

**Bay Crossing Study Public Comments
DEIS Comment Period
February 23, 2021 – May 17, 2021**

DATE	MEDIUM	COMMENT
2/23/2021	Email	Please not option 7. Too much conjjestion on Kent Island during the summer. We pay high taxes already
2/23/2021	Email	<p>My preference is to avoid the current perilous, white-knuckled drive & instead enjoy a relaxing diversion by having a ferry across the Chesapeake. The success of the Cape May-Lewes Ferry could be replicated in Southern MD. But, alas, I believe that this option has been deemed insufficient for government consideration - but hopefully not so for private entrepreneurship.</p> <p>Having traveled the Bay Bridge for decades I can affirm that the sprawling growth of Kent Island is NOT welcomed in currently still quaint Eastern shore towns where additional bridges & roads have been proposed. Residents take great pride in local history & want to maintain the character of their communities that are composed increasingly of summer vacationers & retirees, towns that depend upon tourism but want to maintain an economically feasible balance of full-time & part-time residents.</p> <p>As described in http://visualmedia.jacobs.com/BayCrossing/#boards-8-2 improvements to existing crossings would be preferred to expansion at other residential community & aquatic protection (oyster) crossings. Building new crossings above or below the existing Bay Bridge would not draw enough traffic to solve failure - the best option is to improve existing road/bridge access. http://visualmedia.jacobs.com/BayCrossing/#boards-6-2 [Name Redacted] [Address Redacted] [Phone Number Redacted] [Email Redacted]</p>
2/23/2021	Email	<p>Dear BCS, I am not able to download any of the DEIS documents via the links on the project website, even the smallest file size. [Name Redacted]</p>
2/23/2021	Email	<p>Dear MDTA: Thank you for the opportunity to review the tier 1 DEIS. You have done a GREAT(!) job presenting all information. Clearly, the corridor 7 option is the most environmentally friendly, as well as the most cost effective. Esthetically, I would personally prefer bridge-tunnel, but not at the costs indicated. I did not read every word of every document so I am uncertain from the documents if the tunnel option has been previously abandoned.</p> <p>I would prefer seven lanes, but again only with careful consideration of cost versus traffic reduction. Increased toll costs should be a consideration. In this case, I will imagine that a new alignment would be considered versus existing alignment.</p> <p>As a 78 year old, it is doubtful that I will ever get to see or travel on the new bridge. I appreciate everything that you have done to ease the travels of my kids and grandkids. [Name Redacted] [Address Redacted]</p>
2/23/2021	Email	<p>Bridge Route Options 3,4,5,6 are the best options Why funnel all traffic to the same bottle neck area of the RT 50 crossing Do this and PA and Baltimore traffic would tend to use the Northern new bridge and DC and VA drivers would tend to use the existing two RT 50 bridges This would make the most sense Sincerely, [Name Redacted] [Personal Information Redacted] [Address Redacted] [Phone Number Redacted] [Email Redacted]</p>

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2/23/2021	Email	I think a span should really be considered from Southern MD (Lexington Park area) over to Eastern shore so it will allow for easier access to VA.
2/23/2021	Email	To whom it may concern, Please please please do not consider Corridor 8 for crossing the bay. Putting a bridge in Mayo would be horrific. Traffic is already horrible on Solomon's Island Road from Annapolis to Edgewater. A bridge would be devastating. 424 and 214 cannot handle the extra traffic from a bay crossing in Mayo. This would be catastrophic to all residents of Davidsonville and Edgewater. Reject corridor 8. Honestly, I think the existing bridges are fine. We don't need a new bridge. But, if you really want to build one, please put a third span next to the existing 2 bridges. Sincerely, [Name Redacted] Homeowner, [Address Redacted]
2/23/2021	Email	I am writing to submit my grave concerns with and opposition to corridor alternative 8 in the DEIS studying new bay bridge crossings. Routes 424 and 214 are 2 lane arterial roadways that cannot handle such traffic loads. Route 214 is the only travel route onto the Mayo peninsula and a single bad accident today can leave residents of that area stranded and unable to get in or out for hours. Three public schools can only be accessed by Route 214 (South River High School, Central Middle School, and Mayo Elementary) and would be very negatively impacted by the additional traffic. Alternative 8 would negatively affected disadvantage populations since among all the corridors being studied, it is the corridor with the highest percentage of its population below the poverty level. It is also the corridor with the greatest number of sites identified that are listed on the national register of historic places, and the most sites as yet not evaluated for historic impacts. Alternative 8 also contains the highest number of wetlands and water impacts. The DEIS does not adequately describe impacts on drinking water. It discusses only SSAs and reservoirs, without recognition that most households along alternative 8 rely on well water. Lastly, Alternative 8 is the most costly. For all of these reasons it is an unwise choice, would cause too many environmental impacts, and should be ruled out from further consideration in any tier 2 document. [Name Redacted] Resident of Anne Arundel County
2/23/2021	Email	Just a few days ago, there was an accident near Lake Shore Dr on Mountain Rd. It caused stand still traffic for over 30 minutes. That was a very short delay compared to most, and these accidents happen frequently with just the traffic from local residents. Putting a bridge crossing at the end of Mountain Road would be a logistical nightmare for the residents on the peninsula. Add the 3rd span to the already existing bridge. It makes the most sense. [Name Redacted]
2/24/2021	Email	Hello, I cross the bridge twice a day Mon-Fri. PLEASE, just start building another span, ANYWHERE. Pick a spot, plan it out, and let's start this already. Thank you, Bay Bridge Commuter
2/24/2021	Email	Hello, My family and I live in Pasadena and really don't like the idea of adding a bay bridge crossing from here. This area is hard enough to get in and out of and this would add a ton of through traffic. We are not in favor of this option. Sincerely [Name Redacted]
2/24/2021	Email	Good morning, I'm looking at the bay bridge study and options 6, 7 and 8 all seem to be viable. Not building anything is not an option. I live in Annapolis and Friday beach traffic impacts everyone's lives here. We pay ridiculous amounts of taxes- let's put our hard earned money to good use. I'd hate to have a medical emergency on a Friday- I would pass before an ambulance could get to me. Thanks for listening, Thanks for listening, [Name Redacted]

