

Bay Crossing Study Public Comments May 1, 2018 – May 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
5/1/2018	Web	<p>I think that Maryland should put two problem solutions sets together and get one good project.</p> <p>Problem One: Dorchester Co. The disappearing Black Water Swamp.</p> <p>Problem Two: Getting people/material across the Bay in a corridor....(wait)</p> <p>Oh, Louis Goldstein left his land for Maryland DOT to use...it's down in Calvert County, but you better say that like my grandmother,[Name Removed], his secretary for 40 years did CAWWLvutt County.</p> <p>Tunnel under the bay 3 lanes with 2 lanes of high speed rail in between. Take the spoils and put them on Blackwater as both swamp uplandng AND storm diking/levee-ing that, b.t.w. you can bicycle ON!</p> <p>Since we have shelved...on the shelves..behind you...the RED LINE In Baltimore with plenty of tunneling this should be easy to do the cost side on....except wait, I took Geology (first major) this is NOT the Baltimore Schist...this is just Coastal Plain alluvium.</p> <p>I am not joining the Kent County 'just say no" crowd for northern corridors BECAUSE that is too negative and does not help you at all. I'd like to see this done.</p> <p>Tell me this would not have more benefits than an InterCounty Connector that is not even signed properly on either end and did not reduce the project 2010 Capital Beltway volumes by more than 3 percent. I know this, because I got laid off at the GWBoard of Trade...conicidentally,.....when I pointed that out as their "transportation analyst".</p> <p>Fired up for some numbers....good luck.</p> <p>[Name Removed] BS Geology/Geography</p> <p>MURbanPlanning UWMilwaukeeSARUP You'd be well advised to read Alan Horowitz at UWMCivil</p>

Bay Crossing Study Public Comments May 1, 2018 – May 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		Engineering on the pitfalls and merits of what you do...good luck. Available for WORK [Phone Number Removed]..y'all have doggy day care, right! [Address Removed]
5/2/2018	Web	I think if we improved mass transit in the region it would reduce congestion and also have a host of other benefits. I think an affordable fast train from DC to OC would be popular, perhaps reducing driving, parking and reduce congestion and wear on roadways. The Eastern shore NIMBY people would be happy, since it would reduce their local impact, and also concentrate people into OC area away from them. I think the future is going to be more ride sharing and eventually self driving cars, with younger people avoiding car ownership all together, making mass transit more appealing to a segment of the population. Lets us also think about ways to make our area safe and friendly to pedestrians and cyclists, which will also reduce the demand on the roadways for cars and generally improve the quality of life for everyone, which in the end - isn't that the point?
5/3/2018	Email	We don't want the [Expletive Deleted] bridge in Kent or QA. I moved to Eastern Shore to escape crime in Western Shore!! Sent from my iPhone
5/3/2018	Web	Wherever the Bay Crossing is built include light rail on the bridge to allow for future commuter rail connections.
5/5/2018	Web	As a 6 day per week commuter from De to Annapolis. I have had enough of everyone bombarding the eastern shore. Don't take the beauty of our way of life and our farms and land from families who been here for generations. We don't want the added traffic here. Once I can retire I will not be traveling over to the western shore. No reason to.
5/8/2018	Email	I think the State & Federal Government should put up a light rail bridge, between the two existing Bay Bridges. The track should run down the center median of route 50, from the Amtrack/ DC Metro Stations inside of the Beltway to Ocean City. The route could have stops in Easton, Cambridge, and Salisbury as well. This would cut down on car traffic, and allow for commuter & tourist movement. Thank you. -- [Name and Personally Identifying Information Removed Here]

