

Bay Crossing Study Public Comments December 16, 2017 – December 31, 2017

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
12/16/2017 0:22	Website	The Bridge should come to KENT COUNTY. This county needs to join the modern world.
12/16/2017 1:36	Website	<p>I am very much opposed to a bay crossing from the western shore to Kent County.</p> <p>I do not think that a bay crossing from the Baltimore area to Kent County, Maryland is a wise use of state transportation dollars. I also think that due to the lack of transportation infrastructure in Kent County, so much private property will have to be condemned by the state of Maryland, that it will dramatically affect the quality of life in our county.</p> <p>The basic transportation infrastructure is in place at the Kent Island crossings that can provide another bridge of four lanes to transport vehicles. Links to Rte 301 and Rte 50 are already there. Improvements to those routes could be easily made to handle the additional traffic.</p> <p>In short, along with the environmental studies and approvals required, a bridge or bridges crossing to Kent County from the western shore would be a tremendously expensive project to be funded by taxpayers.</p> <p>Such an undertaking will destroy the rural nature of Kent County and well being of the residents living here.</p> <p>The existing bridges location at Kent Island are the clear choice for proposed new crossing.</p>
12/16/2017 2:52	Website	<p>I am very concerned regarding the consideration of an additional bridge crossing north of the existing Bay Bridges with a terminus in Kent County. Kent County is a farming community. A northern bridge crossing will have a detrimental impact on the county's rural landscape. Kent County's farming conditions are superb and produce high crop yields. This will ruin the preservation of the agricultural industry and will change Kent County forever. The state would lose not only the farming industry, but also the historical landscape, the quiet and quaint atmosphere that attracts so many visitors and retirees to Kent County. Kent County has become a haven for bicyclists, boaters, history buffs, bird watchers, and other nature lovers. A bridge crossing would produce a bedroom community for Baltimore and bring all the construction, congestion, and crowded conditions of the city. Why would the state of Maryland want to lose this gem in their state? Certainly the people in Kent County do not want to lose this way of life that is unparalleled with many communities in our country.</p>

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12/16/2017 15:38	Website	<p>Thank you for considering my views on the new Bay Crossing.</p> <p>The only option that I believe is unacceptable and unhelpful is adding a third span at the existing Sandy Point-Kent Island crossing, for the following reasons;</p> <ol style="list-style-type: none"> 1. This would only reinforce the transportation choke-point that already exists there, which easily shuts down east-west movement between the Baltimore/Washington region and the Eastern Shore/Atlantic Coast due to weather events, vehicle accidents, suicide attempts, bridge maintenance and excessive volume. 2. The current road infrastructure is not up to todays needs, much less future increases in usage, so it would need to be expanded anyway, thus saving no money. It would even require a new Severn River crossing. 3. All the burdens of crossing the Chesapeake (traffic, toll booth back-ups, noise and light pollution, land use), would unfairly fall on the residents of the Annapolis/Kent Island/Queenstown corridor, while the benefits of the economic activity generated by the crossing are shared by all the residents of Northern Virginia, the District of Columbia, central Maryland, the Eastern Shore of Maryland and southern Delaware. Crossings at other points spreads the burden more evenly and gives motorists more options in route planning. <p>A better option would be a northern crossing connecting the underutilized Maryland Route 702 to US 301 via Hart-Miller Island, Tolchester Beach and Maryland Routes 298 and/or 291. This would connect Baltimore with the rapidly growing Middletown, Delaware area and points beyond. As a resident of Pikesville that frequently visits friends and family on Kent Island and northern Delaware, this option has the most personal appeal for me.</p> <p>The best option however, because it would help the largest number of people, is a southern crossing connecting the southern DC metro area with Cambridge, Maryland and US 50, via Maryland Route 4 on the west side, to Taylors Island and Maryland Route 16 on the Eastern Shore. This crossing would allow east-west travelers on US 50 to avoid the wasteful north-south section of US 50 from Wye Mills to Cambridge, and would take the most pressure off the beleaguered Sandy Point-Kent Island crossing.</p>