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2/24/2021	Email	<p>As a resident on the section of Mountain Road that requires a 3rd bi-directional travel lane (depending on time of day) to keep local traffic moving, I can't even imagine what a disastrous nightmare it would be to add bay traffic to this area. The state would need to increase the width of 100 and basically wipe out a major area of residential homes running down the middle of the peninsula to keep the bay traffic separate from the local traffic. And how much traffic is really going to be diverted from the existing bridge that is literally visible from where the mountain road crossing is being considered?</p> <p>This applies to the crossing south of the existing bridge as well. If you're not going to put something far enough south to truly pick up all the southern Maryland and Virginia traffic, you may as well just add a 3rd span to the existing infrastructure. My daughter lives in Lusby and I can tell you that if there was a bridge further down the bay, her drive home to Pasadena during the summer would be so much more pleasant since the majority of the traffic she travels with heads off on 50 east when they get to the other side of Annapolis. No-one wants their land taken, but most of the land down that way is open farmland rather than displacing hundreds of residents from their homes. If it's not an option to actually put in a new bridge far enough away to make a difference to traffic on 50, then just add another bridge where the infrastructure is already in place.</p> <p>[Name Redacted] [Personal Information Redacted] [Address Redacted] [Phone Number Redacted] [Email Redacted]</p>
2/24/2021	Email	<p>Do not build a a crossing site from Pasadena (Mountain Road) to the eastern shore. You would be adding a tremendous amount of traffic on an already heavily traveled thoroughfare. Not to mention that there are 4 school located on Mountain Road that this would severely effect. This is poor planning and poor investigative work if this is the only option that you can come up with. With already having the Bay Bridge in Anne Arundel County another county to our north would benefit better from a crossing site. You will make Anne Arundel County a horrible place to live an loose residents therefore losing your tax revenue. Think again and come up with a different plan.</p> <p>[Name Redacted] AA County resident</p>
2/24/2021	Email	<p>As a resident in Pasadena, I highly object To any thoughts on putting the bridge and Pasadena Gibson Island. Route 100 is already in congestion crisis many people have gotten killed traffic is unbearable I hope that you reconsider putting it in this area thank you for taking the time to read this email a concerned citizen</p>
2/24/2021	Email	<p>Dear Project Team, I wish to offer a suggestion for expanding the travel lanes to the existing bridge spans. It may be possible to cantilever new travel lanes to both sides of the existing spans. Using diagonal steel bracing attached to the existing steel structure, mainly from below and occasionally from above, new single lanes could possibly be attached to both sides of both of the existing bridge spans. Thank you.</p>
2/24/2021	Email	<p>The South River Crossing on 214 would uproot way to many people its already congested not practical. Has anyone even thought to go south to really allieviate the traffic?</p>
2/24/2021	Email	<p>Dear Bay Crossing Study, My name is [Name Redacted] and I am a citizen of Pasadena, Maryland and live in a community that would potentially be affected by the installment of a new Bay Bridge within Corridor 6. First of all I would like to thank all the people that are involved in this study. There was a lot of hard work to prepare this report. I am an environmental specialist and empathize with you to preform this massive assessment. The Pasadena area, specifically the Lake Shore region, is a beautiful residential and community area that has some natural beauty left, in comparison to other developed areas in this region. I am a new resident as of 2018 and enjoyed moving to this area because it's close to everything but also has a sense of nature (I am originally from Cecil County). That being said, I have a few questions: 1) How will you regulate and decongest traffic on route 177? It is already congested and there is only one way in and one way out. Will there be over passes built? Are you fully aware of the existing traffic patterns and traffic density already in place? 2) How will you compensate homeowners for potentially decreasing their home values or buying them out to construct a wider highway? Will you look at existing</p>