Bay Crossing Study Public Comments May 1, 2018 – May 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		Click Here to complete a three-question customer experience survey
5/8/2018	Email	<p>We were told at the Calvert county bay crossing study, that all of the displays could be viewed on line. Could you send me the site?</p> <p>Thanks</p> <p>Sent from Mail for Windows 10</p>
5/9/2018	Email	<p>Please consider scheduling a meeting on Kent Island. We are probably the most affected population regarding the Chesapeake Bay Bridge. Thank you Sent from my iPhone</p> <p>Please consider scheduling a meeting on Kent Island. We are probably the most affected population regarding the Chesapeake Bay Bridge. Thank you Sent from my iPhone</p>
5/11/2018	Email	<p>Dear Mr Kevin Reigrut:</p> <p>I read with interest an article in today's Washington Post about your being receptive to consider any and all possible alternatives for a new bridge location.</p> <p>My suggestion is to put a tunnel between the two existing spans instead of another bridge. Just my unprofessional opinion.</p> <p>[Name Removed] [Address Removed]</p>
5/11/2018	Email	<p>I am a resident of the County of Kent. I moved here in 2000 after working in New York City for 22 years. I attended last night's (Thursday, May 10) Bay Crossing Study meeting at the Kent County Middle School.</p> <p>The information on the boards individually and collectively were presented in an easy to understand manner. There were representatives close by every board to inquire if anyone had any questions. While</p>

Bay Crossing Study Public Comments May 1, 2018 – May 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		<p>some of the answers were vague, they were at least genuine attempts to explain the information or the process.</p> <p>I have been to various meetings about a third Bay Bridge and the possibilities of it landing on the Eastern Shore in the County of Kent. I'm not going to harangue emotionally about all the reasons that would be a mistake. After absorbing all the information (again) last night, it's clear that there is one overriding question that hasn't been answered:</p> <p>"Why spend billions of dollars to get more Maryland citizens faster to the Delaware beaches and tax free shopping, because that's exactly what a Bay Bridge connecting Baltimore to the County of Kent would do."</p> <p>The pictures as presented last night clearly leave no doubts about the above. IF that is the state's objective, just tell us... and we can start selling our homes before this monster destroys our slice of paradise</p> <p>Respectfully, [Name Removed] [Address Removed] [Phone Number Removed]</p>
5/14/2018	Email	<p>Morning Ms. Heather,</p> <p>Trust u & ur family are well, having enjoyed a gr8 wknd, and Mother's Day if applicable.</p> <p>Here is a link to the film we discussed last week. It is an excellent reference for what the future of the Blackwater National Wildlife Refuge will be given sea level rise. Given the future of the BNWR as provided in this documentary, and therefore its environmental sensitivity, a southern Bay crossing is the most logical choice given the display board with Tim Ryan; to resolve the Sunday travel-home traffic issue.</p> <p>http://www.mpt.org/stationrelations/high-tide-in-dorchester/</p>

Bay Crossing Study Public Comments May 1, 2018 – May 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		Enjoy a great day, [Name Removed]
5/14/2018	Email	<p>The traffic on Kent Island and Route 50 is already awful. A third bridge from Southern Maryland into Cambridge makes much more sense -- and can bring additional benefits to St. Mary's County as more people discover it and make gas, food and other stops.</p> <p>And the traffic will leave the road before Annapolis and re-enter Route 50 after Talbot County, easing the congestion on both sides of the bay.</p> <p>[Name Removed] [Address Removed]</p>
5/15/2018	Email	<p>Hello Ms. Heather and Tim,</p> <p>Trust you and your families are well, having enjoyed a great wknd, and Mother's Day as applicable.</p> <p>Tim, it was good to see you again at the BCS Public Mtg at KC Middle School on Thursday.</p> <p>Please, as I review the traffic display boards, and in particular the Summer Weekend traffic flow display board, it becomes apparent that the location of Talbot, Caroline and QA Counties makes it look like they are 'all' fully north of the current Bay Bridge.</p> <p>As 'we' know, but not necessarily the 'general public', Talbot is fully south of the BB, while about 1/2 of the land mass of Caroline Cnty and it's population center[s] are mid- to south, and a small portion of QA Cnty, a very populated area, is fully south.</p> <p>Maybe a better way of depicting traffic flows would have been based on not only the physical location of the counties, but their population centers; where the traffic truly originates from! This map makes it look like 58.9% of traffic flowing over the BB comes from the north of the split,</p>

