

## Bay Crossing Study Public Comments January 1, 2018 – January 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
1/10/2018 20:30	Website	<p>Please don't ruin Kent County by putting a bridge through it. We don't want to be a suburb of Baltimore, and if you were to make us a suburb of Baltimore, than where would anyone go that wanted to get away? Can you imagine how awful it would be if the whole Eastern Shore looked like the BW corridor? As a parent, I can tell you I moved back home (my family has been here 15 generations counting my kids) to raise them in a quieter place. I built a business here to try to support myself and to contribute to the local economy. I would leave this place of you ruin it. I will take my family and my business and go somewhere that isn't interested in bulldozing wetlands so people can get to the beach faster.</p> <p>Also food for thought, but from this direction the Delaware beaches are much closer, so you may be helping Delaware's tourism more than OC's if you build here. I just can't think of a good reason to build a bridge in my back yard. So please don't. I'd really love my kids to take over my business some day if they want and raise their families here.</p>
1/10/2018 21:48	Website	<p>Studies have shown that the pre-dominant traffic crossing the Chesapeake Bay is coming from the Washington, D.C. and northern Virginia areas. A northern crossing would not alleviate this problem. It would be an environmental disaster for Kent County. It would destroy the heritage of Kent County, which dates back to 1706 when it was designated a Royal Port. While the cost of a bridge in the northern location may be the cheapest alternative, the cost of the infrastructure leading to and from the bridge would be enormous. It would slice through some of the most productive farmland in the Mid-Atlantic area. The population in the Baltimore-Washington corridor will continue to grow and the use of automobiles to cross the bay will also increase. There has to be alternate methods of transporting this population to their destination. This is the time to investigate the use of railroads. While abandoned railroads have become walking trails, the State still has maintained the ownership of the rights-of-way. Europe has done very well with maintaining their rail systems and moving the population efficiently. Destroying one county's heritage, life style, economic structure and future for the sake of moving people to the Atlantic beach areas is not a reasonable solution.</p>
1/11/2018 16:47	Website	<p>I was born and raised in Kent County, left after college, and returned in my early thirties to start a family and a small business. I would like to echo the sentiments that were published in the editorial by the Eastern Shore Land Conservancy that can be found here: <a href="http://www.baltimoresun.com/news/opinion/editorial/bs-ed-1212-bay-bridge-20171211-story.html">http://www.baltimoresun.com/news/opinion/editorial/bs-ed-1212-bay-bridge-20171211-story.html</a></p>

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		<p>The Eastern Shore is one of the last areas of its kind - built around small, rural communities within easy reach of large metropolitan areas and with easy access to the water. We are rich in natural resources that help feed the rest of the state, both literally and figuratively. These sorts of places are becoming rarer and rarer as development encroaches.</p> <p>Building a new bridge to ease the travel burden on the folks who want to visit will come at the expense of the place they ostensibly value enough to make the trip. It is incredibly short-sighted to ruin the exact thing that more people are clamoring for simply for the sake of their convenience.</p> <p>Kent County has a lot to offer that can't be found anywhere else. Please consider it a living, breathing, natural and historic resource that deserves to be preserved for the sake of all Marylanders, rather than as land to pave over and turn into the same gas stations and Olive Gardens that can be found everywhere else.</p>
1/11/2018 18:04	Website	I am a Realtor working in Kent and Queen Anne's Co. I moved to Chestertown in 2002 from the Annapolis area. Kent Co is a really special place and the reason is, that it has maintained it's rural quality. A bay bridge crossing in Kent Co would destroy everything that is good about this beautiful area. And it doesn't make sense financially. Please take Kent Co off your list of potential sites for the new Bay Bridge.
1/11/2018 22:52	Website	In contrast to what some to believe, I think the bridge is a good idea. As a resident for 20 years born and raised, it would be good to see progress in a town that has changed very little.
1/13/2018 16:03	Website	<p>Definitely please bring the new Bridge to the Eastern Shore and also Queen Anne's or Kent County.</p> <p>We would benefit from better connections (economic, cultural, social) from a Bridge....</p> <p>But, you can also do this using best practices, involving communities and building the best possible 21st century infrastructure that also uses technology Green ideas, and social construction to do something great.</p> <p>ENGAGE THE PUBLIC for a better long-term project....</p> <p>Right now the Eastern Shore is paranoid and organizing against this.... with the right Civic Engagement this can be turned around. People need to understand, believe and benefit from this being in our BEST</p>

