmental, Equity crossed out]
114.	[Mobility] – What is this? [Equity and Environmental, Equity crossed out] - These are 2 distinct issues and should be listed separately. [Other] - Equity.
115.	[Other] - Noise from illegal engine braking by trucks at Piney Narrows Bridge

Open House Survey Summary

**Virtual Open House Poll Results:**

During live polling 39 responses to this question were received.



Rank	Adequate Capacity and Reliable Travel Times	Mobility	Safety	Existing and Future Maintenance Needs	Navigational Clearance	Equity and Environmental Responsibility	Cost and Financial Viability							
1	59.0%	23	5.4%	2	30.8%	12	0.0%	0	2.6%	1	23.7%	9	5.6%	2
2	17.9%	7	16.2%	6	41.0%	16	10.5%	4	15.8%	6	0.0%	0	13.9%	5
3	5.1%	2	24.3%	9	10.3%	4	28.9%	11	7.9%	3	13.2%	5	13.9%	5
4	2.6%	1	10.8%	4	5.1%	2	23.7%	9	10.5%	4	21.1%	8	13.9%	5
5	7.7%	3	5.4%	2	7.7%	3	18.4%	7	13.2%	5	2.6%	1	22.2%	8
6	0.0%	0	16.2%	6	0.0%	0	13.2%	5	28.9%	11	13.2%	5	11.1%	4
7	7.7%	3	21.6%	8	5.1%	2	5.3%	2	21.1%	8	26.3%	10	19.4%	7

Open House Survey Summary

**QUESTION 4**

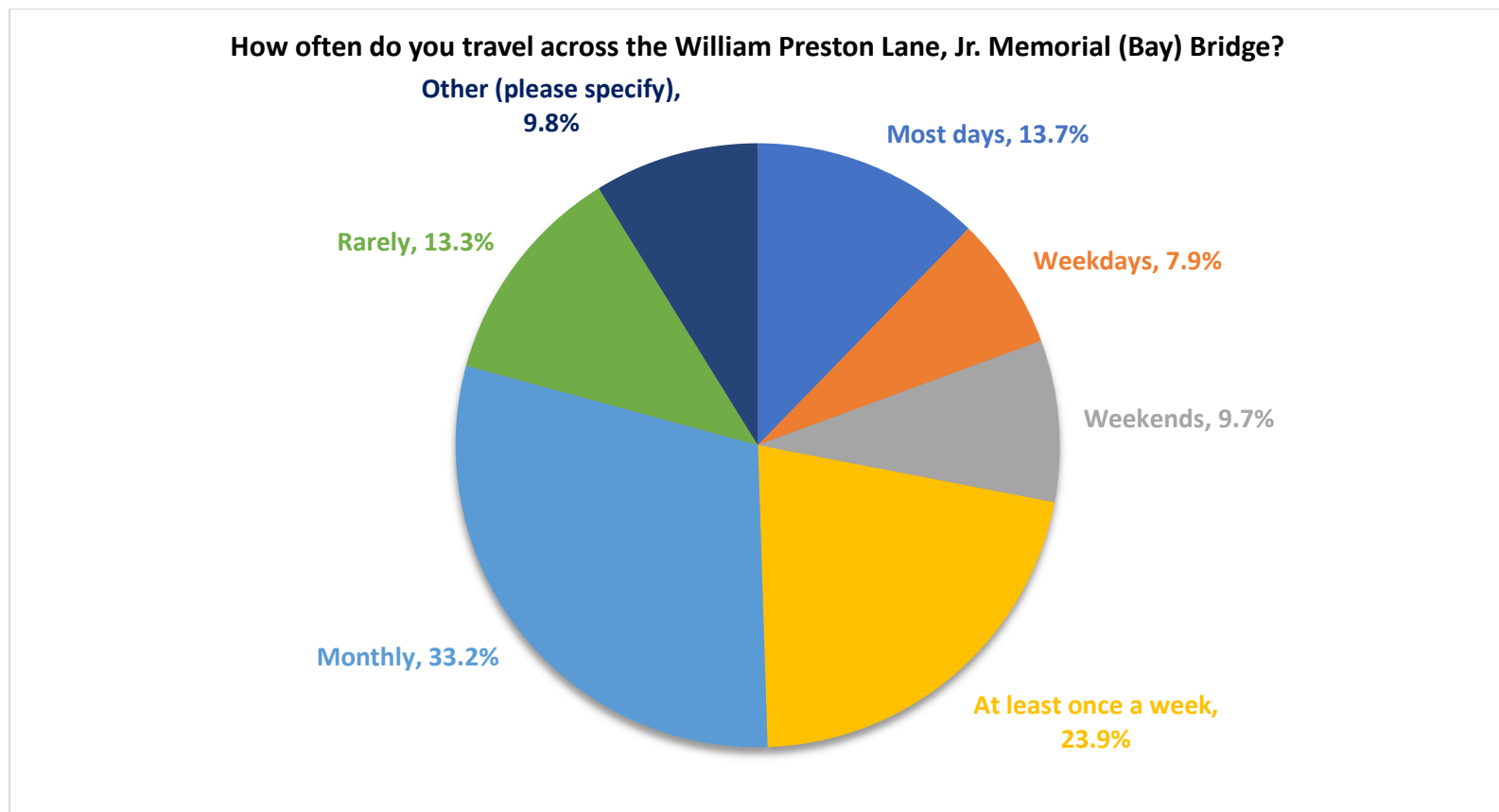
How often do you travel across the William Preston Lane, Jr. Memorial (Bay) Bridge?

This question was asked in the Open House Survey and during the Virtual Open House live polling. In the survey the majority of respondents indicated that they traveled the bridge monthly (33.2%) or at least once a week (23.9%) compared to respondents to the live poll, the majority of whom indicated that they traveled the bridge rarely (29.0%), Monthly (27.0%), or at least once a week (22.0%).

**Open House Survey Results:**

Answered	518
Skipped	93

Open House Survey	Responses	
Most days	13.7%	71
Weekdays	7.9%	41
Weekends	9.7%	50
At least once a week	23.9%	124
Monthly	33.2%	172
Rarely	13.3%	69
Other (please specify)	9.8%	51



Within the survey, respondents could select 'Other' and provide an open response indicating the frequency with which they use the bridge. These responses are provided below.

Open House Survey: Question 4 Other (please specify):	
1.	3X per week
2.	Depends. We have family on E.Shore. We live on W.Shore
3.	2-3 times daily
4.	5-6 a week
5.	summer trips when possible because traffic sucks
6.	5 x/yr
7.	4 times a day on a J.B. Hunt Truck. Now retired. Lots of drivers still do.
8.	very rarely
9.	seasonal
10.	Everyday
11.	~10x/yr
12.	I avoid the Bay Bridge/RT 50 as much as possible.
13.	every 2-3 months
14.	~10 times per year
15.	4-6 times a year
16.	most days when working - at least once a week retired
17.	often although not for work. doctors, family, shop
18.	Sundays
19.	daily
20.	I don't travel across the bridge, but I travel around in the area of the bridge.



Open House Survey Summary

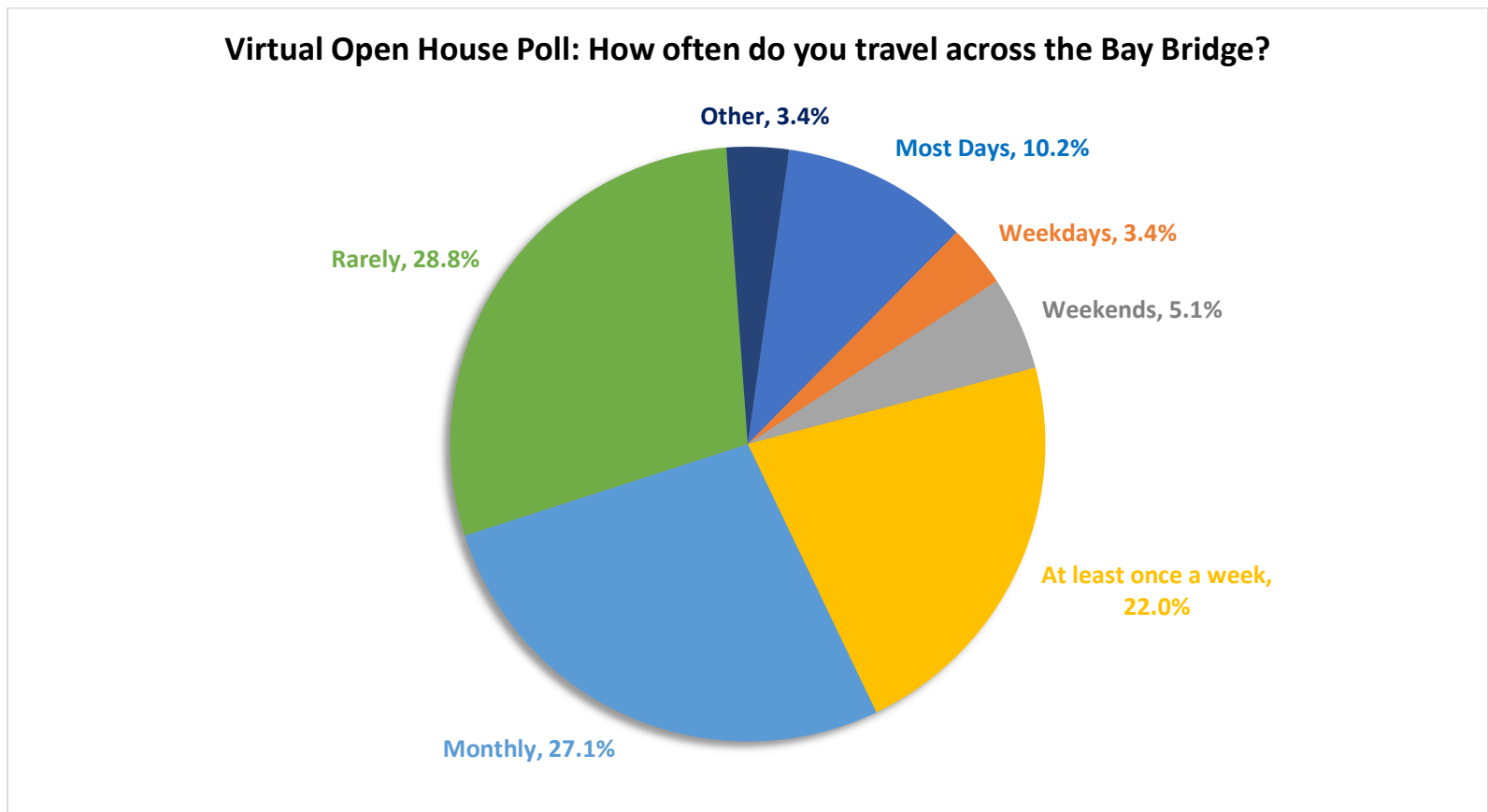
Open House Survey: Question 4 Other (please specify):	
21.	Two to three times a year
22.	Various times throughout the year - no set schedule
23.	During the Summer on trips to Bethany Beach, DE
24.	Twice a year
25.	distance driver, going from S VA, to PA area. would like to go US301 and avoid DC/Balt but the crossing is too crowded.
26.	Weekdays and weekends
27.	tend to use as needed but we do avoid the bridge during commute times/weekends
28.	Weekends traveling to the beach, weekdays to shop or go to the DR. on Kent Island
29.	I would go weekly but I don't due to the traffic issues
30.	Used to be daily but since we moved off Kent Island, now once a week
31.	3 to 4 times per week
32.	We own a second home in Betterton so we are on the bridge 2-3 trips a month
33.	Vacation; eastern shore visits; business
34.	-
35.	3-5 per month.
36.	Occasionally - it varies
37.	I was commuting daily.
38.	4 or 5 times a year
39.	I live near the bridge and travel across the bridge about 25 times a year.
40.	Daily commuter for work location, but also travel across on weekends and some holidays for personal travel.
41.	4 times a week
42.	Everyday
43.	Only when I have to
44.	The "Eastern Shore" is very similar to the peninsulas around Annapolis and the beaches are mediocre. Hence, I travel there infrequently and usually to visit friends.
45.	a few times a month
46.	about 2 days per week - not limited to weekends
47.	I used to commute daily across the bridge but quit that job because I hated the bridge so much.
48.	Several times a month in the summer
49.	As few times as possible
50.	Goes in spurts
51.	1 or 2 times a year

Open House Survey Summary

**Virtual Open House Poll Results:**

During live polling 59 responses to this question were received.

Virtual Open House Poll	Responses	
Most Days	10.2%	6
Weekdays	3.4%	2
Weekends	5.1%	3
At least once a week	22.0%	13
Monthly	27.1%	16
Rarely	28.8%	17
Other	3.4%	2



Open House Survey Summary

**QUESTION 5**

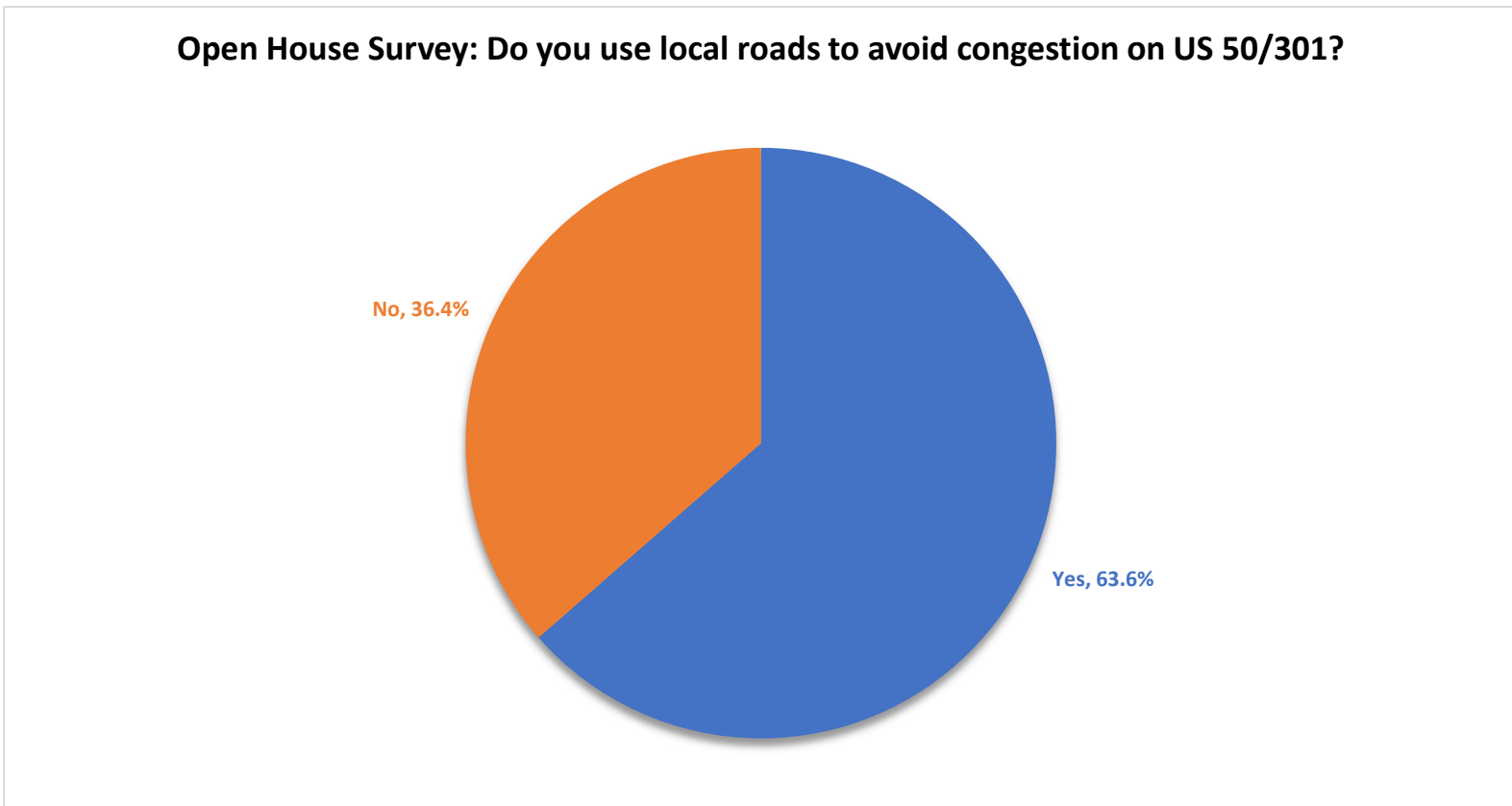
Do you use local roads to avoid congestion on US 50/301?

This question was asked in the Open House Survey and during the Virtual Open House live polling. In both the survey and the live poll more than 60% of respondents indicated that they use local roads to avoid congestion.

**Open House Survey Results:**

Answered	516
Skipped	95

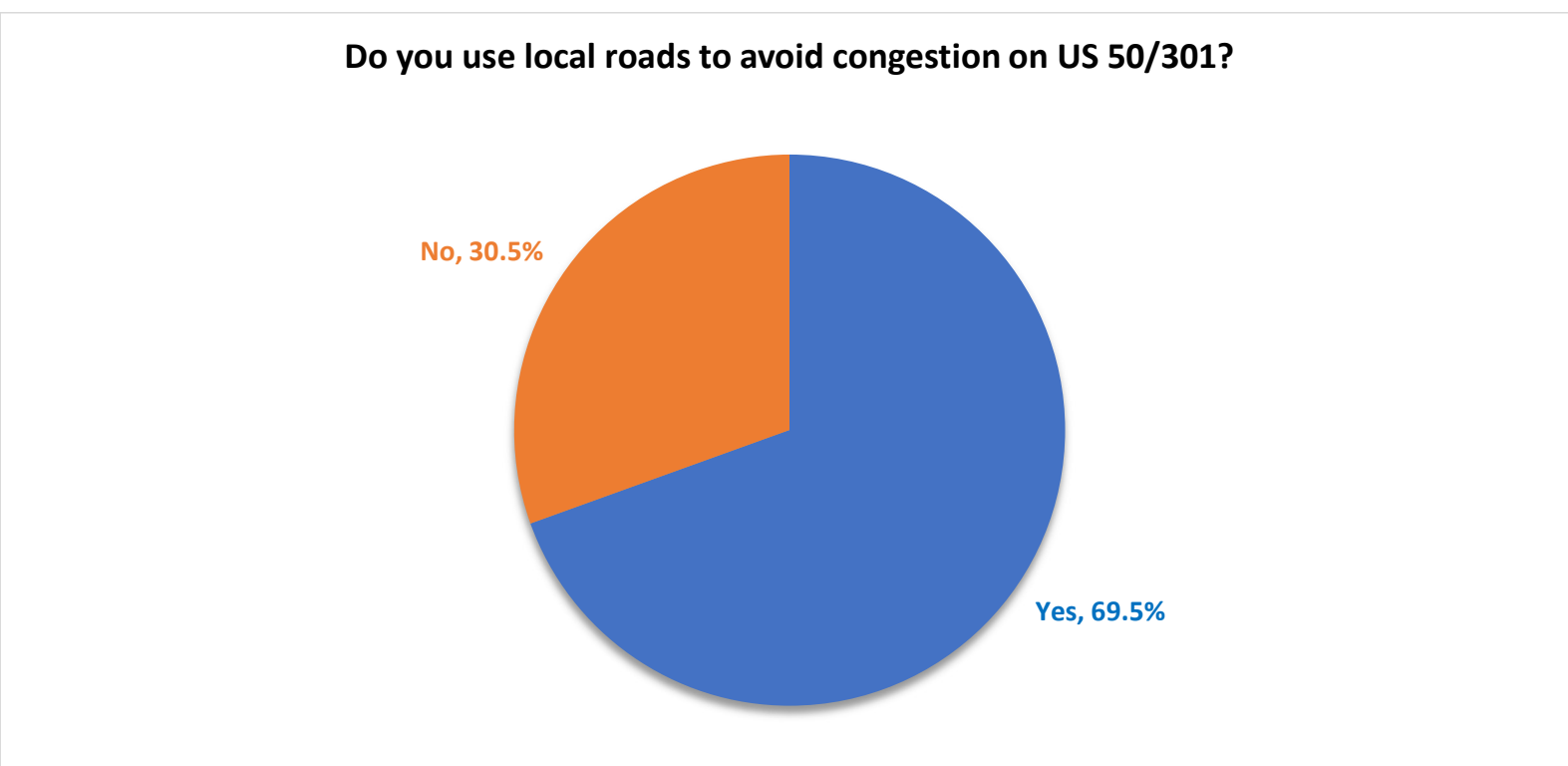
Open House Survey	Responses	
Yes	63.6%	328
No	36.4%	188



**Virtual Open House Poll Results:**

During live polling 59 responses to this question were received.

Virtual Open House Poll	Responses	
Yes	69.5%	41
No	30.5%	18



Open House Survey Summary

**QUESTION 6**

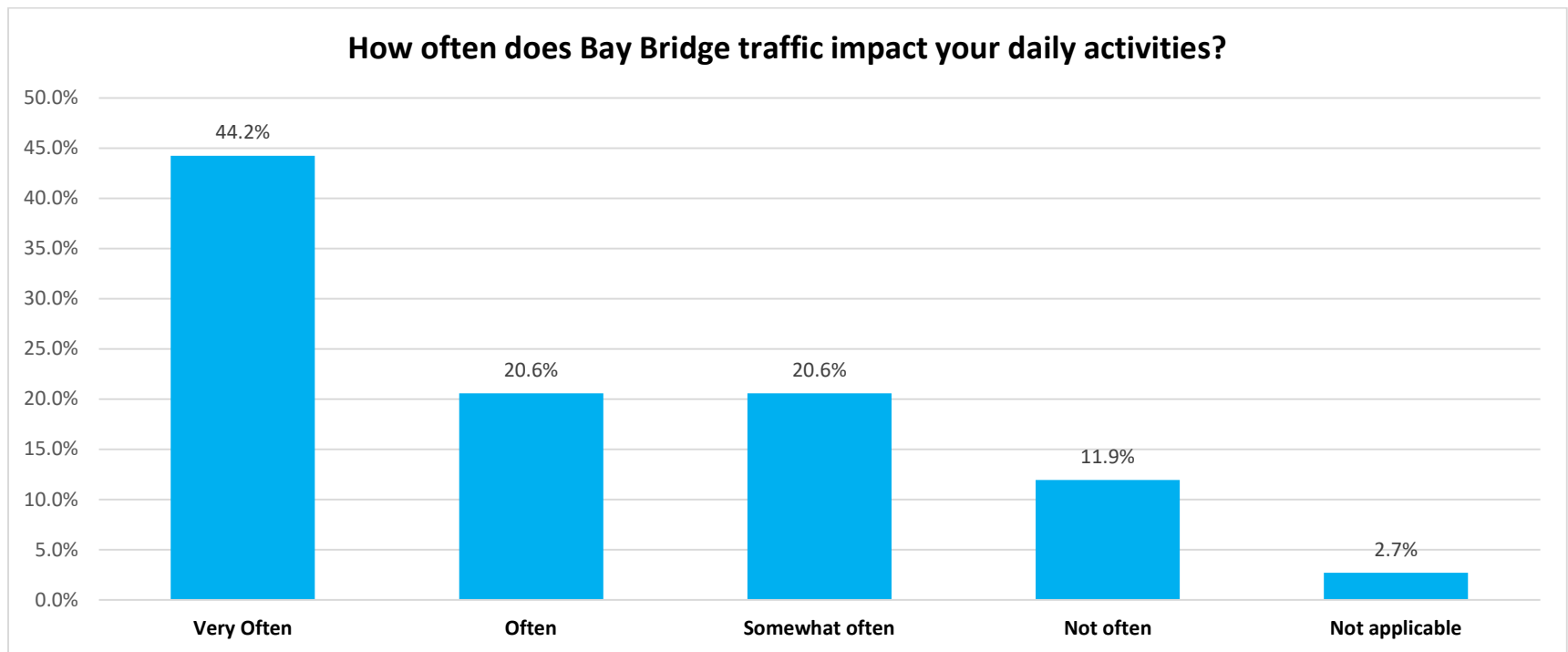
**How often does Bay Bridge traffic impact your daily activities?**

This question was asked in the Open House Survey and during the Virtual Open House live polling. In both the survey and the live poll more than 50% of respondents indicated that Bay Bridge traffic impacts their daily activities very often or often.