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		<p>home values and offer that price? I understand that you will experience the "not in my back yard" attitude from many citizens. I too have a very similar attitude. If this is truly inevitable, how do you plan to pump life back into our communities? How will you help me plan for a longer commute to the grocery store? Human beings are creatures of habit and generally don't like change. Sometimes change is for the greater good and it's inevitable that a portion of the population will suffer. My question is, how will you ease the pain of the suffering folk? Have there been studies of communities that have previously experienced this issue? I am very against this plan until detailed plans for the community, and traffic relief are developed for the public. Forgive me if they are already publicly available. I would love for someone to point me to the specific resources where I am able to view them. Thank you for your time, [Name Redacted]</p>
2/24/2021	Email	<p>Maryland needs to consider a third span with physical security in mind. Since there's only two crossing points on the bay, each over 100 miles apart, a third location needs to be considered, preferably midway between the two crossing points, perhaps in the St. Mary's county region to offset traffic, especially, from the DC region, and to provide an intermediate crossing point if one of the other two existing crossing points becomes compromised. [Name Redacted] [Address Redacted]</p>
2/24/2021	Email	<p>I am OPPOSED to bridge in the Mountain Road area. There are many wildlife and open areas in the area for a reason: this is vulnerable land, directly tied to the Bay.</p>
2/24/2021	Email	<p>Hello, I am writing to express my concern in regards of building another bridge to Kent Island thru the Mayo peninsula. I'm not sure why this option was ever even considered as the peninsula is SMALL and already has terrible traffic on 214 and surrounding areas. The passing traffic would congest even more of what's left of the peninsula and will disturb lots of residents way of life. I do not believe we need another bridge at all, or at least build it more North near Baltimore, where the population is already extremely high and it takes them much longer to get to the bay bridge. Either way, please do not build a bridge on/near the Mayo peninsula. This area has its charm and a through traffic to the bridge would destroy it all. After all, we are really close to the capitol of Maryland and we should preserve our history, charm and nature to the max. Thanks, [Name Redacted] -- [Name Redacted]</p>
2/24/2021	Email	<p>I definitely think a third span should go up in the current location.</p>
2/24/2021	Email	<p>Adding a new bridge in Pasadena will provide greater access to the Eastern Shore from Baltimore and other locations north of Annapolis. This would decrease congestion over the existing Bay Bridge and provide greater flexibility for travel. Sincerely, [Name Redacted] [Address Redacted]</p>
2/24/2021	Email	<p>We have enough problems with mountain road with accidents and traffic as it is. This would force many people to move. This will also change the value of our homes. We are quiet development down here and this is why we moved far away from noise and have peaceful living. Someone needs to do more checking on how this will effect mountain road and the quality of living for those people who moved to get away from all that Many are saying they will move if it comes. How all full for all those people who worked hard to finally find a peaceful place to leave and now this.</p>
2/24/2021	Email	<p>I vote for a third span near the current bridges or none at all. The Mayo peninsula is already congested and with just 2 lanes would really impact current residents and make local travel impossible. The Pasadena area has the same issues.</p>

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		Sincerely, [Name Redacted]
2/24/2021	Email	https://patch.com/maryland/annapolis/new-bay-bridge-crossing-site-proposed-md-officials Corridor 8 through the Mayo peninsula should be absolutely shut down. The peninsula is surrounded by critical areas and is already overly congested with little to no room to expand 214, which runs through established neighborhoods. The output of this span going into or through St. Michaels is right into another choke point. The fact that this is even an option to waste time and energy in proposing is ridiculous. [Name Redacted]
2/24/2021	Email	Please do NOT approve a third Bay Bridge Crossing. It is not good for our county, our environment, or our quality of life.
2/24/2021	Email	If you have ever been on route 2 during rush hour, you would see it can back up all the way to the harbor center. Adding a bridge would just cause more congestion.
2/24/2021	Email	Having grown up and still living in Davidsonville, and gone to high school in Edgewater, the option through Mayo would be an absolute nightmare.
2/24/2021	Email	I am a resident of Pasadena, living off a RT 177. Our area is already congested beyond capacity. RT 177 is a small 2 lane road and can absolutely not accommodate more traffic especially on top of new housing developments in the area. Respectfully, [Name Redacted]
2/24/2021	Email	I live on Kent Island, it would be nice to know where the third span would come on the island. Corridor 7 is vague, specifics would be appreciated. Thank you, [Name Redacted]
2/24/2021	Email	Hello, As a long time resident of Pasadena and residing off of Mountain Road where one of the proposed routes for the additional span of the Bay Bridge, I would disagree that is a potential route. We are already slammed with our daily traffic as it is. To add more congestion would be a potential hazard if there is an emergency. Delayed exiting of emergency vehicles from the peninsula could be life threatening. Please consider adding the extra span to the existing area of the bridge. Thank you, [Name Redacted]
2/24/2021	Email	Sent from my iPad New bridge should be north of Baltimore taking traffic off off rt 50 and diverting to Us 1
2/24/2021	Email	I am in favor of building a new bay crossing from Pasadena to the eastern shore. The Corridor 6 option will free up a lot of traffic and really help people in the Baltimore area and beyond. It also appears to be a lesser span which hopefully would also cost less money. [Name Redacted] Baltimore, Maryland
2/24/2021	Email	NO more spans near Annapolis. Right now anytime there is a hiccup on RT 50, Annapolis is in gridlock for hours and this happens on a weekly or biweekly basis all year. The best option is near Pasadena to draw drivers from Baltimore or Philadelphia to a northern route instead of funneling Baltimore, DC and Virginia drivers through Anne Arundel County on RT 50. And whatever happened to the route near Solomon's that was proposed decades ago? [Name Redacted]
2/24/2021	Email	I like the option adding to the two we have but they aren't the only problem. You need to expand the toll booths too, they slow things down. [Name Redacted]
2/24/2021	Email	Please move forward quickly on building another bridge quickly. The current bridge is not a pleasant bridge, dubbed one of the scariest bridges in the US for the height and architecture of it. In addition the need to remediate the heavy traffic is very apparent. Once it took me 3.5 hours at a standstill to get across the bridge from Annapolis. I would prefer an entire new alternative that won't be affected by backups on Rt 50 and I feel a whole new structure and location is in order. Therefore I

