

Bay Crossing Study Public Comments February 1, 2018 – February 28, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
2/1/2018 14:31	Website	Absolutely NO Bay Bridge to Kent County! No! No! No! It would FOREVER change the county in a BAD way.
2/1/2018 21:28	Website	Please - we do not need another bay bridge to the Eastern Shore. Keep the Eastern Shore what everyone loves! No more traffic, no more cars, no more people!
2/2/2018 5:02	Website	I am against the bay bridge expanding into kent county. It would completely change the area with the added traffic, highways, and businesses. As someone who travels for work across the bridge at least 4 times a week, I would rather travel the extra time than to have the new bridge so close to my home. The farmland would be taken up and the small town life that kent is known for to tourists would be no more. Other locations are more welcoming to adding the bridge expansion. Thank you.
2/2/2018 12:00	Website	I have been a resident of Kent and of Queen Anne's Counties for nearly 40 years. In that time I watched Kent Island become divided by a strip of commercial development, some of which has failed and stood empty for years. I have watched Middletown, DE become an overcrowded bedroom community for Philadelphia. The upper Eastern Shore is a haven from this kind of harried, hectic lifestyle. Please put your bridge somewhere else.
2/2/2018 22:25	Website	No need for more vehicular traffic roads and bridges. Just add a span to the existing ones that is dedicated for high-speed light rail. Include stations in Baltimore, DC, Annapolis, Queenstown, Cambridge, Salisbury and Ocean City. Build something smart for the future!
2/3/2018 18:02	Website	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.
2/3/2018 19:28	Website	Dear Ms. Lowe, I am president of Kent County, Maryland and also own a business in Chestertown. I am writing to express my hope that Kent County will not be selected for a third bridge to cross the Chesapeake Bay. I believe that the department of transportation should concentrate it's time, energy and resources to build the transportation system of the 21 and 22nd centuries, not the transportation system of the 20th century. The likelihood is that 30 years from now we'll be moving people very differently than we do today, why is our

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		<p>planning rooted in thinking that has it's roots 50 years in our past? Be bold, be brave, be ahead of the curve. Make the innovations that will help our children and grandchildren's world!</p> <p>Thank you,</p> <p>[Name Removed]</p>
2/4/2018	Email	<p>Hello,</p> <p>I am writing to you in reference to the idea of a third Bay Bridge span landing in Kent County that is being studied right now. As a resident of Kent County I am, of course, terrified of the negative impact that bridge would bring to our environment and way of life here. Examples of the negative impact it would have are not hard to find or very far away.</p> <p>Less selfishly, I am stunned at the short-sightedness in regard to the investment. I've built a bridge and didn't have a real idea of how much it costs in a modern world. When I saw that it will cost multiple, if not many, billions of dollars I have to say that this would less of an investment and more of a boondoggle. Our transportation system has to change. This is not debatable and is indeed, inevitable. Investing in the old system is is lamentable, but sometimes needed for safety concerns, etc. Investing BILLIONS OF DOLLARS in the old system is just plain criminal.</p> <p>Please, use your resources to invest in studying transportation improvements that look for forward rather than back and leave us in Kent County alone.</p> <p>Sincerely, [Name Removed] [Phone Number Removed]</p>
2/4/2018 0:20	Website	<p>Please, have mercy. No new bridge to the Eastern Shore. We need fewer cars and roads, not more. Protect our beautiful state and its natural beauty.</p>

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2/5/2018 14:36	Website	We do not need another bridge connecting the western shore to the eastern shore. Let's keep the eastern shore the way it is. It's the reason people come to visit. Making Kent co a suburb of Baltimore would destroy the land and nature.
2/5/2018 18:28	Website	It seems to me that a Kent County bridge would not only destroy the northern Eastern Shore but would not relieve congestion going to the beach. All three potential routs end at the already over burdened 301. Additionally, the infrastructure required to handle the traffic would be exceptionally costly. A bridge crossing from Calvert County makes much more sense as Rt. 4 is already a large and underutilized highway connecting the DC area and Cambridge is across the bay. That bridge would by-pass all the current bridge traffic heading to 404 and would require much less infrastructure expenditures on the Eastern Shore, as most of those improvements are already complete. We need to preserve what we have left of open spaces and concentrate development in already developed areas. Cambridge has a large underemployed population. A project like this would be very beneficial to the local economy, while hardly disturbing farmland and open spaces. Kent County has a very low unemployment rate, currently around 4%. We really need to "Let the Shore by the Shore" and utilize "Smart Growth" practices by concentrating development where the infrastructure already exists.
2/6/2018 16:18	Website	<p>My wife and I are the owners of The Inn at Mitchell House, a historic Bed and Breakfast located in Tolchester. I am responding to your request for comments on the Bay Crossing Study. The Mitchell House was built in 1743 with a large addition in 1825. It originally was over a 1000 acre plantation and is on the NPS Star Spangle Banner Trail. There are Native American burial sites, colonial and slave graveyards. The crossing would literally be on or near our property. I do not want a bay bridge crossing into Kent County, creating a massive scar on our pristine agricultural and historic lands, ruining our thriving farm economy and destroying historic sites. I have lived here most my life and turning my home into a noisy, polluted corridor for people trying to reach the beaches is a totally flawed idea. I am strongly opposed to the destruction of our small county in order to alleviate the inconvenience some vacationers may experience on a few summer weekends. Perhaps more innovative toll collection, variable toll rates, and disincentives to travel at high peak times should be put in place rather than a massive amount of taxpayer money spent on a new corridor. Even considering alternatives such as ferries.</p> <p>Sincerely,</p>

