

Bay Crossing Study Public Comments January 1, 2019 – January 31, 2019

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
1/2/2019	Web	<p>Ms. Heather Lowe Project Manager Maryland Transportation Authority 2310 Broening Highway Baltimore, MD 21224</p> <p>Dear Ms. Lowe,</p> <p>I am writing to express my continued opposition to a third bridge across the Chesapeake Bay that terminates in Kent County, Maryland. Kent County is one of the few remaining agricultural counties in Maryland, and the majority of its residents want to keep it that way.</p> <p>Kent County’s agricultural lands are among the highest quality in the country. Any bridge that terminates here puts that productive agricultural land in jeopardy as new roads always bring more pressure for development wherever they are. Continually opening agricultural land to such development is short sighted in the extreme but, considering the money to be made (including by Governor Hogan’s development consulting business,) the pressures to do so continue to increase. Should we follow the money behind a possible span to Kent County?</p> <p>Imagining the end of rural life here isn’t just an idle or imaginary fear. One has only to look at Middletown and New Castle County, Delaware (which was also productively rural and is now an overpopulated and traffic-choked nightmare), or Kent Island. . . . In fact, anywhere you look in which through-roads and bridges have been built have become nothing but battlegrounds where developers eager for profit bring their considerable financial and legal clout to bear on destroying agricultural ways of life. I have yet to see a place where those developers lose once they have a foothold.</p> <p>“The best land grows houses” is a ridiculous dictum invoked by those who have either forgotten or never knew the rhythms of rural life and who find profit to be the only goal of life—an impoverished view imposed on those who seek to live more fully.</p> <p>Economic plans affirmed by the Kent County Council state: “ ‘Quality of life’ is an important site selection</p>

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		<p>criteria for many major employers and therefore, preserving Kent County's rural character and villages is an integral part of the economic development strategy."</p> <p>A bridge terminating here would, to put it bluntly, ruin Kent County's quality of life, one that the majority of Kent County residents are committed to keeping.</p> <p>On another note, I wonder why the State of Maryland continues to turn its back on mass transit solutions to automobile traffic congestion and also question why a third span with two levels, one going west and one going east, would not be considered between the current spans.</p> <p>Sincerely, [Name Removed]</p>
1/2/2019	Email	<p>Dear Ms Lowe</p> <p>I wish to take a moment to contact you regarding the ongoing Chesapeake Bay Crossing Study. As a professional urban and environmental planner and having managed large projects, I have great interest in the outcome of this study. With regard to the study, here is no question that as there needs to be improved accommodations to manage future traffic volumes. However, the art of such decisions rests in finding technical solutions that provide the least environmental and economic impacts.</p> <p>I have reviewed most of what has been provided to date, and the implications of a crossing into Kent County are not supportable on present evidence. I have attended the State's briefings which have been understandably general, but I hope the process will produce an outcome that supports existing investments and jurisdictional goals that are seeking the development and changes that such infrastructure improvements bring. It trust your offices will keep us informed in a timely and clear manner.</p> <p>Thank you, [Name Removed] [Address Removed] [Phone Number Removed]</p>

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1/3/2019	Web	<p>FOR: TRAIN SERVICE BETWEEN WESTERN SHORE AND BEACHES</p> <p>AGAINST: BRIDGE CROSSING TO KENT COUNTY</p> <p>Sir or Madam:</p> <p>I am against a bay bridge crossing to Kent County because the effects of the bridge will change irrevocably for the worse our Kent County community. A span to Kent County will bring pollution and local traffic jams, in addition to outside developers whose interests do not align with our agricultural and historic community.</p> <p>In a recent conversation with a person who lives on Kent Island, in Queen Anne's County, I learned that at least he was "all for" the new span to go into Queen Anne's County. The traffic jams caused by the current spans are already so onerous, he and those he knows would welcome a new bridge down there to help alleviate the traffic congestion problems. He also wants traffic control measures to be put into place so that those using Rt 50 are not tempted to clog local roads when traffic gets backed up on Rt 50.</p> <p>I would like to see the State of Maryland be proactive in reducing our dependence on gasoline and carbon fuels. I would like to see plenty of safe train service between points on the Western Shore to the beaches. With auto haling services on the rise, it should be easy enough to use them to get from home to the station and from the Ocean City Station to accommodations and other needs there. Where is this option on your DOT study?</p> <p>How about exploring partnerships to offer ferry services and air taxis between points on the lower Western Shore and the Beaches? This would help to diversify Maryland's economy.</p>
1/5/2019	Web	<p>1. This is taking too long. You should have real time, dynamic, inter regional traffic demand projections available now. This type of projected traffic on a regional network, with alternate e linkage. was done by MWCOG during the analysis leading up to the ICC construction. (Ron Kirby.....r.i.p., also see work of Dr. Alan Horowitz YWMilwaukee Civil Engineering and our own UMD...see: https://eng.umd.edu/featured-research-areas....hire them.)</p>

