

## Bay Crossing Study Public Comments February 1, 2019 – February 28, 2019

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
2/1/2019	Web	<p>The Eastern Shore loses smart, on-the-ball young people, our future, at an outstanding rate because there are no good, future-looking, higher paying jobs especially here in Kent County (unless you work for the County). Allowing relatively quick access to Baltimore and its environs would promote and encourage our young adults to continue to live here, increasing, instead of losing, our tax base.</p> <p>Additionally, it would cut 1-1.5 hours of commuting time to world class medical facilities - something else Kent County is sorely lacking. It takes almost 1.5 hours to transfer someone by ambulance to Shock Trauma or Hopkins especially at night with no helicopter service. Kent County residents are horrifically under-served and yet we pay property taxes as high as areas with city taxes and don't get the same service. Again because there is no other tax base in this County.</p> <p>Because there is no real future here. Unless you have lots of money.</p> <p>Providing access to a metropolitan area would enrich the lives of people who would want it.</p> <p>To avoid uncontrolled growth like on Kent Island, simply enact zoning laws to prohibit it! Consider what is best for the County, its reasonable growth and keeping good, highly qualified residents - maybe even attracting more. The benefit to the majority far outweighs the monied interests of the few.</p>
2/1/2019	Email	<p>Heather Lowe, Project Manger Bay Crossing Study Maryland Transportation Authority 23110 Broening Highway Baltimore, MD 21224</p> <p>Dear Ms. Lowe,</p> <p>I am interested in getting information on the attached PDF showing draft maps for the Bay Bridge Crossing range of corridors. Kent Conservation and Preservation Alliance would like to know the origins of these maps, the date they were produced, and how the corridors were drawn.</p> <p>We are also interested in understanding why this “draft” information has not been provided by MdTA to the</p>

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		<p>public on Baycrossingstudy.com.</p> <p>Thank you for reviewing and providing answers to the our questions.</p> <p>Sincerely, [Name Redacted]</p> <p>[Name Removed], Chair Board of Directors Kent Conservation and Preservation Alliance Kentalliance.org [Phone Number Removed]</p>
2/4/2019	Email	<p>Hi Melissa:</p> <p>I'm wondering if you all have a timeline you are willing to share in regards to next steps for the Bay Crossing Study? If I understand the process correctly, the next step should be to identify a range of corridor alternatives and then hold public meetings?</p> <p>As I'm sure you can imagine, we have many members who are very interested in this process. Any information you could provide would be most appreciated.</p> <p>Thank you!</p> <p>Regards, [Name Redacted] Chester Riverkeeper</p>

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		<p>Office: [Phone Number Redacted] Cell: [Phone Number Redacted]</p> <p>ShoreRivers www.shorerivers.org</p>
2/9/2019	Web	<p>This concerns the information provided on this website.</p> <p>You have a 'schedule' but it's only a schedule for the Bay Crossing Study itself. It would be useful to know when it's expected that the bridge might ultimately be BUILT. If there's not even a WAG about when that might happen, then say that.</p> <p>This sort of thing is endemic with MDTA work. When my wife and I first moved here in 1998, public comment on construction of a new interchange at Route 4 and Suitland Parkway had already closed. Then out of the blue, construction started on the interchange...in 2018.</p> <p>Two suggestions: 1) Obviously, the schedule provided with any *study* for road or bridge construction should include projected dates for the construction itself, as well as the dates for the study. 2) If construction on a given road, or at a given intersection or what have you, is being newly contemplated by MDTA, MDTA should POST SIGNS to that effect on that road, at that intersection, etc. Ditto for when public comment is about to be solicited. That would inform <b>**the people who actually use that road**</b>.</p> <p>You're supposedly working on our behalf. Don't keep what you're doing a big secret until the bulldozers show up, OK?</p> <p>(In the Rt4/Suitland Pkwy example, I found out years later that more public comments had been solicited sometime in that interval between 1998 and 2018. I drive through that intersection <b>**every weekday**</b>, and there was NEVER any notification about anything having to do with the interchange planning. NEVER.)</p>
2/10/2019	Email	Good afternoon.