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		vote for the corridor 6 option as a first choice and corridor 8 as a second option. [Name Redacted] [Phone Number Redacted]
2/25/2021	Email	Add the 3rd crossing to the existing. Build a low lying bridge then tunnel for under the channel then low lying bridge to complete the connection. 1) Engineering is simple will cost less than half. 2) Environmental impact is much less from the footer sizes vs the tunnel section. 3) Maintenance cost is fractional 4) Build time will be reduced by several years. 5) This will provide better options for safer crossing during gale force and other weather. 6) Reduced height option for fearful drivers. 7) Less accidents would occur from wind reduction and anxious drivers 8) Suicides wouldn't occur on this low lying bridge. 9) it would pave the way to eliminate the old spans when it comes time with simple integration.
2/25/2021	Email	I just wanted to support the proposal of a third span of the Bay Bridge, with the infrastructure already in place to support traffic on either side it not only saves money it would result in minimal environmental impact Sent from my iPhone [Name Redacted] [Address Redacted]
2/25/2021	Email	To whom this may concern, Thank you for the opportunity to submit public input. As a resident of AA County that lives and travels Mountain Rd. (Rt 177) daily I am strongly against the 3rd span as Option 6. There are vehicles accidents daily and traffic is already congested 7 days a week. I do agree that a 3rd span is necessary however option 6 should not continue to be amongst those considered. I support option 7. Thanks, [Name Redacted] [Email Redacted]
2/25/2021	Email	2/25/2021 From a longtime eastern shore resident. Summer traffic is HORRIBLE. We cannot withstand another bridge or lane on the shore. It is already IMPOSSIBLE to leave our homes and travel about Kent Island on a Saturday or Sunday evening! This can be life threatening in an emergency! Also it keeps us STUCK in our own homes because the TRAFFIC insists on taking our backroads in a FUTILE effort to surpass Route 50 thinking "they" will get closer to getting ON the bridge quicker. Absolutely ZERO regard for our quality of life IF this additional SPAN is built! Mass exodus from this area! Rethink this position and build elsewhere and SOONER than later please! Wildlife is already suffering on Kent Island because of "over development."
2/25/2021	Email	You all must have lost your minds if you think corridor 8 (mayo) is the best option to put a third span of the bridge. Local residents can't even get in and out of the peninsula during any type of emergency, let alone thousands of cars everyday who don't know where they are going causing accidents. One tree down, peninsula shut down for hours. Power line fire, hours. Car accident, hours. Living on a peninsula is a way of life. There is absolutely zero infrastructure to support thousands of increased cars per day. I can't believe corridor 8 is even on the table!!
2/25/2021	Email	I have several comments on the Draft Environmental Impact Statement: 1. Whatever option is chosen, there MUST be a suitable facility for pedestrians and bicycles. This should be at least a 15' wide multiuse path that can safely accommodate walkers, runners and cyclists simultaneously. It must include observation areas overlooking the bay. This was done on the Mario Cuomo (was Tappan Zee) bridge in NY. It is spectacular and a huge tourist attraction in addition to allowing bicycle commuting. 2. Make it adaptable to for rail. If there is demand for rail service to the eastern shore, a portion of the travel lanes should be able to be converted to carry the weight and stresses imposed by 2 rail tracks/cars. We have no idea the future of personal automobiles so this other mode must be possible if conditions change. 3. Given the end of life of the existing two spans on corridor 7 is less than 50 years, and as time goes on maintenance costs will increase rapidly, rather than build a

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		"third" span, just reconstruct the crossing in a single span now. The crossing should have 3 travel lanes in each direction to match the lanes on both approaches, shoulders on each side of the 3 lanes for breakdowns and the multiuse path on the south side. Ultimately, a new bridge satisfying these criteria and removing the old spans immediately after would save maintenance costs in the long run, allow for the facilities required above and provide the sought automobile congestion relief. Best regards, [Name Redacted] [Address Redacted]
2/25/2021	Email	Hello, Why were options 1-3 eliminated? Doesn't Pasadena already have such traffic jams? Why add more traffic towards that direction? Thank you, [Name Redacted]
2/25/2021	Email	You guys needs to sit on 177 for one full work and school day. Traffic is already screwed and it's a 1 way dead end road. This is the worst possible corridor
2/25/2021	Email	Good Morning, I am voicing my opinion that a crossing site at either corridor 6 or 8 would be absolutely detrimental to residents that live in these areas. Traffic is already extremely congested on Mountain Rd. in particular, and increasing the amount of vehicles would be dangerous and make the daily backups even worse. I support Governor Hogan's assertion that the only viable option is to add a 3rd section to the existing area. Respectfully, [Name Redacted]
2/25/2021	Email	I'm writing today to voice my opinion on the Pasadena to Eastern Shore option. This option is the worst idea I've ever heard. We already live down a dead-end road and ROUTINELY experience road closures due to accidents that leave residents stranded. There is no other in / out option. Recently I had to sit in 4 hours of traffic to get home (5 minutes) because of an accident that closed Rt 177 (Mountain Road). Pasadena is at capacity as it is. There is NO WAY we can take any more vehicles traveling this road. You clearly need to visit Pasadena more frequently if you think this is even an option at all.
2/25/2021	Email	Good day, I do not support installing the bay bridge at Downs Memorial park. Mountain Road has way to much traffic currently and is not a feasible site. Plus your impacting homes in the area. I think this is unacceptable of elected officials to place this in the Pasadena area and I will not ever support a horrible idea like this. In this area there is constant accident limited space for a wider road. I think something north Of Baltimore would be more appropriate or expand route 50 and build a large bridge at the current bay crossing. It seems people are not taking environmental impacts of this in the Pasadena area as well. Finally, what residents would support this it seems government needs to listen to the citizens for once. Respectfully, [Name Redacted] Conceded Homeowner
2/25/2021	Email	Also, I meant to say concerned homeowner. Please reach out to me if you would like to listen to my grievances or me listen to your idea. Respectfully, [Name Redacted] Concerned Homeowner
2/25/2021	Email	Good morning. I am writing to urge state planners to eliminate the Pasadena and Mayo crossings from consideration for bay bridge expansion. As reflected by the MTSA's recent recommendation, a third crossing near the existing bridge is the best solution to alleviate traffic congestion and will have the least amount of environmental and community impact. As a resident of Davidsonville, I can speak directly to the negative impact that a Mayo crossing would have on the community and environment. We live in a town with open fields, one stoplight and a small community store. Adding a Mayo crossing – with all of the attending traffic – would gut our town, ruin the quality of life, and destroy the landscape (to say nothing of the impact that the bridge would have at waters' edge). I imagine a similar impact would be felt in Pasadena, albeit a more developed area. If a third bridge is needed, the infrastructure exists to build it in the same location – it simply makes sense to do so for fiscal, environmental and quality