Bay Crossing Study Public Comments May 1, 2018 – May 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		<p>while 41.1% of the traffic comes from the south, and that is genuinely and accurately not true, as we all know! This truly a misrepresentation, and is misleading.</p> <p>Please, I would like to see maps that more truly and genuinely depict where traffic originates from. Defining both sides of the BB with three regions [a north, middle and south] rather than just the two [north and south] would have been a better rendition. Additionally, 'origin percentages' based on population centers where true traffic flows originate from would be more accurate, I am sure you will agree.</p> <p>Thanks, [Name Removed]</p>
5/16/2018	Email	<p>Ms. Heather Lowe, Bay Crossing Study MD Transportation Authority 2310 Broening Hwy Baltimore, MD 21224 5/16/18</p> <p>Dear Ms. Lowe:</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.</p> <p>As the Baltimore Sun op-ed article said, "Let the Eastern Shore be." Don't build a new crossing over the Bay. If you do build a new bridge let it be in Dorchester County. Dorchester County is most suitable, and they would welcome the chance for more development and economic possibilities in that town which historically has been known to be impoverished. Best Dorchester County become the new Glen Burnie, not Kent County Kent County is the most beautiful County on the Eastern Shore why do you folks want to consider and be a part of its demise? Kent County would become nothing more than a suburb of Baltimore as Kent Island has become very similar to Glen Burnie over the years.</p>

Bay Crossing Study Public Comments May 1, 2018 – May 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		<p>Do not listen to the young Chestertown business owner who wrote in January of his support for the Bay Bridge Landing in Kent County, he knows not what he is talking about he was cited in the May 14th star Democrat article and chose to be anonymous because he understands his comments would wreck his business a spineless young man that hasn't got a clue of the true impact of how Baltimore would destroy beautiful Kent County.</p> <p>Sincerely, [Name Removed] [Address Removed]</p>
5/16/2018	Email	<p>Will you please consider if you'd like your beautiful neighborhood to become a filthy suburb of the city with one of the highest murder rates in the country. Right now we have to deal with the drugs that are a result of poor enforcement from the large near by cities. Please do not add your crime to us also.</p> <p>Thank you [Name Removed]</p>
5/16/2018	Email	<p>Heather- I don't believe [Name Removed]'s observation and comments are something that should just be added to the public record.</p> <p>[Name Removed] has correctly pointed out what appears to be a drastic misrepresentation in the information being provided by MdTA at its public forums.</p> <p>I agree with [Name Removed] in that this is misleading and in my opinion, should be corrected for future presentations.</p> <p>Thanks, [Name Removed]</p>
5/16/2018	Email	<p>Greetings.</p> <p>I attended the Bay Crossing meeting in Chestertown last week where one of your presenters told me that I could view the graphics you had printed on the large display panels on your website. I've looked all through</p>

Bay Crossing Study Public Comments May 1, 2018 – May 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		<p>your site, downloaded every file and followed every link but can find no place to access them. I had questions about some of the graphics and want to review them again. Please email me a link or PDF so that I can view them online.</p> <p>The “click here to view display panels” link on your website shows only three generic panels: http://www.baycrossingstudy.com/images/public_meetings/2017-11-15%20Online%20Scoping%20Meeting/Bay%20Crossing%20Study%20Online%20Scoping%20Meeting%20Display%20Boards.pdf</p> <p>I need to see all the panels, including the “where are the coming from and where are they going” panels that you put on public display in Chestertown.</p> <p>Thanks you. [Name Removed]</p>
5/16/2018	Email	<p>Hello, again, Ms. Heather and Tim,</p> <p>Something else that smacks me as odd and counter intuitive information within the Summer Weekend fish-bone traffic diagram; that 35.2% of BB west bound summer weekend traffic comes from Queen Anne's County, while only 33.2% of BB west bound summer weekend traffic comes from Worcester and Sussex Counties, which includes all the seasonal beach traffic heading home: OC, WOC, OP, Berlin, and all the beaches from Fenwich-to-Lewes. Please, I'd like to see the supporting data for that claim.</p> <p>Thanks, [Name Removed]</p>
5/18/2018	Email	<p>Hello-</p> <p>If possible, my organization would like to make sure that our study (“Where are the Eastern Shore’s Roads Taking Us? An Exploration of Cross-Bay Travel Demand Management and Regional Transportation-Land Use Solutions” [Link included here: https://www.eslc.org/wp-content/uploads/2013/12/Regional-</p>