**Open House Survey Results:**

Answered	520
Skipped	91

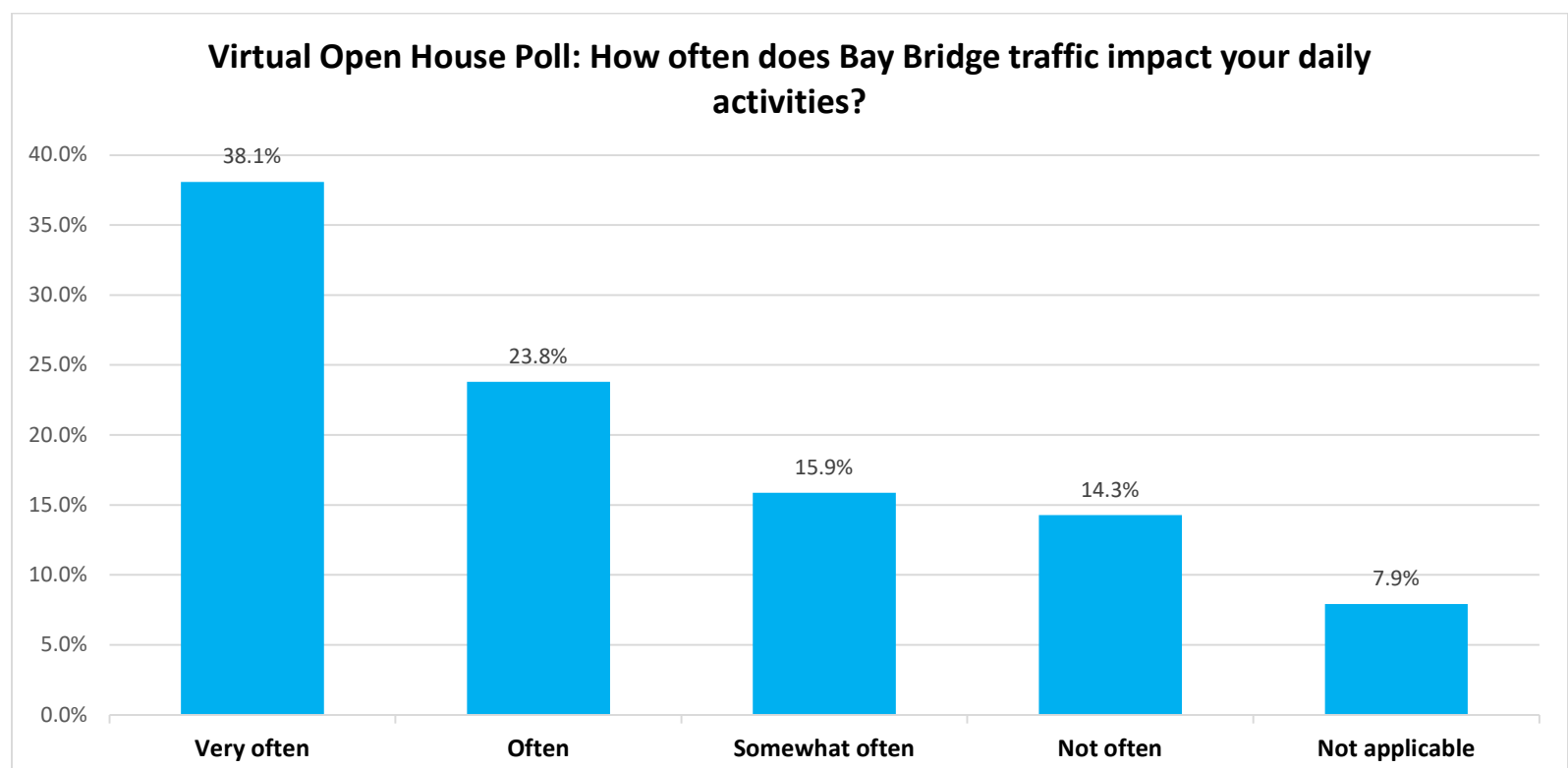
Answer Choices	Responses	
Very Often	44.2%	230
Often	20.6%	107
Somewhat often	20.6%	107
Not often	11.9%	62
Not applicable	2.7%	14



**Virtual Open House Poll Results:**

During live polling 63 responses to this question were received.

Virtual Open House Poll	Response	
Very often	38.1%	24
Often	23.8%	15
Somewhat often	15.9%	10
Not often	14.3%	9
Not applicable	7.9%	5



Open House Survey Summary

**QUESTION 7**

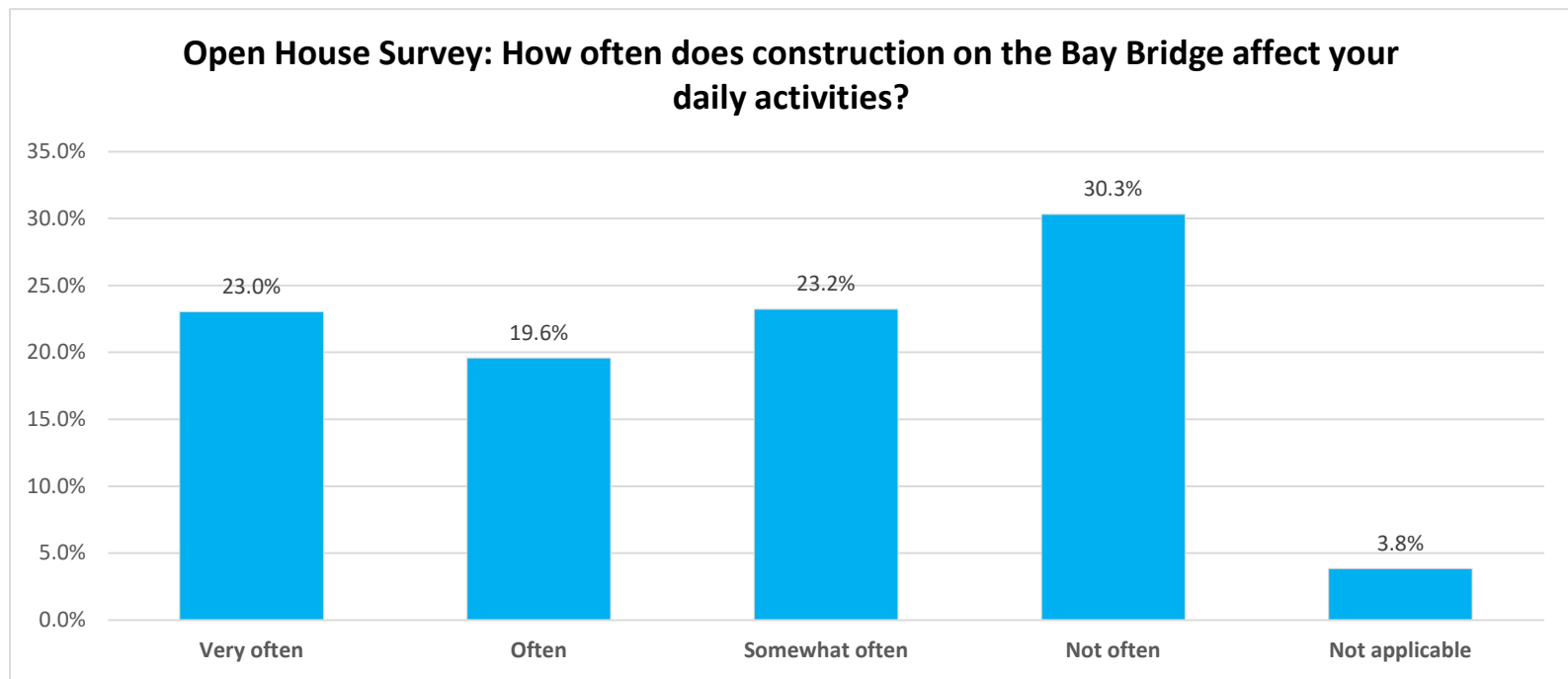
How often does construction on the Bay Bridge affect your daily activities?

This question was asked in the Open House Survey and during the Virtual Open House live polling. In both the survey and the live poll more than 30% of respondents indicated that construction on the Bay Bridge does not often affect their daily activities.

**Open House Survey Results:**

Answered	521
Skipped	90

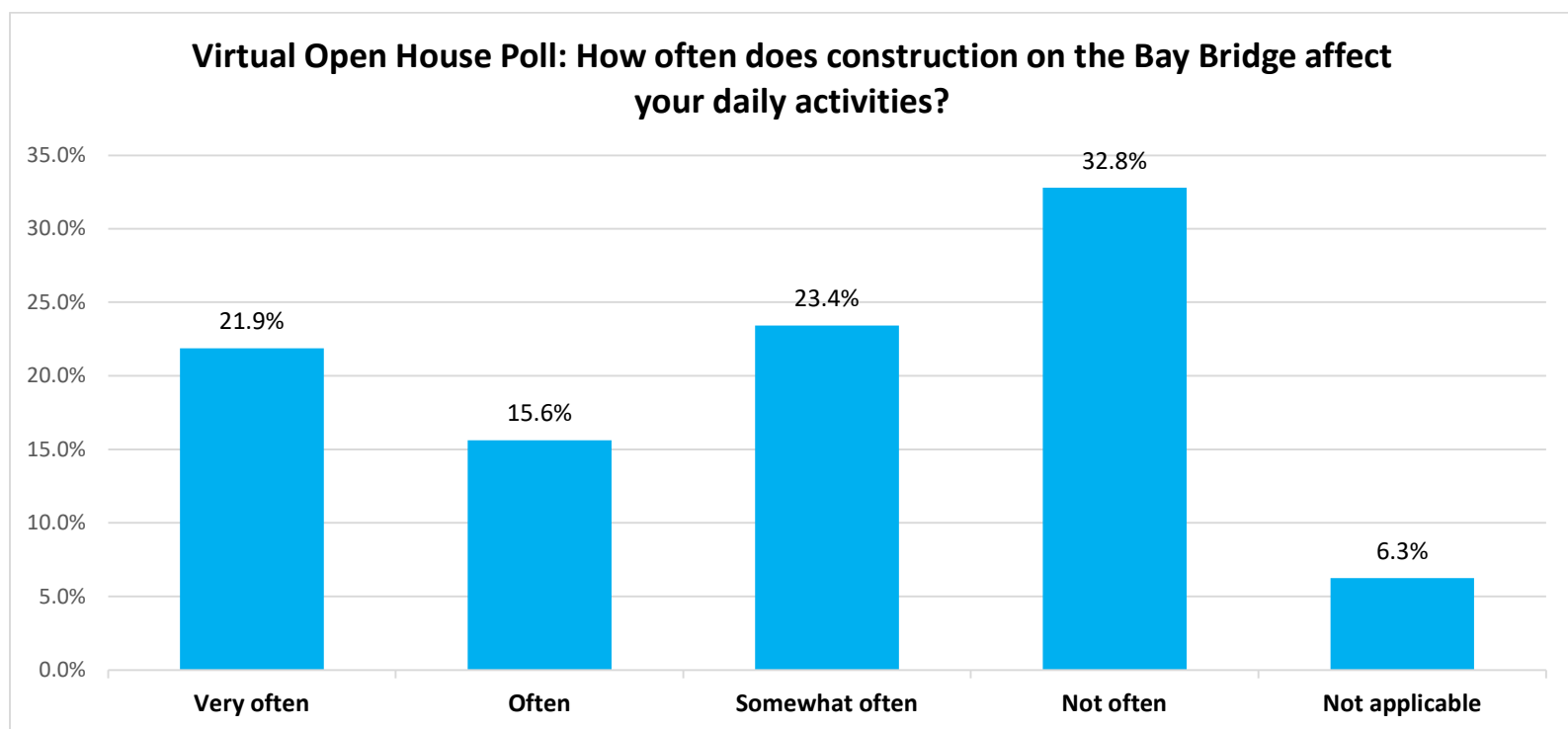
Open House Survey	Responses	
Very often	23.0%	120
Often	19.6%	102
Somewhat often	23.2%	121
Not often	30.3%	158
Not applicable	3.8%	20



**Virtual Open House Poll Results:**

During live polling 64 responses to this question were received.

Virtual Open House Poll	Response	
Very often	21.9%	14
Often	15.6%	10
Somewhat often	23.4%	15
Not often	32.8%	21
Not applicable	6.3%	4



Open House Survey Summary

**QUESTION 8**

The Study Corridor stretches from the Severn River Bridge in Anne Arundel County to the US 50/301 split in Queen Anne’s County. Please identify any traffic concerns throughout the corridor other than the Bay Bridge.

This question was not asked during the Virtual Open House live polling; therefore, only Open House Survey Results are presented here.

Answered	389
Skipped	222

Open House Survey Question 8 Responses:	
1.	Figure out a design to keep the traffic moving east and west
2.	Severn River Bridge congestion appears to have gotten worse after congestion reducing efforts
3.	Long delay on certain number of limited number of days associated it with it being the sale crossing
4.	Diversion onto Rowe Blvd/Rt 450 - Diversion onto side roads in Stevensville & Kent Island
5.	The merge lanes. Speeding of other cars!
6.	Kent Narrows and overpass at RT 18 in Chester
7.	try to use local roads but they are just as congested as Rt 50 now
8.	My biggest concern is merging a number of lanes backdown into a limited number of lanes once off the bridge
9.	all local roads
10.	Summer congestion
11.	Rt 50 from 404 to the bridge. Weekends in summer 301 from the outlets to the bridge. weekends in summer from Rt two to the Bridge Daily on weekends.
12.	The temporary ramp closures on Rt 8 onto Westbound RT 50 will create significant delays for me. I now become part of the Rt 50 W traffic problem. Before I was minimally impacted.
13.	Ritchie Hwy
14.	Flashing red light at Busche East, Cape St. Claire South, Whitehall west and St. Margarets North all need turn lanes. 4 separate feeders for 1 on ramp is too much.
15.	I live on Holly Drive and this summers traffic mitigation experiment worked!!! Make the changes permanent! I could get onto St. Margarets Rd!
16.	Traffic
17.	I believe that when you build a new bridge or other access more development will continue and over timethe need for another bridge will eventually emerge. Motorist currently crossing consider the time to cross as part of their experience and either use nonpeak times or do not go. If you build it, more will come.
18.	Side roads (St. Margarets Rd) on weekends
19.	Traffic congestion from before 97 to 301 split
20.	Backups on Severn River Bridge
21.	Backups on Ritchie Hwy (Rte 2) and College Pkwy
	Rt 2
22.	College Parkway
23.	Widen Severn River Bridge
24.	Severn River Bridge Cox Neck Road Bay Dale Drive Chester River Beach Drive Route 8 Nesbit Road Dominion Drive Queenstown Outlets
25.	Rubber necking of beautiful vistas
26.	Severn River
27.	The study is disregarding the future impact of the widening of I97 to 6 lanes. It is ignoring the I97-Severn River Bridge traffic.
28.	Just backups. Restricting access on frontage roads seems effective.
29.	Back-up on Severn River Bridge especially during rush hours. That area is accident prone and does not have side lanes (shoulders) for cars to pull over.
30.	Homeowners needs. School Safety. Ambulances. Noise & Air Pollution, waste of resources and more.
31.	Severn River Bridge is unsafe now with no shoulders.
32.	Back roads
33.	To move east from Annapolis to Arnold for shops and business.
34.	Bay Bridge traffic backs up into the city of Annapolis at 450 and the traffic inches - locals cannot get across Severn River to get to Broadneck Peninsula + the area around USNA Stadium and Graul's Supermarket and into downtown Annapolis stops and crawls.
35.	Your yellow LED street lights are hard to see under and a new drivers to involuntarily daze off/fall asleep. Bluer street lights are ... and easier to see under. Your speed limit of 55 is unrealistically slow and in violation of e.c.2B.13 of the ... and must be raised to 65 or 70 in order to reflect free-flowing vehicle.
36.	The Severn River bridge width needs to be studied as part of the overall flow of traffic + back-ups + accidents + emergency vehicle access during the process for changes to the Bay Bridge both east and west.
37.	Severn River Bridge has more traffic flow, if you don't fix that bridge at the same time the traffic flow issue will just be diverted west.
38.	I think we need to find a way to move people efficiently. BRT or Rail would be a nice option.
39.	Severn River Bridge

Open House Survey Summary

Open House Survey Question 8 Responses:	
40.	Rte 50 from Severn River Bridge to Bay Bridge becomes an issue b/c drivers use local roads (college parkway) Rte 2 from Rte 50 going north to Arnold is impacted by increased traffic in the last couple years.
41.	Danger on Severn River Bridge Disruption to local businesses on western shore
42.	St. Margarets Rd from Naval Academy Bridge to crossover at Route 50.
43.	Must extend to I-97 split
44.	Traffic impacts within Broadneck, College Parkway. Study corridor should be extended through Annapolis to 50/97 connection
45.	the Rt 8 overpass is horribly laid out and dangerous. Kent Island should have dedicated shuttles running N/S and E/W all day.
46.	I live close to College Parkway and on summer weekends College Parkway can be backed up with bridge traffic.
47.	The nightly traffic impacts ability to get to family/kid events in a timely manner. Soccer practices, games on weekends, school events.
48.	Broadneck Peninsula traffic congestion. Thurs-Sunday we have to be mindful of traffic jams which are less frequent since the 50E entrance ramps near the bridge are closed. Please continue this practice!
49.	The Rt. 2 merge onto E/B Rt. 50. The exit to Rt. 2 from E/B 50(to the Naval Academy/Rt 2 split)
50.	College Parkway through Cape St. Claire and Ritchie Hwy
51.	The Severn River Bridge should be involved in this study. The congestion on this Bridge impacts life on the Broadneck Peninsula the same as the Bay Bridge does.
52.	Rt 2 97 B&A Boulevard
53.	Severn River Bridge/Rt. 2 intersection
54.	Entirely closing an exit that I have used for 20 years with no widely publicised plan no input asked for from residents on traffic flow at exits to go east in the summer. Party Politics at work.
55.	Rt 2  College Parkway  Whitehall Rd
56.	Severn River Bridge - we have to use it most everyday. One accident ruins traffic flow in both directions. Half the blockage police, fire + crash trucks. If they could consolidate + max out traffic flow, we'd all be safer + happier.
57.	You are not addressing this important issue (circled Severn River Bridge)
58.	Eastbound 50 between SR Bridge and Bay Bridge
59.	Short on ramp access from hwy 2 to US 50 sharp turn exit 30 from US 50 stop signs at whitehall rd Exit 31 are not visible enough. A lot of near misses with cars not stopping.
60.	sound and noise
61.	my neighborhood - cape st claire - weekly roads are clogged - st margaret, college parkway.
62.	The width of the Severn River Bridge - it is a bottleneck
63.	Emergency vehicle access on College Pkwy and Cape St Clair Rd
64.	Maintain local access roads  Broadneck Hiker/Biker Trail
65.	Stack up at the EB exit of Severn Bridge
66.	Traffic on St Margarets Rd is heavy most weekends and greatly increases travel time from Annapolis to Cape St. Claire Road.
67.	I live in St. Margarets. It has taken the MTA years to finally solve the problem of congestion on St. Margarets. For over 40 years we have been stuck in our communities on weekends.
68.	Severn River Bridge is a future bottleneck  Rt 2 interchange is inadequate
69.	Log inn rd, cape st. claire rd., east college parkway
70.	The concerns are: the study does not clearly identify travel demand from Baltimore and DC to the beaches, and locals at may shift in the entire area.
71.	Traffic on Rt 50 westbound in the morning backs up all Broadneck routes. Have had school busses delayed due to traffic incidents.
72.	Every exit or ramp in your "corridor" are blocked, avoided, talked about people from Baltimore, to Fairfax,VA to York, PA +Frederickburg, VA. The program tonight is nice, but not what we need. This "Same old-Same old"!
73.	Rt 50 is not wide enough for the traffic volume.
74.	Severn River Bridge is VERY dangerous. Lanes are narrow + vehicles are cramped with little room to maneuver. As much of a financial problem as it would be - we need a new wider (more lanes) Severn River Bridge.
75.	What side of the Severn River Bridge? I was told at the open house on 9/7/23 that Severn River Bridge is not being included in the Tier 2 study. That is a huge mistake - Please see "additional comments"
76.	Severn River Bridge, Rt 2 North interchange (450)
77.	It should be extended on the Eastern shore to route 404
78.	Tomatson Creek to Cox Neck Rd need a service road
79.	Overload on local roads on Kent Island  Increased noise levels since 1993!
80.	The backup at the Ebound Rt 2 exit  Bay Dale exit on E bound side is a little hairy most evenings
81.	Traffic is not regulated. People going too fast from split to bridge causing back ups
82.	Kent Island local roads. But why stop at the outlets? Take it to 404 where traffic actually splits for beaches.
83.	The approaches to the bridge must be smooth without any choke points - why not use an "overpass" to allow local traffic to flow without having to deal with beach traffic
84.	Additional noise for any added lanes. Especially when removing trees. Conduct noise impact for Queenstown residents. Consider noise barrier

Open House Survey Summary

Open House Survey Question 8 Responses:	
85.	Traffic diverting to Rt 18 and Rt 8 during backups. Increasing traffic especially truck traffic from expanded and tolled US 301 from Delaware which was built as alternative to I95 from NY, NJ and PA
86.	1.) Traffic on Rt 18 & necessity of getting on US 50/301 to get from shopping centers in Stevensville to Castle Marina Rd.
87.	2. Noise from US 50/301 especially since US 301 has been widened in Delaware, increasing traffic thru Kent Island and the Bay Bridge ON E.S. residents cannot get to work, shop or enjoy where they live (i.e. dining and entertainment) from Grasonville to bridge; route 2 also gets backed up and is not really usable for locals; red X lanes don't work
88.	Any accident or lane change causes a backup on 50E and 50W. People divert onto MD18 causing massive backups. This prevents locals from accessing 18 for any use and impacts the ability of the fire and EMS to render assistance.
89.	access to and off Rt 8
90.	Kent Narrows Bridge
91.	Getting on and off the bridge. Local traffic congestion on both sides
92.	Backups on Rt 18 on weekends. Westbound backups Thurs Fri Sat Sun
93.	Route 18
94.	On Thursday's and Friday's, especially, the back-ups are quite lengthy. Sundays and Saturdays westbound is almost always clogged-miles long traffic at a standstill. This impacts our weekend outings considerably. We sometimes don't go out at all.
95.	Merging traffic from Rt 2 (US450S) onto westbound US 50. Traffic stop at Main Street (US 18) and Postal Road. Difficult to turn left to go westbound on Main Street! Travel north on Cox Nexk to eastbound US50. Take next exit (Dominion Rd), right at light onto Main street westbound.
96.	Rt 18 is non stop congestion. Dangerous drivers trying to beat the traffic with no regard for safety.
97.	Rt 8 to Kent Narrows
98.	Rt 97 to Severn Bridge
99.	Exits being closed! Eastern side
100.	I live in Chester and can't go out on weekends because of the traffic on our local roads. It is very frustrating
101.	College Parkway, Route 2
102.	College Parkway, St. Margrets road, and both access side roads along route 50 in A.A. Co.
103.	Severn river bridge
104.	I simply am against the idea of adding a third span onto the bridge. I am concerned about the amount of land that will take up. As well as the amount of citizens put out of work.
105.	There should be notification that one lane will face oncoming traffic prior to getting to the Bridge.
106.	I have a suggestion of putting a camera on the first red X and give anyone who is in that lane a ticket. So many ignore that and ride up that lane all the way until they no longer can and then try to merge creating hostility and frustration.
107.	Bridge closure
108.	I avoid times when I know traffic is heaviest, so this is never an issue for me.
109.	from the 97 Junction and Rt 50 all the way to the Outlets shopping center can and is a dangerous area due to the speeds people drive. speed on the Severn River Bridge
110.	right lane entrances to 50 going west, in particular - people do not yield. one tries to move to a left lane before the entrance but this is not always possible
111.	People using the road from the traffic circle near McDonald's to the on ramp on Kent Island that aren't locals.
112.	Congestion. The road to the beidge does not accommodate the extreme volumes.
113.	Funneling another source of traffic into the 50/301 corridor is likely to increase delays and backups due to congestion, which can be significant on the 50/301 road. These delays affect portions of US 404 on which traffic offloads when 50/301 is backed up.
114.	I think an alternate corridor, perhaps towards the South end of Kent Island with a bridge from the South end of Kent from Romancoke over to ROute 33 on the Eastern Peninsula could offload some of the 50/301 congestion.
115.	Shifting the lanes, and adding more without taking into consideration shoulders and space for larger vehicles is a problem
116.	blocking off the roads to keep us on only the main roads creating more road rage and congestion
117.	to 50/301 split
118.	Late week and weekend traffic congestion has continued to grow, causing travel times to also grow, and if there is an accident, then traffic quickly becomes significantly worse. There is insufficient room to widen Rt 50/301 to accommodate the increased traffic, and adding an additional span will not reduce congestion on Rt 50/301. Local communities on both sides of the bridge will continue to suffer and lives will continue to be at risk with the inability of emergency services to be able to reach residents in need of help. If this corridor must be used, the only way to provide relief would be to have an express corridor that bypasses all local exits. This could be done via an elevated road, like those seen in some large cities. This express corridor would need to go from the 50/97 intersection in Anne Arundel county to the vicinity of the 50/301 split in Queen Anne's county.
119.	People's refusal to obey the red X for closed lanes. If you get in the lanes your supposed to, you end up being the one's that have to stop to let all the others merge in at the last moment. You have toll cameras, why can't you have ticket cameras for those in the closed lanes?
120.	Bay Bridge traffic has gotten ten times worse. Build a bridge elsewhere to help divert the traffic. We can't handle one more car on our roads. Otherwise, build more lanes on both sides to accommodate so many cars. This is an actual island and is not able to handle all of this traffic now. It is beyond ridiculous!!!
121.	Reconstruction of the US 50/301 split to improve traffic flow towards the Bay Bridge!!
122.	DIVERT SOME (DMV) TRAFFIC WITH A NEW CAR FERRY CROSSING: CHESAPEAKE BEACH - OXFORD EASTERN SHORE
123.	During afternoon/evening rush hour, there tend to be backups from Route 2 after the Severn Bridge that cause congestion the bridge and dangerous conditions for people traveling through and not exiting onto Route 2.
124.	Capacity issues due to housing development