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		[Name Removed] & [Name Removed] The Inn at Mitchell House [Address Removed] Chestertown, Maryland
2/6/2018 22:37	Website	I am against the bay bridge coming to kent county
2/7/2018	Email	Dear Sirs and Madams, I am writing to ask you to say NO to a new bay bridge crossing into Kent County. I believe it will hinder the thriving community that exists here. We have moved to Kent County in order to live a less congested life and this bridge will destroy that. Having Kent County turned into a thoroughfare for people passing through is not desirable. We are not a road side attraction on the way to the beach. Please think of the current residents and ecological problems when you cast NO on this project. Thank you for your time. [Name Removed]
2/7/2018	Email	Dear Ms. Lowe, My name is [Name Removed] and I was born in Chestertown, MD, on [Birth Date Removed]. Since then I have lived in many places like Colorado, Pennsylvania, Rhode Island, Connecticut and New York and have driven through nearly every state in our country. Despite all my travels, after 29 years I moved back to Kent County because it was still the place I had left 10 years before. I am now a homeowner and help run a family business in Kent County and do not want to see things change. If a bridge is built to Kent County, my home as I have known it my whole life will cease to exist. The fields and woods that dominate the scenery will give way to pavement and sprawl like we have seen in neighboring Middletown and Kent Island. I oppose the building of this bridge because it will take away what ultimately brought me back here. Kent County is more than just a thoroughfare for Baltimore and DC residents on their way to Delaware and Maryland beach vacations. Please consider the negative impact you will have on my community, the environment and the history of a place that is like no other.

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		<p>[Name Removed] [Address Removed] Chestertown, MD -- [Name Removed] [Information Removed]</p>
2/7/2018 14:40	Website	<p>If there is a bridge needed. The whole issue is reach the beach. The new crossing would be best to cross from southern md to the southern eastern shore. This is what the main purpose is for from what I can see.</p> <p>Please note,</p> <p>I know this is not the question at this time, But there are a lot of problems with our current roads, over passes and bridges. I feel the need to be addressed way before another bridge.</p>
2/7/2018 20:39	Website	<p>To whom it may concern,</p> <p>My name is [Name Removed] and I was born in Chestertown, MD, on [information removed]. Since then I have lived in many places like Colorado, Pennsylvania, Rhode Island, Connecticut and New York and have driven through nearly every state in our country. Despite all my travels, after 29 years I moved back to Kent County because it was still the place I had left 10 years before. I am now a homeowner and help run a family business in Kent County and do not want to see things change.</p> <p>If a bridge is built to Kent County, my home as I have known it my whole life will cease to exist. The fields and woods that dominate the scenery will give way to pavement and sprawl like we have seen in neighboring Middletown and Kent Island. I oppose the building of this bridge because it will take away what ultimately brought me back here.</p> <p>Kent County is more than just a thoroughfare for Baltimore and DC residents on their way to Delaware and Maryland beach vacations. Please consider the negative impact you will have on my community, the environment and the history of a place that is like no other.</p>

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		[Name Removed] [Address Removed] Chestertown, MD
2/8/2018	Email	<p>Dear Ms. Lowe, Attached please find our letter regarding our opposition to a new Bay Bridge cutting into Kent County, MD.</p> <p>Thank you for your attention to our concerns, [Name Removed] & [Name Removed]</p> <p><i>Attached letter reads as follows:</i></p> <p>Dear Ms. Lowe:</p> <p>For more than thirty years we have lived in the bustle and congestion of the Baltimore-Washington metropolitan area. We have packed our car, sat in bumper-to-bumper traffic, and crawled across the Bay Bridge in an effort to escape the crowds, noise and concrete.</p> <p>Over the years we learned to appreciate how the journey can be as enjoyable as the destination. We would come to the Eastern Shore to enjoy the small towns, slower pace, friendly faces, and quiet beaches. We loved these experiences so much, we chose to stay, and are now homeowners in Chestertown.</p> <p>In the years we drove this route, we welcomed the improved highways that sped us on our way. We also realized that we missed some of the places in which we used to linger, now disappearing quickly in the rear view mirror.</p> <p>While there may be a need for another bridge over the Bay (and this is debatable), consider connecting it to already-developed areas like Easton or the lower Bay. Please avoid disrupting the small towns, rural farms, and tidewater environments in Kent County.</p> <p>The residents of our county have chosen the quiet joys of country roads and open spaces. We don't appreciate our choices being eliminated by a study completed by non-residents and their commercial interests who don't know or care about the county, its history, its culture and its place in the overall environmental health of the Bay.</p> <p>Thank you for your attention and consideration of our interests in opposition to the proposed new Bay crossing.</p>