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		of life reasons. Thank you. [Name Redacted] [Personal Information Redacted] [Address Redacted] [Phone Number Redacted] [Email Redacted]
2/25/2021	Email	Traffic on Mountain road is all ready Horrible during rush hour during the week and on weekends when Downs park is having events . Also when there is a accident on Mountain road the back already goes for miles and the detour is Woods road .
2/25/2021	Email	Has an over-under bridge been considered for the existing Chesapeake Bay Bridges - similar to the Verizono Bridge in New Jersey to New York over the Hudson? With some engineering, this could be a way to double capacity of the existing bridges at a lower cost. [Name Redacted] [Phone Number Redacted] [Email Redacted]
2/25/2021	Email	One last item I find it inappropriate to spend 5 million dollars on a survey for this when any one can drive this area and see how the traffic is. You guys want to increase taxes though this needs to stop immediately save the money and invest in something else.
2/25/2021	Email	I'm in favor of either building a third bridge at the current location (Corridor 7) from Sandy Point to Kent Island. Or possibly building a double decker bridge on the existing spans, similar to a number of other east coast bridges. I don't support Corridor 6 since the roads infastructure isn't there. Since I live near Rt 100 and Rt 177, rush hours in the morning and evening are tough. There are frequent backups going as far west as I-97 (evening rush hour) and delays on Rt 177 (during the morning two lane conversion). In the morning, Rt 100 is a packed two lane highway. Rt 100 would require widening to at least a third lane AND adding a bypass highway to Rt 177. Respectfully, [Name Redacted] [Address Redacted] [Phone Number Redacted]
2/25/2021	Email	Do not build a bridge anywhere near corridor 6. Do you realize that one accident on rt 177 causes MAJOR DELAYS for people in both directions? With only one way in and one way out, starting at Woods Road off 177 .. this is terrible idea . Please stay away from 177 and Gibson Island ..
2/25/2021	Email	I agree with the new bridge. I don't agree with building a train. I want my car when I travel. I don't want to rent a car. I don't agree with building around or over Sandy Point Park, Pasadena and areas which are already congested. Keep our bay communities free from disrupting the solitude they bring. Good Luck! [Name Redacted] [Address Redacted]
2/25/2021	Email	I reside in Annapolis, an area that bears the brunt of daily traffic to the Eastern Shore. A third bridge to our area would add horrible congestion and more traffic accidents and tax limited responder resources even more. I hope an impact study is being conducted. I favor building the new bridge span further north in Maryland to disperse the congestion. The added benefit is that it would be closer to the Delaware beaches - the travelers' choice destination. Thanks for your attention to my comments, [Name Redacted]
2/25/2021	Email	To whom it may concern: I write to encourage you to adopt the 3rd-span option for expanding crossings of the Chesapeake, as opposed to the options that would build a second bridge. As a