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		<p>I feel the location from Princess Anne Md to Lexington Park is the perfect location. Eastern Shore travelers have so far to ride for the Bay Bridge currently now and the CBBT.</p> <p>This location would allow us more opportunities for education, employment and medical care.</p> <p>I feel this would give travelers the most bang for the buck and help with traffic problems that are currently in place maneuvering around both current bridges.</p> <p>Sent from my iPhone</p>
2/10/2019	Web	<p>Has consideration been given to alleviating traffic through technology? The historical data already exist for peak traffic times. For those with flexible schedules, an app that would allow a traveler to either pick or be assigned a bridge crossing time could help redistribute the volume of traffic, particularly during the busy summer months. While this option is entirely dependent on the traveler, many would agree that the prospect of not having to wait in traffic for miles is worth the extra effort!</p>
2/11/2019	Web	<p>I do not think another bridge (i.e., Bay Crossing) is needed, especially given the increasing flexibility of travel times due to telework, alternate work schedules, and the aging of the Maryland-D.C.-Virginia population.</p> <p>Of all the options proposed, the least objectionable to me from an environmental and quality of life standpoint is Option 7.</p> <p>It appears there is sufficient room to add a third span at the current Bay Bridge site and sufficient land/right of way to widen Route 50 approaching and departing the bridge. A span may also need to be added to the Kent Narrows bridge and Route 50 may need to be widened between the bridge and at least Easton.</p> <p>Thank you for this opportunity to comment. Keep up the good work!</p> <p>[Name Redacted]</p>
2/12/2019	Email	<p>Dear Ms Heather Lowe: I would like to comment on the Bay Crossing Study. Kent County is a beautiful place full of historic, cultural</p>

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		<p>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 would be now full of strip malls, fast food, and asphalt. This is not progress, its sprawl! Many might think this will bring jobs and growth, I believe it will bring crime, pollution, and destruction to a pristine natural environment.</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.</p> <p>Could there be a way to use the existing corridor by enhancing it, updating, and expanding the existing roadways. I was reading that there would need to be updates to the current bridge by 2020. Why not update, enhance and expand with this needed construction. It would seem to me that using the monies to review new corridors could be better spent to helping many people not just a few pockets.</p> <p>Sincerely, [Name Redacted] [Address Redacted] [Address Redacted]</p>
2/12/2019	Email	<p>Dear Project Manager Heather Lowe,</p> <p>Is there some place in Baltimore or Annapolis where I can pick-up a copy of the Chesapeake Bay Crossing Study, Tier 1 NEPA PURPOSE AND NEED DOCUMENT ?</p> <p>I understand that it has been recently released. Is this a draft or final document?</p> <p>Thank you,</p> <p>[Name Redacted] [Address Redacted] [Phone Number Redacted]</p>
2/13/2019	Email	<p>Dear Ms Lowe,</p> <p>MdTA is shirking responsibility in leading this study, not following behind the press, by failing to deal adequately with concrete factual information about "leaked" documents. The pdfs that I inquired about on</p>

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		<p>Feb. 4th are being disseminated around the state in publications and on facebook with no context or background. This is why KCPA urged you and continues to request that these maps be posted on the Bay Crossing Website with an explanation so that everyone can have equal and informed access. While others are directing the narrative there is not a level playing field.</p> <p>From your website: Stay Connected The MDTA is dedicated to keeping the public informed throughout the planning process. To receive project information, please enter your information below.</p> <p>However, none of the people registered for notifications, that have been queried, have received any notice regarding:</p> <ul style="list-style-type: none"> <li>• The change of date, for information meetings announcing the preferred corridors, from Winter 2018/2019 to Spring 2019</li> <li>• Likewise, the publication of Purpose and Need</li> </ul> <p>I do not understand how the notification omissions for either of these important issues constitutes "keeping the public inform".</p> <p>With all due respect, these are the kind of gaffes that leave everyone wondering how transparent this process really is.</p> <p>Regards, [Name Redacted]</p> <p>[Name Redacted], Chair Board of Directors Kent Conservation and Preservation Alliance Kentalliance.org [Phone Number Redacted]</p>