Open House Survey Summary

Open House Survey Question 8 Responses:	
	Heavy traffic & blocked roads on side roads on Broadneck and Kent Island.
123.	Ability of Rt 50 and communities on western and eastern shores to handle increased traffic from a new bridge
124.	MD-2 Intersection
125.	Use of local roads on Kent Island by people who are merely passing through while approaching or departing the Bay Bridge.
126.	Bridge traffic
127.	450 entering route 50 east of Severn river, route 2 north exit, Severn river, route 2 merge on to 50 east
128.	We live 1/2 mile from the bridge. Weekend traffic from May to October makes us prisoners in our home. Traffic noise especially from jake brakes and pollution are also problems.
129.	try a bridge from prince frederick to cambridge which could connect to upper marlboro and also to King George. That would be the beginning of a great alternate route also of I-95.
130.	Backing up of the side roads on Kent Island. As a resident we can't even go to the store without dealing with traffic jams. A 10 minute trip turns into an hour or more.
131.	Rowe Blvd, Taylor Ave, Annapolis Street, Academy Bridge, St Margaret's Road.
132.	Crazy, aggressive, non-law abiding drivers and no police enforcement of speed or other vehicular laws.
133.	50 West Easton
134.	The side roads back up so bad and I know the state is trying to mitigate it but I'd like to see more public information campaign going into it. I do use back roads on Kent island during heavy traffic times but I live here.
135.	If there is an accident or disabled vehicle traffic is backed up for significant amounts of time
136.	The fact the new bridge is to be located in the same location is head scratching. The issue is all that western shore traffic comes to a single choke point. You also have the limited space to expand any roads on Kent Island thereby forcing traffic to side roads when there is very high volume. Hopefully, the new bridge could have a limited access-egress design so there are lanes with no exit onto Kent Island. Once you are on these "express lanes" prior to Kent Narrows on the eastern side and Sandy Point, on the western side, would alleviate the congestion problems locals have.
137.	Constant backups during commuting hours.
138.	Bottleneck when lanes lessen
139.	Using side roads to bypass traffic
140.	Lack of bicycle and pedestrian options, excessive speed over the Severn River bridge.
141.	Closing off the route 8 exit ramps more than doubled my commutes.
142.	Speeders!! People seem to do 75 to 80 all the time. If you don't drive that fast, they run you over.
143.	This won't help relieve the burden to Route 50 and Route 2 as they must carry those from PA and VA as they try to cross the bridge.
144.	All of the roads (Furgeson, St.Margaret's, College Pkwy etc. ) leading into and out of neighborhoods that are blocked by drivers who choose to leave art. 50 in order to 'avoid' a slow down.
145.	Route 2 merges onto 50 both directions.
146.	Frequent backups at 2/50 merge and 50/301 split due to lack of alternate options. Capacity on 50 throughout the corridor needs to be increased, not just on the bridge.
147.	Narrowing at the Kent island bridges .
148.	Keep traffic off of local roads. Reduce congestion on east side down to 404.
149.	Being able to access my neighborhood during peak travel times. I reside in Cape St. Claire. Note to Question 6- I use local roads because I am a local and require access to my house on a daily basis.
150.	Congestion on College Parkway in Arnold is a continual problem, especially during summer months and during holiday weekends. College Parkway should be restricted to local traffic only...and it should be enforced vigorously.
151.	Everyday traffic is highly congested along that route. I live off of BayDale . It is sometimes grid lock in Annapolis due to traffic on Rt.50!!!
152.	On Kent Island!!! The side roads are clogged on weekends, making us prisoners in our homes, unable to reach shopping, recreational sites, homes of friends, restaurants, and more!
153.	Here in Cape St. Claire we find it challenging to go anywhere from Thursday - Sunday during the summer months. My family feels like we are sequestered at home unless we plan accordingly.
154.	I have traffic issues on KI. I can't do daily tasks like go to the grocery or library without traffic impact. I basically just stay home in the summer and use delivery services as much as possible. I don't get to support local business or tourism due to traffic.
155.	Kent Island congestion, especially at castle marina / 18 is horrible. The concern is that more lanes will simply create an even larger chokepoint.
156.	What else can I say? I do not want this corridor to happen at all!! This corridor will ruin the Cape Saint Claire value of our homes. It will ruin the beauty of this area, and it will create a nightmare for traffic during construction!!!!!!
157.	Back up on rte 50 and saint margarets rd. Back roads should be open to residents for bay bridge access
158.	Route 18 going west clogged with beach traffic is a danger to local citizens and negatively impacts quality of life in Stevensville, Chester and Graysonville Thurs-Tues.
159.	Traffic from the bridge dumping onto Kent Island via 50 and local roadway.
160.	The local roads that parallel 50 in Stevensville Chester and Kent narrows area - the locals cannot use them for necessary travel bc the tourists use them - this impacts when I can pick my kids up do grocery shopping take my parents to the doctor our entire lives bc there wasnt a day or time this past summer when you had predictable ability to get out of your neighborhood and go anywhere
161.	Very concerned about local road congestion due to bay bridge traffic. It is a serious problem now. It is a safety problem.
162.	kent island
163.	Rt 18, local roads from Queenstown, Rt 301 to Kent Island.
164.	Kent Island Thursday thru Sunday the side roads are plugged with ocean city traffic. Stores suffer and you have the first responders sitting in traffic while people in need are denied the service they urgently need
165.	Will the end of the corridor in either direction, when traffic merges again, will that cause backups??
166.	Main Street on Kent Island regularly comes to a standstill clogged with Bay Bridge traffic, precluding daily errands, social activity, commuting to/from work. There should be a way to ensure traffic heading west for the bridge doesn't exit onto local roads unless they are patronizing local businesses.
167.	The entry lane from Baydale Drive onto 301 is notoriously short and the yield sign largely ignored. Heavy traffic increases chances of a collision.

Open House Survey Summary

Open House Survey Question 8 Responses:	
168.	Route 18 is a mess because no one has the leadership to prevent out of town traffic off of the road. While the test is nice, that will only be a bandaid assuming it works.
169.	None
170.	Local roads connecting to the main thoroughfare
171.	Main Street route 18 backing up from Kent Narrows to route 8 and the westbound route 50 backups and gridlock from Kent Narrows bridge to the Bay Bridge beach traffic holds people hostage in their communities
172.	Traffic on Kent Island
173.	I'm aware of and sensitive to congestion on the local roads and choose to stay on US 50 to avoid contributing to the issue. I suspect that makes me some kind of empathetic freak.
174.	Keep on ramps closed from 30 to Bay Bridge to prevent traffic from using St Margaret's Road
175.	Traffic avoiding 50E clogs up our local roads (St. Margaret's)
176.	I travel frequently from 20910 to a second home in 21811. I prefer to take 301 to some secondary roads to access 404 east. I'm concerned that some of the secondary roads will be overwhelmed by the likely traffic increases.
177.	Severn River bridge occasionally backs up but it has gotten way better since you added the third eastbound lane for cars wanting to exit onto 450 or route 2.
178.	40 MPH SPEED LIMIT APPROACHING BRIDGE SHOULD BE DONE WITH. "MAINTAIN SPEED" SHOULD BE POSTED. CAN ANYONE EXPLAIN "40 MPH?"
179.	Over flow into local streets makes the getting around difficult
180.	Westbound beach traffic on Kent Island and Queenstown
181.	I am concerned the impact of construction and widening on neighboring communities such as Queenstown and Grasonville.
182.	irresponsible drivers
183.	Ramps on and off Rte 2 at peak times. The severn river bridge itself. On the Island, the service road/shopping center road that accesses Hardees/BofA/and shops.
184.	The Severn River Bridge continues to be a problem for whatever reason. There is often congestion there for no immediate identifiable reason. Have you done a study to find out if additional signage about lane merges would help?  Also, see my prior comment about the exponential increase in traffic flowing through on 301 WB to the split since DE finished it's Route 1 extension and Middletown bypass. The volume is so heavy no that Queenstown residents travel all the way to Centreville to enter, cross, or exit 301 safely during commute hours. That's completely unacceptable and an indication that no traffic study was conducted prior to that work being completed. MD should have anticipated that the new road would drive significantly more volume onto 301 and all the way west through QAC and over the bridge!
185.	Trying to go to the Safeway on a Sunday afternoon is impossible! I live off of Perry corner road and can't even get out onto 18 . the local side road is how I usually travel to the grocery store and other stores like the CVS and a 15 minute ride can take up to 45 minutes. Hope and pray we never have a medical emergency especially Thursday Thru Sunday!
186.	On a recent Sunday at noon, it took me 1 hour and 15 minutes to go westbound from Queenstown to Kentmoor on Kent Island.
187.	There are inadequate active transportation alternatives for communities crossing Rt 50/301. Pedestrians and bicyclists can not get across the highway as overpasses have no access. This needs to be fixed. It is unfair to local communities to create this barrier on an island.
188.	The volume of traffic huge with backups (in the summer especially) lasting hours. This volume causes a hardship for people living in the area. The "switchable lanes" cause more confusion than having dedicated lanes and are a hazard to drivers.
189.	Need more capacity from route 2 to the bridge (another lane) and additional lanes from 50/301 to the bridge.
190.	In the afternoons, there's a weird slowdown heading east from the Severn River Bridge to just past the Rt. 2/450/Naval Academy exits. It suddenly lifts up right by the car dealership on the right.
191.	The sign before Bay Dale causes traffic delays. Everyone slows down to read it and it causes problems back to the Severn river bridge.
192.	Traffic backups on Severn River bridge to Bay Bridge
193.	Need at least three full lanes in both directions
194.	I live in Arnold and have to plan my driving activities around the bridge traffic during late spring through fall. It stinks
195.	The overhead sign on the eastbound side past the Severn river bridge causes congestion.
196.	Traffic on ancillary roads (eg, College Parkway) during peak travel periods.
197.	Broadneck Peninsula. Another concern is using only one corridor is a safety hazard but no one considered that there is no alternate route if there is a true disaster
198.	Severn River Bridge
199.	50 in QAC
200.	uncontrollable driver speed  3 lanes to 4 lanes to 3 lanes  curves in rt 50 near Severn R
201.	Exit just after Severn river bridge backs up because of Rt. 2 North— this is an issue. Drivers new to the area who exit at Busch's Frontage Rd. Don't expect the speed to reduce so quickly- this is dangerous often
202.	The additional eastbound lane on the Severn River bridge helped initially, but as more people return to offices and commuting, congestion westbound in the morning and eastbound in the afternoon has increased significantly. I discussed this corridor definition with some of the personnel at the open house. Most commuters don't break up the individual parts like MDTA seems to be doing. If I commute westbound on Broadneck to someplace north like Columbia, the corridor is 50 West, Severn River Bridge, and the 50/197 interchange. MDTA personnel told us that they were recommending removing the Severn River bridge from this study. IMO, THAT IS A HUGE MISTAKE. Modifications to the Severn River Bridge need to be part of this project and study. The Bay Bridge and Severn River Bridge issues are connected to each other and not independent problems.
203.	the congestion along local roads (college parkway) and on route 50 from the severn river bridge
204.	Control local traffic so that commuters do not cause traffic congestion on side roads. Summer 2023 exit closures in St Margaret's area was successful for our location.

Open House Survey Summary

Open House Survey Question 8 Responses:	
205.	Closing the on ramps has helped
206.	Traffic lane changes between the Severn River bridge and MD Rt 2 North create congestion and slows traffic, reducing throughput over what might be normal for 4 lanes. Consider traffic metering to keep the main artery flowing (it works very well in Calif).
207.	I have lived on the Broadneck Peninsula for over 40 years. The endless residential development in the area is my top concern. Our schools are over crowded and run down, our local roads are jammed, and our beautiful natural areas are being bulldozed for more and more houses and 55+ communities. There should be a complete moratorium on new development until the state and county can fix these issues for the people already living here.
208.	Traffic on all local roads. I live off Ritchie Hwy and often traffic between school/work/sports/grocery store, etc. is terrible due to US-50 traffic (people trying to get on or off of US 50). Makes it hard to do any daily activities due to inability to cross 50 or go north or south on Peninsula.
209.	Congestion impacts to local roads on both sides of the bridge. Dramatically reduced quality of life in the Kent Island community due to: a 3rd bridge, new/widened on and off ramps, and widening Route 50, and increased development due to population explosion and demand for new housing.
210.	People using side streets to avoid back ups on 50
211.	Local traffic to housing, grocery stores, and other such places.
212.	College Parkway
213.	St. Margaret's Road
214.	Severn River and eastbound curve in 50, directly after Severn River Bridge. Ritchie Hwy and 50 east.
215.	The Broadneck peninsula already gets so much traffic an additional bridge would not eliminate that. There needs to be another way there for those coming from Virginia and Pennsylvania
216.	404/US 50 intersection backs up
217.	The Rte 2/Ritchie Hwy interchange is quite challenging North/South/East/West often. From Cape St. Claire Rd. to Rte 2 can be very problematic during daytime/work hours.
218.	The Severn River bridge. Lanes are too narrow and it causes traffic back ups as well.
219.	The Bay Bridge traffic gets so bad and Grasonville most weekends we can't get out of our neighborhood and even if we did it would take us forever to get back so there's no reason to go anywhere. It feels like we're trapped in our own houses I can't go anywhere and I fear for anyone who has a medical emergency during peak hours due to the congestion it will take First Responders a lot longer than it should to get there
220.	1. communities and businesses on side roads on Kent Island 2. families living on Kent Island who are unable to leave their houses due to stand still traffic on side roads
221.	I've heard of a proposal to make eastbound local traffic travel to the Sandy Point exit on US. 50 and then backtrack to head west. This would simply be a disaster for local residents. And a safety hazard.  Please consider creating a traffic congestion mitigation plan for Arnold and other communities that demonstrates minimal disruption to these communities! Need plan for;  a. Current Traffic  b. Bridge Construction Traffic Patterns  c. Post Construction Traffic Patterns
222.	roads leading up to the bay bridge from the severn river bridge going east, and from kent narrows to the bay bridge is extremely congested during the summer months and very often during rush hour.
223.	There's got to be a better way to handle traffic on route 50 through pg and aa counties!! The constant traffic delays at rush-hour hours and on weekends especially in the summer is ridiculous. We cannot wait to leave Maryland.
224.	Complete standstill. Shutting the exits helped, but providing an alternative for traffic north or south would be ideal. If there is an accident, traffic is at a standstill.
225.	The Severn River Bridge and Rt. 50 expansion.
226.	Congestion on rye 18
227.	College parkway in Arnold is typically backed up although the change with the on-ramps have made a difference
228.	You need to make sure the infrastructure along not only Rt. 50 and the Severn River Bridge, but also 97 and Ritchie Highway can even handle another tier. No sense in adding ANOTHER part of the bridge unless you make sure the other roads can even handle it.
229.	Traffic always backs up Monday - Friday beginning at 3:30 PM from Route 50 East towards the bridge.
230.	St. Margaret's Rd
231.	I live on college parkway in Arnold and I can't travel Thursday-Saturdays in the summer without getting stuck. I can't even get out of my neighborhood at times for up to 10 minutes.
232.	Congestion on local roads on Thursday, Friday and weekends. During peak times we often choose not to go and feel like we are prisoners in our own community as roads can become gridlocked.  Excessive speed and reckless driving has increased and it seems that it isn't policed.
233.	Old mill bottom road and St Margaret's rd
234.	For those of us who live local and use the bridge to commute back and forth, it becomes a huge issue for us to be able to complete our daily tasks in our own backyards when traffic is an issue
235.	College Parkway
236.	Ritchie Highway
237.	Local traffic from the outlets to the bridge  Westbound beach traffic using Main Street through Stevensville to avoid 50 makes a ten minute local drive two hours. Not hyperbole. It's insane.

Open House Survey Summary

Open House Survey Question 8 Responses:	
238.	Currently implemented changes to deny access to Bay Bridge from local roads is TERRIFIC!! Thanks a million! Such a simple solution should have been implemented years ago. Makes life for residents near the bridge much better.
239.	The Study Area is not adequate. The western logical termini of the Study Area should be where Rt 97 enters Rt 301/50. 1) this is because significant bridge traffic originates and begins backups here. This EIS needs to address backups due to bridge travelers on College Parkway.
240.	Bridge to Queen Anne county.
241.	Closing of some on ramps on 50 east bound (EB) near bridge on select days creates congestion further back, specifically at the EB merge area of rt 2 and rt 50
242.	I live right off the exit 27, right after the Severn River Bridge going eastbound. I am really distraught to learn that there is discussion for potential expansion - where will the additional lanes go. We bought our house for the quiet in our neighborhood and this potential expansion will ruin that.
243.	Broadneck peninsula traffic, noise and environmental pollution is my biggest concern.
244.	It is important to maintain good access to local shopping centers from the highway. Eliminating access to them would just make travel on the local roads that much more difficult.
245.	Any congestion on Rt50 in this corridor locks up traffic on the entire Broadneck peninsula, including Rt2, St. Margarets Rd, and College Parkway which are the arteries of the many communities that reside here. As a result, thousands of local residents are affected by the traffic situation on a daily basis. Rt 2 North where it meets Rt50 in particular backs up during every rush hour even without any above-normal volume of traffic.
246.	Route 18
247.	Tie up of traffic on the two bridges can cause major gridlock on the side roads. Traffic can back up all the way from 50 down St. Margaret's to 450N
248.	Congestion on the local lanes on both sides of the bridge. More so on the Stevensville side. It is almost impossible to go anywhere or invite anyone over on a Saturday or Sunday due to the backups.
249.	Please keep the access road eastbound exits closed from Thursday to Sunday. It is hard to take a left at the westbound Cape St. Claire exit.
250.	congestion around the Severn River Bridge especially east of the bridge
251.	The traffics light at the outlets causes major delays, especially on weekends.
252.	Backup on local roads near St. Margaret's Road
253.	Too many motorists tying up traffic on summer weekends, via St Margaret's Rd destroys our quality of life!!
254.	Severn River Bridge bottleneck
255.	Congestion on Whitehall Road and Skidmore and Oceanic Drives. My work location is on Whitehall Road so I travel it and Skidmore and Oceanic Drives on weekdays. As a local commuter I should not have to avoid Exits 30 and 32 to access eastbound Rt. 50.  I also live in Cloverfield Community off of Rt. 8 in Stevensville. Congestion on Main Street (MD Rt. 18) gets heavy and burdensome during some weekends and holidays when traffic and business patrons exit Rt. 50 to either bypass backups on Rt. 50 and/or to stop at services and businesses.  Traffic congestion caused by the traffic light at Outlet Center Drive and Rt. 50 is a concern. A better solution for traffic exiting the Queenstown Premium Outlets onto eastbound Rt. 50 is necessary.  The Rt. 50 lane traffic signals approaching both eastbound and westbound bridges are often ignored by drivers causing safety and yielding problems. Traffic law enforcement by MDTAP and State Police should be employed to deter drivers that disobey the traffic signals.  Traffic speeds and aggressive driving by drivers while on the Bay Bridges should be enforced by law enforcement and/or traffic cameras (i.e. speed cameras).  Emergency, fire, and rescue services should be stationed at the Bay Bridges to respond to traffic accidents, emergency, and medical incidents at the bridges and approaches of the bridges. Using the local community volunteer fire and rescue departments is not fair to the communities that they serve when the resources are used to respond to accidents and incidents on/at the Bay Bridges. The State operates the BWI Airport Fire & Rescue Department (BWI FRD) and could operate a similar mission at the Bay Bridges.
256.	Heading east leading up to Severn River Bridge. Heading west from at the 50/301 split (from either 50 or 301).
257.	There is already way too much traffic sneaking by on College Parkway and local roads this needs to be addressed the new bridge should be some place else not here
258.	The traffic for the bridge impacts the alternate routes for local traffic
259.	This is a short sighted study if only examining the impacts to the 50/301 split. Sounds like the politicians want to ease their commute back to DC from Talbot and Queen Anne's county and are not considering the impact on 404 residents in Queen Anne and Caroline Counties
260.	Back roads and side roads
261.	Allow for more, and safer, North-South transit points on Kent Island across (under or over) the main US50 highway.
262.	Closing exit 31 along Rt. 50 was an excellent decision. Closing exit 30 and 32 needs to all become a person solution during the summer months on weekends.
263.	Backups too frequent.
264.	I live in a community off of College Parkway. Regular beach traffic is currently terrible, so I would hate to see it worsen.
265.	Please continue to protect local access roads from Bay bridge traffic to ensure quality of live for Broadneck. I'd been consider blocking the right lane for locals.
266.	Traffic through the Broadneck peninsula is horrible- at times it takes us 30-45 minutes to go 5 miles. On weekends we can't turn left out of neighborhood.

Open House Survey Summary

Open House Survey Question 8 Responses:	
267.	Traffic to service roads on College parkway and congestion on service roads.
268.	Severn River bridge all the way to bay bridge east bound and west bound from Kent narrows to bay bridge. West bound traffic especially hinders the ability for residents of Kent island to go anywhere during the summer months.
269.	Merging from Richtie highway on to 50.
270.	Too much volume for the existing bridge span. New bridge should move south to have travelers avoiding Rte 50 & existing bridge all together
271.	I would like you to consider a elevated highway for through traffic only from the bay bridge to the Kent narrows. This would help ease side road traffic congestion that is a hazard and unacceptable part of living on kent island.
272.	The exit on 50 East to Route 2 is always an accident waiting to happen.
273.	All the back roads that drivers on 50/301 use to avoid traffic on 50/301
274.	Keeping service roads free for residents and first responders.
275.	We need no more traffic and congestion in this corridor. New bridge should be built elsewhere. North or south of our location especially with all current construction in the Annapolis, rt 50 corridor
276.	More congestion in our area
277.	Closing the entrance to 50E HELPED TREMENDOUSLY. On the other side in QA, the side roads are inaccessible a lot of the time. I live there half the week and shop there.
278.	The congestion and back ups on Route 50 E to the Severn River Bridge which then leads to massive congestion and back ups on Rowe Blvd through West Annapolis to the Naval Academy Bridge. Widening the Severn River Bridge did NOT help ease traffic in our areas at all!
279.	no shoulder or pavement on east college parkway
280.	The local roads on both sides of the bridge
281.	Heavy traffic on these roads backup in the community in which I live making it painful to travel to the local store due to the traffic
282.	Rowe Blvd and Route 2 on either side of the Severn River; service roads either side of Rt 50.
283.	Route 2 and 97 will still have a lot of traffic as I work In Annapolis sometimes the drive is awful with people going to the beach.
284.	Severn River Bridge; weekend backups westward from Bay Bridge
285.	Local roads should be only for residents, not for bridge traffic east and west
286.	The traffic concerns I have are if the bridge is built, adn you add more lanes to 50 East what are the plans to add more lanes past the 50/301 split. All this will do is bottle neck that area which is already bottled necked in the peak summer traffic times and heavy rush hour.
287.	The access roads on either side of 50
288.	The barrier walls dividing East and West bound traffic on the Severn River Bridge does not appear to provide safety should a car somehow become airborne. Is there fencing that could be put up to prevent an airborne accident into oncoming traffic?
289.	College Parkway Rt 2 south 450 Naval bridge
290.	St. Margaret's road back up creating unsafe exit and entrance from communities on that road.
291.	The traffic coming through annapolis all the way to the bridge. We live very close to rt 50 and our travels if affected anytime there is backup
292.	Route 2 between Arnold Road and 450 experience terrible side traffic in their communities (ie Pines on the Severn/ Winchester on the Severn)
293.	Kent Island area can't even leave their damned houses because of the traffic both in 50 and the backroads
294.	Route 50 and all access roads. Our yard backs up to the East College Pkwy access road
295.	lack of sound walls for communities - especially Revell Downs
296.	Richie Highway and Route 50 Davidsonville due to bay bridge traffic
297.	Biggest impact for me is when backups push traffic through Severna Park and the negative impact on Ritchie Hwy, especially at the Rt.50 interchange.
298.	People using college parkway to bypass traffic is a concern. The ramp closures after cape st cliare have helped a lot though
299.	College pkwy
300.	Lanes on the bridge over the Severn River feel narrow, and the lack of shoulders in either direction make it less safe than other parts of the corridor.
301.	Overpass past Severn River Bridge eastbound limits volume capacity so more throughout at existing bridge might require a redesign there as well or there will be a choke point.
302.	Residents of the Broadneck Peninsula are negatively impacted by non-locals using local roads to bypass congestion on Rt. 50/301
303.	West bound back ups due to severn river bridge
304.	College Parkway in Arnold and other local roads used as alternatives.
305.	Traffic is a problem east bound at RT. 2. This needs to be looked at as well.
306.	Severn River Bridge
307.	Proposed national rec area
308.	Side road traffic impacting locals and first response.
309.	Traffic along College Parkway between MD2 and Cape Saint Claire and the frontage road between Revell Downs and Sandy Point Park.
310.	We live in bay hills off bay green which we use bay Dale to get to and from. My concern is that our property value will decrease and it will be even harder to get in and out of my neighborhood. We need to direct traffic away from our area but leave those that live here the ability to move around.
311.	Access roads along us50 in Anne Arundel County need to remain intact and restricted to local traffic for neighborhoods and businesses only. Limit access back to 50.
312.	Service road intersections need red flashing lights. Too many people fai to see the stop signs
313.	Backups eastbound on Thursdays and Fridays and westbound on Sundays and holiday Mondays.
314.	what we call "cheaters" clogging up the service road