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		Sincerely, [Names Redacted]
2/8/2018 21:18	Website	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." I moved out of Baltimore to Kent County to get away from the congestion and traffic in the city. Don't build a new crossing over the bay.
2/9/2018	Email	<p>To Whom It May Concern:</p> <p>As a lifelong resident of the Maryland's Eastern Shore, I would like to comment on the Bay Crossing Study. I was born and raised in Chestertown, where my parents still live in my childhood home, which I still visit very often for a moment of respite, and where I hope to return to myself some day. I grew up in the countryside near Quaker Neck, riding horses through the farm fields, taking great pleasure in watching the seasons change through the local forests and farm fields and along our treasured, vulnerable waterways. Watching our shorelines change and our wildlife come and go (and even, in the case of the bald eagle, come back again) taught me great responsibility and made me a natural steward for our planet, seeing the direct impact that we humans can have on it.</p> <p>I attended public school from kindergarten through grade 12 in the state's smallest school system. I knew everyone by name - no matter their race, class, or gender. I played with them on sports teams and participated with them in school government. Growing up in such a small town, I had known many of them since I was a very small child, and in many cases, I knew their families - recognized their mothers or grandmothers or brothers at the movie theater or in the grocery store.</p> <p>From the time I was 14 years old through my summer vacations during college, I worked in various jobs in the downtown historic district, from The White Swan Tavern bed and breakfast to the beloved Play It Again Sam's coffee shop and gathering place. I learned work ethic, people skills, and hometown pride at these locally-run, if not family-run, small businesses. We were working for a common goal - creating a center place for community, maintaining the legacy of being a bustling downtown, propelling our small town</p>

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		<p>forward in hopes of inspiring other entrepreneurs or creatives or thinkers or business people to want to invest in Chestertown, too.</p> <p>Like most people who grow up in small towns, I went away to college and vowed to never return. But after many years at a nationally renowned magazine in New York City, and now as senior editor at Baltimore magazine, I see nothing but potential in my hometown, and I plan to start a family here. I plan to raise my children in Kent County, to have them grow up with the same morals and ethics and safety and solitude that allows great imaginations and ideas to blossom, as it did for me.</p> <p>Sure, there are things the county needs to work on - many ways in which it needs to build - such as enticing more young people to stay, or even return - but adding more fast food restaurants and rest stops and gas stations is certainly not the way. Perhaps actually finishing and expanding the fiber optic internet system would be a good start, allowing for increased innovation and technology throughout the county. Or incentivizing the rehabilitation of downtown buildings and businesses through historic tax credits, as the Talbot County town of Easton has successfully done. In Rock Hall, working on the opioid epidemic is a must. A bridge signs their death warrant.</p> <p>Growing up in Kent County influenced every aspect of my being and played an integral role in the successful adult that I have become, as it has for so many others who have come before and who are coming up now. It is one of the last of its kind along the Eastern Shore. It is one of the last of its kind throughout the entire state. It is untainted by big box corporations, its downtown district is still a verdant community gathering place with economically viable businesses. There are still quiet corners where young people can learn about nature, and watch wildlife, and breathe fresh country air instead of car exhaust fumes. There are old growth forests that have yet to be turned into asphalt. There are ancient homes and structures and scenic vistas that detail the course of American history.</p> <p>We must save that history - not resign it to history books or museum but rather in a tangible, present, observable way. Because once it is gone, it is gone for good. Kent County has not yet been swallowed up by chains or housing developments or highways or traffic. It cannot become another Kent Island - a once beautiful and bustling watermen's community and wetland that is now little more than a few Royal Farms and polluted shorelines. It cannot become another Middletown, Delaware, where gorgeous horse country,</p>

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		[Address Removed] Chestertown, MD
2/9/2018	Email	<p>Dear Heather Lowe,</p> <p>I am reaching out to you about an issue that is very near and dear to me. Anyone that knows me, knows of my love and devotion to the Eastern Shore. More specifically, my hometown of Kent County and that of which I was raised, Fox Point Farm. I always said what we lacked for in flash, we make up for with our rough-around-the-edges demeanor, nitty gritty old school way of getting things done, and a simple way of life that for many years, has been able to stay just the way it is with little influence from the more developed areas of Maryland.</p> <p>Due to high volumes of traffic for beach-goers, there has been talk about building a third bridge across the Chesapeake Bay. Kent County is at the top of the list for one termination site for the bridge.</p> <p>What makes matters worse and more personal for me, is that one of the three highway routes will possibly be developed right next to my family farm. Most of my friends and loved ones have been to my family farm for weekend visits, parties on the dock, hunting trips, or perhaps have seen 1 of the 3000 pictures I have shared on social media throughout the years. My grandfather bought this farm and for three generations my family has been able to experience an incredible upbringing most dream about. Oak trees lining a winding, stone lane, surrounded by sunflower fields, cornfields, soybeans, deer-filled woods, three ponds, and ending as a peninsula where my grandfather hand-built our house next to a bank that leads down to our dock which sits on the hands-down best view of Langford Creek.</p> <p>I am asking everyone I know to help by writing a brief letter to the Maryland Transportation Authority in opposition to the third bridge paving its way through Kent County. I can acknowledge the pro's to this but unfortunately the positives of this bridge such as easier commute to Baltimore or less beach traffic will most certainly destroy everything wonderful about Kent County. Farms and wildlife will be destroyed.</p> <p>I am losing sleep thinking about everything else that would come with this bridge. More people taking their skill set over to the western shore for work, spikes in drug and crime activity, land will be taken from families for convenience stores, gas stations, etc, an increase in property tax...the list goes on and on.</p>