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		<p>INTEREST!!!</p> <p>Thank you.</p>
1/13/2018 21:11	Website	<p>Is another bridge really necessary? I dont think so. Initially it may ease the traffic on the current connectors to the Eastern Shore, just as the second span did, but eventually there will be just as much of a bottle neck as there is now. Meantime the urban sprawl from the Western Shore destroys more and more of our beautiful landscape. This will only make it worse.</p> <p>But I think the decision to build another bridge has already been made. Given that that is the case, I would suggest that the designated \$5 million for a Tier 1 Environmental Impact Statement, focus on the area closest to the western shore and offering the most direct route to Ocean City, which will impact the least number of residents, namely ZONE 5.</p> <p>I strongly oppose Zone 3 &amp; 4 as these areas already suffer from the pressure afforded us by the existing dual spans.</p> <p>Thank you.</p>
1/15/2018 1:40	Website	<p>To whom it may concern:</p> <p>I am writing to express my feelings towards a potential bay bridge crossing into Kent County, MD, from the western section of the state. I am a life-long resident of Kent County. I now own a home in Worton, MD where I reside with my two school-age children and husband. I am an employee of the local school system, my husband of the county government. I grew up in Millington, at that time, a town of less than 400 people. It was a genuine piece of Americana. Small business and community reigned supreme. You went to school, ate at the dinner table with your family, grabbed a soda at the restaurant counter and played ball in the old school field until dark. This was heaven. Today, not much has changed, and for that I am grateful. Those that grew up here, and those that transplant here, are thankful to reside in such a quiet, picturesque, agriculture rich, waterfront location. Kent County is backroads, ma-and-pa business, farmlands and tranquil waterways all supporting a tight knit community of family and friends. While we recognize that there are unique challenges with this way of life, especially in a monetary sense, we do not wish to give up the home that we love. Many, perhaps most of us feel that a bridge crossing would jeopardize the area where we</p>

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		reside to a point that renders it unrecognizable. A bridge crossing here has the potential to demolish farms, crush our small business and overload our community in a manner that we are not prepared to support. I ask that those considering the future of the bay bridge project to please keep this in mind. Please consider letting us keep our county as we know and love it.
1/15/2018 13:38	Website	As a resident of Kent county I am concerned that ideas from an area of larger population will over ride desires of our smaller population. People reside in Kent county to avoid the traffic and population growth that major roads bring. We don't want to be an artery for traffic when we already have one that works. Adding roads creates more problems and cost instead of working within the existing foot print and creating new transportation models to increase capacity.  Do not spend money and move forward on a project that citizens of Kent county do not want to be a part of.
1/15/2018 23:24	Website	Please remove Kent County from consideration for a third Bay Bridge. It would destroy the unique historic rural character of this county--in order to move northern Baltimore traffic to the Atlantic beaches. In the meantime, the heavy DC, Western Maryland, Anne Arundel and Baltimore traffic will continue to use the existing bridges. If another bridge is built, it would make much more sense to select a more southern route that would tie into route 50 closer to Cambridge to divert DC and Western MD traffic more directly to the Atlantic coast.
1/16/2018 11:11	Website	I am opposing a second Bay crossing in Kent County. The Chesapeake is a national treasure that needs to be protected- not destroyed by over populating and stripping its beauty, wildlife, flora and way of life. Protect the Chesapeake!  [Name Removed]
1/17/2018 11:19	Website	I do not support a bridge crossing into Kent County
1/17/2018 15:42	Website	Ever since our Grandparents purchased property on the Sassafras River in the the 1930's , Kent County Maryland has meant rest and retreat from the busyness of City living. For over 80 years, the [Names Removed] family's and [Names Removed] family's have sought the sanctuary of this beautiful county. With homes in Georgetown/Fredericktown and in Kentmore Park Maryland; being able to drive a mere one or