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		<p>member of the Edgewater, MD, community, who would be particularly impacted by proposed option 8, as well as a Marylander concerned about the environmental and property value impacts of installing a new span and creating a separate corridor, instead of simply adding to the already-developed bridge corridor in option 7, I find the choice obvious.</p> <p>Regarding particularly option 8, the traffic load that would be redirected down the Mayo Peninsula, and the significant amount of road retrofitting, not to mention the destruction of habitat along 214 and in Beverly Triton Park and other natural reserves makes that an arduous option both economically and environmentally. Running a new bridge corridor through Mayo would destroy the fabric of the community. The placement of such a bridge, and its link across the Bay to St. Michael's (another beautiful and small community that would be destroyed by such a plan), makes no sense in terms of traffic patterns and would not provide any reasonably increased convenience over the installation of another span in the existing Bay Bridge corridor.</p> <p>I strongly encourage you not to select option 8, and to instead place a new span within the existing Bay Bridge corridor, when you convene.</p> <p>Thank you-- Sincerely, [Name Redacted] [Address Redacted]</p>
2/25/2021	Email	<p>We live in Chester, Md. on Kent Island. We are opposed to building a 3rd span of the Bay Bridge next to the present bridge. Summer traffic on Kent Island is horrible. A 3RD SPAN would not relieve traffic on Rt. 50 or Rt. 18. On weekends and holidays we can barely get to the grocery store or appointments. People leave Rt. 50 and clog up our roads. It is difficult for ambulances and firetrucks to get thru. Putting a bridge somewhere else would relieve some of our traffic problems as well as congestion at the Rt. 50/301 split. People may get across the bay faster but they still have to come down to the same 3 lanes on Rt. 50. It may help Annapolis but it does not help us here on the eastern shore.</p> <p>[Name Redacted] [Address Redacted]</p>
2/25/2021	Email	Corridor 6 would be best as pennsylvanians could use it! Ritchie hwy cannot take on any more traffic
2/25/2021	Email	<p>Hello,</p> <p>As a longtime resident of AA County and owner of a second home in Ocean City, who has spent literally countless hours over the years sitting in traffic on Route 50 due to bottlenecks at the existing Bay Bridge spans, I vote for a third span near the existing ones.</p> <p>The basic highway infrastructure is already in place and adding a third span will help alleviate the backups that occur on the existing bridges.</p> <p>It would be interesting to conduct a study as to why the traffic seems to flow fine on both sides of the bridges, but backups seem to be initiated at the bridges themselves. I personally believe a large part of the backups are caused by drivers fearful of crossing the waterway. As a result, since there with only two current spans, there is no other place for them to travel at a speed well below the posted limits to help them cross with their anxiety of traversing over a large waterway. Thus, they end up impeding traffic, leading to lengthy backups.</p> <p>Sooo, rather than doing nothing and allowing the problem to get worse, or disrupting other areas not already prepared for additional traffic, the logical choice in my opinion is to add a third span next to the existing ones.</p> <p>Regards. [Name Redacted] [Address Redacted]</p>
2/25/2021	Email	One word: Tunnel
2/25/2021	Email	<p>Here's my comment: Quit the BS and get it done! Now! The Governor has it right. It's absolutely ridiculous it's taken this long - the third span adjacent to the existing bridges should have been built 10 years ago. Any option other than Annapolis is stupid.</p> <p>Thanks for the opportunity to comment [Name Redacted] [Address Redacted] [Phone Number Redacted]</p>
2/26/2021	Email	<p>The Corridor 7 proposal may be the easiest and the cheapest option, but I think it is the wrong choice.</p> <p>Currently all traffic from the Washington metro area and the Baltimore metro area as well as from other parts of the state all merge on Rt 50 to cross over the</p>

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		<p>Chesapeake Bay. Adding a third span across the bay at the same location doesn't change the traffic flow. Whenever there is construction on the bridges or roadways leading onto the bridges there is usually extreme backups for many miles and consuming many hours. Additionally, when there is an accident on Rt 50 or on one of the bridges, traffic is again adversely affected with no alternative.</p> <p>I think a better alternative would be a new bridge built either north of the current spans, i.e., Corridor 6 or a new bridge built south of the current spans, i.e., Corridor 8. A new bridge at either of these locations would split the Washington metro traffic from the Baltimore metro traffic resulting in easier traffic flow across all three spans. Also, should there be construction, maintenance, or an accident on any of the approach ways or bridges, motorist would have an alternative to detour around any potential delays, which does not exist now nor would it exist if the third span is adjacent to the current spans.</p> <p>I realize that building a new crossing either north or south of the current crossings would be more expensive because of the infrastructure that would be required but building new access roads would be better than adding additional lanes on Rt 50 that could likely increase the number of accidents and any potential slowing or stopping of traffic.</p> <p>In summary, building Corridor 6 would be "penny wise and pound foolish" when one of the other proposals would service the residents of Maryland better.</p> <p>Sincerely, [Name Redacted]</p>
2/26/2021	Email	<p>Hello Please add my vote to mirror [Name Redacted]. *MDTA Note – commenter is referencing the comment included below Thank you [Name Redacted] On Feb 25, 2021, at 5:51 PM, [Name Redacted] <[Email Redacted] > wrote: Hello, As a longtime resident of AA County and owner of a second home in Ocean City, who has spent literally countless hours over the years sitting in traffic on Route 50 due to bottlenecks at the existing Bay Bridge spans, I vote for a third span near the existing ones. The basic highway infrastructure is already in place and adding a third span will help alleviate the backups that occur on the existing bridges. It would be interesting to conduct a study as to why the traffic seems to flow fine on both sides of the bridges, but backups seem to be initiated at the bridges themselves. I personally believe a large part of the backups are caused by drivers fearful of crossing the waterway. As a result, since there with only two current spans, there is no other place for them to travel at a speed well below the posted limits to help them cross with their anxiety of traversing over a large waterway. Thus, they end up impeding traffic, leading to lengthy backups. Sooo, rather than doing nothing and allowing the problem to get worse, or disrupting other areas not already prepared for additional traffic, the logical choice in my opinion is to add a third span next to the existing ones. Regards. [Name Redacted] [Address Redacted]</p>
2/26/2021	Email	<p>Hi, I recommend building a third bay bridge near the other two, but making the new one a comfortable wide and low drawbridge. Many people hate both bridges currently because they are so high and narrow. I would make the new one high enough for normal boats, but have a drawbridge section for the huge tankers and things that don't come through often. The other two bridges are so bad that companies offer to drive people over, and it's rated one if the scariest bridges in the world. Thanks, [Name Redacted]</p>
2/26/2021	Email	No to the Mayo Proposal.
2/26/2021	Email	Do not build! Find a better solution.
2/26/2021	Email	<p>To whom it may concern, For the six years I have been a resident on the 214 peninsula, there has been a great deal of concern shared over the over building and the lack of infrastructure needed to support building homes, schools, businesses and protecting the watershed. There has not been any action to improve the infrastructure of the roads to handle what's already happening on the peninsula and to think that we would add more traffic through flooded roads is unconscionable. The damage to the watershed</p>

