

## Bay Crossing Study Public Comments June 1, 2021 – June 30, 2021

DATE	MEDIUM	COMMENT
6/8/2021	Email	Wondered if it were feasible from an engineering perspective to build the new bridge ABOVE the existing bridge, with pilings just outside the existing ones. [Name Redacted], [Address Redacted]
6/8/2021	Email	<p>I am not from Pasadena MD, and I am going to leave this ridiculous cluttered area with a whole bunch of my neighbors if the state goes ahead with the harebrained idea of Corridor 6 for the Bay Bridge. What in the world are you all thinking? To add more traffic to a two lane highway (Mountain Road) where more deaths have occurred than anywhere I have ever lived and make it impossible for those of us who live in the Lake Shore/Gibson Island area to get out of our neighborhoods during the summer weekends.</p> <p>We will fight this tooth and nail. Seriously, I don't even like this area but I will fight for this just on the matter of principle and the fact that I unfortunately chose to live here.</p> <p>The State of Maryland needs to get a grip on making these ridiculous observations that this is a good place for the entrance to another Bay Bridge. I left Cape St. Claire for this very reason. And dang if the bridge isn't following me. Or trying to.</p> <p>Unreal.</p> <p>[Name Redacted]</p> <p>Former Resident of Cape St. Clair Unfortunate Resident of Lake Shore</p>
6/8/2021	Email	<p>It would make more sense to build 3rd span environmentally but wouldn't do too much for traffic, especially around the mall and Severn River Bridge.</p> <p>It probably will be better built at one of the other locations, Pasadena or Mayo, which may impact environmentally but would ease the traffic on RT 50.</p> <p>Wherever the bridge gets built, MD needs to start thinking about another area also. It's not going to get any better and this has been talked about for 20 years. Step up the thinking!</p>
6/14/2021	Email	What the [Offensive Language Redacted] the hold up?
6/18/2021	Email	<p>Building a bridge in a new corridor will disperse traffic more. Simply adding a 3rd span will increase traffic on existing roads.</p> <p>I favor the Mayo crossing.</p> <p>[Name Redacted]</p>
6/21/2021	Email	<p>Hello!</p> <p>First, I'm so happy that this is finally getting somewhere and am so excited to see what the outcome is. I'd like to say off the bat that any option is better than no new bridge. As someone who grew up on Kent Island and now lives in Annapolis (I work on KI still) the improvement of traffic conditions is something that must be addressed. There's no other option, it's too bad as it is and must get better.</p> <p>I think that this discussion needs to get broadened. As someone who crosses the bridge every week day and often on the weekends too, my primary observation is that it seems like a huge part of the congestion is caused by out-of-towners crossing the bridge to get to OC and Vice/Versa. For this reason I think that a new span at either corridor 4 or 9 would be the most beneficial as it would more likely draw traffic that's inbound from PA and VA respectively. Building on that, a span at corridor 9 would be seemingly more beneficial because 4 is so close to the top of the bay that many people would alternatively just go around anyway. This corridor 9 option is my favorite of the more likely things to happen.</p> <p>Before I continue, I'd like to take a second to comment on the Governor's stance on this issue. Up front, it should be noted that even as a Democrat I like Governor Hogan I think that by and large he has done a good job of balancing the needs of most marylanders and I think that his COVID-19 approach was pretty effective. However, I think it is obtuse of him to say that it could only be one span and to site environmental concerns to boot. I am about as pro-environmental conservation as they come and also admittedly, I'm not familiar with the science behind this but the amount of pollution that is emitted by the current traffic situation must outweigh in the long term any construction that would occur with a new span. So whether it's a 3rd lane on the existing 2-lane span or a new bridge entirely, something must be</p>

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		<p>done.</p> <p>Moving on, of the options put forward, I favor the corridor 8 option. The area south of Annapolis and in Talbot county are far less developed than those affected by the corridor 6 option. My wife 's 20 minute commute from Severna Park to Arnold more than quadrupled (It took her 2 hours) in length due to the existing traffic and I can only imagine how much worse that would get with a bunch of travelers attempting to take advantage of a new span. The effect such an addition would have on those communities is nigh unfathomable and it is unconscionable to me that this is being considered. If this is done my family and I will likely be forced to leave the area to avoid the gridlock. It's unbearable the idea of the problem getting worse, and I don't use unbearable lightly.</p> <p>Yet another alternative I'd like the State to consider is a tunnel. It would be a massive project and it would take forever but we need something to connect Ocean City and The Western Shore directly. The amount of strain the traffic puts on Maryland's residents and infrastructure is unacceptable. Not only would the existing infrastructure benefit enormously from not having to support such a load so often but so would the local ecology and commerce. The effects are far reaching. Bear in mind, this doesn't have to be for cars. It could be a high speed shuttle or railway. Everyone talks about connecting the major east coast cities via high speed rail but that again seems short sighted. These places don't need more visitors, Annapolis included. However, whether they want it or not, Delaware and Ocean City are getting more visitors. If we give those people taking the bridge for vacation a direct path to the beach than that's a whole group of people that won't be clogging up our highways. In the meantime I'd like to see a restoration of the ferry service. A ferry would not only alleviate some of the traffic but if the state plays their cards right then they could sell it as a tourist attraction. The nice thing about the ferry additionally is that they aren't bound to a set path like a bridge; you could hypothetically have one that connects Middle River and Rock Hall, Deale and St. Michaels, plus the ones connecting Annapolis and Kent Island. Rock Hall and St. Michaels are tourist destinations with their own inbound traffic problems, both of which could use help being alleviated.</p> <p>Lastly, I feel the need to emphasize that this isn't just a Maryland problem. The bulk of the issue seemingly comes on weekends with tourists from out of state. We shouldn't have to shoulder the burden alone. With contributions from the federal government and the surrounding states, not only would this get done faster and with less of an impact on Marylanders. It would also be beneficial to get it cosponsored by a large corporation. Let them brand it and stylize it how they see fit because then we reap the jobs and travel benefits anyway. Who cares if the tunnel would be called "Apple: iWay" or whatever? Let's get it done.</p> <p>In summation, please reconsider Corridors 9 and 10, longer term solutions, and please bring back the ferrys. This problem can't carry on. Thank you.</p>
6/21/2021	Email	<p>I've been crossing this bridge for over 20 years. Maryland state government should have built another bridge 15 years ago. Just think of all the lives you MDgov. could have save. It's a shame that mdgov. Couldn't have figured it out. Also I've personally have spent thousands crossing this bridge, and The time I've wasted of my life is insane. I don't care what I takes but for god sake BILD ANOTHER [Offensive Language Redacted] BRIDGE. PLEASE.</p>