Bay Crossing Study Public Comments May 1, 2018 – May 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		<p>Transportation.pdf] is included in the Tier 1 NEPA. This is a REALLY great resource and it we request that this be a part of the public comment. Is that possible? Thank you! -[Name Removed]</p> <p>[Name Removed] Policy Manager Eastern Shore Land Conservancy [Personally Identifying Information Removed]</p>
5/19/2018	Email	<p>I am in support of a span from Baltimore to Kent County. Either a Route 43 Spur or a Route 702 extension to US 301. This span could divert traffic from I-95 north alleviating congestion there.</p> <p>A grander idea would be to extend I-70 from the western I-695 through the dilapidated corridor of Baltimore City all the way to Dover, DE.</p> <p>[Name Removed] [Address Removed]</p>
5/19/2018	Email	I support bike lanes too.
5/20/2018	Email	<p>Hello,</p> <p>The majority of Kent County residents oppose a Bay Bridge Crossing. We have chosen to live here for the bucolic countryside, the slow pace, the gentle rolling hills for bicycling, and the easy access to water/ water related recreation. WE OPPOSE A BRIDGE CUTTING THROUGH KENT COUNTY!!! WE DON"T WANT THE DEVELOPMENT/TRAFFIC and RAPING OF THE COUNTRYSIDE!!!</p> <p>On the other hand, Dorchester County is promoting and requesting that the bay bridge be there: it seems like a win=win situation for all if the bay bridge takes a more southern route!</p>

Bay Crossing Study Public Comments May 1, 2018 – May 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		Sincerely, [Name Removed] and [Name Removed]
5/22/2018	Email	So much for full transparency. Always seems you folks are trying to hide things. You folks always make it so difficult to obtain info. So how is your law team doing with S4-407. Let's see, been going on 1.5 years now and still no definition on how to implement. And we should believe everything is on the up-and-up. So sad. [Name Removed]
5/25/2018	Web	I completely support a bay bridge span being added in zone 2. It would help SO MANY families who commute to the western shore. Please choose zone 2!! Kent County is dying a slow economic death because of anxious retirees. Please rescue us who are still working!!
5/26/2018	Web	Bay Crossing Study Comments By [Name Removed] As a resident of Annapolis, I have examined the Bay Crossing Study report, and the rationale for the primary recommended option presented—the existing Chesapeake Bay Bridge. This lowest structural cost option is, by inference, the best choice indicated in the report. I strongly oppose this view for the following reasons: 1. The capital cost of the bridge is but one measure of the project cost. It seems insulting to one's intelligence that the comprehensive cost of the bridge is not addressed realistically in the Bay Crossing Study. Access roads to a higher capacity bridge at the existing location would necessitate a design like I-270 in Montgomery County, MD, and would involve a massive degree of highway right of way takings for long distances. This would also cause a major increase in the environmental impact of this new road by the increased noise, air and water pollution on the Annapolis area and other areas along the right of way, effectively reducing the quality of life in Annapolis to that of those living along I-270, I-95, I-495 and I-695. By making the existing location a given, or a preferred location because of the lower comparative cost of the bridge structure alone, the effect of other high capital costs and other costs are analytically minimized—