Open House Survey Summary

Open House Survey Question 8 Responses:	
	Narrow lanes on the Severn River Bridge can be dangerous when 18 wheelers are traveling. I have been behind one that clipped the wall and bricks flew. Others move into adjacent lanes.
315.	Route 18 on Kent Island is often jammed due to beach traffic making local access impossible for KI residents, including banking, groceries, emergency vehicle access, church, Vets etc, dining.
316.	Behind Safeway on Kent Island
317.	Traffic light at the split , too many entrances to/from Main Street
	Visitors traveling through Queen Anne's county either west or eastbound will use secondary roads to try to get around traffic.
	Also semi trucks calls a great deal of traffic as well as an influx of wear and tear to the roads and bridge
	People that are traveling through quinones county using the secondary roads tend to start to litter also snoop in neighborhoods which makes me and my family uncomfortable.
	The secondary roads that are not congested but they're using them to hopefully beat some of the traffic they are speeding and driving recklessly not stopping at stop signs.
318.	I know that if the road is expanded it's going to get closer to my home which is not okay I'm already close enough to the highway
319.	I haven't seen a map of Study Corridor but concerned about path in needs to clear, private land on west and limited public land on east of the bridge.
320.	Rt 50 on Kent Island
321.	The complete standstill on island roads.
322.	Traffic delays on N 50 when approaching 404
323.	All side roads in QAC
324.	Just build the bridge and stop studying / delaying! Traffic is hideous even on weekdays, and we have a 70 yr old bridge as a critical piece of MD infrastructure! This is taking way too long!
325.	Drivers often use College Parkway and East College Parkway to avoid backups on Rte 50 and make it difficult for local residents to travel for daily activities. The closing of the ramps onto Rte 50 close to the bridge from Thursday to Sunday this summer has helped greatly the situation.
326.	Annapolis traffic backups
327.	People taking alternate routes through community roads off route 2, mainly from PA, using apps like Waze.
328.	Traffic diverted to College Pkwy by apps make it impossible to run weekend errands, attend local Farmer's Market, get to activites on time, getting home from work in a reasonable amount of time
329.	More cars on route 50 = more accidents, especially at the many intersections. Many towns on Kent Island (e.g.Grasonville, Chester, Stevensville) find it difficult to go anywhere on weekends. People in Easton living on one side of town can't cross to the other side of town for business, to shop, etc. Same with Trappe and Cambridge and points closer to the ocean.
330.	Rush hour traffic on College Parkway is bumper to bumper because the county authorized too many building permits for existing roads. We need to add a third lane that could be 2 way like on Mountain Road and do pedeatrian bridges at the high school to the park.
331.	Back ups on Rt 50 approaching Severn River Bridge (going west bound) seem too common, morning and afternoon. Clearly a congestion point that needs to be addressed.
332.	Severn River Bridge  Ritchie Highway( Rt-2)  College Parkway  St Margrets Road  North and South Access Roads
333.	Traffic getting on and off rt2
334.	Severn River Bridge congestion going to and from which then impacts traffic backup going East Bound.  50/301 split especially 50 west at traffic light, as traffic backs up Westbound, so cars can continue on 50 East
335.	We live on one of the access roads to US 50 and are held hostage in our home each time there is a back-up near the bridge on the east-bound approach. Closing the on-ramps have helped considerably, but are concerned that major construction will disrupt our community completely.
336.	I would love to travel to visit the towns on the eastern shore, but the bridge traffic + lack of good non-car options means I often decide it's not worth the trouble
337.	Alignment and congestion on reconnecting the new bridge to existing US 50/301 and Severn River Bridge. The connection to these roadways may cause congestion and back ups. Causing noise pollution and worsening air quality in the surrounding area.
338.	The highway grades between the Severn River Bridge and Exit 29A are steep and should be lessened to keep up the flow of traffic. The curve angle immediately east of the Severn River Bridge also creates a travel constriction.
339.	A new bridge needs to be done in a DIFFERENT location from the current ones. The roads on either side of the current bridge cannot handle additional traffic.
340.	The worst traffic is near the Severn River bridge

Open House Survey Summary

Open House Survey Question 8 Responses:	
341.	The issue I seeing being the biggest problem is on the Anne Arundel side. 3 lanes going down to 2 cause backups frequently
342.	westbound 50, approaching the bridge, many drivers ride on the shoulder and/or act as if they are exiting, only to swerve around the exit. Causes additional safety concerns with merging traffic and general congestion.
343.	Severn river bridge to bay Dale drive, both ways
344.	Volume during rush hour especially during the summer make even basic trips for groceries or to the. Clinic very difficult
345.	Not sure how much more traffic can get over the Severn river bridge regardless of what happens on the bay bridge- that said, the experiment this year of closing eastbound entrance after Rt 2 seemed to work great for us!
346.	None
347.	Trough traffic clogging local roads which prevent local residents from fully enjoying the benefits of our community.
348.	Approaching the bridge from Anne Arundel Co., there ought to be more advance notice of traffic slowdowns as one gets closer. Frequently, folks are driving 50mph and have to suddenly slam the brakes when slow traffic is encountered near Sandy Point Park. Some LED warning screens a few miles back could help.
349.	cars exiting Rte. 50 eastbound before the Severn River bridge to avoid traffic that then is still there when they finally reach the bridge
350.	Safe separated bicycle and pedestrian connection should be added to Severn River Bridge better connect Arnold with Parole. More frequent bus service needed on Rt. 2 connecting into Parole and Annapolis. More sidewalk and bike improvements needed throughout area. Study should consider non-automobile investments outside Study Corridor that remediate local traffic on 50 and 301 and improve safety.
351.	The backups through 97 are what concerns me. If you build another span, what happens on either side of the bridge?
352.	crossing lights at rt 213 and rt 404 on rt 50. People use rt 662 as a bypass to these crossing lights and speed through a residential 30 mph area at speeds in excess of 50mph. we need overpasses at these crossings. Our residential safety and home value is in extreme jeopardy.
353.	Congestion on Severn River Bridge; I know this is beyond the 50/301 split, but heading WEST, congestion between Rte. 50 & 404 to Queenstown Outlets shopping
354.	Appreciate the changes that were made to the Severn Bria few years ago. That made a huge difference on my commute time.
355.	West Annapolis gets congested when the Severn River and Bay bridges are backed up.
356.	Backups at Outlet mall, 404, Chesapeake College, all of Easton (need bypass or overpass).
357.	When the traffic backs up to the Severn River bridge.
358.	We need a new bridge to span the Chesapeake Bay! Widen route 50 be 6 lanes across to ease congestion.
359.	Severn bridge, despite the recent widening, is still a bottleneck and poorly designed.
360.	Adding another bridge in the same location doesn't seem like it would reduce traffic
361.	On the west side of the Bridge (where I live), there often are back ups on 50 approaching the Severn River Bridge heading east. It would need another lane or two to accommodate increased bridge traffic.
362.	People try to cut through Annapolis and Rowe Blvd to avoid traffic over the Severn River bridge so they use the Naval Academy bridge instead. Rowe Blvd at Taylor Ave backs up.
363.	Best gate road, general highway, west street and 450 backup when Severn bridge is backed up as people find alternative shortcuts. Impacting local residents just doing their daily activities
364.	Severn River bridge daily congestion! The Severn River Bridge issue needs to be solved before the Bay Bridge issue can be addressed.
365.	Kent Island is a mess. Non-locals are trying to save time by clogging the local roads. This is dangerous for the residents. The State of Maryland MUST immediately stop out of town drivers from using the local roads like they are now doing in Anne Arundel County.
366.	Lanes are too narrow on the Severn River Bridge. Most people do not obey the speed limit signs. Electronic monitoring is need to ticket those vehicle exceeding the posted speed limit. Overhead on and off ramps are needed like those on the capital beltway. More State Trooper police presents.
367.	Access lanes to the route - some have very short merge areas  Speed of the 18-wheelers
368.	I live on the Broadneck Peninsula. When the Bay Bridge backs up our local roads are clogged with cars that should be on Route 50. Closing the entrance ramps this summer has helped a lot!!  The overhead sign between exits 27 and 28 on Route 50 East continually causes back ups. The sign usually has non pertinent information. This sign could me moved or removed altogether.
369.	On weekends it is impossible to get from our area on to 50 in order to go up 301. Also when ever 50 is crowded everyone tries to use 18. Consequence is those of us in neighborhoods near 50/301 can not get to Stevensville.
370.	We live in Arnold and on the weekends we have to gauge whether we are going to make trips to Annapolis or the Cape St Claire area based on the beach traffic. It affects the small business owners in those areas because customers like myself are unwilling to deal with the beach traffic to visit them.
371.	Local road access and congestion, safety concerns with motorists not following overhead sign information
372.	Not enough capacity now and only increasing another bridge and parallel roads will destroy the Broadneck Peninsula
373.	Severna park and Arnold area
374.	-The amount of exits and entries between I-97 and the bridge.  -People attempting to use Route 2 and College Parkway to circumvent traffic leading up to the Bay Bridge.  -The lack of alternate routes between I-97 and Route 2.
375.	As a resident of Chester, we are only able to get around the island Thursday - Sunday now on foot or bicycle. Emergency services lack of ability to get to calls quickly is very concerning. A compromise must be found to keep the back roads clear so that we can simply function.
376.	feeder from Rt 2, 450 inadequate,

Open House Survey Summary

Open House Survey Question 8 Responses:	
377.	The entire corridor is dangerous and frightening!
378.	All of the local roads that my friends and I live on and traverse for our daily lives (work, school, etc.), both on the Eastern and Western Shores, are congested so much on Fridays and Saturdays (and parts of Sundays) that we are literally prisoners in our homes and/or at our places of work until the tourist traffic decongests from OUR roads. These people cause wrecks that increase traffic even more and tie up OUR first responder resources. My son is a volunteer firefighter and has mentioned to me on more than one occasion that their response times are frequently increased because of all the non-local traffic tying up the roadways; it's literally a matter of life and death...who will be held responsible when a house is fully engulfed and can't be saved or when someone needlessly dies because EMS couldn't get to them in time?
379.	US50 at Rt213
380.	On st. Margaret Rd congestion can be unbelievable
381.	Every single side road that locals cannot access to get home, or pick up their children from daycare, or even get to the grocery store due to beach goers trying to avoid sitting on 50.
382.	Back up at Severn River Bridge
383.	Local roads become backed up as a result of 50 traffic exiting.
384.	Severn River bridge to the bay bridge  Main street Kent Island I cannot access any businesses apart from Thompson creek area easily what is a normal 7 min transit time becomes 20 to 35/40 min, with all the housing you are adding with limited shopping availability infrastructure on kent island should have preceded all the construction and traffic issues be addressed
385.	Stevensville and Chester become crippled by overflow traffic from 50. The additional throughput would need to allow traffic to flow well enough through the 50/301 split to avoid the continue dumping of cars onto local roads. Our concern is that while it may fix the Chester/Stevensville problem, it will simply push it further down towards Queenstown.
386.	broadneck area is too congested
387.	In general, speed and volume of traffic are problems throughout the corridor. Perhaps there should be no more new housing or apartments built in this area - it cannot support an increase in population.
388.	The entire corridor can be congested and very slow. Severn River Bridge delays



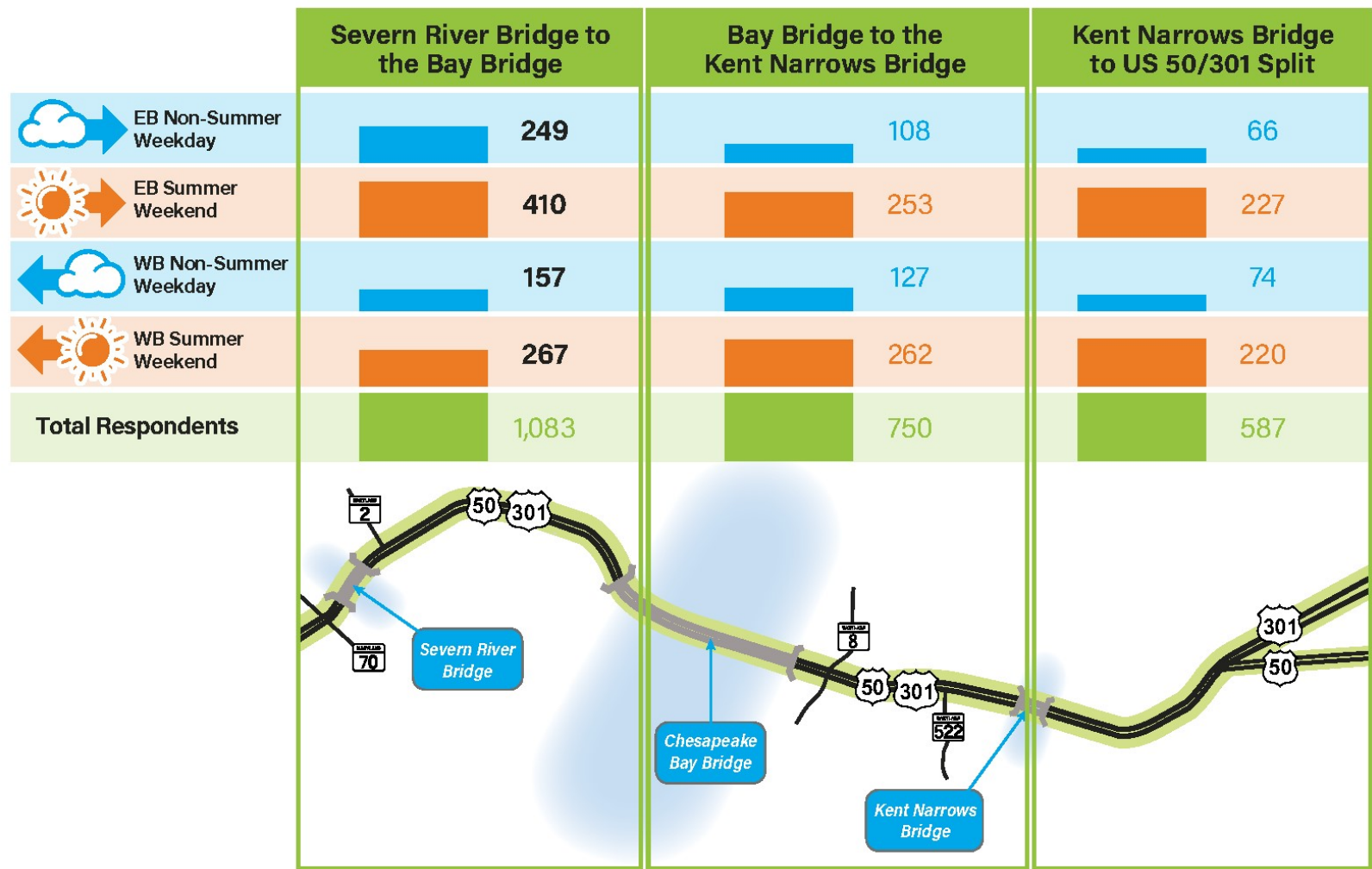
Open House Survey Summary

**QUESTION 9**

**When and where does Bay Bridge traffic impact your daily activities along US 50/301?**

This question asked respondents to identify when and where traffic impacts their daily activities at three different areas in the study corridor: Severn River Bridge to the Bay Bridge, Bay Bridge to the Kent Narrows Bridge, and Kent Narrows Bridge to US 50/301 Split. Respondents could select all that apply. The same question was asked during the Virtual Open House live polling. Both Open House Survey and the Virtual Open House Poll results indicate that traffic between the Severn River Bridge and the Bay Bridge most impacts daily activities regardless of direction (eastbound vs westbound), season (non-summer vs summer) or weekday vs weekend. Note, that survey and poll results do not represent traffic analysis.

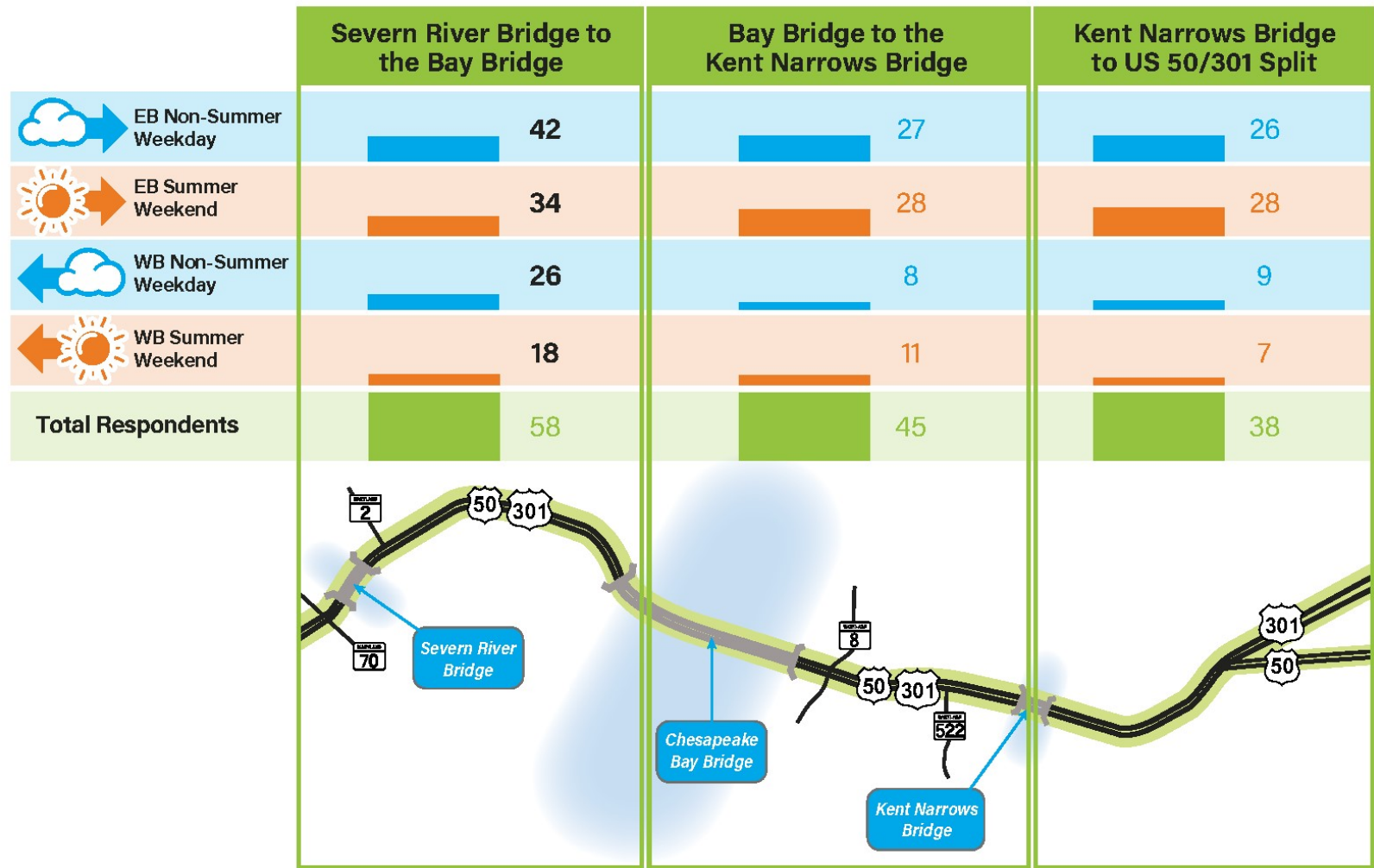
**Open House Survey Results:**



Note: Survey responses do not represent traffic analysis.

Open House Survey Summary

**Virtual Open House Poll Results:**



Note: Survey responses do not represent traffic analysis.

Open House Survey Summary

**QUESTION 10**

**What is your most frequent destination when you cross the Bay Bridge? Please check up to three.**

This question was asked in the Open House Survey. In the survey more than 30% of respondents indicated that they use the Bay Bridge to make local trips to Anne Arundel County and 40% of respondents indicated that they use the Bay Bridge to make local trips to Queen Anne’s County.

The Virtual Open House Poll presented this question in two parts.

- A. What is your most frequent Maryland destination when you cross the Bay Bridge?
- B. What is your most frequent non-Maryland destination when you cross the Bay Bridge?

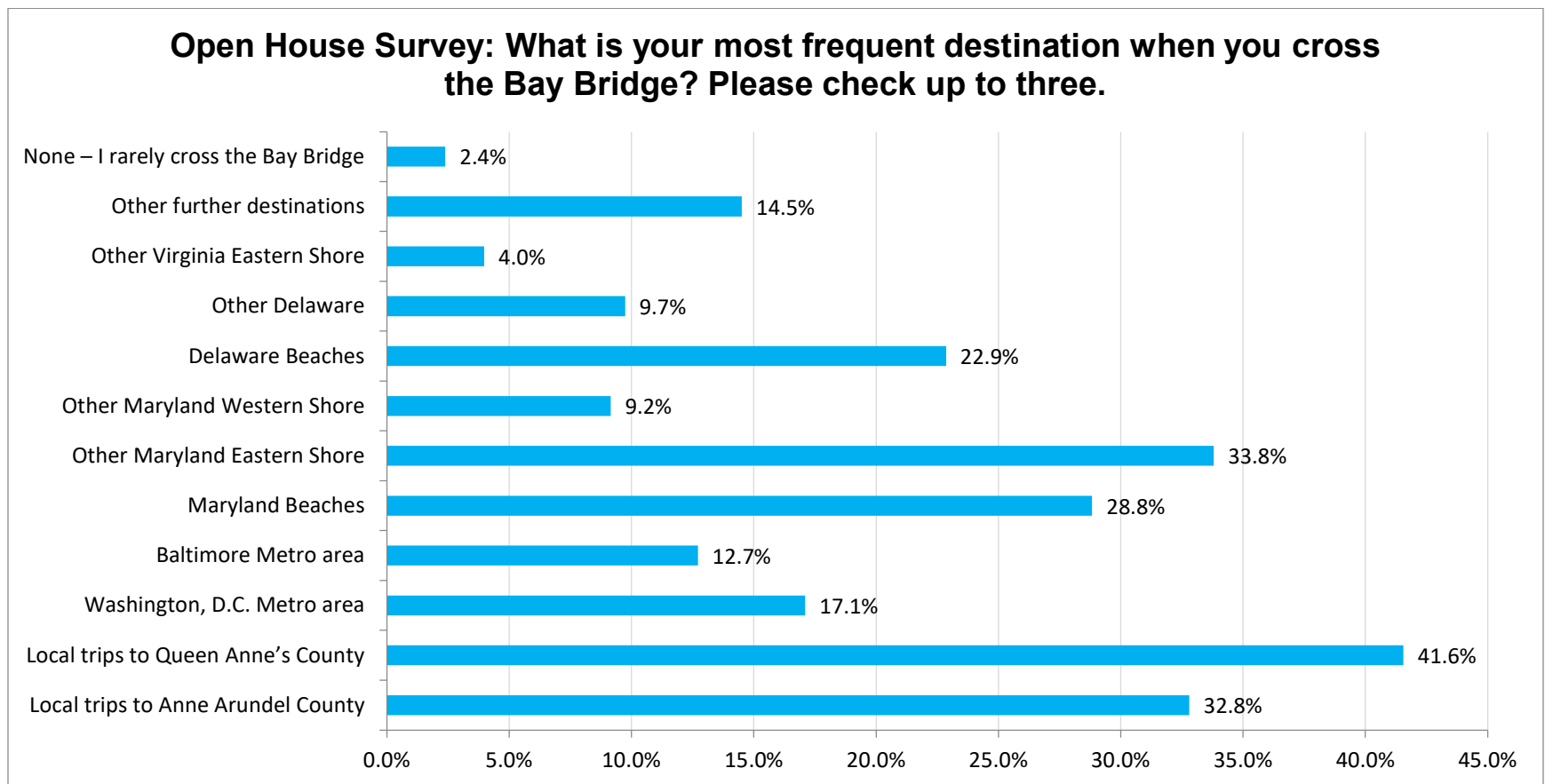
Nearly 24% of live poll participants indicated that they most frequently use the Bay Bridge to make local trips to Queen Anne’s County. A little more than 20% of live polling participants indicated that they use the Bay Bridge to reach Maryland Beaches, and a little less than 19% use the Bay Bridge to reach other Maryland Eastern Shore Destinations.

More than 32% of live polling participated use the Bay Bridge to reach further destinations, while a little less than 24% use the Bay Bridge to reach the Washington D.C. Metropolitan area and 21% use the Bay Bridge to reach Delaware Beaches.