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2/13/2019	Web	Option 14 for the new Bay Bridge is the best option. It would be beneficial to the lower shore of Maryland where it is desperately needed.
2/14/2019	Email	<p>Dear Heather--</p> <p>[Personal Information Redacted]</p> <p>The project seems to be moving ahead with all deliberate purpose and schedule. As I have had some experience with comparable, but not as an ambitious project, you and your staff are to be congratulated. While some may believe that \$5 million is a considerable sum for a planning study, they should be reminded of the \$30 million plus that was considered for a conventional NEPA Bay Bridge Alternatives study.</p> <p>Thank you for your assistance. If its necessary that I have to print the document, I could, but it would be a big time saver if I could avoid that task.</p> <p>Keep up the good work and good luck.</p> <p>[Name Redacted] [Address Redacted] [Phone Number Redacted]</p>
2/15/2019	Web	<p>Are you (MDOT MDTA) sure that you are not solving the wrong problem?</p> <p>From your maps, it appears that you have decided that another bridge is needed, and your next big task is choosing the site for the bridge.</p> <p>Now, I know full well that the current bridge running from Annapolis to Queenstown is old and overwhelmed, but the backups occur during the summer months, eastbound on Fridays and westbound on Sundays. It is hard not to wonder if a new bridge would mainly benefit the hotels and businesses at the Atlantic beaches.</p>

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		<p>Do you have good data on who uses the current Bridge? I know some are commuting for jobs. Where do the people traveling to the Atlantic beaches come from and which beaches are they headed to? Just on informal observation, it seems folks from Baltimore like Ocean City, and folks from DC like Rehoboth and Dewey. Do you know?</p> <p>Do you have projections of future traffic, and what people would like to do if traffic wasn't an issue?</p> <p>How did you decide that another bridge was the answer? Did you consider any other options, like light rail or trains?</p> <p>I think you are going to have a very hard time choosing a bridge site, because no site you proposed is good on both ends. The proposed bridge from Baltimore, going through Fells Point, could be a benefit to that area, and judging by the backups on I-97 to Route 50 on Fridays, a real help to Baltimore residents. But, landing in Kent County, at Rock Hall or Tolchester, is going to be very unpopular. Those folks see what grew up around Route 50 on Kent Island, one fast food restaurant, gas station or convenience store after another, and they don't want that!</p>
2/15/2019	Web	Please do not allow another bridge to be built over the Chesapeake Bay to the Eastern Shore. Get the cars off the road!! Find alternative transportation. Preserve our treasure...the Chesapeake Bay, the tributaries, the wetlands, and reduce traffic and impervious surfaces. No Bridge!!
2/17/2019	Web	I don't live in Kent County, I live in Queen Anne's County, but for God's sake leave Kent Co alone. It is one of the last unspoiled places left and we all have had enough of urban and suburban sprawl and growing population. Enough ! if a bridge must be built add it to the infrastructure already existing on the 50/301 corridor, or build it across from Washington, DC.
2/17/2019	Web	<p>Hello hello hello, how can I get a job with you guys I would love to have a job doing what you guys do I am fully qualified and very interested and helping out. Please give me a call or send me an email respond to this please. I know I could help you guys make this thing much easier.</p> <p>[Name Redacted]</p> <p>[Phone Number Redacted]</p>