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		<p>I want the chance to raise the fourth [Name Removed] generation on Fox Point Farm in the same way that I had. If this bridge comes through Kent County, I will have lost not only the ability to do so, but so will many other families.</p> <p>Thank you for taking time to read this. I will be relentless in my pursuit of this plan being opposed.</p> <p>“Let the Eastern Shore be.”</p> <p>Thank you, [Name Removed] Kent County Advocate</p>
2/9/2018 14:30	Website	<p>Hello,</p> <p>My name is [Name Removed], and I vehemently oppose a bay bridge crossing to Kent County, MD. I have lived in Kent County almost my entire life. It is where I grew up, started my first career, and after living many other places along the east coast and abroad it is where my husband and I returned to buy a house and start a family. The reasons we chose to come back to Kent County are plain to see to anyone who travels through our county. Its untouched rural landscape, its sense of history and its tight knit community are rare and diminishing things in the United States, particularly in the Mid-Atlantic. Enormous portions of our farmlands are in protective easements, and hundreds of homes are registered historic sites. So much of our identity and our landscape would be destroyed if a bridge were to cross into Kent County.</p> <p>While I feel certain that a third crossing anywhere on the Delmarva Peninsula would be a huge and expensive mistake for the state of Maryland, I can only speak for the county in which I live. I can tell you that since we have learned of this study, my neighbors and friends are truly scared. Scared for the future of our community, but also scared for their own financial futures. The amount of land that would be seized by the government to build the "necessary infrastructure" would displace many residents and destroy all they have worked for to be able to afford their quiet life on the eastern shore. My mother, my husband and I purchased a small 45 acre farm at auction several years ago. We have put everything we have into bringing</p>

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		<p>the farm back to life and creating a legacy we can leave to our children. My mother put her life savings into building a small cottage and keeping her 2 horses on the farm. It is a life long dream fulfilled for her. If the Bay Bridge does come to Kent county, one of your proposed highways connecting to the bridge would run right through our farm, leaving us without a home, and destroying a dream it has taken us years to fulfill.</p> <p>I also fear for the wetlands and ecosystems at stake. I work for a non- profit dedicated to giving students of all ages positive experiences in the outdoors. Kent County has an enormous amount of protected wetlands, as well as many beautiful streams and creeks that eventually lead to the Chesapeake Bay. Second to my love for my home county is my hope for the return of a healthy Chesapeake. Further paving, dredging, and development along the headwaters of Chesapeake tributaries is the last thing we need if we want future generations to enjoy and value this important estuary.</p> <p>I hope you listen to those who speak out against this crossing. I believe there are other ways to solve the traffic issues Maryland is faced with, and that a third bridge is not the way. I do not believe this is the forum to discuss it fully, but I feel ferry systems would be much more cost effective and have much less impact on the communities of the eastern shore. I can tell you with complete sincerity that I will fight this crossing to the end and will be the first in the picket line standing in front of the steam rollers that come to pave through the heart and soul of this county.</p> <p>Sincerely, [Name Removed]</p>
2/9/2018 16:19	Website	<p>I have lived in Kent County for my entire life, excluding a quick stint across the Bay for college. I grew up in Chestertown, started my family in Chestertown, and want to raise my young children here. I have a job and a life here. Building a bridge through this county would demolish the natural landscape, ruin the slow-paced lifestyle, and turn this beautiful place pretty quickly into a Middletown, DE-esque landscape full of strip malls, sprawling parking lots and gas stations. That is NOT the life I want for my children. We choose to live here because we like the rural, quiet life we have built here. If we wanted to live in Kent Island, we would have chosen a home there.</p> <p>Also, why is MD looking at the past 50 years to decide what would work for the future of transportation in</p>

