

## Bay Crossing Study Public Comments March 1, 2019 –March 31, 2019

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
3/2/2019	Web	If the main objective of the new bridge is to relieve traffic from Baltimore then the best route looks to be route #3. This location has the least impact on rural Kent County while providing employment opportunities for Kent County residents.
3/2/2019	Web	It's clear that the plans for I-97 are important. I-97 is an *interstate* highway currently located completely within the state of Maryland. My guess is that I-97 is planned to go south to the tidewater area of Virginia. What are the plans for I-97? Next, is I-97 planned to go to the tidewater area via the western shore or the eastern shore of the Chesapeake Bay? That's another critical question. If you know and are not revealing this information to the public, you are being shifty. The I-97 plans go hand in hand with any new bay bridge planning. TELL US!
3/7/2019	Web	Everyone talks about bridges. Is anyone entertaining a tunnel?! Talk with Elon Musk or those who built the Channel Tunnel between Great Britain and France or the Chesapeake Bay Bridge Tunnel or the Baltimore Harbor Tunnel. Sure more cost but long run less environmental impact to species and less visual of another bridge over the bay.
3/9/2019	Web	<p>08 March 2019 Mrs. Heather Lowe 2310 Broening Hwy Baltimore, MD 21224</p> <p>RE: BAY CROSSINGS (ie: Bridge to Nowhere) Trader 3/6 Page 26</p> <p>Dear Ms. Lowe,</p> <p>Any bridge across the Northern Chesapeake from proposed routes #1 through #6 is ludicrous with no bearing on current or proposed traffic patterns to the Eastern Shore (albeit my travel time to Baltimore would be shortened a small bit the few times I might go there). And, with a little extra distance, we have the Chesapeake City Bridge.</p> <p>Why do a 3rd bridge across the Northern Bay? We have 2 already.</p> <p>The Northern Eastern Shore offers a bucolic and slow lifestyle with little attraction to suburban or city dwellers a mere 28 miles across the Bay. Proposals #1 to #6 likewise offer no relief to the massive traffic</p>

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		<p>flow from Baltimore and DC on Route 50 from Annapolis to Kent onward to usual desired destinations on the southern Eastern Shore.</p> <p>Every proposed ‘bridge’ from Proposed Route #1 to Proposed Route #6 simply takes northern Baltimore traffic east across corn and wheat fields to Route 301, where the end merge to Route 50 in Easton will add hours of frustration and delays as 301 and 50 merge with traffic from the existing Bay Bridge. .</p> <p>Nothing gained. Look at California’s “Railroad to Nowhere” (what, \$billions spend to date?)</p> <p>However Proposed Routes #9 to #14 make a lot more sense. Simply, each of those routes would divert Washington DC and Northern Virginia (as well as Baltimore) traffic AWAY from the Route 50 Bridge in Annapolis and afford those travelers a much faster &amp; more direct route to our lovely Southern Eastern Shore attractions.</p> <p>In short: NO BRIDGE TO KENT COUNTY ie: stop wasting taxpayer \$ on boondoggles.</p> <p>[Name Removed]</p> <p>Cc: Kent County News</p>
3/9/2019	Web	<p>I am against another bay bridge. Traffic can be manipulated by offering toll discounts for times periods that are not traditionally busy. Charge a higher toll on weekends 10-4 and reduced rates before and after. Traffic patterns can be managed to reduce backups.</p> <p>It would also be beneficial to establish public transportation across the bridge for beach goers. Let’s not encourage more traffic and pollution by building another bridge!</p>
3/10/2019	Web	<p>I am writing to express my opposition to a Bay Bridge crossing into Kent County, MD. Kent County has worked for decades to preserve and protect its open farmland and the historic towns throughout the county. This is not a new idea to Kent County - the natural and cultural history of the county has long been respected and appreciated and the county has devoted substantial resources towards its protection. Chestertown is a remarkable cultural history site - a significant place in MD to tell the story of life in colonial</p>

