

Bay Crossing Study Public Comments June 1, 2019 – June 30, 2019

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
6/5/2019	Web	<p>Who would it would seem to me the chief goal should be to divert OC bound Washington DC traffic (Montgomery, Prince George-and Northern Va.) away from the Baybridge and art 50 at least as far as Cambridge. It makes no sense for people from this locale to travel Northeast to the bay bridge to go south. It would take a huge load off of this route!</p> <p>This leaves all the northern crossings out.</p> <p>The shortest Crossing is Chalk Point But it makes no sense for it to then dogleg Northon the Shore to then go South. Yes I understand about wetlands but this could be put on pilings Florida Keys fashion with minimal impact. This would utilize route 4, a direct established route not heavily traveled when compared to 301 to St. Mary's which would also require a much longer over the water bridge.</p>
6/5/2019	Web	<p>Not that I believe the state will fund another bridge construction, but I think the best location would be crossing to Somerset county. The crossing to this country would have the most significant positive economic impact to the counties on both sides of the potential bridge. The crossings to Dorchester would be the next best crossings, for the same reason as stated earlier.</p>
6/8/2019	Web	<p>Please do not allow the beauty, peacefulness and uniqueness of this area to be destroyed by putting this bridge in Kent County.</p>
6/9/2019	Web	<p>I continue to be concerned about the possibility that all that I value where I live would be at risk if the bay crossing were to come to Kent County, MD. I fled an area that became full of heavy traffic, reduced air quality, noise, development costs and that lost its sense of community when a major road enabled access. That community was King of Prussia, PA. I shudder to see what has happened to little Middletown, DE, with the arrival of Route 1. We of Kent County, MD, value the farms, waterfowl and open spaces that have been retained -- unlike almost all other counties in Maryland. Visitors find it a pleasant, laid back, pastoral place to visit and find what they have lost in their own residential areas. There are costs to us -- lack of big box stores (a decision that specifically made), less commercial income, less convenience to walk into specialty stores to find something specific, etc. A majority of our residents are willing to drive elsewhere for our needs, use the internet or deal with budget shortfalls to maintain services. Many of us moved here to do just that and take advantage of nature that has been paved over elsewhere -- such as has happened to much of Kent Island, MD.</p> <p>Aside from the above, most of the cross-bay traffic that is problematic is heading south of Talbot County to</p>

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		<p>the shore resorts. Northbound into Kent County is minimal. Route 50 carries a vast majority of the load. Why put a crossing to Kent County and then deal with traffic snarls trying to move the same traffic south again. That would solve little.</p> <p>PLEASE don't destroy a unique county!</p>
6/12/2019	Web	<p>I want to voice my opposition to the proposed building of a bay crossing within Kent County. I am a resident of Rock Hall and a bay crossing in Kent County would significantly impact the safety and well being of myself and my family. Such a crossing would bring additional traffic and commercialism that is not wanted by the members of our community. I strongly urge you to listen to the community feedback on this issue and help us to preserve our wonderful quality of life and heritage for the current and future generations.</p> <p>Thank you, [Name Redacted]</p>
6/20/2019	Web	<p>As a Rock Hall residence, I certainly don't want to see a bridge run directly through our community, however the various plans in mid to north Kent county through mostly farm land are a ideal plan. Kent county is and has been slowly dying for along time as all our young people need to leave to find good work . A mid county bridge would bring economic benefits and easy western shore access to our county....do it!</p>
6/20/2019	Email	<p>I am writing on behalf of saving Kent County... Kent is mainly agricultural and rural and will be ruined by traffic passing through our county... we are far, too far North to even consider anyway... Traffic coming from the western shore is interested in going south so why ruin one the last beautiful areas on the Upper Eastern shore.... We vote NO BRIDGE TO KENT COUNTY....!</p>
6/30/2019	Web	<p>Good afternoon,</p> <p>My name is [Name Redacted], a 22-year-old life-long resident of Kent County who currently lives between proposed crossing numbers 3 and 4 (according to the supposedly "leaked" map published in the Tidewater Trader). I believe that a bridge to Kent would be the BEST thing for this county, where lacking opportunity for people my age is not only a problem, but an epidemic. Our school system is deteriorating, companies and jobs are fleeing to areas that offer greater business incentives and a lack of entertainment options could very well be one of the reasons for an increase in drug use among younger demographics. It is sad,</p>

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		<p>returning home after attending college, that I cannot find something to eat after 10 p.m. or shop at a Walmart that isn't an hour from my house. A new bridge crossing would bring greater development and an answer to some of these issues. However, it is beyond probable that an increase in traffic and decline in a preserved environment, something for which Kent is known, would occur as well - among other things. At the end of the day, the current crossing cannot handle demands. Change is certain. To the opposers of a crossing to Kent, I say put up or shut up. It's time to think in terms of the greater state and region, not our backwards county that time has forgotten. Thank you.</p> <p>*It is OK to publicly use my name*</p>
6/30/2019	Web	<p>I support better access to the new bridge for those who live in Washington DC and Virginia. Possible routes 9-14 would do this. In addition to relieving congestion near the current bridges, this move could spark economic development in areas where it is needed. I do not support widespread deveopemt which would change the ruralnature of the areas. I would propose No Access for the majority of the roadway with Limited Access to large towns which the roadway will pass.</p> <p>Thank you for the opportunity to comment on this issue.</p>