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		has not been studied significantly. We are already seeing a negative impact to the wildlife on the peninsula and adding more traffic will put small children and animals at risk that live and play here. For the working people living on the peninsula, this would add time to their commute on both ends making living here less desirable. The only acceptable answer is a third span of a current bay bridge. Thank you [Name Redacted]
2/27/2021	Email	Why not pay Bolt Bus and similar companies to add an Ocean City route? It's the way younger people want to travel.
2/27/2021	Email	My comments on the Third Bay Bridge Crossing: 1. It should be near the existing two bridges because general rights of way are already in place. 2. Consideration should be given to adding another roadway to either or both bridges, above or below the current roadways. Current structures would need reinforcing. Marine traffic heights need consideration for the below-roadway option. 3. Very different: Consider adding a suspended or hard-fixed roadway between the current bridges (hard-fixed does present indeterminate engineering challenges). No new in-water understructure needed but current bridge structures would need reinforcing, to include inward torque considerations. Roadway ends of the resulting structure would need widening. [Name Redacted] [Email Redacted] [Address Redacted]
2/27/2021	Email	All, In regards to the recommendation for the # 7 option. What happens when the traffic gets to the Kent Narrows? No room there to widen the roads. We would like to have someone come to an upcoming board meeting and explain this recommendation to us and also to explain how this will affect the highly sensitive Kent Island Narrows Waterway. Best Regards, [Name Redacted] [Name Redacted] Executive Director Kent Narrows Development Foundation [Address Redacted] [Email Redacted] [Phone Number Redacted]
2/27/2021	Email	To whom it may concern, For the six years I have been a resident on the 214 peninsula, there has been a great deal of concern shared over the over building and the lack of infrastructure needed to support building homes, schools, businesses and protecting the watershed. There has not been any action to improve the infrastructure of the roads to handle what's already happening on the peninsula and to think that we would add more traffic through flooded roads (physically and metaphorically) is unconscionable. The damage to the watershed has not been studied significantly. We are already seeing a negative impact to the wildlife on the peninsula and adding more traffic will put small children and animals at risk that live and play here. For the working people living on the peninsula, this would add time to their commute on both ends making living here less desirable. The only acceptable answer is a third span of a current bay bridge. [Name Redacted]
3/1/2021	Email	Hello, I was drawn to the beauty and magnificence of the Bay over 35 years ago when my husband and I chartered a sailboat out of Annapolis and sailed down to the Rhode River and then continued to the eastern Bay, Choptank, Little Choptalk and back. Shortly after that trip we bought a small sailboat which we kept in Parish creek. As the years went on the boats got a little bigger and we moved up to Galesville. Eight years ago we bought a small 2-bedroom home on Cadle Creek and have our boat here.

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		<p>Over the years we have seen drastic decline in marine life (coupling crabs used to be abundant and now hardly ever seen) and an increase of construction and housing throughout the area. I feel adding another crossing site especially to this area which seems to be so fragile to begin with would be detrimental to the Bay. A couple of specific:</p> <p>The ground on this peninsula is not very sturdy (in other words I eight years we have seen our property keep sinking in areas that are not adjacent to the water. The ground has not dried out all winter. I cannot imagine how far down you will have to dig in order to find stable ground to build the many supports for the bridge all that construct will surely disrupt what marine and wildlife still exists.</p> <p>The area between the Rhode River/ West River and Eastern Shore/Miles River are a boater's haven. People go there for a close get away from Philadelphia via Rock Hall, Baltimore, DC, and even places as far as Lancaster, PA. While their "playground" is not really your concern, I would think there would be a loss of jobs and tax dollars as people move their boats to other places, stop going to restaurants, etc.</p> <p>Now that many people have been working from home for about a year telecommuting is the norm. The ability to telecommute opens up the door for people to travel to the beach on a Thursday/Wednesday and return on a Monday/Tuesday decreasing the high rush on Friday and Sunday Nights.</p> <p>I believe the best and only option is to build third span to the existing Bay Bridge. The removal of tolls has already had a significant impact on wait time another few lanes will make that even less. The existing spans have been renovated and seem to be in great shape. Why should an area that is teetering on the edge by over-construction be destroyed for a whole new bridge? There is space at the current site and the supporting stores (gas stations, fast food shops, etc.) are all already built. [Name Redacted]</p>
3/1/2021	Email	Do IT!
3/1/2021	Email	<p>Good Afternoon</p> <p>I completed reading the studies and wish to comment on Option 6. It is incredible that this option remains under consideration.</p> <p>The RT. 100 to Mountain Rd corridor is a single access road with dead ends at Gibson Island and Pinehurst. As a resident of Cedarwood Cove for 36 years, I can say unequivocally that we are already at risk. We have reduced daily 30 minute rolling backups with a third lane and directional arrows, with some improvement but many accidents/ close calls. I affectionately refer to the middle lane as a "kamikaze lane."</p> <p>Any storm/ tree damage or accident can block our only access in or out of the peninsula. Once past Woods Rd, all residents are potentially trapped. In an isolated emergency, the patient has no hope. In a large evacuation, such as hurricane, the only remedy would be to go to a school. Remarkably, nothing has been done to remedy this risk. So what do the planners present? Option 6... to increase traffic on this road to accommodate travelers to and from the Eastern Shore.</p> <p>Option 6 endangers the residents of our peninsula while risking further slowdowns. The disturbance related to road "improvements" will impact critical areas draining into the Bay's tributaries and will do irreparable harm to an ecosystem already under stress. The cost is higher than option 7.</p> <p>I urge you to reject option 6.</p> <p>I agree with others that cite that electronic tolls and Covid related telework have reduced the short term need, but we are charged with long term planning.</p> <p>Thank you for hearing my comments.</p> <p>With regards [Name Redacted] [Email Redacted]</p>
3/1/2021	Email	People who live on Kent Island have to endure the backups Sun and sat. Please we pay taxes . Please keep our island safe and peaceful. [Name Redacted] [Address Redacted]
3/1/2021	Email	<p>What is the point of another bridge? It would only rush the traffic from one backup to the next, worse backup, the traffic still ends up on route 50. Ocean City can only hold X number of tourists and their cars. If you believe in global warming how long do you think OC will be usable anyway? There are no benefits worth the investment, not in today's times and troubles.</p> <p>NO 3RD BRIDGE!! [Name Redacted]</p>
3/2/2021	Email	<p>Dear Team, I don't think there is a problem with the bridge, the problem is people leave right after work to go, so everyone is trying to get there at the same time. If you wait until 10pm and pack to go the traffic is usually fine, or get a good night's sleep and get up at 5am and head there early traffic is fine. There is only Fri. from 3-9pm and Sun. from 3-9pm that there is need for another bridge. People need to be smarter or put up with the overload at those times not look for a multi- million dollar convenience for such a small window of inconvenience. Thanks [Name Redacted]</p>