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		<p>America at the time of the American Revolution. In the historic district, the preserved historic landscape and the small port with the replica 1768 schooner Sultana, bring history alive for MD school students and visitors to the historic town.</p> <p>If there was no alternative to crossing the bay but into Kent County, it would be terrible to see the impact of new, multi-lane highways cutting across the farmland, and shopping centers and gas stations popping up along the highways. If there was no alternative to crossing the bay but into Kent County, it would be awful to see the impact of increasing traffic in and around the historic district of Chestertown, changing the historic view shed and imposing traffic noise into the peaceful historic setting.</p> <p>But there is an alternative to a Kent County crossing - there are many others, as outlined in MDTA's map of proposed bay crossings. Therefore, it would be an inexcusable travesty to cross the bay into Kent County. I personally, am in favor of an additional crossing parallel to the current Bay Bridge. Much of the infrastructure already exists. The area is already "disturbed" by a multi-lane highway, bordered by shopping centers, commercial businesses, gas stations, etc.</p> <p>I adamantly oppose a border crossing into Kent County based on impacts to the environment and the rich history of this county. Kent County has worked for decades to protect its natural and cultural history against unnecessary development and sprawl. A bay crossing into the county would throw away all the hard work and financial investment devoted to this cause.</p>
3/17/2019	Web	NO BRIDGE TO KENT. I reside on the Chester River in QA county. I do NOT want a bridge to Kent. Put it as far south as it can go.
3/21/2019	Web	As a Rock Hall resident, I oppose any new span that endangers the farmlands, wetlands and rural character of Kent County. I was horrified to see several options in the recently published map that put a bullseye on this fragile and precious area, which is a priceless resource not only for those of us who live and work nearby, but for the entire Northeast Corridor. The proximity of Eastern Neck Island NWR alone should be reason enough to scratch ANY nearby option off the list. There is a wildly inadequate infrastructure to support this project in Kent County, which would necessitate years of construction and disruption that would complete the destruction. Most importantly in the big picture, the entire bridge proposal is utterly short-sighted, foolish and irresponsible in encouraging MORE traffic, MORE emissions and MORE laying of concrete and asphalt at a juncture when we are feeling climate change in real time. The seasons have visibly

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		shifted over the last 10 years where we live, bringing more weather extremes that will drastically alter our beautiful area if they continue unchecked. We should be discouraging any further degradation of the environment and spending money where it is truly needed, namely for economic and social initiatives in Kent County, and valid public transit options within the county and for visitors. Advocates for a third span have yet to give a convincing answer as to who this new bridge would really serve, other than people in a hurry to get to the beach on a few weekends a year.
3/23/2019	Web	Beyond the fact that encouraging thousands of people to spend more hours burning fossil fuel is a questionable goal, creating another corridor of environmental destruction and lifestyle disruption across our state is a horrendous idea that will have untold negative consequences. If this project is going to go forward, it should involve adding a span or spans to the existing corridor and increasing the volume of traffic those existing corridor highways can handle. It isn't the best solution — no additional span or spans is preferable — but the environmental and lifestyle impact of that corridor is already in place. Making a second path of destruction would be foolish. My backyard is Kent County and I would be devastated to see a span come to it, but I feel just as strongly for my Eastern Shore neighbors in Cecil, Talbot, Dorchester and Somerset counties. A second bridge corridor to the ocean is just a bad idea.
3/31/2019	Web	I am strongly opposed to a new bridge crossing the Chesapeake Bay into Kent and Queen Anne's Counties. The impact on this community will be extremely negative, disrupting a rural community that is committed to land preservation and negatively impacting the environment without any foreseeable economic or other advantage.  Sincerely.
3/31/2019	Web	I know you'll get lots of comments boiling down to "not in my backyard" however, please consider ALL impacts. Consider how this decision will impact not only the people living in Maryland now but also in the future. Consider climate change too.  More roads and bridges do not help our state or counties. Here on the Eastern Shore of Maryland our rural roads would not be able to support this influx of traffic. I invite each person involved in this decision to spend a day at each area under consideration, and I mean ride a bike on the roads that will be impacted, have lunch near the area, look at wildlife...etc. I moved here in the 70's to get away from traffic. There is nothing wrong with preserving an area to keep it from becoming what every other suburbia shopping mecca becomes!

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		<p>If you are trying to move traffic to North of 95 consider Hartford to Cecil, if moving it to the beaches, to Dorchester.</p> <p>Thank you,</p> <p>[Name Removed]</p>
3/31/2019	Web	<p>I am absolutely opposed to the proposed new Chesapeake Bay crossings - particularly into Kent Count and Queen Anne's County. I am very involved in the local community, running a business out of my home and helping other residents to develop businesses that rely on the natural beauty and resources of the county. A new bridge will bring significant traffic and undesirable ribbon development to counties that are committed to preserving a unique way of life that is one of the big attractions for people living here. I regularly commute into the Baltimore and Washington areas at peak travel times and do not find the traffic to be burdensome. The few times that traffic is heavy do not justify destroying farm land and rural areas by creating more roads.</p>