**Open House Survey Results:**

Answered	504
Skipped	107

Open House Survey	Responses	
Local trips to Anne Arundel County	32.9%	166
Local trips to Queen Anne’s County	41.5%	209
Washington, D.C. Metro area	17.3%	87
Baltimore Metro area	12.9%	65
Maryland Beaches	28.8%	145
Other Maryland Eastern Shore	33.7%	170
Other Maryland Western Shore	9.1%	46
Delaware Beaches	22.8%	115
Other Delaware	9.7%	49
Other Virginia Eastern Shore	4.0%	20
Other further destinations	14.5%	73
None – I rarely cross the Bay Bridge	2.4%	12

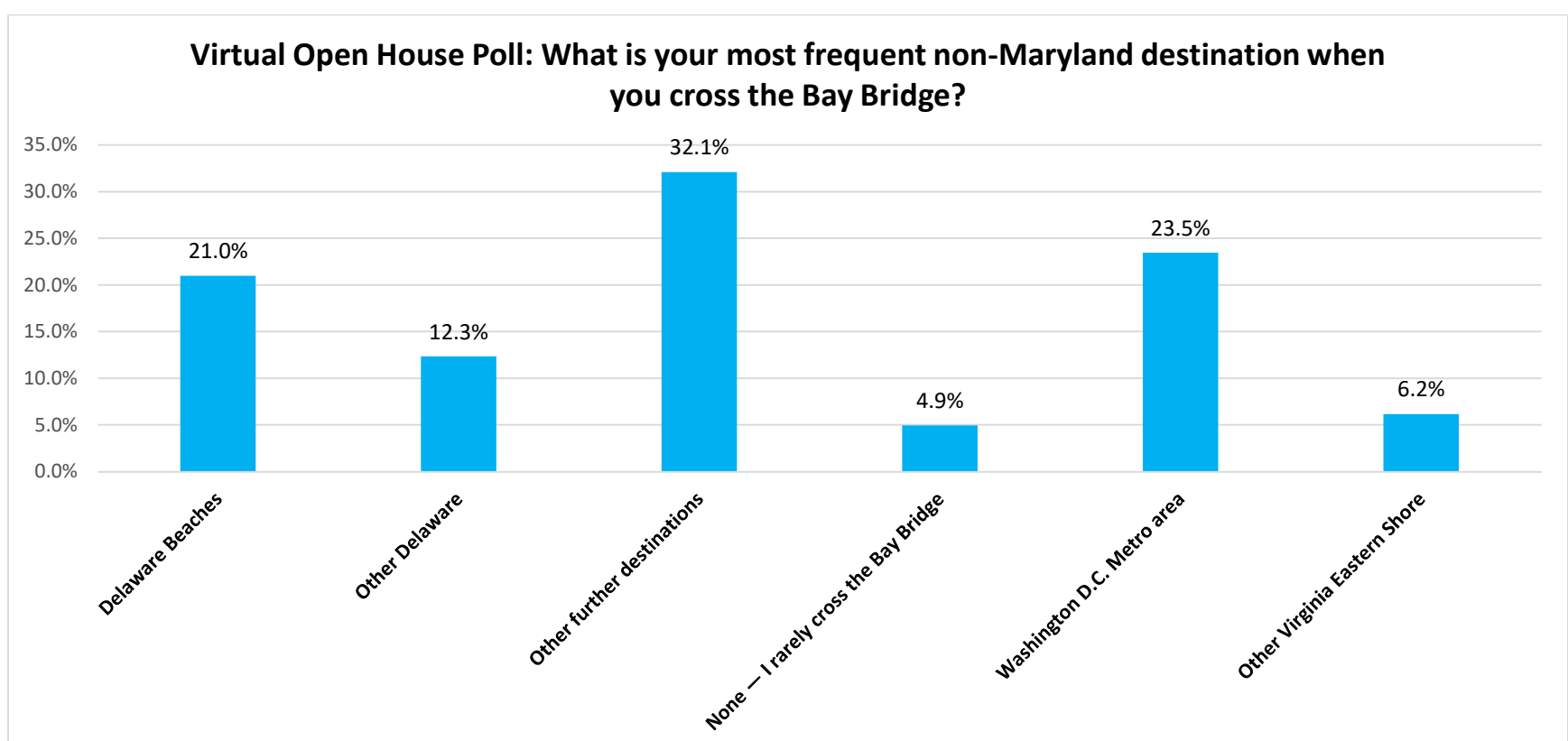
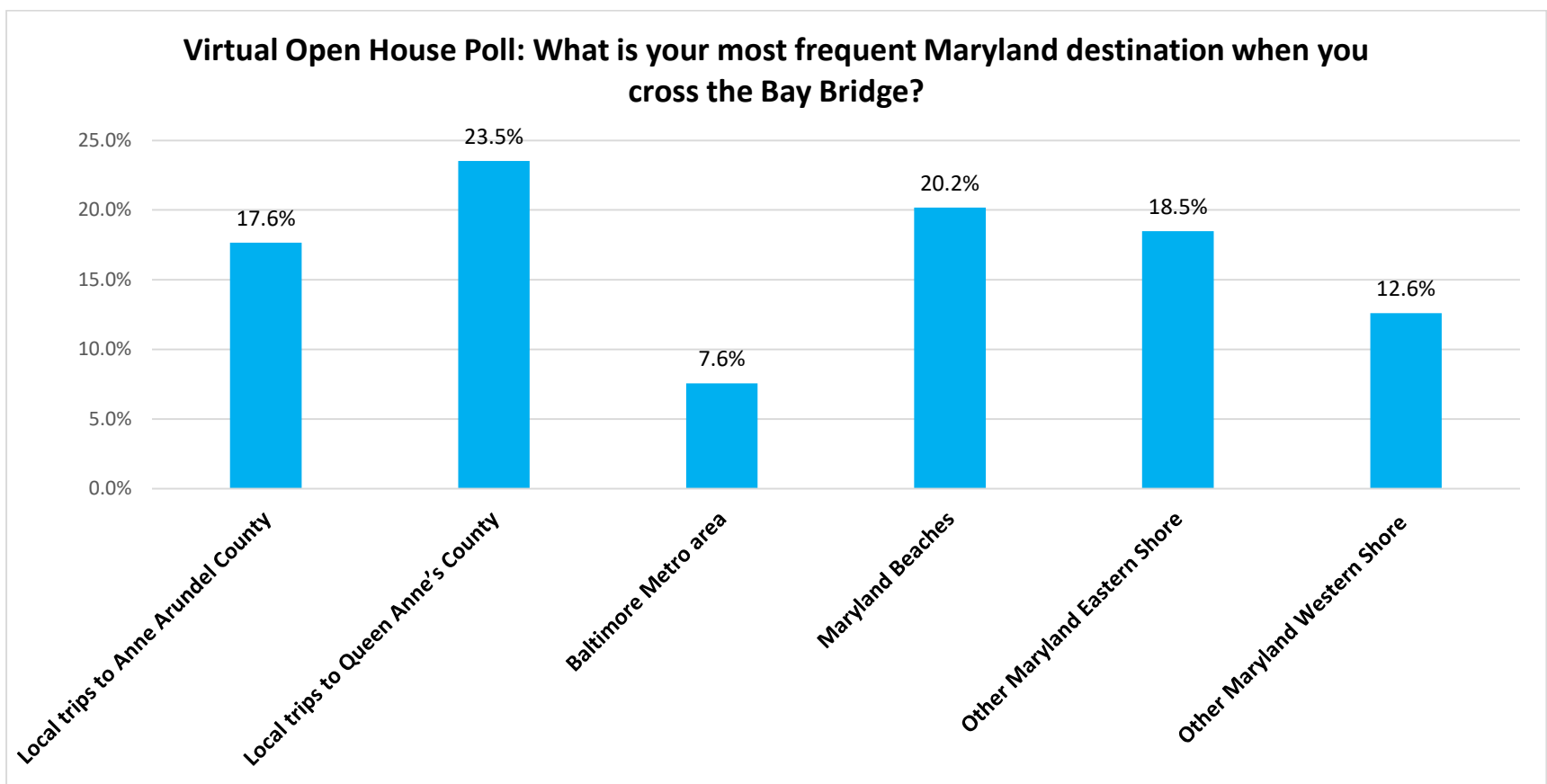


Open House Survey Summary

**Virtual Open House Poll Results:**

During live polling 60 participants submitted 119 responses to the question about Maryland destinations and 56 participants submitted 81 responses to the question about non-Maryland destinations.

What is your most frequent Maryland destination when you cross the Bay Bridge?	Response	
Local trips to Anne Arundel County	17.6%	21
Local trips to Queen Anne’s County	23.5%	28
Baltimore Metro area	7.6%	9
Maryland Beaches	20.2%	24
Other Maryland Eastern Shore	18.5%	22
Other Maryland Western Shore	12.6%	15
What is your most frequent Non-Maryland destination when you cross the Bay Bridge?	Response	
Delaware Beaches	21.0%	17
Other Delaware	12.3%	10
Other further destinations	32.1%	26
None — I rarely cross the Bay Bridge	4.9%	4
Washington D.C. Metro area	23.5%	19
Other Virginia Eastern Shore	6.2%	5



Open House Survey Summary

**QUESTION 11**

**What sensitive environmental and/or community resources in the Study Corridor are most important to you?**

This question was asked in the Open House Survey. Participants could select all resources that apply. In the survey about 70% of respondents indicated that neighborhood areas are most important to them. Just over 64% of respondents indicated that wetlands, streams, and forests were most important to them, and just over 51% of respondents indicated that parks/recreational facilities were most important to them.

In the live poll this question was presented in two-parts:

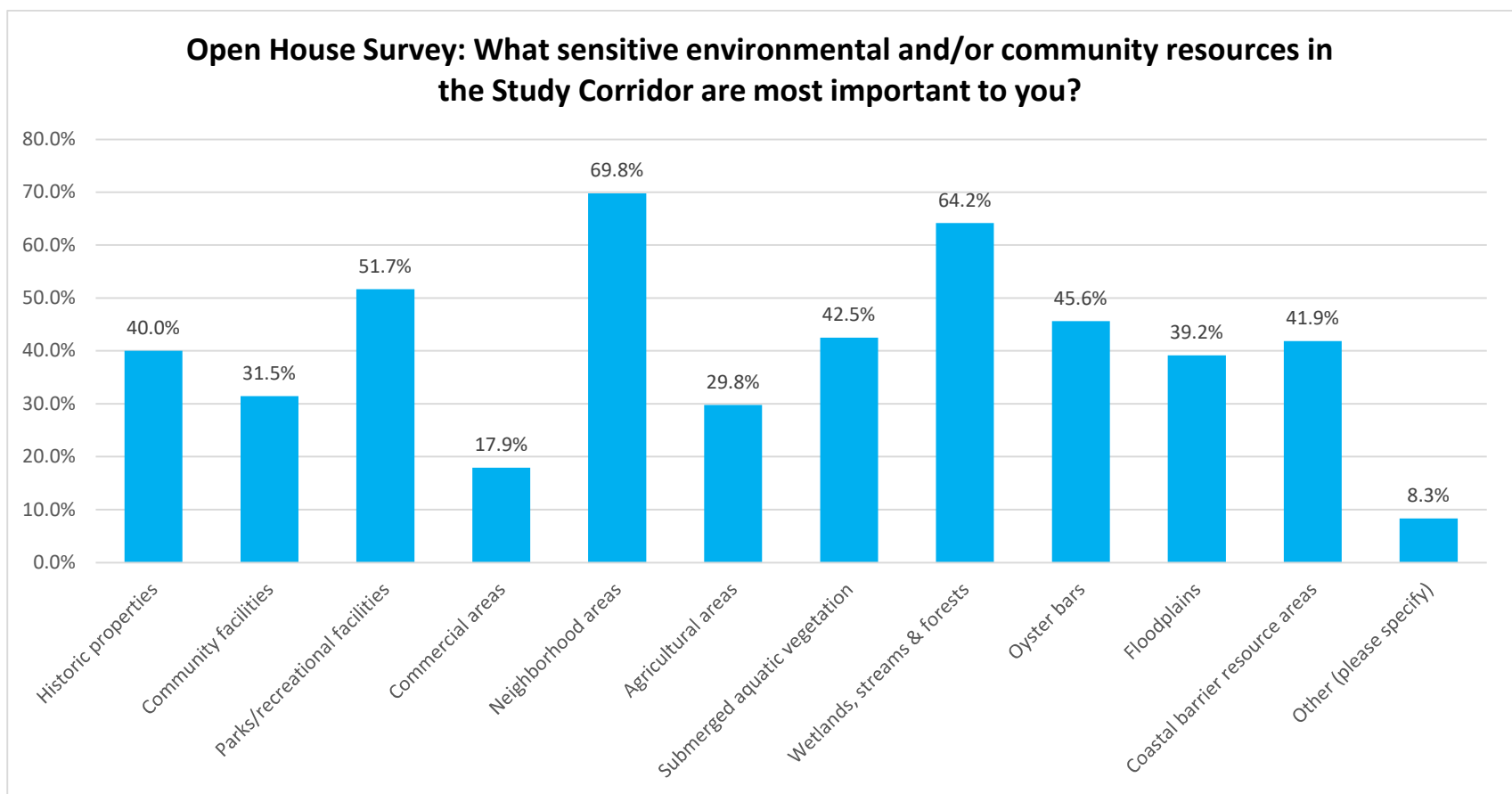
- A. What sensitive natural environmental resources in the Study Corridor are most important to you?
- B. What sensitive community resources in the Study Corridor are most important to you?

Respondents could select any or all of six suggested resources areas for each part of this question. The poll results for the natural resources question were dispersed between 12 and 21 percent across the six proposed resource area, with wetlands, streams, and forests noted as being of the greatest (21%) importance. The poll results for the cultural resources question were more clearly weighted toward noting the importance of neighborhood areas (27%).

**Open House Survey Results:**

Answered	480
Skipped	131

Open House Survey	Responses	
Historic properties	40.0%	192
Community facilities	31.5%	151
Parks/recreational facilities	51.7%	248
Commercial areas	17.9%	86
Neighborhood areas	69.8%	335
Agricultural areas	29.8%	143
Submerged aquatic vegetation	42.5%	204
Wetlands, streams & forests	64.2%	308
Oyster bars	45.6%	219
Floodplains	39.2%	188
Coastal barrier resource areas	41.9%	201
Other (please specify)	8.3%	40



Open House Survey Question 10 Other (please specify):	
1.	none!
2.	all areas Bay Bridge and east
3.	blank
4.	What about mitigation by adding other areas (lines drawn to Submerged, wetlands, oyster bars)
5.	Its all good
6.	(no comment given)
7.	None
8.	None
9.	the environment and air quality
10.	Preserving bike trails

Open House Survey Summary

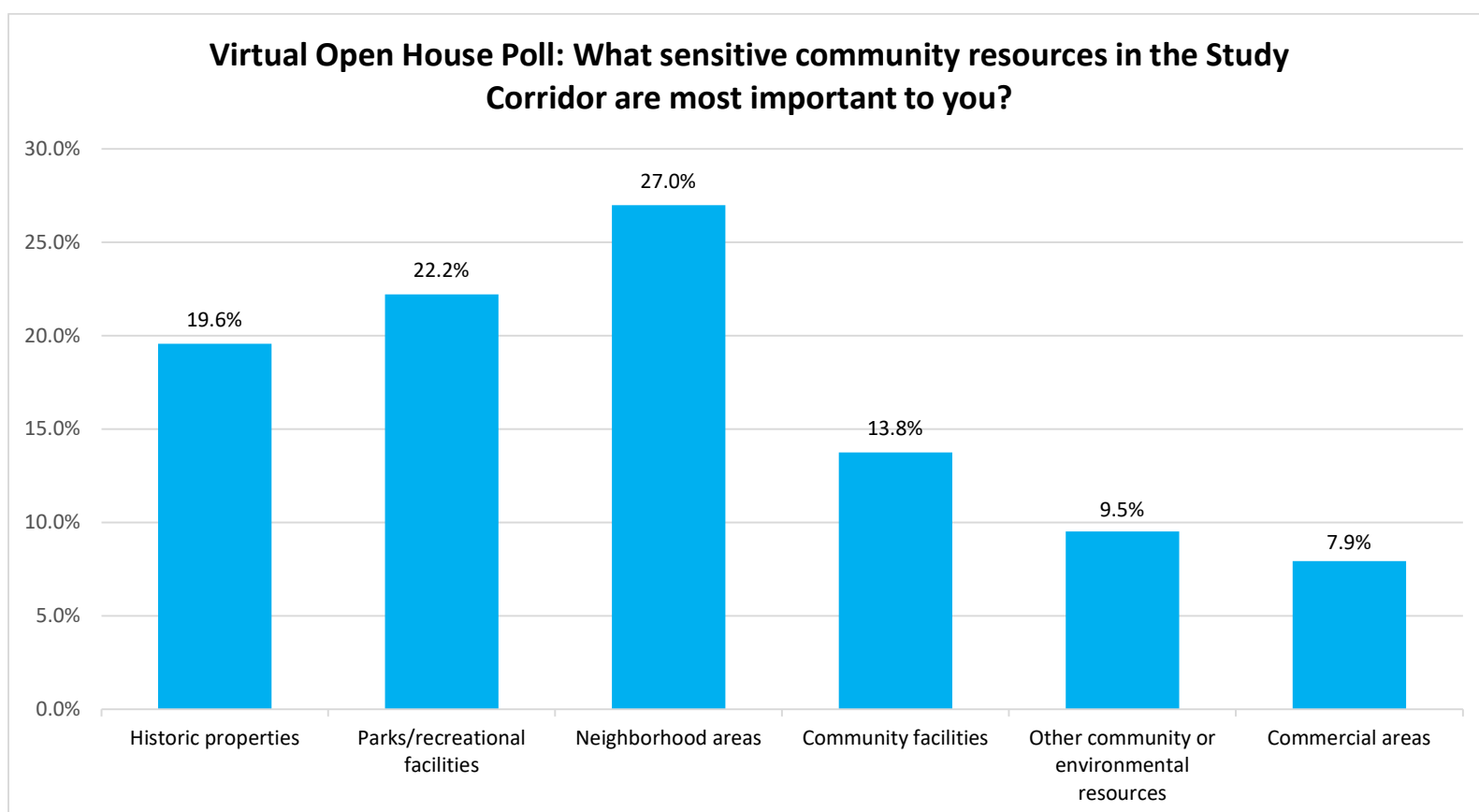
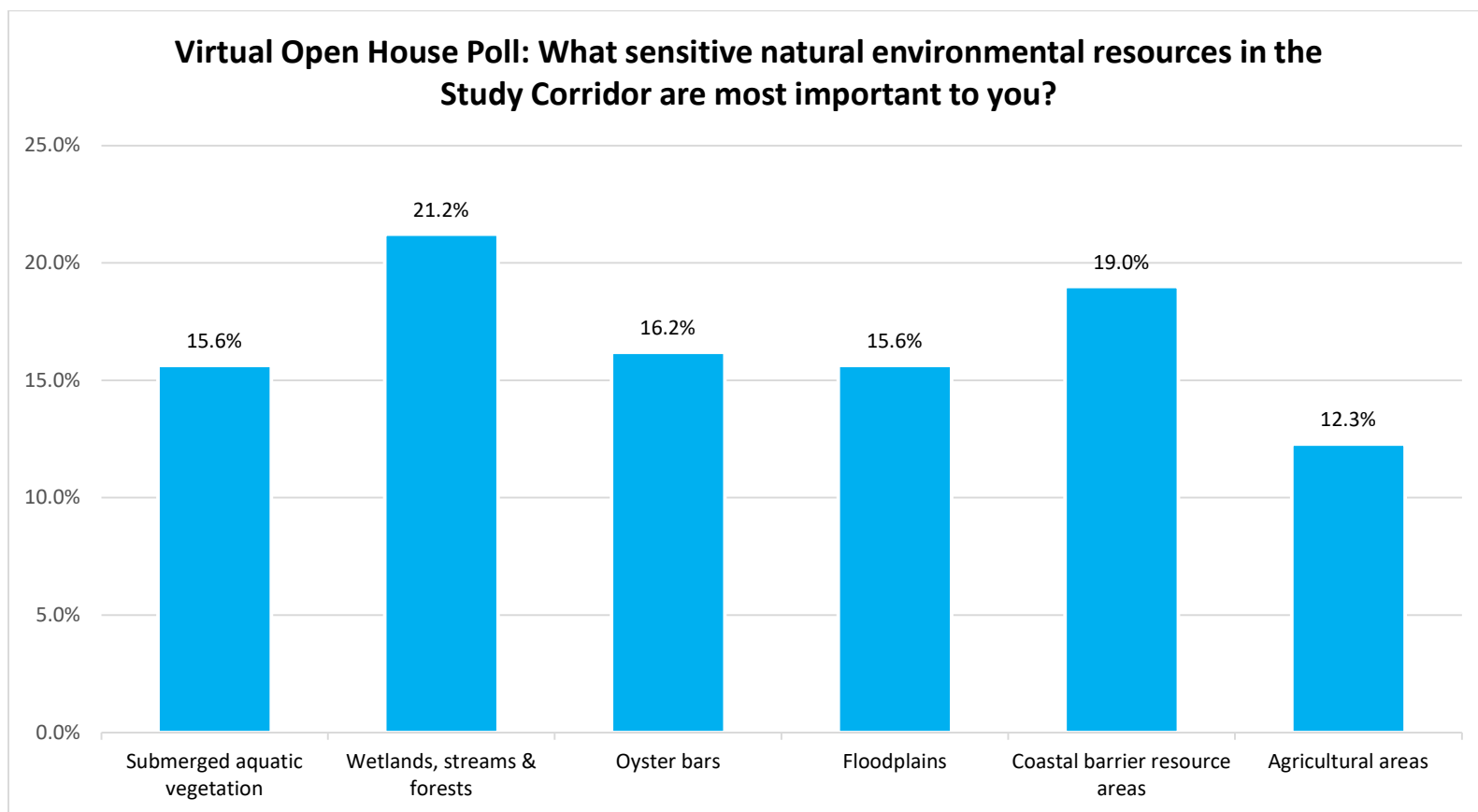
Open House Survey Question 10 Other (please specify):	
11.	It's all important
12.	(no comment given)
13.	This third span seems like a terrible idea quite frankly!
14.	ALL ABOVE
15.	NONE. I am a huge environmentalist, but there is nothing a bridge column would really endanger.
16.	bridge jumpers
17.	Ease of travel is more important
18.	Eastern shores rural charecter
19.	Wildlife conservation
20.	Stop building on Kent Island!!!!
21.	Property value
22.	TIER 2 STUDY IS AMORPHOUS. WHAT ARE YOU TALKING ABOUT? YOU NEED A 2 MILE LANE TO THE BRIDGE?
23.	I am concerned with all environmental issues but mostly with my ability to get to family members as needed, when needed opposed to sitting in 45-60 minutes of traffic
24.	Noise pollution for local residential communities that border the road, especially when sound travels over water and marshes
25.	None ... time to build
26.	A rural quality of life. Smaller population density.
27.	Section 4f properties, traffic, visual impacts, noise and vibration
28.	Existing property and being able to stay here and not be taken
29.	Noise abatement for local residences. The noise from Rt.50 can be deafening at times.
30.	Terrapin park.
31.	The traffic delays caused by the bridge make doing anything impossible. Would like another bridge built ASAP at any cost
32.	None
33.	Local flooding is becoming a problem due to increasing building on Kent Island
34.	Existng vegetation and Broadneck trail along College Parkway
35.	Quality of life in general.
36.	my home at 609 Wye Mills Rd Queenstown ( Rt662)
37.	None
38.	Forests
39.	Bike trails

Open House Survey Summary

**Virtual Open House Poll Results:**

During live polling 60 participants provided 179 responses to the question about natural resources and 61 participants provided 189 responses to the question about community resources.

What sensitive natural environmental resources in the Study Corridor are most important to you?	Response	
Submerged aquatic vegetation	15.6%	28
Wetlands, streams & forests	21.2%	38
Oyster bars	16.2%	29
Floodplains	15.6%	28
Coastal barrier resource areas	19.0%	34
Agricultural areas	12.3%	22
What sensitive community resources in the Study Corridor are most important to you?	Response	
Historic properties	19.6%	37
Parks/recreational facilities	22.2%	42
Neighborhood areas	27.0%	51
Community facilities	13.8%	26
Other community or environmental resources	9.5%	18
Commercial areas	7.9%	15



Open House Survey Summary

**QUESTION 12**

The one-way Bay crossing distance in the Study Corridor is more than 4.1 miles, plus additional length for access. Would you use a shared-use path across the bay if it were available and physically separated from vehicles?

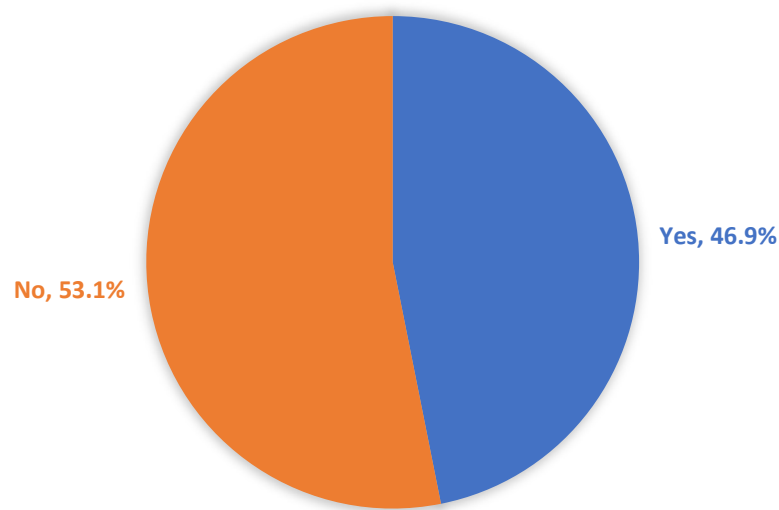
This question was asked in the Open House Survey and during the Virtual Open House live polling. In the survey more than 50% of respondents indicated that they would not use a shared-use path across the bay. In the live poll 60% of respondents indicated that they would not use a shared-use path across the bay.