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		<p>Lastly, at the existing Bay Bridge, consider putting in an overpass that will allow the toll booths to disgorge directly onto the newer three-lane bridge when volume is greater east-bound. The new bridge should have been SOUTH of the first one, allowing this, but it wasn't. It would be better and safer then using traffic cones to send some traffic onto the so-called 'suicide lane' on the new bridge. The down side is that of course there would need to be an overpass on the Kent Island side to allow west-bound traffic to use the old bridge.</p> <p>I wish you the best of luck with the Bay Crossing Study. The people Maryland, Delaware, the District of Columbia and Northern Virginia are counting on you to ease this burden in their lives. Don't be afraid to think big; the American people long for the return of the big ideas that made this country great. Don't be afraid to stand up to the narrow, selfish interests that are sure to pop up. We will support you. Thank you again.</p> <p>Respectfully</p> <p>[Name Removed]</p>
12/16/2017 17:41	Website	I and my family are vehemently opposed to a bay crossing coming to kent county. Traffic coming across the bridge would be heading south, so our the new bridge somewhere below the existing spans. We are a nice quiet county and do not want the increased traffic
12/16/2017 18:21	Website	<p>I am a resident of Essex, Md I live in the neighborhood of Rocky Point and I DO NOT want a new Bay crossing going through my back or front yard or anywhere near this area. This a clean natural area and it should be kept that way, I believe a new bridge would damage the environment and this would be bad for the Chesapeake.</p> <p>Thank you,</p> <p>[Name Removed]</p>

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12/17/2017 13:51	Website	<p>I feel that a southern route from southern Maryland across to the Cambridge area makes the most sense. This would open the southern Eastern Shore to additional potential economic development. People that do not currently wish to go north to cross the bridge and then go south to access the lower shore would have a more direct access. Maryland would then be open to more business from middle and southern Virginia as well as points south</p> <p>The infrastructure roads accessing the current bridge cannot stand additional capacity and actually need some relief.</p> <p>A northern crossing just brings the traffic back into the same busy corridor as the current bridge.</p>
12/17/2017 15:15	Website	I have seen what happened to Kent Island. A bridge in Kent county would have the same effect and destroy the county as we know it.
12/18/2017 2:08	Website	I live in Calvert County near Solomons. A previous discussion was made about a second by bridge crossing using Rt 4 and the Cove Point area. Traffic on Rt 4 is congested enough already and shouldn't be considered. Using Rt 5 in Charles and St Mary's should be considered. The economy in lower St Mary's county has declined terribly in recent years. The major place of employment is Patuxent Naval and it's surrounding area in Lexington Park. However there is not much industry down near Point Lookout. That is the area you should consider. It would bring jobs and stores to that area. Thank you. [Name Removed]
12/18/2017 16:01	Website	Locating this bridge/highway is not compatible with the protected rural historic landscape or Kent County Comprehensive Plan. Kent County has repeatedly stated that a bridge crossing through our county would not be compatible with our rural historic landscape. Page 51 of our Kent County Comprehensive Plan states clearly that the County is opposed to building a bridge into Kent County. The development pressures that it would bring to our county are enormous. In addition, there would be a tremendous loss of preserved farmlands. In building access roads, there would be no way to avoid the preserved lands that Kent County and the State have invested so much time and money on. With the loss of preserved land, development pressure would increase on all agricultural land in the County and move Kent County down the path of becoming a bedroom community for Baltimore City. Kent County has consistently stated that it would like to see slow, controlled growth that does not harm the rural nature of our county. However, that trajectory and growth would be changed significantly if a bridge were put into Kent County.

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		<p>Maryland should be maximizing high-wage economic growth on the entire Eastern Shore and discourage commuting to the Western Shore. Kent County now has 1G Internet, is a magnet for retirement and second homes, has recently added an enterprise zone, and major revitalization of the Chester River waterfront is underway. If the state is interested in increasing the economic indicators of the Eastern Shore, it should invest in our businesses, communities and schools. The fact that the Bay Bridge is critical to the economic vitality of the Lower Eastern Shore because of tourism means that the life of residents not living on the lower shore will have their enjoyment, pursuit of happiness, and protection of open space and farmland curtailed to feed the economic engine of Ocean City.</p> <p>Routing this bridge and associated infrastructure would forever change the culture and life in Kent County and not address the traffic issues that the plan is supposed to solve. The current areas experiencing traffic problems would experience the same if not greater issues and destroy what is one of the last great communities on the upper shore.</p> <p>Thank you for allowing me the opportunity to comment.</p> <p>Sincerely, [Name Removed]</p>
12/18/2017 18:23	Website	<p>The existing location is the only logical location, but it needs expansion and improvement.</p> <p>Short term: Institute cash rates enough higher than E-Z-Pass rates (or whatever future electronic collection system exists) so that a high percentage of tolls are E-Z-Pass; set up cash lanes only, and high-speed drive-thru E-Z-Pass lanes only.</p> <p>Interim: Improve Rt. 50, especially thru Annapolis area, and east of Rt. 301 split.</p> <p>Plan another span at current location with easy lane reversal, and ability to double-deck in future, including future approaches.</p>