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		<p>two hours from Philadelphia or Wilmington DE to this near by "remote" natural wonder has been a Godsend to family and friends alike. It is our intention to be the third generation to retire to this area; but not if it becomes the same filth that is Baltimore. Fix your own problems; don't send them to us!</p> <p>Any bridge through this area would despoil not only the quality of life in Kent county, but would have a major negative impact on our environment at every level. Any local politician that would be in favor of a Bridge from Baltimore to Kent County would be in favor of an end to their own political and public careers.</p> <p>We can not and will not stand for the rapaciousness and greed of big business, and the pusillanimous plans of entrenched politicians.</p> <p>Please, do not build a bay bridge into Kent County. [Name Removed] &amp; [Name Removed]</p>
1/17/2018 17:00	Website	<p>Please do not select Kent County as the new bridge location. We are a agrarian rural county with the smallest population and landmass in Maryland. If a bridge was added here we would be swamped with traffic and our open space taken. Kent County is unique because of the small town feel and to completely change that by adding a bridge into the heart of it would be devastating. After adding all the major highway details needed for the bridge, the open farmland would be no more and the beautiful historic landscapes that visitors travel to see would be gone.</p> <p>My family travels over the current bay bridge at least 4 times a week for work and to go to our other house on the western shore. We see the traffic connected to the bridge, the businesses that would pop-up, and the changes that take place when more people travel through an area. Even though it would be closer to us to get across to the western shore, we would rather travel the extra 30-45 minutes than see Kent County completely change from the community we live in today. I urge you to look at the other options and to leave the Kent County community the way it is.</p>
1/20/2018 0:52	Website	<p>Adding to my earlier suggestion, I now think the best solution for a third bridge is to construct a bypass around Annapolis by boring a tunnel under South River, then joining a new bridge to cross the Bay and terminating on the lower part of Kent Island, then joining another bridge or elevated highway to cross Easter Bay to connect somewhere near Rte 50/301 in Grasonville, MD.</p>

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1/21/2018	Email	<p>Dear Ms. Lowe</p> <p>Thanks for explaining the issues being considered by the task force on the Bay Crossings Study video. Nice job!</p> <p>I am writing in regard to the proposed Chesapeake Bay crossing.</p> <p>For more than 25 years my wife and I commuted most weekends from Arlington, Virginia to our weekend home (now residence) on the Eastern Shore. As for others in Northern Virginia, the trek across the Chesapeake is an arduous journey, as we must first head north through or around DC, and then continue northeast for nearly 40 miles to Bay Bridge. Traveling this route each weekend we could see that the vast majority of motorists crossing the Bay Bridge entered Route 50 from DC and the Capitol Beltway, not Routes 2 or 97 leading from Baltimore. We also saw that more than four out of five cars turned south on Route 50 at the Route 50/301 split at Queenstown. For beach goers from DC and Northern Virginia this means that after driving miles out of their way to reach the Bay Bridge, they have to then to turn back south for</p>

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		<p>many more miles to reach their final destination. This is an enormous waste of time and gasoline.</p> <p>The attached map shows the metropolitan areas of Washington DC (more than 6 m residents) and Baltimore (2.7 m residents), the Bay Bridge, and the Atlantic Coast beaches that attract the majority of travelers crossing the bridge. Current travel routes are shown in blue dotted lines. Note that the Atlantic beach destinations are located south of Washington DC. Since the Bay Bridge is located north of DC, it's no wonder that most vacationers visit beaches in Delaware each year rather than continuing south to those in Maryland.</p> <p>Note also, that the existing Bay Bridge already provides a very direct route from Baltimore to the Atlantic beaches. A second bridge located north of the current Bay Bridge would not provide a practical or efficient solution for reducing bridge traffic. Baltimore residents are not likely drive miles out of their way to connect with Route 301 well north of Route 50 when the existing bridge offers a much more</p>