**Open House Survey Results:**

Answered	478
Skipped	133

Open House Survey	Responses	
Yes	46.9%	224
No	53.1%	254

The one-way Bay crossing distance in the Study Corridor is more than 4.1 miles, plus additional length for access. Would you use a shared-use path across the bay if it were available and physically separated from vehicles?





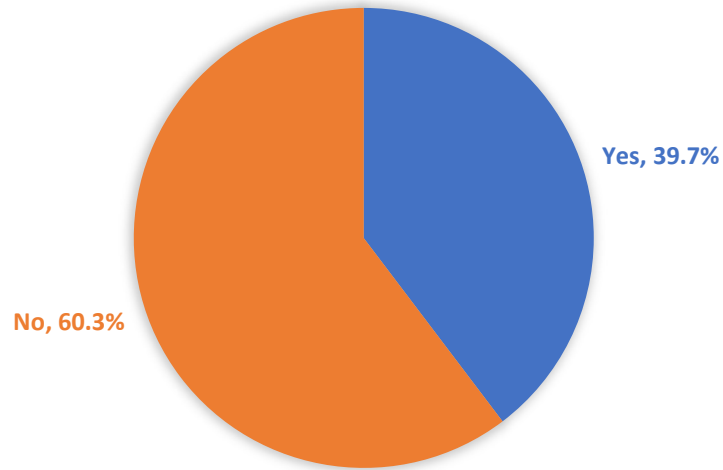
Open House Survey Summary

**Virtual Open House Poll Results:**

During live polling 63 responses to this question were received.

Virtual Open House Poll	Response	
Yes	39.7%	25
No	60.3%	38

**Virtual Open House Poll: The one-way Bay Bridge crossing distance in the Study Corridor is more than 4.1 miles, plus additional length for access. Would you use a shared-use path across the Bay if it were available and physically separated from vehicles?**



Open House Survey Summary

**QUESTION 13**

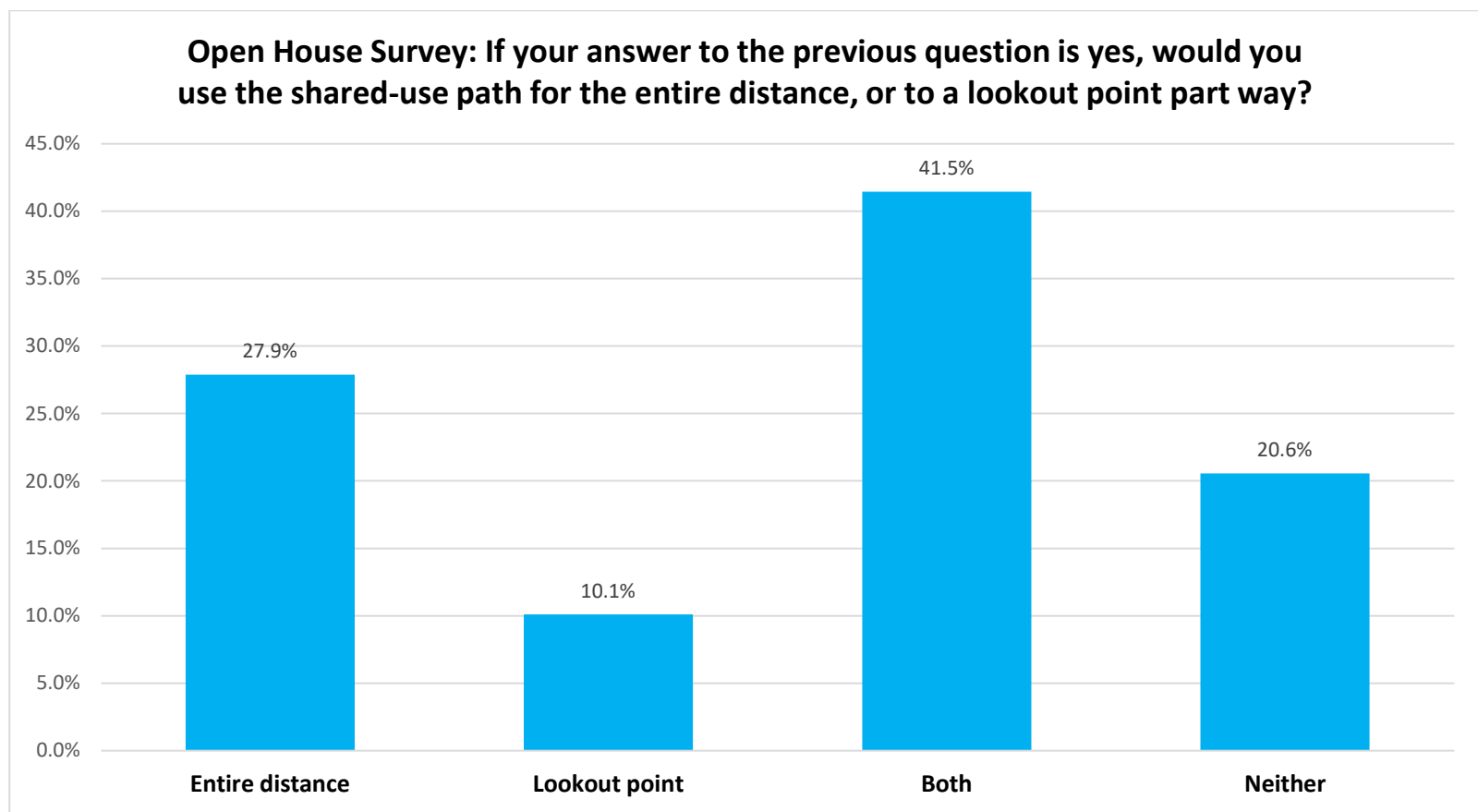
If your answer to the previous question is yes, would you use the shared-use path for the entire distance, or to a lookout point part way?

This questions was formulated as an extension of Question 12. This was asked in the Open House Survey and during the Virtual Open House live polling. In both the survey and the live poll more than 40% of respondents indicated that they would use a shared-use path to both travel the entire distance and to a lookout point part way.

**Open House Survey Results:**

Answered	287
Skipped	324

Open House Survey	Responses	
Entire distance	27.9%	80
Lookout point	10.1%	29
Both	41.5%	119
Neither	20.6%	59

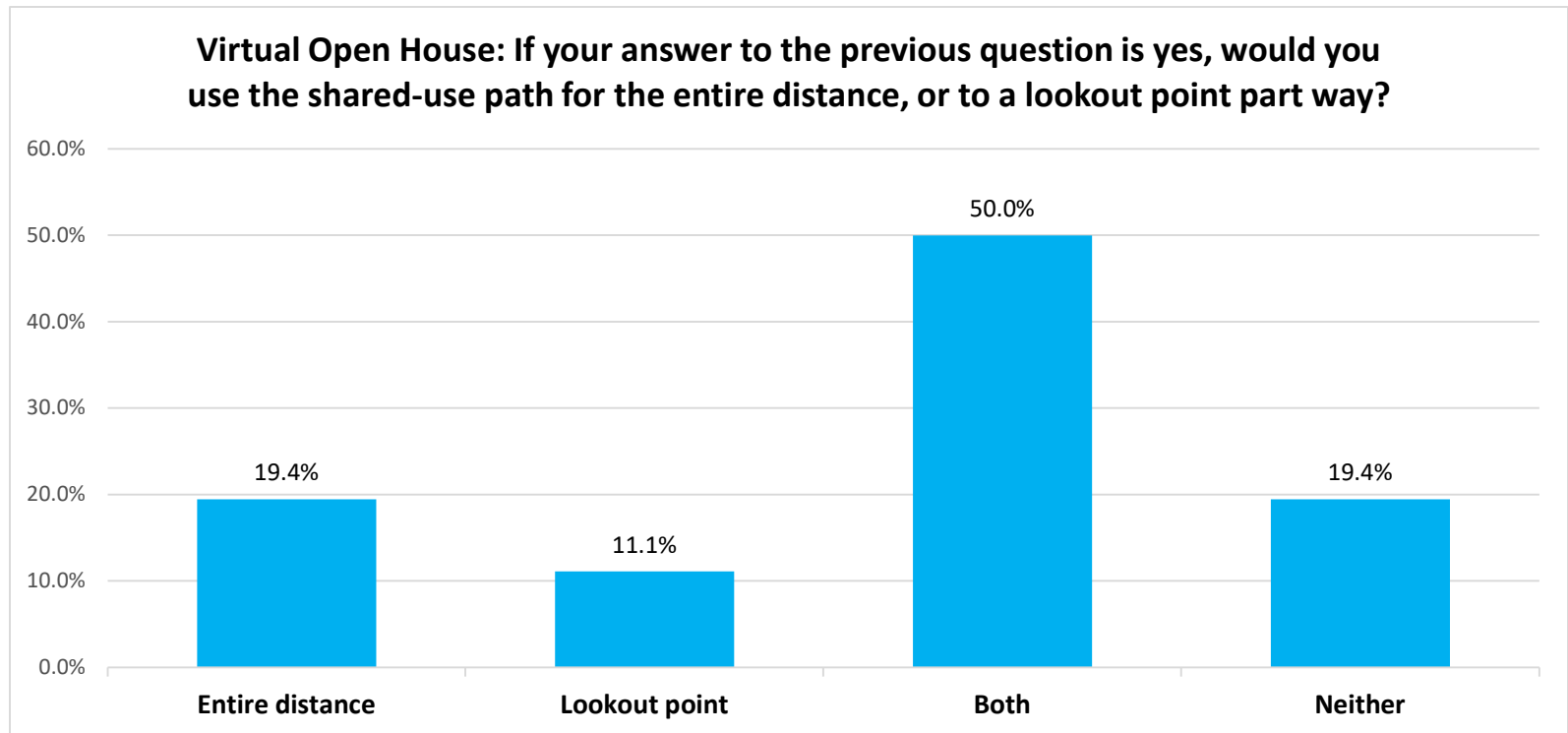


Open House Survey Summary

**Virtual Open House Poll Results:**

During live polling 36 responses to this question were received.

Virtual Open House	Response	
Entire distance	19.4%	7
Lookout point	11.1%	4
Both	50.0%	18
Neither	19.4%	7



Open House Survey Summary

**QUESTION 14**

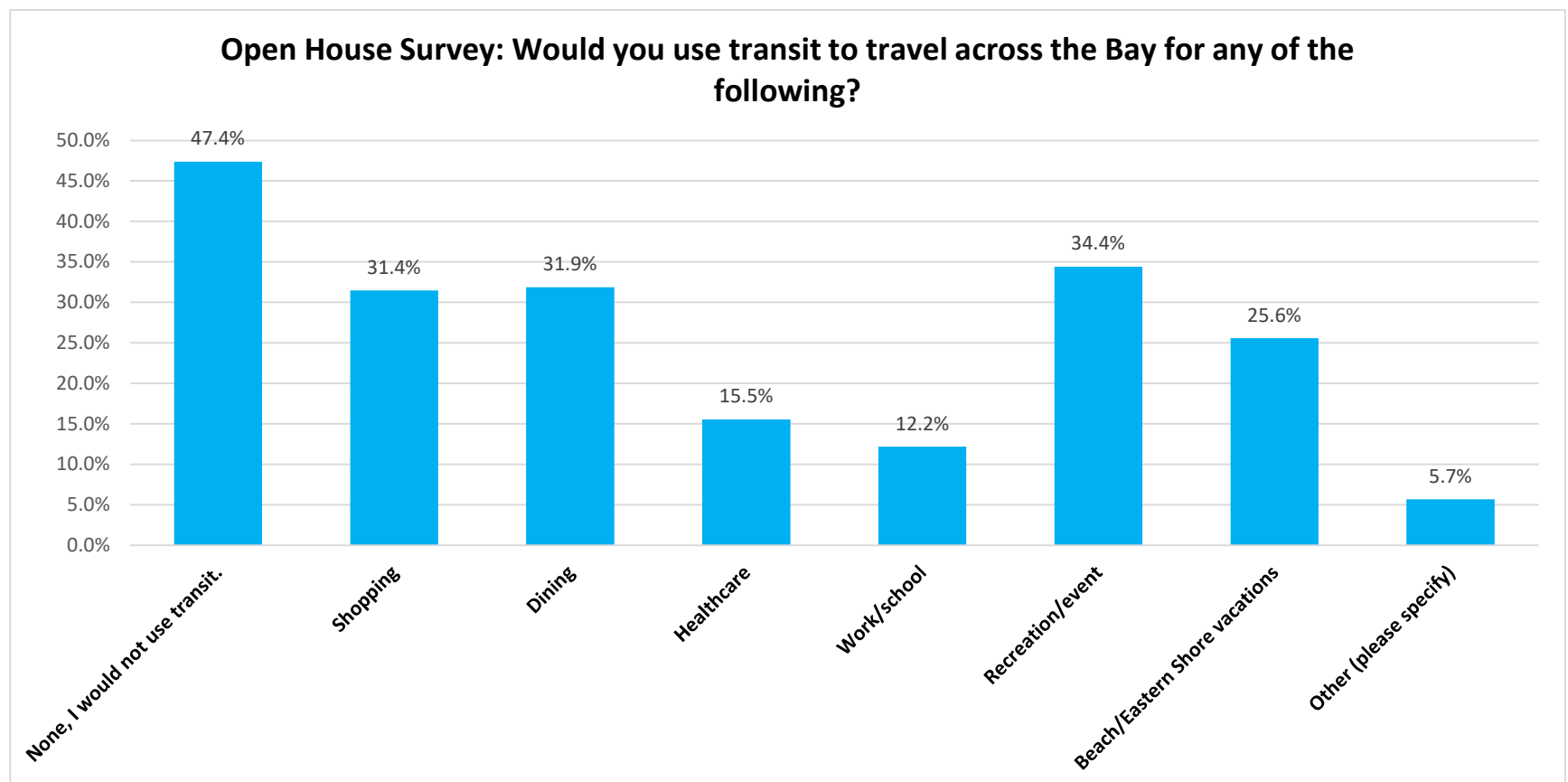
Would you use transit to travel across the Bay for any of the following? Please check all that apply.

This question was asked in the Open House Survey and during the Virtual Open House live polling. In the survey over 40% of respondents indicated that they would not use transit to travel across the bay. In the live poll over 20% of respondents indicated that they would use transit to travel across the bay for recreation/events.

**Open House Survey Results:**

Answered	477
Skipped	134

Open House Survey	Responses	
None, I would not use transit.	47.4%	226
Shopping	31.4%	150
Dining	31.9%	152
Healthcare	15.5%	74
Work/school	12.2%	58
Recreation/event	34.4%	164
Beach/Eastern Shore vacations	25.6%	122
Other (please specify)	5.7%	27



Question 13 Other (please specify):	
1.	n/a
2.	To visit friends
3.	- (no comment was left)
4.	- (no comment was left)
5.	- (no comment was left)
6.	Westbound should only go westbound always!
7.	depends on the amount of options (destinations available)
8.	blank
9.	BWI
10.	Use in conjunction with bicycle.
11.	Bicycle path
12.	bwi
13.	WHT THE [Explicit Language Redacted] ARE YOU TALKING ABOUT? A WALKWAY? IF SO, SAY SO.
14.	BWI Airport
15.	Alternate route from Annapolis to Wilmington / Phili
16.	Ocean City
17.	Visiting friends, family
18.	Family
19.	Visit family and friends in Queen Anne
20.	Sports/sailing
21.	Visit friends
22.	A car ferry if there were one
23.	If there were drop offs at metro for instance

Open House Survey Summary

Question 13 Other (please specify):	
24.	visit children, catch a plane
25.	Visit family
26.	I travel to various locations from Baltimore to the Eastern Shore and wish transit were an option, specifically Kent Island, Cambridge, and Salisbury
27.	I would only use a dedicated point to point express transit to Annapolis or Baltimore, not one with stops along the way.

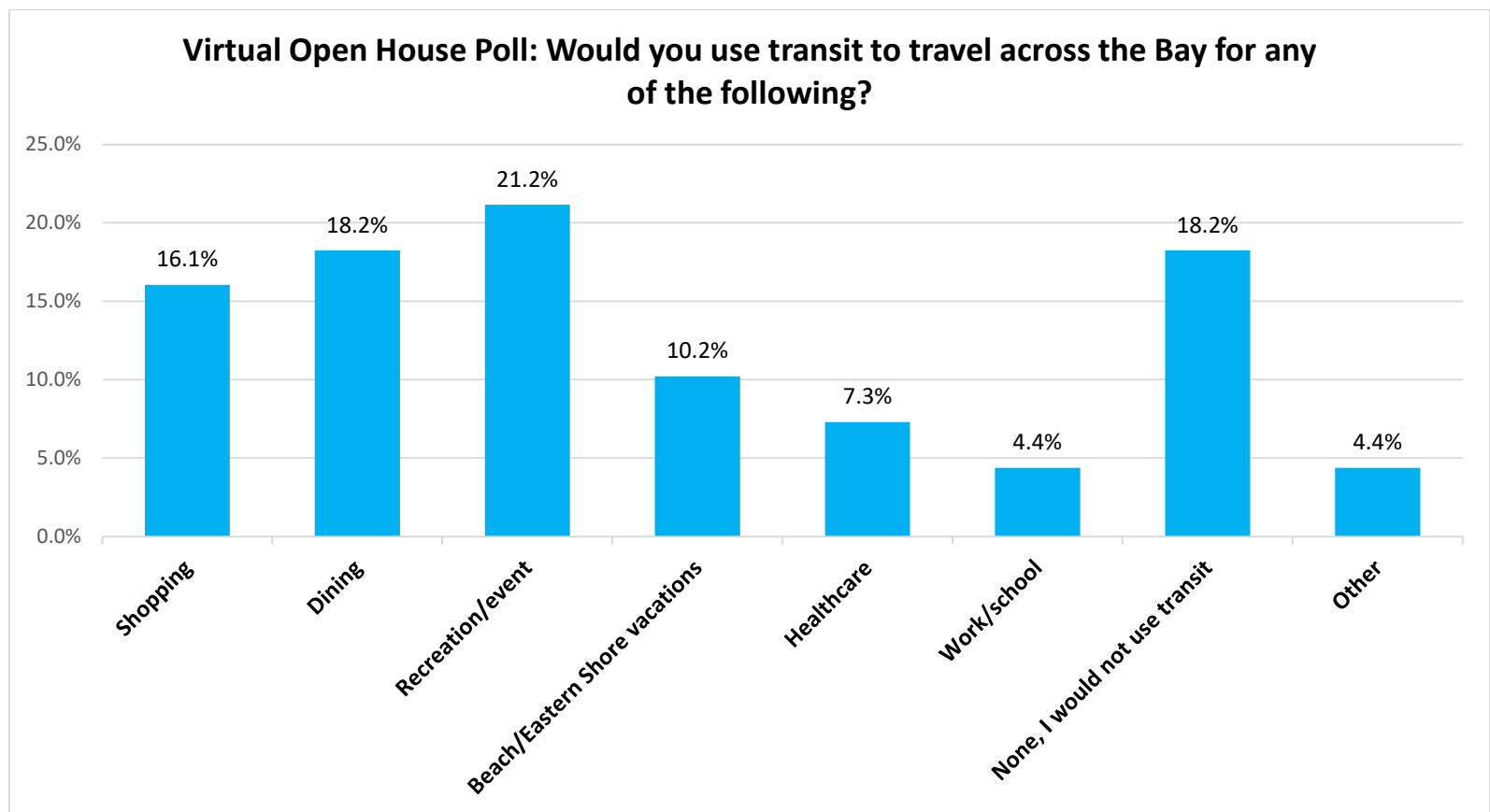
Open House Survey Summary

**Virtual Open House Poll Results:**

This question was also asked during the Virtual Open House live polling as a two-part question, the results are summarized in this section 137 were received.

Answers	137
Skipped	0

Virtual Open House Poll	Response	
Shopping	16.1%	22
Dining	18.2%	25
Recreation/event	21.2%	29
Beach/Eastern Shore vacations	10.2%	14
Healthcare	7.3%	10
Work/school	4.4%	6
None, I would not use transit	18.2%	25
Other	4.4%	6



Open House Survey Summary

QUESTION 16: ADDITIONAL COMMENTS

Open House Survey Additional Comments	
1.	e need an additional bridge as soon as possible. We have a baby we would have to get to a hospital quickly in case of an emergency. Groceries are cheaper on the other side of the bridge - an equity issue that an additional bridge would ease. Medical services are better on the other side of the bridge - another equity issue solved by an additional bridge.
2.	Need dedicated lane for thru-traffic similar to I-95 express lanes in Northern Virginia. Need exorbitant high toll for non-residents on summer travel weekends and holidays. Need state of Maryland to promote use of I-95 North and Route 1 in Delaware for beach traffic originating in Baltimore and south central Pennsylvania Equity does not exist if Eastern Shore residents have limited or restricted access to better jobs; better healthcare, and better goods and services found on the Western shore. Tunnel please. Tunnel could be multi-purpose to run fiber optic cable and/or natural gas/hydrogen lines in adjacent structure. You can also run high voltage transmission lines through a sister tunnel. See Line 5 plans for tunnel linking Northern Michigan with Upper Peninsula.
3.	(unknown text) should be given to elevated crossing to avoid further (unknown) ground transportation
4.	Important to upgrade roads and bridges on Kent Island before bridge. NEED NOW!! Why put bike or pedestrian paths that may cause more accidents and be appreciably more costly. This idea is ridiculous
5.	I feel there is a huge opportunity to sequester a substantial amount of traffic that won't be stopping anywhere in the study corridor to (unknown) limited access express lanes that are flexible enough to put in local service when traffic is low. Having spoken with several MDTA/others at this evenings event about this idea and the reaction was "not heard of that option" to "not under consideration" I am a bit surprised considering some of the more fringe needs being considered. I was quite skeptical about adding the additional eastbound lane but it has been quite safe and effective from my observations. This is to say that this is not my area of expertise so I keep an open mind to the options. I am not part of the NIMBO crowd. I feel are self centered, ignorant and out of touch. Those who most stand to be affected should have had their eyes wide open when they moved to a location adjacent to a major highway. I liken them to buying a house in a flight path of BWI and then complaining about the noise.
6.	Disappointed the next meeting's one year away. Need to keep people informed. Need local input. These meetings are great but you need a speaker. Need to go out in the Community more!
7.	In 1988 when I moved here, the traffic was just as bad as now. "if you build it, they will come!" If you build it elsewhere, people have options. You're not giving them options if you build it here. People are also getting violent on the roads because the congestion is so bad. This is going to become a serious safety issue for our community. TAKE THE BRIDGE ELSEWHERE!
8.	Have people who live on Kent Island at the table when making decisions. Ideal: Go south on West side of Bay to maybe around Crisfield, then build a bridge there. NO ADD'L BRIDGE TO KENT ISLAND
9.	is the environmental impact looking at the cost of inaction, with thousands of cars burning gas sitting in traffic? what can be done within the next 3-5 years to reduce traffic? why are privatized ferries not being seriously considered? why have we constricted ourselves to building in this one chokehold location? a bridge built from Aberdeen MD to the eastern shore would not need to be as high for shipping and reduce congestion on Kent Island Why has there been no action since 1970 to reduce traffic?
10.	Please see back - Double decker 6 lanes/6 lanes Same location 2 phases - 1st phase - old bridge replacement -using extra space between bridges 2nd phase -rebuild 1972 bridge - use as express lanes only After living in Queens, NYC - near the Thaogs Neck Bridge, South Shore of Massachusetts during the "big Dig" in Boston - etc. - My opinion based on "total impact" would be: -Build a 2 level bridge in the same location as the existing "older" Bay Bridge with 6 lanes -Use the space between the 2 existing bridges for the new double decker -12 lanes in total for "double decker" -This would solution would provide additional lanes with the least amount of impact - Build another bridge to replace 1972 bridge in 15 years next to the double decker for express lanes only -Designate express lanes for 2 or more passengers - both East - and west
11.	The cause of all the traffic problems both sides of the bridge, is a plug of traffic at the bridge. Remove the plug!!! Build an 8 lane bridge and block all 1 lane each way and would flow. The only reason people get off the highway is because the highway is slowed or stopped. With 3 lanes flowing it should be ok. Another point would be to paint solid lane lines on both existing bridges. This is for safety and the vast majority of accidents are caused by lane changes.
12.	Thank you for asking.
13.	The flow westbound from the bridge to the Severn River is as big an issue on weekdays as the flow from 301/404 to the bridge is on summer weekends.
14.	Constant beach traffic using 662 in Wye Mills. Often speeding and hazardous driving. Residents have difficulty getting out.
15.	I live behind Kent Island High School, direct access on to the Bay Bridge. The problem is now I will have to back track to get across the bridge. Not acceptable! Obviously there is an issue during certain times on Rt 18. The temporary ramp closure on Rt 8 onto the Bay Bridge impacts