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		MD? With new technologies constantly changing the way we travel, including tolls that you drive through without slowing down, why are we not looking into how we could solve these issues without paving through farmland, homes and backyards? The next 10 years will see an astronomical expansion in transportation technologies - who is looking into those options?
2/9/2018 20:06	Website	<p>To Whom It May Concern:</p> <p>As a lifelong resident of the Maryland's Eastern Shore, I would like to comment on the Bay Crossing Study.</p> <p>I was born and raised in Chestertown, where my parents still live in my childhood home, which I still visit very often for a moment of respite, and where I hope to return to myself some day. I grew up in the countryside near Quaker Neck, riding horses through the farm fields, taking great pleasure in watching the seasons change through the local forests and farm fields and along our treasured, vulnerable waterways. Watching our shorelines change and our wildlife come and go (and even, in the case of the bald eagle, come back again) taught me great responsibility and made me a natural steward for our planet, seeing the direct impact that we humans can have on it.</p> <p>I attended public school from kindergarten through grade 12 in the state's smallest school system. I knew everyone by name - no matter their race, class, or gender. I played with them on sports teams and participated with them in school government. Growing up in such a small town, I had known many of them since I was a very small child, and in many cases, I knew their families - recognized their mothers or grandmothers or brothers at the movie theater or in the grocery store.</p> <p>From the time I was 14 years old through my summer vacations during college, I worked in various jobs in the downtown historic district, from The White Swan Tavern bed and breakfast to the beloved Play It Again Sam's coffee shop and gathering place. I learned work ethic, people skills, and hometown pride at these locally-run, if not family-run, small businesses. We were working for a common goal - creating a center place for community, maintaining the legacy of being a bustling downtown, propelling our small town forward in hopes of inspiring other entrepreneurs or creatives or thinkers or business people to want to invest in Chestertown, too.</p> <p>Like most people who grow up in small towns, I went away to college and vowed to never return. But after</p>

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		<p>On top of it all, what would would having more cars on these small, already congested roads be, anyways? Why would we not look into the construction of a train system that would shuttle more people to the Ocean City in a more economically and environmentally-friendly fashion? We have seen this work in a myriad other places, bringing residents of metropolitan regions to the beach. We have seen this work in New York, where the Long Island Railroad ferries passengers from Manhattan to the Hamptons, and the subway takes them to Coney Island and Rockaway and Brighton Beach. In Massachusetts, where a train carries guests from Boston to Cape Cod. In Pennsylvania, where NJ Transit takes you to Atlantic City. In New Jersey, where the Light Rail takes inner-state dwellers to the shore. It would be a huge investment, but think of how innovative this would be for our state, where high-speed trains are already garnering so much attention. Think of how forward-thinking and green it would be in comparison. Think of the time saved, and the dollars made, and what a simple train stop into the small towns along the way might do for those local economies.</p> <p>Kent County's centralized location may make it seem fit for a bridge to other places, but it is a place worth visiting, and savoring, not just passing through. We must maintain the character that still exists throughout our state, and as stated and portrayed above, there are few places left like it. I spend enough time in Baltimore and Annapolis to know that a bridge - a direct connection to those sprawling cities with their disappearing culture that's quickly replaced by a new condo or strip mall or parking lot - would ruin Kent County's integrity. It would ruin its natural beauty. It would ruin its history and its community and its people. It would ruin its future.</p> <p>I care deeply about preserving Kent County, and I know that a highway cutting through this landscape is not compatible with that goal. I oppose a new bay crossing. Thank you.</p> <p>Sincerely, [Name Removed] [Address Removed] Chestertown, MD</p>
2/10/2018 13:29	Website	<p>To whom it may concern,</p> <p>I am fully against the new bay bridge span coming through Kent County. In a community primarily made of</p>

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DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		<p>farmers and fisherman, we have a delicate ecosystem; and adding a new bridge and destroying farm land for roads will wipe out our rural community. I have spoken with others concerned about this bridge coming all of whom said they pan on moving more than likely out of state, because they didn't want to raise there family in a city or in the suburbs of Baltimore. And I must say I feel the same way, which is sad for me to say as a life long resident of Kent County.</p> <p>Thank you for your time and consideration,</p> <p>[Name Removed]</p>
2/10/2018 13:50	Website	I am strongly opposed to a bridge and the collateral damage it will bring to Kent County.
2/10/2018 17:04	Website	<p>Dear Ms. Lowe:</p> <p>Please don't build another bay bridge to the upper Eastern Shore. Actually, another bay bridge is the last thing the Eastern Shore needs, please don't build one at all.</p> <p>Citizens of Kent County work hard to preserve the rural, agricultural, and historic beauty of this area through intelligent zoning and planning, and many of us who have grown up here or moved here remain in this place because of the quiet, the low traffic and minimal shopping pressures, and the preserved open spaces.</p> <p>New highways will only encourage more travelers; which in turn are likely to encourage more development, and more development will destroy the very nature of this special treasure. One only has to look to Middletown, DE for an example of the rapid destruction of a beautiful small town that happened when Route 1 was connected to the beaches from the Wilmington and Philadelphia areas.</p> <p>Please let the Eastern Shore be.</p> <p>Don't build a new crossing over the bay.</p>