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		<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>direct route. Plus, the number of prospective travelers residing in the Baltimore area is less than half the number in the DC area.</p> <p>A more effective solution for reducing congestion on the Bay Bridge would be to construct a new bridge and/or tunnel along the proposed route shown by the orange arrow. A new crossing located in this region would provide a more direct route for millions of prospective vacationers from DC and Northern Virginia and reduce traffic congestion around Annapolis, Kent Island and Easton/St. Michaels. This more direct route would merge into Route 50 near Cambridge providing direct access to Maryland beaches.</p> <p>As a Washington area motorist who has commuted in beach-bound traffic for decades, it seems quite obvious that constructing a new crossing north of the Bay Bridge would not be a viable solution for reducing traffic on the existing bridge or increasing the number of tourists to Maryland beaches.</p> <p>Sincerely, [Name Removed]</p> </div> <div style="width: 50%; text-align: center;"> <p>The map illustrates the Chesapeake Bay area with three locations circled in red: Baltimore, Washington, and Atlantic Beaches. A dashed blue line represents the current travel route from Washington, passing through the Chesapeake Bay Bridge and ending at the Chesapeake Bridge/Tunnel. A solid orange arrow points to a proposed direct route from Washington, bypassing the Bay Bridge and heading towards the Maryland coast, which would provide direct access to Maryland beaches.</p> </div> </div>

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		Attached Image:
1/21/2018 19:40	Website	Kent County desperately needs economic stimulus ("Save our Hospital," movie theater closed, no dry cleaners, not much retail choice, dying Main Streets, etc.), and the bridge could be a good thing for that. It would be more reassuring if we had a team of intelligent people in place to have plenty of time to plan how to maximize the benefits to the community; i.e., controlled, smart growth.
1/23/2018 2:16	Website	The idea of spending billions of dollars to build another bridge across the Chesapeake to Kent county is insane. We cannot be considered a bedroom community for Baltimore. The Eastern shore of Maryland is a fragile ecosystem that is one of the last fertile places on the Washington to New York corridor . Look what development has done to Middletown Delaware. This bridge cannot save Baltimore. It is already a cesspool. The residents of Kent county will fight this bridge just as we have fought off all the other "invaders".
1/25/2018 15:24	Website	As one of the very last unspoiled areas on the entire east coast, the idea of putting a new bay bridge into Kent County is a travesty! Let's keep the traffic where it already is and not ruin more of our beautiful Maryland countryside. As ruin it, it certainly will!
1/26/2018 0:45	Website	<p>As a resident of Kent County, I want to speak against a new bay bridge, and especially in Kent County. Our county is largely rural and has a rich history in agriculture. We do not want to lose our unique rural identity. We do not want to be paved over. We do not want to become a rest stop for people driving between DC, Baltimore, and Philly. We do not want to have the ugly sprawl of Kent Island. We do not want to have the damage to our wetlands and the Bay.</p> <p>You do not have to develop every square inch of land in the state for the sake of cars.</p> <p>More roads only ever means more cars; it <i>*never*</i> means less traffic. It's not worth destroying what makes our community unique.</p> <p>Please: no bridge to Kent County.</p>
1/26/2018 3:06	Website	I don't think it's a good idea to put a bridge into Chestertown from the western shore. I fear it's going to bring much more traffic, bad driving and crime. I'd hate to see our county ruined. It happened in

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		Middletown, Delaware and I watched the entire thing unravel. Growth ruined that town. I don't want the same thing happening to our little farm community.
1/26/2018 3:35	Website	<p>I oppose marring our quiet neighborhoods and rural communities with an eyesore bridge that obscures the beautiful bay and creates noise and light pollution from new highways.</p> <p>I find it unlikely that this bridge project will positively impact Kent County.</p>
1/26/2018 3:50	Website	<p>As a business owner in Chestertown, I am supportive of a new span of the bay bridge coming to Kent County.</p> <p>I have no doubt you guys are receiving a huge amount of negative feedback regarding a bridge coming into the county. But with a slightly more removed perspective, I would say Kent County NEEDs this bridge to guarantee it's future.</p> <p>Our County is shrinking, schools are consolidating, the hospital is reducing its services. And small business struggles to survive. The only way I am surviving as a business owner is by opening a second location in Easton. The bridge would act as a solution to our county's contraction.</p> <p>Opiate addiction is rampant in our county, simply because there are no jobs, and our education system is subpar.</p> <p>Chestertown and Kent County have both been extremely anti-development, and hence have rejected box stores and renewable energy projects. But with a bridge, intelligent and economically powerful development could occur that would raise the quality of life for the entire Northern Half of the Eastern Shore. Which is desperately needed.</p> <p>Real Estate value would also increase, as much of the market remains stagnant and unmoving due to a lack of opportunities for young professionals. More people are moving away then moving here.</p> <p>I have no idea what your studies have shown at this point, but the feedback given by the majority of Kent County might be that of automatic pessimism, and an unawareness of what state their county is actually in</p>