Open House Survey Summary

Open House Survey Additional Comments	
	thousands of locals that travel across the bridge that previously were not impacted. This temporary closure should not be compared to the temporary closures in AACO Eastbound. Those residents are not trying to cross the bridge (or very few) They are traveling away. Additionally there are less households in the communities in AACO affected by the ramp closures.
16.	Need right turn lane, Whitehall to Buschs west bound backs up when bumper to bumper getting on 50. Need right turn lane to relieve traffic turning left from St. Marg North to Buschs west to 50 on ramp Need dedicated left turn lane Bushs east at Cape St Claire North normal traffic bails from 50 E early and anyone stopping at wawa, exxon, etc. Slow difficult merge on Buschs west to 50 on ramp. 4 separate feeders to 1 lane on ramp. Solution?
17.	I do not feel that if you look at the impact on the environment, humans should be patient and use the existing structures. I am concerned about the local impact on the community. The Traffic patterns are already impacted by the closing of ramps and the like.
18.	Why put billions into a bridge beyond it's design life. Could we do a double decker and take both old bridges down?
19.	Please look @ Woodrow Wilson Bridge solution - Local access lanes + thru lanes for those not accessing local business/city. Our Daughter lives in Alexandria it has been a lifesaver! Also QA county business (built up along RT. 50) could still have people stop in + wouldn't shut down/negatively impact them. We live in CS Claire - and we are captive 4-5 days a week during spring/summer/fall we need a long term solution like Woodrow Wilson Bridge!
20.	Understand to a degree the need for due process. But it seems irresponsible unnecessary such that it may take a decade to complete the Tier 1&2....followed by Tier 3, build bridges. Thinkin that it may be another 20 years before theres actually a new bridge in place. When this state of 'study' would have been so much more timely & responsible to the present & growing bottlenecks & issues if it were at this state 15 years ago. Think about life cycle costs. Can you start buying/selling property compensation for the add'l lanes entailed?
21.	*None, I would not use transit (in response to 14) Area is too spread out.
22.	I am president of Arnold Preservation council. We are very concerned about the impact on our local roads - college parkway + Ritchie Hwy - which already are clogged with bridge traffic. Has this been studied solely the impact on Rt. 50? Arnoldpreservationcouncil@ gmail.com please consider the effect on local roads.
23.	Most concerned with noise level in Cape St. Claire from Rt. 50/301.
24.	The open house was dissapointing. The process of conveying the information left many holes in delivering the message. Quites frankly, it was just a bunch of pretty power point slides. I would have preferred a concise presentation defining timeframes followed by a Q+A. Local ... are fed up with the congestion which impacts us in a very negative manner. It hurts us in many ways especially safety and quality of life. Please help us!
25.	Picking up containers at the rail yard in Baltimore drivers take the loads south to 50 east than north to Kraft foods and others. A bridge up north would make more sense to me. I hate to think how much air pollution trucks are making with all the extra miles.
26.	Barrier to prevent suicide by jumping off bridge should be important in design. Existing bridge should be retrofitted to prevent suicide. Ample evidence shows that these are critical(?) in reducing suicide. Golden Gate Bridge finally put in barriers and has almost eliminated suicide deaths through this method.
27.	Scrap your process for a crossing the chesapeake bay near the bay bridge and put it in Edgemere, MD. From 695 through North Point State Park over to tollchester it will save you one half HR. Or their about. Built on pillars wont affect local traffic no environment envolved good for people to move their eastern shore + etc. I know what I asking for in this matter I ... this happing for people to crossing the bay money is no problem for this matter. [Name and Phone Number Redacted]It is a must you see I am correct when it takes place.
28.	Drive on!
29.	Do not build this fiasco
30.	The current plans are replicating northern VA congestion.
31.	Build it now!
32.	It does not make sense to increase the capacity of the Bay Bridge w/o increase the capacity of the Severn River Bridge and Kent Narrows Bridge
33.	I understand plans for east of bridge. Plans for west of bridge are confusing.
34.	Designate a lane on RT 50 + the bridge going eastbound for local residents to travel back + forth to their homes + work to avoid traffic backups!
35.	Please be mindful not to hurt the environment or residential areas. Do not allow anymore development in the Ridgely Ave/Weems Creek/N. Bestgate area. Our area is already too congested with traffic and too many people. Anne Arundel Co. does not need to be developed anymore. Crime has increased, narural areas have been destroyed , noise pollution has increased and so on. Don't bring anymore traffic into and/or through our treasured historic City of Annapolis,please. I appreciate your consideration.
36.	My name is [Name Redacted] and I've been studying traffic engineering since I was 12 and I have a passion for safety. I have a lot of specific concerns and I'd to like to talk about them more but its to much to fit on here and my handwriting sucks. My concerns are guard rails, speed limits, streetlighting, ebm serieis ..., reflectors, lane ..., accident warning signage and the addition of new signage. Please dont hesitate to contact me: [Phone Number and Email Address Redacted] Thanks!
37.	I am opposed to the use of this current Bay Bridge to be expanded, Design public transit from Eastern Shore to Annapolis, Prince Georges County, D.C. work area. What is the timeframe to choose an environmentally friendly transportation across the Chesapeake Bay above Baltimore south of Annapolis. I understand that did not pass muster with this proposal. No one wants increased traffic in an environmentally sensitive area.
38.	See Comment 1, You can't address problems on one bridge in a vacuum you have to consider the other bottleneck area at the severn river bridge at the same time.
39.	Would it be feasible to use transit to connect the eastern shore better. Connect people to the airport easier. connect Salisbury better.
40.	My community abuts the western end of the Severn River Bridge. A wetland and a boat mooring there are already experiencing significantly siltation due to runoff from US 50/301. It is encouraging to this community (Lindamoor) that the tier 2 study intends to have its western boundary at the Rt 2/450 intersection with 50/301. IF THIS CHANGES, and the western side of the Severn is again included, it is IMPERATIVE that the affected communities be informed. The POC for Lindamoor is [Name Redacted] (Contact info under Question 2)
41.	If a tunnel is part of the new roadway - or - a bridge height is excessive, pedestrians + bike riders may not be safe on the road (for various reasons: fumes in tunnel; vibrations on a bridge or exposure to high winds on a bridge). Would a solution be considered for ... with an alternate form of crossing to eastern shore/western shore? For example: establish ferry service across the Bay. Thank you for this opportunity to participate in this project.
42.	Need to include local transfer only lanes for access to our homes and business to Annapolis and work related transit from DC or Balt.



Open House Survey Summary

Open House Survey Additional Comments	
43.	Enough studies! There is only one logical, cost effective crossing, at the current location. No other crossing point has the existing approach infrastructure and no other location on either side of the bay will support the construction of such infrastructure. Ferry is a pipe dream cannot support sufficient capacity, subject to weather and high maintenance expense. In addition would require significant additional holding area for cars while waiting for ferry. How can transit (bus) be a solution where do cars park on either side & how do you determine ultimate destinations & serviceto those locations. Only study should be cost analysis of bridge versus tunnel which could have been done years ago.
44.	This is really a bridge replacement study. It should be treated as such. All data points to the conclusion that a new bridge is needed. Letst build something architecturally significant that shows the beauty of the bay and serves the next generation. Thank you for holding this event.
45.	I'm preparing a proposal of my own. I've listed my email here: [Email Address Redacted]Please Email me where I can send it when complete. Ive me best to detail it below. 1. 50 from new Carrolton to west Ocean City: Take what is currently 50 east and convert it to a two way maglev train. Take what is currently 50 West and turn into a 4 lane HWY. Keep the Maglev elevated as a tourist attraction. Connect Terrapin Park and Sandy Point Park w/pedestrian bridge. 2. Use maglev as passenger and commercials w/stops in every major city. This strategy optimizes existing infrastructure and increases capacity immensely. It requires the least change and offers the most benefit, Elevated maglev allows us to provide all benefits expected while disrupting life on the eastern shore as little as possible. Please take this seriously. My wife and I grew up on Kent Iskand and know how vital the bridge is. I want to start a family and can't imagine doing it here if something like this doesn't happen. Id love to become a part of this so please email me. Call me if better [Phone Number Redacted]
46.	The stop signs on the Whitehall frontage road and the white stop lines need to be redone. The white stop lines are coming off and are not clear. People run through those stop signs all the time. Rumble strips would be a welcome additional to the stop signs. 2. The used car lot on Whitehall and the frontage road has security lights that come on at night. One of those lights shines very brightly facing west on the frontage road. Driving east on the frontage road at night is difficult because that light is blinding to eastbound traffic. Please ask the volvo dealership to point that light down so that it does not blind those eastbound drivers.
47.	In Europe bridges last 100's of years. A 50 year life is way to short. It will take 20-30 years to build a replacement bridge under regulations required today. There never seems to be sufficient maintenance in the plan. Need exit lanes on bridge for maintenance. Bridges start to degrade faster than land lanes. So more lanes means maintenance on bridges than land lanes.
48.	What about a ferry to provide crossings? What about a light rail? Both excellent ideas!
49.	I love the ferry idea! Genius!
50.	Tier 1 outcome was cooked from the start. Gov. Hogan tipped his hand when he said he would not accept any other outcome other than current bridge location expansion. Its fixed + being rammed down our throats. Most of this study cost + staff is window dressing. Most staff are well meaning sure this is a farce. 50/301 bridge have overwhelmed our historic state capitol town. Massive expansion will ruin it. There's simply no way additional crossing are less favorable. Did Tier 1 account for the millions of road miles that cars coming from areas that could otherwise absorb traffic w/ a new crossing ... ? A crossing at Baltimore for example would reduce many millions of road miles travelled from Baltimore to current bridge. Centrally concentrating all traffic is literally how to create bottlenecks. Annapolis + AA co should not shoulder this burden any further. Likewise I encourage you to revisit how your baseline shifts w/ more capacity. A new span will induce others to travel at times or at all when w/ out the span, they otherwise would not. The baseline of volume itself thus increases. Before ... Arnold + QA Co areas will be ruined. Farce.
51.	After attending 2 open house I am surprised that the discussion of need does not mention the original design capacity as compared to the current adt. I remember discussions in the 80's that predicted that Adt would exceed design capacity in 40 years - and we have. I'm glad to see Bicycle options and transit options. However, transit seems to be a hard sell for MTA & others in non-urban settings. We'll have to see if the Bay Bridge crossing project end differently. Thank you - very ... organized comprehensive display [Name and Email Address Redacted]
52.	Transit needs to be a regional + state wide commitment. We need to connect easily to Washington DC as well as points east. The solutions need to be convenient, clean, efficient and affordable for most people. Thank you!
53.	I commute daily across the Bay Bridge & live on the Broadneck Peninsula. The implementation this year of closing EB on-ramps has drasdtically improved quality of life. The backups last for shorter, they are neither as long or as frequent, and the drivers in my household are happy to deal with some minor inconvenience to keep College Parkway flowing and not completely clogged with bail-off traffic.
54.	Climate change is altering the context in which this is being done. Changes to the shoreline, storms precipitated events, vegetations, flooding, etc. had to be studied and integrated into plans and alternatives. The future is not going to look the same as today changes wetlands, coast, etc. That needs to be considered. Sea levels of tomorrow may be very different than today, this will effect sediment and water dynamics, erosion, storm ...
55.	Daily traffic on the Broadneck Peninsula is a major concern for anyone living along college parkway and the neighborhoods around it. When Bay Bridge traffic, our lives are impacted negatively. We Shouldn't need to plan trips for groceries or emergencies such as doctor appointments around traffic. Please include the Broadneck Peninsula traffic in the study of the Bay Bridge expansion.
56.	We're considering leaving Maryland due to the awful traffic on Rt. 50 heading to and from the Bay Bridge
57.	Need for mass transit from Queen Anne to Washington DC and Baltimore.  Bike path from Sandy Point to Kent Island and beyond.
58.	The lack of transparency to local residents on exit closures timed exit usage limitations make me very fearful about what is not being presented on all of the expensive presentation boards.
59.	The plan must address the traffic lights on Rt 50 all the way to Ocean City.
60.	Again, we are most concerned about cause and effect of additional traffic to the already traffic jammed Severn River Bridge when currently can back up to 97.
61.	I feel this study is dissapointing & too long. I understand the desire to include all the facets of the study, but some of them are distractions. "Equity responsibility"? What a joke! What happened to MERIT and getting the best people for the job? "Shared use path"? This is nice but wouldn't get the use to make it worthwhile. In addition, you're welcoming easy access for metally ill people to cause scenes and delays. Other bridges & tunnel solutions were listed & I think they are worth looking at but, I don't get a sense of urgency. This needs to happen yesterday, not in 4 years when the study ends. What would Happen if there was a catastrophe event & the current bridge was beyond repair? The study puts the term "moving at the speed of government " into action. Lets get to work already!
62.	Please consider sound and noise pollution. Consider collecting this data similar to volume data.
63.	The entire DC/Balt/ Annapolis ... will continue to grow in population immensely. Without adequate public transportation traffic will be even more of a nightmare. In New York/Long Island, the LIRR moves commuters to suburbs on weekdays and moves beach goers

Open House Survey Summary

Open House Survey Additional Comments	
	to the jone beach, firm island, Hamptons etc. High speed ferries move people ... .. and also Fire Island. We need vision and long term plan to design inclusive design for the future.
64.	I've in Europe + UK, where local transit is common everywhere. I would change my answer to #14 if public transportation was similar to European standards. I use Bay Bridge almost daily and have found traffic slows on the uphill approach to main span. I was in NYC area a few years ago and noticed signs on bridge + tunnel approaches that said "keep up speed". Perhaps these might work on the bridge as well.
65.	Suggest total of 12 lanes, 4 lanes EB w/inside and outside shoulder and bikes. 4 lanes WB w/inside & outside shoulder. Will cost more upfront, but allow for increased uses. Need to take into consideration future bay rises when st. where to anchor to shore.
66.	Very concerned about how this will affect our community. Would LOVE to see an additional Bay Crossing in a different location. Expanding this bridge feels like putting a band aid on the issue. By the time its completed there will be even more traffic. Another location for Bridge/Ferry would be a better solution.
67.	Why not develop lanes similar to the Woodrow Wilson Bridge. Thru traffic + Business/Local Traffic creating a bypass.
68.	Residents within the "corridor" are anxious/concerned about the effects of the plan on their property values. They are also concerned about the less quantifiable (but important) impact on the natural environment, including aesthetics, views, noise the destruction of trees, and habitat for wildlife.
69.	Put the bridge in South County
70.	All modern structures incorporate this except the new Nice bridge. Please keep in mind with the new modern steel, this bridge will be here for 100+ years. We must not fail to include considerable shared use path.
71.	Please Evaluate: Highspeed transit and HOV lanes on bridge. Evaluating Baltimore DC regoins to and from beaches. Can you get to the beach in 1 hour? -People will use this -it will create development options along the route. (Hong Kong transit makes more money/... development revenue). -Uber like service by MDOT/WMATA with commuter bus to the beaches. -Ensure College Parkway will not be over flooded.
72.	Daily road/traffic noise has continued to increase for communities. Along the 301/50 corridor. There are few, if any noise mitigations along the corridor. An additional accessing will lead to additional traffic volume and increased noise/emissions pollution along the corridor. Mitigation must be built into the final alternative. Local access on ... really impossible on busy summer days.
73.	See back page. Question 14 should be: 1- for locals, older citizens. 2- Tourists who live 50 miles from either end of bridge. Also- The cards around the room are ambiguous + misleading, filled with HALF truths. Shame. Please see back page. Question 11 + 12 are not necessary or meaningful. The bottom of the bay will messed up + hopefully left with few piles of debri from the contractor. There is always a dump site, and the water will hide those 2 am dumps by contractors will be invisible to most. To other like fishermen, these dump sites will be crowded with boats, both commercial and private. Walking, running or riding a bicycle on the new span might be truly fantastic - cost, public opinion and degree of use would be difficult to "nail down". OK! All this repeated delay propaganda is not geting anything done. YOU! The Bereaucrates that perpetuate this to satisfy the whims of the current governor (or whoever?) need to retire, protest, become "some sort of whistle blower" on all this B.S. An interested comment, "retire". Careers are made on this stuff. Please get serious about the new bridge. Please!?!? Too many peoples lives are impacted, not only by the lack of political will or a second environmental study that was only a paraphrase of the earlier study. True, but the bill \$\$\$ was still paid and yet another politician left office and his (or her) staff wrote glowing speeches about their accomplishments, but no bridge is being built. Public opinion is your friend. Start sending anomonus "whistle blow" type reaseased to all the news channels and begin to see less procrastination and excuses and less B.S. and more votes for politicians with REAL SOLUTIONS in mind and practical deadlines during their terms. 8-10 lanes by 2030. Walls on the roadways to push the notice up in the air, very limited access for tourists and help locals to make a 1.5 mile trip in 15 minutes, instead of an hour. Start telling the truth!! Stop the B.S. and take the Heat!!
74.	What is needed is a separate, 2 lane, expressway between 50/301 split and 50-97 split, w/o exits to move most traffic quickly and get it off local roads. Similar I95 below (south) of DC.
75.	As I stated previously, the Severn River Bridge needs to be replaced. I don't think that structure is safe handling the number vehicles as it is now. Narrow Lanes cause a slowdown in both directions. If we're going to spend the money let's spend MORE + take care of this safety problem.
76.	Regarding the exclusion of the Severn River Bridge in the Tier 2 Study: I understand the Broadneck Peninsula is heavily populated + a significant number of people exit Rt. 50 between Rt 2 + and the Bay Bridge. However, a huge number of people do not exit + they continue on to the BayBridge. I do not think that 10 lanes going over the Bay Bridge equates to 7 lanes over the Severn River bridge. In other words, everyone traveling on Rt 50 has to get over he Severn River Bridge (with the exception of those driving south on Rt 2). To ignore traffic issues on the approach to and going over the Severn River Bridge really hits me as a College Parkway (since 1986). Prior to that (1982-1986) I lived in Revell Downs. I spent many years working in Washington D.C., and then in downtown Annapolis, if you do not include a solution to the Severn River Bridge in this study then you are only doing half the job. And you might not do that half correctly. In other words, the best outcome will result from including both bridges in a proposed solution.
77.	While 50/97 are out MDTA facilities this interchange needs repair/redesign too on top of this effort. Force MDTA + MTA to work together.
78.	Put the bridge somewhere else!
79.	Very concern about the 2 lanes at Rt 50 + 404 RT - Safety Thanks [Name Redacted]
80.	I'm about two years from retiring. My home on Kent Island is paid for. My children and their families like to visit "home". Will the fuss and chaos that's about to happen going to change their minds about visiting mom? Or for me to venture out to them? Please approach this logically and calmly. Please spend a weekend in our county. Drive around the island! Dine at our restaurants. And when decisions are finally made, think about those of us who are here. Who love our community. Thank you for this opportunity to speak up. Thank you for your time and for coming to the Legion on Kent Island this evening. [Name Redacted] Kent Island, MD [Email Address Redacted]
81.	Scrap the process reconsider the Edgemere Crossing off 695 Beltway True Northpoint State Park on bridge structure on pillars. There is a bike trail that they can go over no signal lights over to toll chester. It will save a lot of travel time using this crossing It will reduce traffic for the existing Bay Bridge. Have no more studys. Have the engerives design the brdige now in three to five years it will be done No envermont promble it won't change anything. The cost is beneficial to people using it Raise the tolls on other bridges to help pay for the new one. Thanks for taking my advice in getting it done this way Letters will be sent to the gov office + other politions + the president about this matter. Have a good day + God bless [Name and Phone Number Redacted]
82.	1. Stevensville needs an access road along Rt 50 going from Rt 8 to Rt 18 near Dominion rd 2. Slow down the traffic on Rt 50

Open House Survey Summary

Open House Survey Additional Comments	
	3. Only two lanes across Kent Island traffic will back up east of the Kent Narrows Bridge because there is no way to get off Rt 50 East of Kent Narrows to get around traffic people will stay on Rt 50 then there will be a good flow up to and across the bridge.
83.	closing the exits (closest to bridge) to 50 for Eastbound traffic on weekends does seem to speed up traffic as so many vehicles bypassing 50 & then squeezing on at Sandy Point are then not a factor.
84.	Please make the local traffic and issues a primary concern over how fast beach traffic can move through. It should be a goal to allow people to live around these bridges with having such a negative impact.
85.	I would consider transit only if it is frequent, reliable and safe. Has the effect of traffic from US 301 from Delaware expanded and tolled as alternative route to I95 been included in this study? In two years traffic and noise have increased substantially. How will neighborhoods near 50 be shielded from increasing traffic noises, fumes and interruptions in scenic site lanes? Does the traffic study take into account the immediate increased development of housing on Kent Island as regards traffic counts and side road congestion?
86.	Additionally, recommend consideration of Toll/EZ pass type instruments for locals to have, hopefully, ease of access & deter others. Also, possible "Red Light" cameras-type instruments to deter lane jumpers/those who completely ignore the fact that theres a red X and that the lane is closing. Highly concerned about the environmental impact on the Bay aquatic life and wetlands
87.	It is ridiculous to build a bigger bridge to allow more traffic without first finishing the expansion of 50 from the 50/301 split to 404
88.	The current arms that are new that replaced the barrels are at the precise level/height to go through a windshield and decapitate drivers. There is zero need to spend resources on a shared use path and adds to costs and danger. There should be a minimum of 4 lanes both E + W bound. Please provide a presentation with open questions because a lot can be learned by listening. Far too much was spent on the boards as a format excel presentation would have answered a lot.
89.	need access and egress for rt 8 citizens
90.	We need solutions ASAP. These studies go on much too long and by the time they are done they are obsolete because so much has changed. Need 1 large 8 lane minimum bridge and get rid of the two existing bridges. I would think right lane eastbound would exit at rt 8 and westbound at Sandy Point. Similar to eastbound at Severn River. I feel like 3 full lanes each direction for through traffic will be sufficient.
91.	Thank you for asking for the publics feedback for this project. The environmental impact must be studies before any building starts. The cost will also need to be researched to be a viable alternative. It looks to me like a bridge is less expensive, but it would have the same limitations we currently experience. Safety is foremost - but so is expense.
92.	If we build a new bridge with four lanes, please place a jersey barrier between the middle two lanes. Pull off areas for broken vehicles will help alleviate congestion caused by broken down vehicles. Restricted access to US 18 Main Street to locals only. Problem on beach weekends. Favorite saying: The longest distance between two points is a short cut.
93.	We need interim solutions to shift bridge demand. A) tax incentive to rent Wed to Wed. B) Time of day tolling. The state needs to focus on solutions that can reduce congestion NOW! This will build support for a new crossing. If a new crossing is necessary (interim solutions aren't enough) then: A.) build a condominium bridge. A six story building above a double decker highway. 4 miles of luxury condos* Imagine the amount of tax revenue! We could build the bridge from the condo sales. Condos would have water views that would be better than anything in the state on likely the whole country.
94.	I travel to and from Annapolis daily. I don't want to deal with traffic over here on the weekends or have to go out of my way to get home or to Annapolis
95.	I'll be dead when another bridge is built. My concerns are beach traffic (w/e) on route 50 (E + W)
96.	I suggest you put a camera on the first red X so anyone in that lane beyond the red X will get a ticket/fine.
97.	Why not dig a tunnel under the bay?
98.	Improve directional lane change procedures to speed up changes between EB and WB to minimize backups and disruptions
99.	Thanks for soliciting input from the public on this issue. It affects anyone who ever crosses the Chesapeake Bay via the Bay Bridge, even just occasionally.
100.	The survey should be realistic, space for lanes, enough lanes for expansion and the future. The lanes that run into and from the bridge should be equal to the lanes on the bridge. Any decrease in the lanes causes major back ups. Just be smart! Not political.
101.	Build a bridge or tunnel south too much congestion in study area
102.	Bring back Texting delays on bridge... Email is dangerous and useless!!!! Why did you change?????????
103.	I feel these studies are crazy, all you need to do is come over to the island and park along the side roads for a couple hours on a weekend. You might understand why I feel the bridge needs to go somewhere other that over Kent Island!
104.	Stop wasting our money, please!!
105.	I'm hoping that the additional span gets constructed soon!! It certainly would help in eliminating that bottleneck!!
106.	3RD SPAN SUSPENSION DOUBLE-DECKED BRIDGE PLAN FOR FUTURE TRAFFIC LOADS & CAR FERRY SERVICE TO DIVERT (DMV) TRAFFIC AWAY FROM BRIDGE - CHESAPEAKE BEACH TO OXFORD, MARYLAND -
107.	You should look to Charleston, SC and the Ravenell bridge - they had similar issues and the new bridge handles all the traffic, as well as pedestrian and bicycle traffic. It's beautiful.
108.	Thank you
109.	So far there has been no hint of even investigating progressive tolling for the bay bridge - as in toll rates based on current traffic levels. With the 301 bypass open north south traffic is using the bay bridge just as much as east west. SB traffic from Philadelphia to DC using 301/50 now have both a cheaper and an more enjoyable transit. MDTA should establish tolling in both directions on the bay bridge and toll rates should be based on traffic levels - just as other toll roads are in MD.
110.	n/a
111.	Please keep the current Rt 50 footprint and do not infringe on residential properties
112.	would be nice to be able to add a pic of a map.
113.	Go back to the drawing board. You are ruining Anne Arundel county by forcing all this traffic through the county to cross the bridge.
114.	Don't build another bridge!