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2/17/2019	Web	NO BRIDGE TO KENT COUNTY.  Do not destroy the farms, history and beauty of the rural way of life.  Consider public transit.
2/17/2019	Web	NO bridge to Kent County!!!
2/17/2019	Web	Will you guys please give me a career at your department. I am very confident that I can assist you. Who do I speak with in order to secure a position? It is very interesting to me what you guys do and I think it's very important that someone like myself as soon as you guys with your workload. Please give me a call to help further my interested in your department. My number is [Phone Number Redacted].  Thank you  [Name Redacted]
2/17/2019	Web	After reviewing the MDTA proposed crossing lanes and the data in the Purpose and Needs document, what is clear to me is that the information shows the majority of the origin/destination population is in the middle/southern areas of Maryland. This makes sense as most of the population lies in the area of Baltimore and south. Any new bridge, if built, should focus on where best serve the majority of users. Given what I've read it would seem like the logical choices would be another span at the existing bay bridge or south towards the DC area. Anything north of the existing spans would not be a cost effective choice and one I would not support
2/17/2019	Web	NO BRIDGE TO KENT COUNTY
2/17/2019	Web	I am disappointed to see the non-innovative approach in identifying congestion issues across the Bay Bridge. Maryland officials need to have an updated forecast in considering the future of mobility that will change how people and goods travel from point A to point B. The traditional forecast model will lead Maryland to the wrong direction.  Once the forecast is updated, the "solutions" should be comprehensive instead of simply capacity expansion to accommodate more car and truck traffic. As I tried hard recently to find non-driving options to travel to Baltimore, it's simply impossible! If everyone drives their own cars, one more bridge will never be enough.

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		<p>We can never path our way out of congestion.</p> <p>There is something MDTA can do NOW on the existing Bay bridge:</p> <p>(1) Provide your customers a decision tool - UMD's CATT Lab has very wealth of O-D data and animation capability to show graphically, minute-by-minute the demand on the current Bay Bridge. Why can't MDTA pride a simple tool to travelers to know the "typical" travel time and level of congestion based on the historical and real-time data?! If I know by delaying my crossing by an hour, for example, can save me a lot of time in congestion, i would definitely change my departure time.</p> <p>(2) Incentivize bridge crossing at non-peak hours dynamically - Why can't MDTA start applying variable tolls to provide discount on low-traffic travel and higher toll on peak-travel like Virginia does?! It works! Give people incentive to cross the bridge outside peak periods!</p> <p>(3) Improve lane change efficiency via technology - MDTA needs to invest in a much more efficient dynamic lane usage technology to quickly clear/open reversible lanes to reflect the real-time directional traffic need instead of relying on manual cone deployment.</p> <p>(4) Minimize delay due to incident - MDOT's CHART has invested in a robust real-time incident management program which has proven reducing incident-related delay significantly. MDTA shall partner with CHART for real-time incident management to make sure incident can be promptly cleared. With this partnership, MDTA can minimize the traffic management software investment and leverage the SOP and experience of CHART.</p> <p>(5) Improve driving experience - It's well known that many people fear for driving across the bridge and a quick fix would be to install higher bridge rail to provide better visual barrier for many drivers who then can drive with more confidence, hence, more safely.</p>
2/18/2019	Web	<p>I am writing to express my opposition to any new bay bridge that terminates anywhere in Kent County, MD. People who have become inured to the wasteland of wall-to-wall shopping centers, densely built housing developments, and miles-long traffic jams on their way to work might look at the agricultural fields, wetlands, and stands of woods that characterize Kent County and see "vacant land." The sacrifice of</p>