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		All of this is extremely expensive, but is small compared to a crossing and development of corridors in any new location.
12/19/2017 0:21	Website	[No Comment Received]
12/19/2017 1:00	Website	<p>Hello, Several comments/questions;</p> <p>1) One of the biggest problems with the current bridges is not the bridges themselves but the road widths on both ends of the bridges. You have either too many lanes to the bridge or too few. The roads on the eastern shore (and western) could be widened to allow for more cars at a longer distance. Have you considered addressing this issue rather than looking directly at the bridges as the issue?</p> <p>2) Why aren't you discussing widening the bridges you have?</p> <p>3) Are you also studying the need for all the the infrastructure required (ie. new or widened roads on either end of the bridge) into your study?; looking for a location for a bridge is one thing but the need for expansion of roads and their associated impact to the community should be included. If so, how many miles from each end of the bridge and associated widths?</p> <p>3) It was unclear as to when you plan on releasing information regarding 1 mile corridors mentioned in your presentation. Please clarify.</p> <p>4) Have you thought about a tunnel vs a bridge? The Chesapeake doesn't need another eye sore and if you are intent on a solution this might be a better solution.</p> <p>I look forward to your response.</p> <p>Thank you, [Name Removed]</p>

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12/19/2017 13:41	Website	<p>A ferry across the southern part of the bay would provide the most flexibility for meeting demand with the least infrastructure cost and disruption of the environment. Service from Chesapeake Beach, Pax River, and Reedville, VA on the western shore to Crisfield and Cambridge on the eastern shore would shorten the trip and relieve congestion on the Bay Bridge. Also, putting more ferries in service during peak times and pricing according to demand could help meet peak needs.</p> <p>Ferries cross the English Channel hundreds of times per day. Some of these can carry over a thousand cars. It's kind of ridiculous that we can't do it here.</p>
12/20/2017 13:11	Website	<p>Looking at a map, and considering the amount of traffic that goes to the Fenwick, Ocean City, and Assateague areas, a logical place for such a crossing would be Lusby to Smithville. That allows you to use many existing roads to feed both ends of the bridge.</p>
12/20/2017 21:39	Website	<p>I believe it would be a mistake to make a 3rd span from Baltimore Co. to Kent Co.</p> <p>One has to wonder why Maryland would spend Marylanders tax money to make it easier for people from Maryland to spend their disposable income in Delaware. Any bridge coming through Kent Co. would effectively allow folks from Baltimore to spend their money out of state. No one is going through Kent Co. to get to Ocean City.</p> <p>A span from Sparrows point to Tolchester would be 9.5 miles, almost twice the distance of the current bridge. A better option would be for a third span to go through St. Marys Co to Dorchester Co, maybe drawing DC and Northern VA money to MD beaches. This has the advantage of being a fairly scenic introduction to the Eastern Shore as well.</p> <p>The best option (though probably the most expensive) would be for a lightrail spur to connect Ocean City with New Carrollton. This would make MD beaches more accessible for those without the wherewithal to drive, as well as mitigating the traffic and environmental concerns.</p>
12/22/2017 16:43	Website	<p>Where ever it is built, build it stackable 4 lanes upper and 4 lanes lower. Think about it!</p>

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12/22/2017 23:32	Website	Dorchester County had millions of dollars dumped into it for tourism , Harriet Turman and we are now home to Ironman. this county is essential the same as it was 200 years ago People come here for the scenic view e to even think about a Bay Bridge span would destroy the very culture that people come here to enjoy as well as the way of life of farmers,forestry and waterman which is represented on our county seal .You have to have people who want to work and that is not the case in this county because a certain percentage enjoy living off welfare The span would destroy this county.