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		<p>and what it needs to survive.</p> <p>I have an idea to form a group called the New Eastern Shore Initiative (NESI) that would advocate for a bridge and positive development while also keeping land conservation in mind. The Northern Eastern Shore is just going to be left further and further behind, with no future for subsequent generations (other than leaving.) The initiative would comprise of individuals and businesses that are for a bridge in Kent County or at the very least, studying the positive potential of such a move.</p> <p>Any information you might have to further this understanding would be greatly appreciated. Thank you for your time.</p> <p>[Name Removed]</p>
1/26/2018 3:58	Website	As a Kent County resident since 2004, it saddens me to think about the possibility of a new bay bridge being constructed in our county. Areas such as The Eastern Shore of Maryland are rare and disappearing with what is perceived as necessary and "progress". We need to preserve the nature of Kent County, for the purpose of those that live here, those that enjoy visiting and for the greater good of the earth.
1/26/2018 9:20	Website	I think the bridge is a great idea and will bring a much over due growth to Kent County.
1/26/2018 11:09	Website	No. No! This would RUIN the quiet uniqueness of Kent County and the reason many live here.
1/26/2018 12:17	Website	I am against this with all my heart and soul. The whole idea of creating another Bay passing is to benefit those living on the western shore so they can get to the beach faster. The benefit is totally 1 sides. It would destroy the pristine landscape of Kent county and effect our way of life forever.
1/26/2018 14:44	Website	I object to a new Chesapeake Bay bridge coming into Kent County. I moved to Kent County for work and family and purposely chose a location that was rural for quality of life reasons. I know I am not the only resident to do so.

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		<p>There are challenges to living on the Eastern Shore, and Kent County specifically, but if a new bridge span were to come to our county it would add these challenges, not alleviate them. The problems created by a bay bridge to Kent County would not only have a negative impact on those of us who live here but to the state as well. The critical farming and hunting lands, as well as the water and wetland regions, would be harmed, and thus others in the state would be impacted through their food, recreation, and environmental needs.</p> <p>I understand there are regions of the Eastern Shore that would welcome a Bay Bridge span. If those counties have identified benefits for such infrastructure in their communities I urge the state to focus on making those realities. Don't build a bridge where people don't want it!</p>
1/26/2018 16:03	Website	I believe that any span of the bay that lands near Kent County will be a death blow to the distinct culture that makes the Eastern Shore so special. Kent County should not be viewed as a suburb across the bay. This community is too special to lose to developers like what happened in Middletown, DE. Please do not consider this bridge as a benefit to the people of this county because it is not. I am willing to drive the extra distance to preserve the beauty and culture of this area.
1/26/2018 16:56	Website	I travel from the eastern shore regularly, and am caught frequently in horrific traffic backups at all times of the day (including so-called "off-peak" travel times). Looking at it logistically, I don't think a third span between Kent Island and Sandy Point would make much sense, because most of the traffic backups are well before the spans. The backups are in the bottleneck areas at the toll area and the merge areas between the spans. My opinion is to create another bridge in the south, near Cambridge, where enough traffic from the DMV area would be diverted away from the Preston Lane, Jr. Memorial Bridge. This would do at least two things: alleviate stress and heavy traffic flow in the Kent Island/Sandy Point area (allowing for more ease in bridge maintenance), and bring more economic impacts into Calvert, Dorchester, and Wicomico Counties.
1/27/2018 1:28	Website	To Whom It May Concern< Baltimore to Kent County would be the only crossing to alleviate traffic on the Bay Bridge and would pay for itself the fastest. A southern crossing would not alleviate a significant amount of traffic (since most of the traffic comes from the North through Baltimore). You also would have to build multiple mini bridges over the swamp land on the southern eastern shore side that would total a greater length than the crossing itself. A northern crossing would accomplish the goal of impacting the traffic and would make the most