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DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		Sincerely [Name Removed]
2/11/2018 12:38	Website	I grew up hunting, fishing, and farming in chestertown and to this day spend many a weekend there. Kent county is one of the few quaint and unspoiled places our state has left and a bay bridge span would completely destroy that. As a current Baltimore city resident I appreciated the rural nature of the eastern shore even more as a getaway from the rigors of city life. As suburban sprawl continues to destroy our states environment the last thing we need is for Kent county to be a defacto suburb of Baltimore. I plead with the state to please consider alternative options (I.e. What New York has done with the tappan zee bridge, or perhaps some sort of railway system) and to please not destroy what little slice of paradise this state has left.
2/11/2018 17:24	Website	My husband and I bought our second home located just outside Chestertown (Fairlee) where we hope to someday retire from our busy lives in Baltimore, MD. We know that millions of visitors on their way to Ocean City and other mid-Atlantic coastal beaches might not care much about our lives as they wait for hours to get across the bridge for a weekend at the beach. But you only need look out the window as you drive through Kent Island and Middletown, MD, to see large super-markets, fast food chains, the poorly planned developments and the many Royal Farms franchises on every corner threaten the environment and realign our vision away from the landscape. These large corporations cover the soil with miles of concrete for parking lots while the timeless calls of migrating birds in the spring and fall should remind us to dedicate our ourselves as stewards of their pathways and their survival. We don't agree that building a new bridge across the Chesapeake would improve our lives here, or in the western reaches of Washington DC or Maryland, but we would support alternative solutions, such as train from BWI or Union Station to Ocean City, much like the subway ride to Coney Island, or a ferry with stops along the way. The commercial interests bent on selling us more gasoline, chips and soda, or hotel rooms really DO need those dollars to pay their hungry shareholders. Those are the real beneficiaries of the bridge expansion.
2/11/2018 20:48	Website	I am commenting to urge the Bay Crossing Study to fully consider railroad crossings as alternative options to highway crossings in their studies for a new Chesapeake Bay bridge span. Federal regulations require that agencies 'rigorously explore and objectively evaluate all reasonable alternatives,' devoting 'substantial treatment' to them (40 C.F.R. Section 1502.14(a),(b)). Much, if not all, of the old easement for the Baltimore, Chesapeake, and Atlantic Railway's McDaniel to Ocean City line is still in place on the Eastern Shore (http://www.abandonedrails.com/McDaniel_to_Ocean_City) (Sub Area 6 of the Bay Crossing Study).

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		<p>Additional rail easements and/or lines run to Queenstown (Sub Area 3), Cambridge (Sub Area 5), and Crisfield (with sections appearing to run through Sub Area 6) (Maryland Operating Rail Systems Map, MDOT). A rail crossing of the Bay would revitalize these and other rail lines throughout the state. This could be viewed favorably during the Section 106 process of the National Historic Preservation Act or the Section 4(f) process of the Department of Transportation Act because it would result in adaptive reuse of historic railroad lines, modernizing them and ensuring they have an economically viable future.</p> <p>Further, rail transport is roughly 20 times safer than road transport and much more efficient. As the history of deadly accidents on the Bay Bridge demonstrates, safety issues must be taken into consideration, and a shift of freight traffic from trucks to rail would reduce some of the most dangerous traffic pressure on the existing spans. A rail crossing could substantially decrease the number of trucks crossing the Bay, an issue that should be examined in the NEPA study. It would cut transportation costs for farmers and other industries in Maryland, provide safer transportation for hazardous materials, use less energy, and have less of an impact on air quality when compared to a highway crossing. The associated revitalization of railways would be a job creator, and may attract private investment and help grow other industries. Traffic could be cut further by introducing seasonal MARC service to Ocean City, which would be a boon to communities across the state.</p>
2/13/2018 17:38	Website	<p>Dear Ms. Lowe:</p> <p>I would like to comment on the Bay Crossing Study. Having just moved to Kent County I find it to be a beautiful place full of historic, cultural and agricultural landscapes. Creating a new corridor to the 'Shore would be detrimental to the wonderful qualities of life experienced by those of us who live here. One only needs to look at what happened to Kent Island over the years to imagine the result of an additional bay crossing. What was once a quiet area of farms and historic places is now full of strip malls, fast food, asphalt and bedroom communities. This is not progress, it's sprawl!</p> <p>Common sense tells me that a highway cutting through this landscape is not compatible with the need for quiet spaces. I oppose a new bay crossing.</p> <p>Sincerely,</p> <p>[Name Removed]</p>

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DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		[Address Removed] Chestertown, MD
2/13/2018 17:41	Website	<p>Dear Ms. Lowe:</p> <p>I would like to comment on the Bay Crossing Study. Having just moved to Kent County I find it to be a beautiful place full of historic, cultural and agricultural landscapes. Creating a new corridor to the Shore would be detrimental to the wonderful qualities of life experienced by those of us who live here. One only needs to look at what happened to Kent Island over the years to imagine the result of an additional bay crossing. What was once a quiet area of farms and historic places is now full of strip malls, fast food, asphalt and bedroom communities. This is not progress, it's sprawl!</p> <p>Common sense tells me that a highway cutting through this landscape is not compatible with the need for quiet spaces. I oppose a new bay crossing.</p> <p>Sincerely, [Name Removed] [Address Removed] Chestertown, MD</p>
2/13/2018 18:33	Website	<p>I am vehemently opposed to any new Bay Bridge that may be crossing into Kent County Md. This bridge would destroy the rural nature of this county as well as neighboring counties. The farming community would be severely impacted along with the natural beauty and bounty that has been so deliberately protected on this side of the Chesapeake Bay. I understand the economic boon that a bridge would provide, but to what cost. Our wildlife, natural resources and deep rooted culture of the Delmarva would be threatened with extinction. I own property directly on the shore of the bay. We are not allowed to prune a tree without a permit, so help me understand how a massive intrusion like a bay bridge in our area is not going to damage what we have been working so hard to protect. I VOTE NO!!!!</p>
2/14/2018 17:37	Website	<p>I am writing in opposition to a proposed Bay Bridge coming to Kent County (where I live) or really anywhere else on the Eastern Shore. Kent Island is one of the ugliest spots on the Shore and this is what another</p>