Open House Survey Summary

Open House Survey Additional Comments	
115.	This is the first I've heard about a shared use lane. Is that sort of like an HOV lane because that would be amazing and I feel like that would mitigate a lot of the traffic concerns that local residents have on each side of the bridge.
116.	The WPL bridge is too high and narrow and it scares people. I'm one of those people. And I used to commute daily for six years. As I get older I find the WPL bridge is progressively harder to impossible for me to use.
117.	Stop closing routes before bridge and build new bridge. Way too much congestion because of overpopulation and too much development.
118.	I know it is a done deal, but, I wish there would have been another location chosen to move traffic to another crossing point. I understand such a decision would have resulted in significantly more environmental and access issues. It is what it is!
119.	The adverse impact on wildlife and the environment in all areas surrounding the Bridge, along with overpopulation of the Eastern Shore and Western Shore following excess road construction and bridge-building, are my biggest concerns!
120.	Adding more congestion to an already congested area is NOT THE BEST OPTION for another bridge. It doesn't matter how many bridges you put in the same area, everyone still filters into the same roadways that are already overburdened.
121.	Make the bridge better. Needs to be easier to travel.
122.	A third bridge is not needed. I travel the bridge on weekdays, and I do not hit traffic in either direction at any time of day. A new bridge would be built simply in an attempt to reduce traffic for the 10% of the time that there is traffic. This is like building a church for Easter Sunday. Further, a new bridge is merely a temporary solution; whatever reductions in traffic are realized will in short order be eliminated by induced demand, and at the cost of the environment and on the backs of taxpayers. There are other long-term, forward thinking solutions to mitigating peak congestion, such as transit, congestion pricing, additional mobility options, high occupancy vehicle incentives, and other ways to encourage employers and individuals to change travel times so as to modulate peak usage. The bridge is currently UNDERUTILIZED during non-peak travel times.
123.	We need a new bridge. Where current ones are. These are looking really bad!!! Build a HUGE one!!! 12 lanes!!!! Thank you for your hard work on this. You get a lot of complaints. I appreciate your efforts.
124.	Need to have beach traffic capacity to not impact local life on the eastern shore.
125.	The impact of this additional span will be ENORMOUS, closing the access to 50 has made an additional impact an local travel in the Annapolis Area. PLEASE consider other options!!!
126.	The traffic problems and congestion on the eastern shore is due to Ocean City. Regulations must be enacted to limit Ocean City events and activities to prevent excessive traffic that highways and bridges are not made to handle. Weekend events should be limited to only a few summer periods and not beyond when school opens, such as when bike week is scheduled. Traffic back up of over 14 miles, accidents, police activity and overall frustration by eastern shore residents could all be reduced by limits on Ocean City activities.
127.	<ol style="list-style-type: none"> <li>1. Specific crossing for oversized vehicle traffic</li> <li>2. Consideration for improved disabled vehicle access and accident clearance</li> <li>3. Reduce backup caused by lane reductions by forcing merge further away from bridges</li> <li>4. Determine importance of how and where to allow for bridge traffic view of bay while crossing. Current low jersey walls encourage rubber necking and distracted driving. Don't ignore this issue.</li> </ol>
128.	Traffic is a huge impact on life when living around KI. I need to maintain the current exit usage but also keep the traffic from spilling onto the local roads that allow me to do daily life commutes. It is nuts that I can't just go pick up milk in the summer without losing hours of my day due to traffic. We can't participate in community library activities because we didn't give ourselves hours to crawl in traffic. I can't count the number of times I have left our home only to turn around and abort all of our plans for the day over sitting in traffic. It does have me considering living somewhere else where bridge traffic is not a factor in my life.
129.	Build a bike path across the Chesapeake while you're at it
130.	Address how expanding the capacity of the bridge is even possible given pinch points on the Severn river bridge and Kent Narrows to 301/50 split. And then, how do you get that traffic down through Easton to the beaches? Won't the bridge just be a parking lot? Please do not build this in the current location. There needs to be another bridge.
131.	Having lived on Kent Island for 6 years and experienced the worst of traffic, I don't see any way to alleviate the problem for residents who live there. I also don't think a new bridge or tunnel will alleviate much of the problem since the traffic all dumps onto Kent Island and beyond and the lanes can only handle the capacity as it is. I don't believe anything will change unfortunately .....which is why we moved away from the Island.
132.	<p>Can you please pass my letter enclosed, see below in your survey to the people working on the new bridges with my suggestions. If there is anyone at the MD Transportation Authority to send it to it would be so helpful and appreciated. Thank you for all you are doing making our new bridges safe and listening to the people. With warm wishes, [Name Redacted]</p> <p>My name is [Name Redacted], I lost my sister [Name Redacted], 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. 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.</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 too 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</p>

Open House Survey Summary

Open House Survey Additional Comments	
	<p>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>
133.	<p>Don't waste more tax payer money on transportation projects that are wasteful</p> <p>Sample \$52 million for gates at the bay bridge that don't work and are not practical</p>
134.	<p>Please reach out to all local news outlets (TV, radio, newspapers, etc.) in ALL Maryland, Virginia, Delaware, and Pennsylvania media markets as news breaks and final decisions are made final</p>
135.	<p>I am concerned that a larger bridge crossing at Kent Island will pave over critical features that contribute to my quality of life on Kent Island-- parks, small businesses, forests/ open space, historic sites and local neighborhoods, and draw even more non-local and disruptive traffic to block local traffic on Kent Island</p>
136.	<p>We can't have what happened to the Red Line happen to this. If the Governor is not supportive of a new bridge, he needs to terminate it now instead of going through hearings, design and funding and then terminating the project like Hogan did on the red line. Gov. Moore must take a position now!!! Does he support a new bridge?? Or not???</p>
137.	<p>Let us see the prototype.</p>
138.	<p>I am very concerned about the construction delays &amp; environmental impact but the current beach traffic and congestion makes daily life activities and commuting to work almost intolerable - thank you for the opportunity to provide feedback</p>
139.	<p>I am curious to know if demand pricing for non-local residents on local roads is being considered to reduce traffic congestion. For example, using addresses associated to a transponder, charge a non-local some large fee for using extended usage of local roads (e.g. Rt 18).</p>
140.	<p>What is tier 2? what was tier 1? Has tier 2 been accepted as the solution? Is state considering locations near the bridge?</p> <p>A very vague survey not knowing what has been decided or what tier 2 is about. Try giving this survey to a DOT employee not involved.</p>
141.	<p>As a resident of the Eastern Shore, I rarely cross the bridge. However, Beach Traffic is a frequent nuisance during the summer months. I find it necessary to carefully plan trips to shop, dine out, etc ... and have great concerns about accesibility of critical services during times of peak t raffic.</p>
142.	<p>The time for studies has long since passed!! A!!! new bridge is the only thing that will solve the problem!!!!</p>
143.	<p>I cannot state strongly enough that any plan to drive more traffic through the existing 301/50 corridor is a terrible idea. Those of us who live in QAC already suffer the consequences of super-saturated roadways during most of the year because of traffic crossing the bridge--with no positive return on those sacrifices! Our local roads become clogged as well, making it literally impossible to go anywhere--even during an emergency. The quality of our lives because of the current traffic load has deteriorated tremendously over the last 10 years. And it's also adversely affected our eastern-shore based business; clients won't come to our offices because of the bridge traffic, we've missed flights for business trips because of bridge-related traffic delays, and we've had to cancel business meetings in DC and Baltimore because of extensive delays related to bridge traffic. When we do cross to AAC, we plan our return around high-traffic volume times--sometimes extending our stay on the Western shore but hours simply not to be burning gas and polluting the environment by sitting in traffic. In addition, critical areas in QAC that are already subject to stress from environmental changes and over-development cannot withstand more stress. Wildlife, native plant, and insect populations are threatened by pollutants--including petroleum byproducts, leaks, spills, and exhaust, as well as automotive noise, which is significant--stemming from auto and truck traffic. Our investments in our homes, businesses, and properties are already adversely affected by these factors, and our quality of life is diminished immeasurably. You must not only seek a different location for a new span but also must also take immediate steps to abate the existing level of traffic through the area. Adding a toll each way on the bridge and at the DE line coming in to MD would help deter some of the traffic, and toll exceptions for residents and businesses with specific zip codes could easily be put into place.</p>
144.	<p>Please help the local people not be locked in Thursdays - Sundays sad I we can get to church, grocery store, drug stores, etc . Thank you</p>
145.	<p>The comments that I read from citizens in Talbot County opposed to a bridge across the bay in that area basically said "Not in my back yard!" How about those of us in Queen Anne's county that have to deal with the destruction of our once beautiful Eastern Shore environment. We are soon to be very similar to the congestion surrounding the Washington beltway.</p>
146.	<p>it is unfortunate that the decision was made to build a new span to the existing bridge. Having an entirely new bridge built at another southern or northern location would have greatly benefited the local community by drawing motorists to that new location.</p>
147.	<p>THANK YOU for closing the on ramps between Cape St. Claire and the bridge. I live off College Parkway, and this change made a HUGE difference in our quality of life this summer.</p>
148.	<p>A new bridge needs to be built quickly and roads need improvement. Speeds need to be increased to 65 on Rt 50</p>
149.	<p>It's time to build before a catastrophic failure of the existing infrastructure, which will significantly impact the economy in Maryland. It's time to get it done without delay. This is American lives at stake playing politics. If liberals want a railway and pedestrian crossing, add it without delay or allow for it to be added in a future expansion (I.e on top or below of vehicular traffic).</p>
150.	<p>The service road project seems to have been successful alleviating access for residents in the Saint Margaret's area. Thank you.</p>
151.	<p>Nine</p>
152.	<p>Thanks!</p>
153.	<p>I wish the tier one study had agreed to put another bridge south of the current bridge. I believe it would be used a lot and relieve our congestion in they area on rt 50 and Severn River Bridge. There will always be a bottleneck at the Severn River Bridge. We need more mass transit!!</p>

Open House Survey Summary

Open House Survey Additional Comments	
154.	Thank you for listening. Please make sure stakeholder concerns are incorporated as your work progresses. The decisions you make will have a big impact on the daily lives of the people that live in this corridor for many years.
155.	My backyard abuts to Route 0- it is presently horrid with truck & traffic noise- if they utilize the domain ability it will even more infringe on the noise factor- what is the possibility of a noise barrier?
156.	Y'all need to build south and pull traffic away from this bridge. St leanord to Taylor's island is where a 6 lane bridge needs to go! PROACTIVE
157.	The east-bound ramp closures for exits 30-32 have been very helpful for local road use.  Traffic metering should be investigated for ramps where congestion is common (Rowe Blvd EB, MD Rt 2 to Rt 50 WB).
158.	PLEASE include consideration for the number of suicides that occur on the Bridge. Our family lost a teenage friend due to his ability to jump from the bridge. Sadly this is not a rare occurrence and there have been hours long closures on the bridge to either to try and prevent someone from jumping or to investigate a successful jump. Ensure this new span is designed to stop divides from occurring. Even if it means obstructing a beautiful view. I don't expect the other two spans to be retrofitted, but it's an imperative to design this new span with security in mind.  If there is a suicide from that new bridge, the designers/engineers will know they had a hand in allowing it to happen.
159.	This will greatly impact the communities surround the bay bridge in a negative way. Anne Arundel county has few publicly access points to the water and nature. This project would create less access and greater inequity to QA co and AA co residents for out of state travelers to go to OC. The environmental impact is also of great concern. The bay health is not well and we will create more impervious surface while destroying wetlands.
160.	Too many cars at the beach already! Need train service from Baltimore/Washington/Annapolis to the Ocean and local/light rail service from Lewes DE to Assateague State Park/National Seashore
161.	Build a bridge somewhere else!
162.	Build a new bridge from southern Maryland to Cambridge/Salisbury area. It makes no sense to add a bridge to an already highly populated area, to add more cars and more traffic. Put the bridge somewhere else where it would eliminate half the time to get to destinations by cutting off half the route and putting directly in Cambridge/Salisbury.
163.	The route 301 South Bridge got put up in no time to cross into Virginia why can't you put a bridge up in southern Maryland to cross to the bay bridge and quit bringing all this traffic through annapolis and Arnold. The state of Maryland knew 40 years ago they needed a new bridge and another crossing. You can't even keep up with road maintenance in Anne Arundel County let alone solve traffic problems.
164.	Please don't do this. We have a beautiful community that is already struggling with incessant traffic. Another span will make the whole Broadneck peninsula and Kent Island a wasteland.
165.	I anticipate the same congestion will occur with this third-span location. I think a span in a different (southern) location would spread the traffic out, and not focus it all in one crossing.
166.	I am NOT IN FAVOR of an added bridge.
167.	Please consider the option from Crofton to Easton. We are not happy with the idea of adding more lanes to the existing bridge when our infrastructure on Kent Island can barely handle the existing load
168.	Please make the bridge at least 6 lanes plus transit and a shared-use path. Please, Please, Please, Please, Please, Please, Please, Please, Please, Please,-----MAKE THE FOUNDATION WIDE ENOUGH AND STRONG ENOUGH SO YOU CAN ADD ADDITIONAL LANES When Deeded without having to go through this again!!!!!!!!!!!!
169.	I am most concerned with disallowing traffic on local roads, unless they are being used by locals. Certainly this could be done with some innovative, tolling techniques.
170.	The Bay Bridge is a bottleneck for people northern & southern counties. I cannot understand why you cannot build a bridge in north or south to ease the Annapolis bottleneck. Another Bay Bridge seems like a very bad idea and is miserable for those living near either side of the bridge.
171.	I am a historic preservation specialist with expertise in complex bridge construction projects, and live within 3 miles of the bridge. I request to be a Section 106 Consulting Party. IF my request is denied, I expect a detailed response indicating why I do not meet the definition of a Consulting Party in 36 CFR 800.
172.	More and more houses are being built in QAC...how does this help the trafficking??
173.	Thank you for taking our concerns into account.
174.	A crossing remote from the existing bridge is needed to reduce traffic congestion on Rt. 50/301.
175.	Thank you
176.	Please consider a second bridge to Talbott/Dorchester County
177.	Please build a bridge someplace else like Southern Maryland or Baltimore we cannot stand any more traffic in my area it is so congested we don't even go out on weekends especially in the summer
178.	I am not in favor of an additional bridge from Anne Arundel county. There has to be another site for an additional crossing and relieve the burden of congestion from US 50.
179.	Tis entire project needs to be moved south to accomodate DC traffic heading to the beaches and to redirect the wealthy who are buying up tracts of land in Talbot and Queen Annes County
180.	Build a new bridge.
181.	Please implement a sliding scale like they have for 66 in Va coming into DC.
182.	Please consider and elevated highway from the bay bridge to the Kent narrows with no off ramps for through traffic only.
183.	How many "studies" do you need before something is actually done? Especially for the Kent Island area.
184.	I would like to know SHA's intended use for its parcel on Ferguson Rd. I live next door to it.
185.	I don't know what shared use lane means in the survey
186.	this summer's closure of east bound on ramps was the best solution for local traffic
187.	How does adding to existing bottlenecks alleviate the situation? Add crossing options nearer DC/VA.
188.	I live in Grasonville. During the summer, I cannot go anywhere on a Saturday or Sunday without leaving early in the morning. The State of Maryland needs to look at better management of the 3rd lane on the bridge. So many times there is a WB traffic back up 5-8 miles and there is no EB backup/traffic. Please look at better managing the third lane. That would help tremendously.
189.	Get the new span built now!!!
190.	Close down Ocean City, problem solved. Us local are tired of being prisoners in our own homes and not being able to do anything or even check on loved ones or go to a grocery store all because idiots have to go to the beach
191.	Sound walls for communities along the corridor

Open House Survey Summary

Open House Survey Additional Comments	
192.	I think the area transit plans fail to consider mass transit systems. Rail service between urban areas to beaches would reduce the number of vehicles during peak (vacation) use times. Rail only works if first-mile/last-mile service is also addressed. Big fail for not working with local jurisdictions to put in place those local public transit/walking/biking options to build off for future projects like rail service to the beaches (supplemented with exceptional light rail/streetcar service running N/S to reduce traffic on Coastal Hwy connecting the various destinations).
193.	There is no explicit mention of people's homes being taken by eminent domain for this project. Is it under consideration?
194.	Another bridge needs to be built somewhere other than Annapolis. We do not need to encourage more people to cross at this point. There needs to be alternative crossing locations
195.	The wording in the study is confusing.
196.	Although the current bridges are aging and this really is a replacement, this is not the location the funnel traffic to the beach. A southern location is needed. That said - the cost of a bridge over its life span is significantly higher than a tunnel. Has a tunnel ever been considered here or Cambridge? It would eliminate a lot of maintenance cost, weather closings and suicide. The citizens feel their voice is not being heard, you work for the citizens, stop ignoring us, get off the political agendas and focusing on the cheapest solution. LISTEN TO THE CITIZENS PLEASE!
197.	This is a classic "bottle-neck" problem. Since there is no realistic possibility of increasing the capacity of MD 50 from south of Annapolis up to the Bay Bridge, then the best you can do is ensure that the capacity of the Bay Bridge and the roads leading away from the Bay Bridge to the interior of the Eastern Shore are at least equal to that of mainland MD 50, and vice versa.
198.	I hope that proper attention is paid to the approaches on either side of the bridge.
199.	we have lived here since there was a light on 50 at Cape St. Claire Rd - since the expansion, life here, especially on weekends, has been hell - - show some concern for the residents, not just the drivers - how about some sound walls?
200.	Looking forward to seeing what happens next beyond studies
201.	There is no immediate need for the new bridge which will destroy my quality of life. Alternatives were not fully considered due to politics. Many have no faith in this process.
202.	Please stop this project. Just close reentry exits off route 18 like AA county does.
203.	Just build the bridge! Stop studying and speed it up!
204.	If another bridge is to be built crossing the bay it needs to go somewhere else to relieve the congestion already felt in this area.
205.	Need to get this project started!
206.	Its great that you've narrowed the focus of the survey, but the impact of Bridge traffic impacts a much larger area. Add an accident on the Severn River Bridge or Bay Bridge and its total gridlock on Rt 2 past Severna Park, College Pkwy, B and A Blvd, Academy Bridge, roads through Pendenis Mount, Rt 2 through Parole... you get the picture?
207.	Bottom line: if more people can more easily get to the Eastern Shore, everything that makes the shore a special place -- and the very reason people want to visit it -- is in jeopardy. The shore will just become another string of cities that people want to avoid.
208.	Revell Downs subdivision needs barrier walls built to curb road noise. When the wind is from that direction the road noise makes it unbearable.
209.	I really think this additional crossing would have been better placed somewhere other than at the current 50/301 bridge. It's short-sighted to keep this plan as is.
210.	Similar to the I-495 beltway (Potomac River Crossing), CONSIDER DEDICATED THROUGH LANES WHERE LOCAL TRAFFIC CANNOT AFFECT THE THROUGH TRAFFIC (with dedicated permanent barriers) from Severn River to Bay Bridge!!!!!!!!!!!! Thank you :)
211.	You asked about delays, but failed to ask about summer delays on WEEKDAYS - it's bad every day during the summer season, not just on the weekend.
212.	Is this study not considering other potential crossing locations? With the addition of the 301 bypass to the north, there is additional capacity that should be considered for an alternate crossing as a means to allow beach traffic to bypass the study area.
213.	There should be an alternate to the bridge. Ferries that carry cars. Water taxis
214.	I haven't seen reference to the increasing problem of noise from the bridge and how, if expanded, this will continue to worsen.
215.	There needs to be some way across the Bay that doesn't require driving a car. A passenger ferry is ideal, with bus service on each side of the water. Several ferries, actually: north, central, and southern Bay crossing points. Even a once weekly bus with required reservations would be a major improvement (Reservations help avoid making the trip if no one is coming. It also allows for pre-payment.) It's ridiculous that getting from Baltimore to Smith Island takes 4.5 hrs because one must drive nearly the entire length of the Eastern Shore after crossing the Bay! I visit the shore way less than I would like to because Bay Bridge traffic is such a headache. I never go on weekends; getting home on a Sunday is just awful. I think there are also folks who would enjoy a sightseeing boat across the water, even if they had to rent a car on the other shore. Lyft & Uber change the equation for getting around as well. But it is unfair, classist, rude, mean-spirited, stupid, and unnecessary that a private car is the only way to travel between central and eastern MD. We're one of the wealthiest states in the nation; we can do better !
216.	Look at subsidies for private-public partnerships to expand transit options connecting DC-Parole/Annapolis-Queen Ann's Co.- Eastern Shore introducing quality summer services like on Long Island, NY, and New England.
217.	cross the bay at Cambridge, they need the economic influx.
218.	I am concerned that if the new bridge construction does not occur at the same time as the route 50 Eastern Shore widening and overpass construction then the traffic jam in Anne Arundel will simply move over the Bay to Kent Island, etc. Need to do both at the same time. You know the back up will happen!!! if the road is not prepared for the influx of traffic. Thanks for all you do.
219.	Please tear down the old bridges and build one big bridge with at least 6 lanes across. Make it visually appealing and functional for residents and tourists. Widen route 50 to at least 6 lanes across as well. Build ferry ports to ferry cars and people to and from the eastern shore. That would be beneficial for traffic and be a tourist attraction!!
220.	Third bridge span should be routed from Calvert Cliffs area to Cambridge area. Third span at Rt 50 is a waste of time and money.
221.	Please make crossing the bay less scary
222.	Build another crossing somewhere else. We are tired of bearing the burden as the only crossing. It affects our lives more and more. We have to plan leaving our house based on the very often clogged local roads! When we see Pennsylvania and Virginia cars driving our local roads that tells me you need crossings at other locations!!!
223.	This is the WRONG PLACE for an expanded bridge. It will be extremely costly from the displacement of businesses and homes or from the destruction of the environment. Instead of building a new bridge, INCREASE the toll to \$25 - \$50 during "peak" times Thursday - Sunday. This will definitely decrease the traffic by forcing behavior changes. Also, shut down the local lanes on Kent Island to "Beach" traffic.
224.	Quite fooling around and get these improvements started and completed. If this was China, they would have completed these necessary road improvements 30 years ago and in a very short period of time so cut the red tape and begin the project.
225.	PLEASE put higher guardrails on the bridge. For the height it is, the tiny barriers on the side are insufficient - and terrifying.

Open House Survey Summary

Open House Survey Additional Comments	
226.	Is there a consideration for a short-line train or long-distance trolley from Baltimore to OC with stops before the bridge (both sides)? Once in OC local transit takes over.
227.	One aspect that I am not sure is being evaluated is the negative effect traffic influences job candidates from exploring jobs on both sides of the bridge. Anne Arundel County and State of Maryland jobs in the Annapolis area are losing out on candidates that have lived just over the bridge, which in reality should be a minor commute, but do not apply do to the 30-40 minute commuter turning into an hour to two hour commute several days per week between May-October.
228.	We the residents of QA County are super frustrated. I'm unclear how adding another span to our already untenable situation will help with our challenges?
229.	While the corridor is identified, the width of the corridor impact is not discussed. From the diagram depiction, it looks as if ours and others neighborhoods would be greatly, and adversely impacted.
230.	Please add a trail and consider adding ferry service, too
231.	an additional bay bridge in the current location is an extremely BAD idea!!!!
232.	If the plans will include a pedestrian/bicycle friendly crossing, it would be exceptionally beneficial for local commerce if the path looped over highway 50 to connect homes and shopping for Stevensville and Chester residents to bike/walk across 50. It would also help draw commerce from those who cross from the western shore.
233.	If additional lanes are added to the Bay Bridge, where will all of that additional traffic go when it gets off the bridge on either side of the bay??
234.	Access from the wonderful X-Island trail on Kent Island across 50/301 to shopping destinations on the south side is not viable - essentially non-existent for walking/biking! Please fix this - it will reduce traffic.  Noise at Piney Narrows Bridge due to illegal engine braking by trucks! Please enforce! Install signs - \$500 fine 3 mos jail according to the statute  Please please fix the lack of access for walkers and bikers on the cross island (Kent I) trail over to the south side where all businesses are located. Now, if even possible (on Main St) it's very dangerous and inconvenient. Thanks!
235.	There will always be traffic backups along this route because of the catastrophic loss of open space that has occurred and has resulted in far too large a human population in the area.  I have read that there are developers trying even now to change zoning rules to allow for even more high density housing to be crammed into the remaining pockets of open space. Another big influx of cars.
236.	By the time the bridge is built (10 or more years out) rising tide will be more of an issue. A skyway bridge and highway would alleviate Kent Island bumper to bumper traffic. A turnoff at each end of Kent Island would allow visitors to visit Kent Island. The skyway would start at Anne Arundel County Bay Bridge and continue over Kent Island, Kent Narrows (you will need another bridge here too) and stay elevated until it ties into 50/301 split.