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		<p>sense economically. A northern crossing would be the most logical location.</p>
1/27/2018 16:43	Website	
1/29/2018 0:57	Website	<p>A new bay crossing for car traffic is not a good solution. It is in fact the trouble we are in right now and building a new bridge would only double to troubles (4 landing sites instead of the current 2). A new bridge would also be very expensive (20 billion by some estimates). The upkeep and maintenance would be a big expense on future generations.</p> <p>Should look at two factors . . .</p> <p>1) How best to alleviate the current traffic issues (while also lengthening the life of the bridge)?</p> <ul style="list-style-type: none"> <li>- Light rail and other alternative forms of transportation would be the best solution to the current traffic problems as it would, literally, get people off the road. Would also add to our economy and quality of life if people did not have to rely on such an expensive item as a vehicle (car, insurance, gas, upkeep, license, stress of driving, and the traffic related accidents and deaths.</li> </ul> <p>2) How will this area look in 50 years and what will people want and need?</p> <ul style="list-style-type: none"> <li>- How will climate change/sea-level rise effect Ocean City? Will their be enough beach goers to merit a new bridge?</li> <li>- Most millennials, of which I am one, do not want a car and do not want to commute. Many prefer public transportation as they want the convenience, the in expense costs, and they want the quality of life to live close to their jobs.</li> </ul> <p>Please consider this when trying to decide where to put a 20 billion dollar bridge that probably won't fix the problem.</p>

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		Thank you, [Name Removed]
1/29/2018 21:11	Website	<p>Kent County is a place of scenic rural beauty, an oasis in the fabric of a continually expanding congested landscape. A bridge crossing that terminates in Kent County would seriously threaten the health of the Chesapeake Bay that so many of us treasure and work hard to protect.</p> <p>Please work on other creative solutions to solve the problem of overcrowding on the existing spans that would not put our Bay in jeopardy. Thanks.</p> <p>[Name Removed]</p>
1/30/2018 1:29	Website	<p>Dear Ms. Lowe: To Whom It May Concern; Don't build a bridge to the Eastern Shore.</p> <p>Building another bridge to the Eastern Shore is the last thing the Eastern Shore needs. New highways encourage more travelers; more travelers encourage more development, and more development will destroy the very nature of the Shore that attracts people to visit. I agree wholeheartedly with the Baltimore Sun op-ed article that said, "Let the Eastern Shore be." Don't build a new crossing over the bay.</p> <p>Sincerely, [Name Removed]</p>
1/30/2018 2:01	Website	<p>Building another bridge to the Eastern Shore is the last thing the Eastern Shore needs. New highways encourage more travelers; more travelers encourage more development, and more development will destroy the very nature of the 'Shore that attracts people to visit. As the Baltimore Sun op-ed article said, "Let the Eastern Shore be." Don't build a new crossing over the bay.</p> <p>A better use of funds would be to invest in rail transit which provides a sustainable form of transportation that will benefit future generations and does not by its nature encourage sprawl.</p>