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		<p>valuable agricultural land and the open spaces residents of the county value to help people get from one side of the Chesapeake Bay to the other is incredibly short-sighted and an idea that should have been abandoned decades ago.</p> <p>If a majority of the county's residents are against the terminus of a new bridge here, the project could not be begun or completed and a new site would have to be found. Why the State of Maryland would want to waste time on a project that the residents whose way of life would be radically impacted and who are strong against is a mystery.</p> <p>I wonder if we could follow the money on this project and see what development interests stand to gain.</p>
2/18/2019	Web	<p>As a resident of Kent County I am opposed to a Bay Bridge cutting through our beautiful and historic county. Even if only a fraction of the development that has ruined Kent Island and Graysonville found its way here it would forever ruin this special place. In the 1970s and 1980s the state of Vermont restricted overdevelopment and advertising on it's highways at great financial cost. Now it benefits from having preserved a spectacular landscape and is a prime tourist destination. If the goal of a new bridge is primarily to ease the time for traffic to reach Ocean City and the beach the best and most economical route is to build adjacent to the existing bridge and take advantage the road infrastructure that already exists.</p>
2/19/2019	Web	<p>Please give me a call at your convenience, I would really like to have a call from Mrs.. Lowe please</p>
2/20/2019	Web	<p>I've seen the map with the 14 possible crossings, including 5 crossings into Kent Co. I re-affirm my original comments to you - no bay bridge to Kent County! A bridge would so adversely affect the character and planned growth that the county would become unrecognizable. Please don't try to fix the western shore at the expense of unspoiled Kent Co.!</p>
2/20/2019	Web	<p>I truly hope that the new proposed Bay Bridge will bring plenty of "In State" jobs to Marylanders who need it and that the new proposed span will come directly threw Kent County Maryland. As a native Eastern Shore resident who was born and raised in Queen Anne's County (my family goes back many generations on Kent Island) I have dealt with traffic, over development, and crime and that Chesapeake Bay Bridge brought to my generation in the 70's. I think that Kent County has avoided every possible development plan that has actually hurt this county and it's time KC give a little to help Maryland. Let Kent County deal with the traffic, development and crime that I have dealt with all my life living in Queen Annes County</p>

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2/26/2019	Email	<p>Dear Ms. Lowe,</p> <p>Thank you for your reply. However, with all due respect, your pro-forma rote email did not address important areas of concern, particularly MDTA's professed policy of public accountability and transparency.</p> <p>You have delayed the date of the next scheduled meeting without notifying the public, which has been expecting notification of a meeting in Winter 2018/2019. You have also published the Purpose and Need with no notification to the public. Signing up for notifications is meaningless unless this is a meaningful mechanism for keeping informed. Why have you not sent out notifications to the public about these two very significant developments?</p> <p>Pushing back the next meeting, originally scheduled for January, to May without a corresponding change to the remainder of the project schedule is unacceptable. You are thereby shortening the amount of time allotted for more in-depth work to be completed by the agencies, and for feedback by those involved in the process. This shortened schedule also limits the time for public participation in the process. Can you address this compression of time and the impacts that we have outlined?</p> <p>After the fact, of the maps being released, there has been no public outreach specifically generated by the MDTA to communicate with the citizens of Maryland any details about the released maps. You have left it up to Facebook, the press and others to drive a narrative without any explanation either on your website or in an announcement to the public.</p> <p>If your process is really intended to generate useful public input and compressive review, rather than just be a window dressing for checking off the appropriate boxes, you clearly need to consider more meaningful dialogue with those directly affected by a future bridge.</p> <p>To date your public outreach has not met the standard of meaningful.</p> <p>Respectfully, [Name Redacted]</p>

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		[Name Redacted], Chair Board of Directors Kent Conservation and Preservation Alliance Kentalliance.org [Phone Number Redacted]
2/26/2019	Email	Good morning Heather, With the current Bay Crossing Study looking at many Crossing options, I had a question about bridge height requirements. I know that Bay Shipping Channel bridges have an air draft requirement of 215'. Some of the proposed Crossing routes also cross rivers that currently have no bridges. For example, the Chester River has no bridges south of Chestertown. This allows Tall ships to travel to Chestertown. The Sultana, based in Chestertown, has a rig height of 67'. There are also currently two festivals in Chestertown that include other Tall ships, the Kalmar Nychel with a height of 105' and the Pride of Baltimore with a height of 107'. Would any new bridges constructed on the river be required to accommodate these height requirements? Thank you for any clarity on this issue that you can supply. Thanks. [Name Redacted].  Sent from my iPhone
2/28/2019	Web	I favor proposed crossing #6, #7 or #9. I want minimal impact on wildlife areas like the Backwater area. I am totally against bridges that affect small places, particularly small towns like Chestertown or Betterton - anything below proposed sites between site #1 through #5. Thank you for your consideration.