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DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		bridge would bring to anywhere else. We should be working to preserve and restore the natural beauty of the Eastern Shore. This is a finite resource. Once it is gone, it can't be brought back.
2/14/2018 23:46	Website	It seems to me that a southern route would make more sense than any other. I own property in Kent Co. and although a northern route would probably double its value it will not solve the traffic issues the state is currently having. The major problems I see are: [1] any route close or north of the current Kent Island bridges would end up sending most of its traffic down the 50 corridor just moving your traffic problems east. The real estate necessary to make Rt 50 wider along this path and demo and road construction would be a liability. [2] These routes would not help in easing the large amounts of traffic using the current route coming from southern Maryland and Virginia. A route south of the current bridge maybe from Cove Pt. to Taylors Island seem like it may address a lot of our problems and make more sense. Taking a large percentage of traffic on a totally different route. It is also a shorter bridge span across the Chesapeake Bay and the land for any upgrading or new road construction is extremely lower in valuation. Also a large amount of this land is already owned by the state of Maryland or the Federal government. It would also bring a tremendous amount of economic growth to an area of our state that has struggled for a long time. Hopefully my commenting on this issue was not a waste of my time. I sometimes get the feeling although the USA is a democracy public opinion, it is all too often ignored and our elected politicians do what they want. During your study please think outside of the box. Look at all aspects not just ease of construction. Lets look for a solution that wont cause another problem. I know the "insignificant" population of the Delmarva's opinion does not seem to matter to the residents of the western shore, but we have made a choice to live here and pay for it every day. We understand the problems and want to be part of the solution. Hopefully this is a traffic issue to our beautiful Delmarva that many of the residents of the western shore of Maryland and northern Virginia love to visit and take vacation to but are not willing to endure the sacrifices necessary to live and work here and not just a smoke screen to build another bridge in to create more bedroom communities for the Baltimore/Washington Metro area.
2/15/2018	Email	Thank you MDTA. MDTA should strongly consider ETLs for the Bay Bridge, and incorporate this technology as quickly as possible for Bay Bridge seasonal coastal beach resort traffic congestion reduction. [Name Removed]

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2/15/2018 8:42	Website	<p>I strongly believe the final decision should be made based on solid results and an excellent study regarding the origination of the travelers / if more than 50% of drivers are coming from northern part of present Bay Bridge then the areas #1 and #2 should be considered / area # 3 should not be even taking in consideration because the present bridge already in place / furthermore if more than 50% of drivers are coming from southern part of the present Bay Bridge then the areas #4 and #5 should be considered /</p> <p>either solution adding another Bay Bridge should be one of the top priorities for our state /</p> <p>thank you for your kind consideration / [Name Removed]</p>
2/16/2018 12:58	Website	<p>My wife and I recently moved to Rock Hall to escape the sprawl that was taking place in the York, PA area. We recognize that we are now much closer to Baltimore but there is a bay between us and that sprawl. We feel strongly that there should not be a bridge from Baltimore to Kent County. That would devastate a beautiful rural farming area.</p> <p>If the challenge is to improve accessibility to the coast then work should be done specifically to improve those routes. Destroying rural areas with new routes is not the answer.</p>
2/18/2018 0:51	Website	<p>Kent County has prime farmland that needs to be preserved in order to feed future generations. Updated modes of transportation and housing should be considered instead.</p>
2/18/2018 23:19	Website	<p>The impact of a bridge crossing the Chesapeake bay and landing in Kent county will not only negatively affect the beautiful county of Kent, but would have tremendously negative impact on the traffic north & south on rt 213. This is an incredibly bad idea! The small communities and infrastructure here on the eastern shore of the Chesapeake bay can not absorb and additional ingress of traffic and people that such a bridge would bring.</p> <p>The existing bay bridge has destroyed the communities of Kent island. You may think that kind of economic growth is good, then keep it on the western shore! There is already an economic swath of destruction passing through Kent Island so put your bridge there. Or maybe there is a community farther south that would welcome such a bridge?</p>