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		Do not build another road crossing across the Chesapeake Bay.
1/30/2018 2:36	Website	Opposed to a Kent County crossing bridge!
1/30/2018 4:34	Website	I think the bridge crossing in Ken County is a GREAT idea.
1/30/2018 15:59	Website	A glance at the Maryland Map will show that the route which would require the least infrastructure work would be to the south between Calvert County and Dorchester County. Route 4 to the south is a four lane highway which with minimal improvements would be adequate to handle the increase in traffic. On the Dorchester side the building of a short length of highway from such a bridge would allow direct connection to route 50, a four lane highway, into Ocean City and the Maryland shore resorts. There is no infrastructure in Kent county that would be able to support a new bridge coming from the Baltimore area. Kent County is a rural county in every sense of the word. The vast majority of roads are two lane black top country roads. The amount of infrastructure needed to connect a new bridge would be far greater than that needed for the more southern site. Who would a bridge through Kent County serve? It certainly would be of very little value to those heading for Ocean City and the Maryland ocean resorts as they would have even greater congestion than they have today for the full length of route 50 from the bridge to the Maryland resorts. However, for those heading for the Delaware shore a bridge through Kent County or even a third Bay Bridge would be most convenient. Should we destroy rural Kent County in order to give easier access to the Delaware beaches? I think not.
1/30/2018 16:38	Website	Hello, My name is [Name Removed]. As a lifelong resident of Kent County I am writing to express my vehement objection to the proposal of any plan that would add a new Bay Bridge to our county. Our county is the least populated in the state and one of the best preserved natural wonders that the State of Maryland has to offer. We can not allow that to be destroyed by development. On a broader note, I also protest in the strongest terms any plan to add another Bay Bridge bringing more car traffic to the Eastern Shore. Cars, trucks and highways are destructive forces of another century, a product of ignorance, overconsumption and lack of environmental concern. Would it not make more sense to develop infrastructure of public/mass transport? One bus could take fifteen or twenty cars off the roads. Or perhaps an even more innovative idea

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		<p>would be to build a railroad bridge across the Bay to move thousands of people far more quickly and efficiently with no traffic and minimal environmental pollution? Whatever the solution please, please, please: do not go against the will of the people of Maryland's smallest county; do not bring a new Bay Bridge to Kent County, Maryland.</p> <p>Sincerely, [Name Removed]</p>
1/30/2018 17:23	Website	I live on the Wicomico River which forms the boundary of Wicomico & Somerset counties adjacent to Tangier sound. I would welcome a lower bay crossing into Somerset county. One of the biggest obstacles to economic development is lack of access and excessive travel time. Currently we are on the way to nothing.
1/30/2018 18:01	Website	A bridge through Kent County is a TERRIBLE IDEA! It would also be bad for Baltimore, adding to their already bad traffic problems and it would ruin one of the last unspoiled areas in the state. NO BRIDGE TO KENT COUNTY!! Period.
1/30/2018 20:35	Website	<p>As a resident of Rock Hall, Maryland I am a Kent County Maryland citizen who is opposed to building a bridge from the western shore to our county. Our county is one that embraces the rural quiet ways of our farmers and watermen. A bridge located in our county, connecting the two shores, would threaten our long valued landscapes and small communities.</p> <p>I oppose a new Bay crossing which would route traffic through Kent County, Maryland.</p>
1/30/2018 20:39	Website	Kent County is unique on the East Coast for its natural beauty, seclusion and tranquility. A bridge from Baltimore would inevitably destroy the qualities that make this section of the Eastern Shore attractive to so many of us, and should not be built. The route 50 corridor already has the infrastructure to support another span across the bay, and would prove far less destructive to our farmland and communities.
1/30/2018 20:49	Website	<p>I am opposed to a location of a new Bay Bridge in Sub Area 2. I have written in opposition to this location in prior Bay Bridge Study efforts in previous years.</p> <p>The quality of life of Kent County would be negatively impacted by a Bay Bridge terminus here. This is a Rural Area, and an agricultural community.</p>