Bay Crossing Study Public Comments May 1, 2018 – May 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		<p>thus producing a seriously flawed analytical approach.</p> <p>2. Growth in Queen Anne’s County would be induced (rewarded and encouraged) by greater bridge capacity at the existing location and limited by the existing location bridge capacity. Thus, limiting the bridge capacity to that which currently exists would reduce the appeal of and demand for the bridge, particularly if other routes were offered either via bridges, ferries, public transport and/or a combination of all the above.</p> <p>3. Congestion and gridlock currently faced by Annapolis residents resulting from diverted traffic caused by Severn River Bridge congestion will increase. Travelers between Annapolis and locations west and north would face more congestion than currently exists because of increasing Eastern Shore-generated traffic. Additional congestion in Anne Arundel County would impose economic burdens on the County’s taxpayers for the benefit of Eastern Shore residents and business in locations near the US 50/301 corridors.</p> <p>4. It is clear when examining the Residential Growth Trend graph (Figure 6), that Dorchester County is experiencing the lowest rate of residential growth because of its distance from the existing bay span. Further, Maryland’s southernmost counties on the Eastern Shore would continue to decline or stagnate as access issues are not addressed there to sustain their economies. Clearly, one can correctly infer that the greatest benefit would accrue to Dorchester, Somerset and Wicomico Counties if a new bridge were built in the area indicated as Zone 4 of the report.</p> <p>5. The report demonstrates a continuation of the damaging and backward policy of MDOT and the Maryland State Government which perpetuates the primary continuance of Privately Owned Automobile (POV)-based and truck-based transportation. This cannot change without investment in public transportation as a larger share of transportation investments. A greater reliance on public transportation cannot exist if priority continues to be given to road building. A variety of ferry routes can succeed in making individual travelers and freight dispatchers consider other modes or routes of travel if they exist. Washington State and British Columbia are the best examples of this in North America. If politicians look at where people already live to prioritize infrastructure options, rather than where they can be encouraged to live by new road investments, our existing urban areas can be enhanced, and sprawl can be reduced.</p>

Bay Crossing Study Public Comments May 1, 2018 – May 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		<p>6. Finally, rail freight and barge freight choices are made when good services exist for such modes. When Delaware decided to build it's Delaware Route 1 extension to Maryland Route 301, it was demonstrating a preference for road-based transportation, thereby encouraging Maryland to make a similar improvement of the Route 50/301 corridor across the Bay. Maryland should resist this pressure since it does not resolve problems of primary importance to Marylanders in its most populous urbanized regions. Dangerous cargo continues to be routed through Baltimore City on decrepit rail lines though high density residential areas. The same is true in Washington, DC and Prince Georges County. The dangers posed by the CSX Howard Street rail tunnel fire that occurred in July, 2001, will not be alleviated by double stacking the Howard Street Tunnel if it uses the same route. Alternative routes must be identified and developed. And, importantly, the performance of public transportation can be improved by re-purposing obsolete rail corridors through dense urban areas as public transportation corridors. New, safer rail corridors can be useful, popular and profitable if investments are made to build them.</p> <p>Transportation is a system of routes and a variety of modalities, not solely a system of roads. Developed countries around the world recognize this and plan accordingly to achieve efficient results and avoid the pitfalls of dependence on cars. Maryland should do the same.</p>
5/28/2018	Web	<p>Just looking at a map of the bay and the origins and destinations studies, one could conclude that a new bridge should be built either at the existing Sandy Point / Kent Island location or Calvert to Dorchester Counties. However, the cost of the the southern route could be prohibitive when one considers the length of the bridge span and the signifiant improvements needed in Dorchester County to avoid the environmentally sensitive areas.</p> <p>Instead you should consider a dedicated express route and bridge that originates in Arnold near the US 50 / MD 2 interchange and continues all the way to to the US 50 / 301 split at Queenstown. Most of the route could be elevated and would have demand-rated tolls like the ICC or the beltway express lanes in VA. Some commuters and probably most tourists would be willing to pay extra to avoid the traffic along that stretch.</p>