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		<p>2. Who said it had to be a bridge. Solve two problems. Tunnel under Blackwater WMA and use tailings to build Dutch like levees.....1/2 of Dorchester is under water in 40 year otherwise. Do a cost/benefit on that.</p> <p>3. Why would Maryland want to make it easier to get from Dundalk to the DELAWARE beaches?</p> <p>4. Getting people to tte he beach is not in the national interest.....not that we will ever have a STA again...</p> <p>5. UCCalifornia civil engineers have told me....."no brainer, hang 4 more lanes BETWEEN your bridges....double deck K.Island and west shore appaches.....put in express/hov lanes like on the GW bridge.</p> <p>6. Price of gas is way to cheap right now to do proper "transit corridtor analysis"....see FHWA document by that name.....then proceed in EACH corridor.</p> <p>8. good luck...happy new year....stay in touch.....we have "hysterical housewives" in Kent County, a branch of deep NIMBYism here. I trust YOU more than them! (AICP with a code of ethics problem?.....I think so.)</p> <p>9. Sam Shoge is right on problem definition....wrong on solution set. We (Kent) have cousin counties from here to L.A. on Interstates that can show that!</p> <p>[Name Removed] (BS Geology/Geography, MUrbanPlannning UWMilwaukee/SARUP) former "Transportation Analyst, THE Gtr.Washington Board of Trade).</p> <p>10. go for it....ths is a homework problem in Policy Planning Analysis where I came from....let's go!!</p> <p>[Address Removed]</p> <p>[Address Removed]</p>
1/9/2019	Web	The many who visit Kent County or come here to live are here to find solitude and peace from the 12 million immediately around us. Three hundred years have been spent preserving this special place. We try everyday

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		<p>to continue that legacy. One of our largest and most ardent audience is New York City and Long Island. They describe it as closer in time that many areas of Long Island.</p> <p>Everywhere a highway has been "inserted" (i.e Kent Island) the land is destroyed, industry arrives and what is here is forever changed. I am sure you and the MDTA does no want to destroy the last "haven" and certain you know the consequences of a bridge into our fields and towns.</p> <p>We invite you here - at any time - to feel what will disappear. Never to return. Kent County is a non-renewable asset to the State of Maryland. We beg of you.</p>
1/14/2019	Web	Next meeting ?
1/14/2019	Email	Is widening and upgrading the existing bay bridge an option instead of building a new span. I think it would cost less and take less time to widen the existing spans could it happen in the next few years? The bay bridge should have emergency shoulders its the only bridge in my life that has made me nervous to cross.
1/19/2019	Web	My husband and I have a house in Kent County near Chestertown where we enjoy the rural agricultural nature of the area, appreciate its rich historical heritage, and treasure the nearby Chesapeake Bay, There is no question that a new Bay bridge to Kent County would destroy all that is most valuable and vulnerable in this County. A new crossing does NOT belong anywhere near this area. We do not want the pollution, environmental destruction, and commercialism a new bridge would bring. The Bay is already deeply unhealthy and will take years and responsible state governments to have a chance of recovery. Don't sign its death warrant.
1/19/2019	Web	<p>A bridge in this county would be so beneficial. Economically the county is suffering. We have go to other neighbors county for our basic goods and services. The schools are lacking. Young families are leaving due to poor educational system and no not being able to find decent job to provide for their family. The town is increasingly declining to a retirement community. We want to grow our community and schools not fall behind. We are for the bridge.</p> <p>Please bring the bridge to Kent County!!!</p>

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1/19/2019	Web	<p>I have lived in Kent County all my life. There has not been any change for over 50 years. I have to go back and forth to Baltimore for treatment weekly because we do not have a hospital with adequate services. Traffic is awful both ways going to and from. We are in need of this bridge.</p> <p>I support the bridge.</p>
1/20/2019	Web	<p>Hello Ms. Lowe,</p> <p>I was raised on the Eastern Shore in Worton. Over the years I wondered how quick it would be for me to get home on the holidays to my family who still resides on the Shore. I actually wanted the bridge for my own selfish reasons. However after reading the comments from the residents who farm and fish which I know those two components make our small county of Kent what it is- majestic and traditional. I look forward to those unchanged qualities every time I visit home. I know this isn't a vote but if it was, I vote no for the bridge.</p> <p>Thank you for your time and consideration.</p>
1/22/2019	Web	<p>I believe that adding a bridge from Baltimore to Tolchester would have little impact on congestion at the Bay Bridge. As well, it would do irreparable harm to Kent County.</p> <p>I strongly oppose a Baltimore/Tolchester Solution.</p>
1/28/2019	Web	<p>I vote no additional crossings. I believe people will tire of sitting in traffic and choose other things to do. This side of the bay has more than enough revenue funneled into the beach area more specifically. Of MD builds another bridge, I think the resort areas will be inundated with tourists and will not be able to handle the traffic at a local level.</p>