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2/19/2018 15:49	Website	<p>Ms. Heather Lowe, Bay Crossing Study</p> <p>MD Transportation Authority 2310 Broening Hwy Baltimore, MD 21224 Feb 19, 2018</p> <p>Dear Ms Lowe: I would like to comment on the Bay Crossing Study. I am a resident of Kent county and I do NOT want a bay bridge crossing into Kent county. I am strongly opposed to the destruction of our county in order to alleviate the inconvenience some vacationers may experience on a few summer weekends. I believe it is a totaly flawed idea.</p> <p>Sincerely: [Name Removed] [Address Removed] Chestertown, MD</p>
2/20/2018 20:46	Website	<p>I fear for the future of our rural Kent County should a third Bay Bridge terminate here. I have lived here for 14 years but in that relatively short time, I've grown to love the area for its open lands, beauty, history, and the strong willed and friendly people who live here. A third span will open up this smallest county in Maryland to wide access highways and be disastrous to the agricultural community. Over 50 percent of the county is prime farmland! I'm also concerned about the increased pollution and rampant development that would undoubtedly occur.</p>
2/22/2018 16:00	Website	<p>Hello, I am a newcomer to Tolchester, MD, having just moved to the area for work. Arriving from a nearby city, I have found my new home to be a beautiful sanctuary for wildlife and people alike.</p> <p>Tolchester is a serene retreat, surrounded by history and teeming with migratory birds. Navigating the neighborhood in the evening, you see a welcoming community of neighbors walking their dogs and marveling at the sunset. The geese overhead and deer prancing across the cornfields create a majestic backdrop and soundtrack for the Eastern Shore. No matter the season, the Bay joins everyday</p>

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		<p>conversations, like a character in a novel or close family friend.</p> <p>I was devastated to hear that a new Chesapeake Bay Bridge was being considered to run through the very neighborhood I had just settled into. To imagine a highway traversing across our marina and Caulk's Field, to think of our country roads flooded with new traffic and the farmers driven from their land, is a near tragedy. The Eastern Shore is one of the last undeveloped pieces of land in the area, so it is no wonder that the government is eager to get their hands on it.</p> <p>As a historian, I implore you to reconsider alternative methods for this route - or to be creative and generate alternative options for unifying the Bay. There would be an extensive amount of history and cultured pave over, and this new bridge would have a lasting and likely irreparable damage on the local bird habitats. Future generations will be grateful for your concerted efforts to preserve this sacred land.</p> <p>Sincerely,</p> <p>[Name Removed]</p>
2/23/2018 17:27	Website	<p>I am vehemently opposed to a possible bay bridge that would link Kent County with Baltimore County because it would completely change the character of both Kent County and upper Queen Anne's County. It would make our area a suburb of Baltimore County and the significant commercial development that would be likely to follow. Having worked on Kent Island for nearly 15 years I saw the tremendous amounts of traffic and congestion the bay bridge causes.</p> <p>If a bridge is built to Kent County, where is the infrastructure that will be needed to support it? There are virtually no dual lane highways in the county except for a small portion in the northern end. Roads, and perhaps a bridge to cross the Chester River, would have to be built. One can only imagine the cost of that on top of the cost of a bridge.</p> <p>Most of us live in this area because we like it as it is...mostly rural with a number of charming small towns. If another bridge is built, it should be a crossing farther south to take some of the Washington traffic off the existing spans which, I have long felt, were poorly designed in terms of the number of lanes.</p>

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		<p>Please do not turn the upper Eastern Shore into a Baltimore County suburb.</p> <p>Thank you! [Name Removed]</p>
2/24/2018 16:36	Website	<p>Why pretend to be interested in sub areas 1 or 6? Area 6 has the largest distance across the bay, and no realistic reason. Area 1 also makes no sense as it's too close to the top of the bay. C'mon. Stop pretending with those areas. Anyone considering areas 1 or 6 is only interested in boosting property values there.</p> <p>Carrying it a bit further, Area 5 does not have the local highway infrastructure to support a bridge, although the bay is somewhat narrow there.</p> <p>In fact, the only areas with highway infrastructure to support a bridge crossing are Areas 2, 3, and 4. So, stop pretending and get real with those areas.</p>
2/25/2018 2:11	Website	<p>I grew up in the King of Prussia, PA, area. I KNOW how roads can transform life -- and not positively. I've also been observing the little town of Middletown, DE, as it has mushroomed into a traffic nightmare. That happened after the link with Route 1 occurred. I moved to Kent County, MD, because of the value that the residents place on agriculture and ecology. I'm not the only one who embraces what has been preserved based upon the visitors that come to the county. It grieves me to think that another Bay bridge crossing could put what has been carefully nurtured in jeopardy. Local efforts become helpless in the face of development dollars despite zoning when access is increased. King of Prussia was once farmland and we only had one open piece of space (a public golf course) left by the 1990's. We finally lost in the courts and it is now helping to fill another developer's pocket.</p> <p>We have elected to forgo big box stores and work with the inconvenience of going elsewhere to preserve Kent County. We have been relieved to keep away a large wind farm that would destroyed the beauty of the landscape and put birds in the flyway in jeopardy. Must we now have to deal with the threat of a bridge? Most of the eastbound traffic coming off of the current bridges is heading south on Route 50. Why have another crossing further north? It would appear that they would be better served by something around Crisfield or below.</p>

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		I understand the issues with the current bridges but I would hope that at some point folks would realize what could be lost to all if Kent County becomes another Stevensville -- or King of Prussia -- or Middletown.
2/26/2018 22:40	Website	I feel that the bridge would benefit Kent County as a whole. The County itself is declining. Especially, compared to other counties. Kent County offers no opportunity to young or middle age adults. They have a declining school system and no economic growth. The County needs a change. It has been long over due.