## Bay Crossing Study Public Comments January 1, 2018 – January 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		<p>If the State wants to boost the economy at the beach - send the people to Maryland's beaches; not Delaware's.</p> <p>On a personal note, the Tolchester location viewed in prior years would land just north of my family farm, of which i am part owner. I would personally be impacted in a way different from other members of the community in this regard.</p>
1/31/2018 4:56	Website	<p>I believe that a bridge crossing from Taylors Island to Calvert County makes a lot of sense because;</p> <p>If you put another bridge along side the other two from Kent Island to Anne Arundel Co. all that traffic then gets squeezed back onto Rt.50 which is a major bottle neck particularly in areas like Annapolis and from the Severn River to Rt 97. Rt 97 and Rt 2 and Rt 50 are already packed, so unless you also build a second Severn River Bridge and add lanes to Rt. 97 and Rt 2 and Rt 50, you have accomplished nothing, it would still be a bottle neck.</p> <p>The idea is to divert traffic coming from other areas to a new route which doesn't have to come thru Annapolis area bottle necks. A bridge from Taylors Island to Calvert Co. could allow most all of the traffic coming from the Washington and northern Va area as well as Southern MD and Richmond area traffic to utilize the southern crossing and completely alleviate all of that traffic from ever going thru the Annapolis area. That would lessen the congestion and allow Baltimore area drivers who would continue to use the current Kent Island crossing experience much less traffic and much less congestion.</p>
1/31/2018 16:47	Website	<p>To whom it may concern,</p> <p>I want to voice my opinion that I, as many (if not all) of my neighbors are, am <b>STRONGLY</b> against any Bay Bridge crossing coming over into Kent County, MD. I personally believe that another bridge crossing anywhere is completely unnecessary, but if one is to be built, I am adamant that it not come through Kent County. Kent County is one of the few remaining agricultural based communities in the entire eastern seaboard. With its magnificent open farm fields, small colonial and historical towns, and fragile and ever diminishing ecosystems that play a very important role in the health of the Chesapeake Bay, it is imperative that this land be preserved as such; the way that the residents, elected county commissioners, and annual</p>

## Bay Crossing Study Public Comments January 1, 2018 – January 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		<p>tourists want it to be. In short, a bridge to Kent County will be the end of Kent County as we know it; plain and simple. A magnificent area, rich in environment and history, Gone, just like that. The years upon years of our fathers fighting for preservation and smart growth, out the window just like that. One just needs to look to Kent Island to see the devastation that a bridge and major roads would bring with it. Middletown, Delaware is another example. Not necessarily a bridge that forever ruined what once was a special place, but major roads/highways and all the people and traffic that quickly followed. There are enough places with major highways, strip malls, fast food joints, housing developments, etc., etc.. They are EVERYWHERE you look. But what is NOT ANYWHERE you look, is Kent County, Maryland. It is one of a kind. Please, please, please, leave Kent County alone. A bridge here would not just ruin/change Kent County, but all those areas a little further down the road, as developer after developer jumps on the opportunity to pave over farm after farm and put money in their pockets. Maryland would be selling its soul to the devil. There are other areas along the Bay that are already set up to take on this type of urban sprawl and development, and who want it! But, Kent County is not one of them. Kent County deserves to be left as is; the one and only Kent County, Maryland.</p> <p>Thank you.</p>
1/31/2018 19:55	Website	<p>To Whom It May Concern:</p> <p>Building another bridge to the small rural county of Kent County will most certainly destroy the states smallest county that holds beautiful landscapes and history. The area is comprised mostly of farm land that would surely become highways, strip malls, and housing developments taking away from the areas unique aspects. It will also disrupt the communities style of life. Everyone who takes residence in Kent County do so to maintain a quiet, simple life that consists of friendly faces and open fields everywhere you look. Creating a new bridge in this area will impact the farmers (who make up a large portion of the population) work space. We should be working towards preserving the nature and beauty of this area instead of urbanizing it. Please conserve the beauty of our small, quaint county that takes pride in its rural settings. Please consider building the bridge in an area more prepared for the urbanization that will come with this project</p>
1/31/2018 21:39	Website	<p>I am strongly against the proposal for a Bay Bridge routing through Kent County. This small quiet town would be overrun with vehicle traffic and lose its historic character and charm. <b>NO BAY BRIDGE IN KENT COUNTY.</b></p>

## Bay Crossing Study Public Comments January 1, 2018 – January 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
1/31/2018 21:52	Website	My husband and I recently moved to Chestertown because we wanted to be closer to water so we could sail. We looked at several options, but chose Chestertown for it's history, unspoiled beauty and absence of traffic jams. If we had wanted to live where there was so many people and tourists, we would have chosen a different option. It is a shame that places like this just can't seem to be left alone. Someone always thinks that more is better. Well, it isn't. People move here to get away from the rat race. In case I haven't been clear, I am fervently against the Kent County Bridge project.