

**Bay Crossing Study Public Comments
February 1, 2021 – February 22, 2021**

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	OTHER	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
2/4/2020	Web	<p>I take major issue with the Transit Service Evaluation methodology. Section 4.3.1 states that the projections were based on existing transit data. However, the existing transit data is for very limited commuter bus service and not for anything close to a rapid transit system, even a BRT. A BRT would, or at least should, include a dedicated bus lane (reducing travel time), more frequent service, and better destination facilities, like an actual bus station on Kent Island instead of a parking lot. All of these would substantially increase ridership, and I don't see anywhere in this evaluation that you took these factors into consideration. Maybe it's part of the MSTM model, but it doesn't indicate that. I don't see how this is an accurate evaluation. As a resident of Queen Anne's County, it is, of course, imperative that we reduce congestion to improve the quality of life. However, we are all aware of Jevon's Paradox. The more we build highways and other facilities for individual vehicles in an attempt to lessen the load, the more the load increases. The same is true of transit options like rail or bus, but those have a significantly lesser impact on the environment and local residents' ability to live their lives. We must act now, before it is too late. If we invest now in transit infrastructure, it will be much easier to evaluate and adjust services for changing populations and travel patterns. [This is another complaint about the evaluation, by the way. Instead of building for today's loads, we should build for 2040's loads, instead of saying that anything we</p>	<p>Kent Island is incapable of planning smart growth with the current traffic patterns. Unless there is major investment right now in sustainably building communities, there's no way any of these towns can handle another crossing. Any option requires a significant amount of time and money preparing the surrounding areas for the influx of traffic, and planning for the inevitable growth. We should always be doing that, but especially if you're going to build a big ol' bridge through town.</p>			<p>No-build is not a viable alternative. Any solution must include opportunities for multimodal transportation, full stop. Hit me up when you fix that transit study.</p>

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		<p>build now wouldn't support 2040 traffic. I'd like to think that we'd add some buses or more train cars in the 20 years in between.] If we do not invest now, it will only become more expensive, more protracted, more difficult. We must invest in infrastructure. We must invest in people by educating them about transit options and by giving them freedom of movement. We must act now. [Also, yes, of course if we build a third span we should include a dedicated bus lane as well as a pedestrian and bike crossing. Might as well, while we're at it.] [Also also, build the ferry! It'll be fun. Make it a touristy thing, like Cape May.]</p>				