Bay Crossing Study Public Comments May 1, 2018 – May 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		I believe such a plan would be less expensive than the southern route and would avoid most environmental issues.
5/29/2018	Web	I have grown up in Kent County, and I strongly oppose any type of northern bay crossing. It wouldn't shorten travel times between Baltimore and Wilmington/Philadelphia. All it would do is ruin a way of live county residents have long preserved in the era of suburban sprawl. Better alternatives to building a 3rd span would be either to add spans to the existing bridge, rework the toll booths, or look into a ferry service in the lower bay. If a 3rd span is to be built, since the main objective is to alleviate summer traffic towards Ocean City a south span makes much more sense, and the residents there have been more welcoming to the idea. There is farmland that has been passed down generations, from before Maryland was even a state that would be threatened by construction. We Kent County residents know what we have, and will not sit quietly and let our rural paradise be ruined.
5/30/2018	Web	I am opposed to another Bay Bridge span. Transportation is changing quickly, and a third span would be a terrible investment. Maryland should instead be a leader in new infrastructure: high speed rail or telecommuter centers or public transit would all make much more sense than yet another bridge. The environmental impacts have the potential to be disastrous and irreversible, and the residents of the Eastern Shore deserve to be heard. Thank you.
5/30/2018	Web	A bridge to Kent County is NOT a good idea or a necessity. Kent County has the best agriculture in the entire state. If you build a bridge, they will come. They will build roads, houses, shopping centers ALL on the best soil in the state. I grew up in Lancaster County, Pa and I cringe when I see what has become of the great farm land of Lancaster due to SPRAWL. If this bridge is to handle traffic heading north, we already have Route 95. If it's to handle traffic heading south, there is the Chesapeake Bridge/tunnel system. And in the middle of those is the already existing Chesapeake Bay Bridge. Why not expand that system???
5/31/2018	Web	PLEASE DON'T BRING A BRIDGE TO KENT COUNTY!! 1. SAME CORRIDOR- No Build A. Dedicated high speed EZPass left lane like NJ Turnpike or Montgomery County Inter Co. Connector. Advance signage and possibly rubber pylons delineating left lane from Cape St, Claire interchange. B. Encouraged maintenance of speed limit both directions upgradient with signage and/or possibly strobe

Bay Crossing Study Public Comments May 1, 2018 – May 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
		<p>lights which might act like the mechanical rabbit at a dog track.</p> <p>C. Have all Ocean City rentals draw or request the beginning day for a weekly rental so that all properties are evenly distributed- i.e. one-seventh are Friday to Thursday, one-seventh are Saturday to Friday, etc. I have been told that NJ ocean resorts have been doing this for years, but I have not verified.</p> <p>2. SAME CORRIDOR- Build</p> <p>A. Relax wind/rain closures to maintain 3 eastbound lanes by erecting a permanent barrier or a moveable one.</p> <p>B. Build a third bridge floating as in Seattle with a swing span for commercial navigation with limited hours when in use. This bridge is for maintenance of existing traffic when either of the existing 2 bridges needs maintenance. For example, tell the Coast Guard it will be open for navigation from midnight to 6 am during needed existing high bridge work. That gives 18 hours of bridge maintenance. Would need a slightly elevated secondary channel fixed span for recreational/small boat traffic.</p> <p>3. NEW CORRIDOR</p> <p>A. Since your origin-destination data shows a large percentage originating from the D.C. region, suggest a southern corridor. Propose Plum Point to Governor Run as a study area in Calvert Co continuing to, say, Hudson In Dorchester Co. The crossing could be a floating bridge or a bridge/tunnel. The key to preventing/ minimizing wetland and other environmental impacts as well as development pressure is to absolutely DENY ACCESS. Once you leave Rte 2/4 in Calvert County, there will be no gas or food for x miles. Give them a shoulder and a call box. The idea of this corridor is to get folks to Ocean City not to allow bedroom commuters to the Baltimore-Washington region.</p>