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3/2/2021	Email	<p>Hello,</p> <p>We absolutely agree with the draft assessment to build a new span of the Bay Bridge in the existing corridor along Rt 50 (if a new span is determined to be necessary). Any construction along the Pasadena or Mayo corridors would have caused irreparable harm to those communities, and made no sense. Pasadena and Mayo roads roads (many of which are 2 lane roads) would have to be totally revamped in order to be able to handle the amount of considerable traffic the bridge would cause. This would completely change the existing character of those communities and cost Maryland considerably tax dollars. It was a ridiculous proposal from the beginning, and caused entire communities significant stress to even have had to consider their homes being impacted by entirely new highway systems carrying hundreds of thousands of cars through communities that have seen small vehicular travel up to now. And the impact to human lives and the environment would have been devastating as well. Please ensure that the proposal to build along the current Rt 50 corridor is finalized. Thank you!</p> <p>[Name Redacted] Mayo Peninsula resident</p>
3/2/2021	Email	<p>Tuesday, March 3, 2021</p> <p>All discussion on building a third Bay Bridge in Mayo is definitely crazy.</p> <p>We can not get down RT 214 now and how in the world would the traffic load of people going over the Bay Bridge make it down RT 214.</p> <p>Now we can not even get emergency vehicles down the road.</p> <p>I think every one thinking this is a good idea needs to drive themself down RT 214 during rush hour to and from work (and not have a driver drive you or have emergency lights on)</p> <p>County leadership can not provide emergency service now or even have our roads in good order.</p> <p>What are you people thinking.</p> <p>Thank you</p> <p>[Name Redacted] [Address Redacted] [Phone Number Redacted]</p>
3/4/2021	Email	<p>Just wanted to vote for the Corridor 7 option. Corridor 6 is too close to Eastern Neck State Park and Corridor 8 is too close to St. Michaels. Both 6 and 8 affect more of the bay than 7 does.</p> <p>Thanks,</p> <p>[Name Redacted] [Address Redacted]</p>
3/4/2021	Email	<p>Because it gets people closer to their objective which is the beach. To even consider adding to the bridge traffic at Kent Island is short sited as the people living on the island cannot access roads from Thursday thru Tuesday in warmer months. Emergency vehicles cannot move people. With more retirees moving to the island this is a serious problem.</p>
3/11/2021	Email	<p>Dear Sirs:</p> <p>I hope you will consider the option of bringing the DC Washington traffic down the western shore of Maryland and connection to Rt 50 there, close to Ocean city and the Delaware beaches --this would reduce the traffic on the existing bridges considerably.</p> <p>Thank you</p> <p>[Name Redacted] [Address Redacted] and [Address Redacted]</p>
3/17/2021	Email	<p>Best crossing of bay to keep Maryland dollars out of Delaware: The short crossing from Cove Point to the Eastern Shore west of Cambridge, revitalizing Cambridge while sending MD dollars east on US 50 to Ocean City/Assateague, keeping more dollars out of Delaware.</p> <p>[Name Redacted] 2014 GOP candidate for MoCo Council 1</p>

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3/21/2021	Email	<p>To Whom It May Concern,</p> <p>The definition of insanity is repeating the same action and expecting a different result. In this case you believe that by adding a third span to an already congested highway on both sides of the Bay Bridge is somehow the solution to the problems of too many vehicles, especially on holiday weekends. I grew up in SoCal where the CA Dept. of Transportation kept adding lanes and expanding existing thoroughfares always with the promise that, "This time, it will be different." What every study showed is that within one year or less of an expansion project, congestion was just as bad or worse as it was before the government spent millions or billions of CA resident dollars on these massive projects. Here's a case in point: prior to construction of the 405 freeway connecting the San Fernando Valley to West Los Angeles drivers had to take the canyon roads in either direction. Average commuting time was approximately 45 minutes. When the freeway opened, commute time was cut by 10 - 15 minutes. . . For about 6 months. In less than a year, commute times were longer than they were prior to the construction of the freeway. Why? Because more people started commuting to West LA which effectively defeated the purpose of building the freeway as a means of relieving traffic congestion.</p> <p>If you go through with this project on the Bay Bridge, it will lead to more vehicle usage and more congestion especially on the east side of the Bay Bridge where there are only two lanes in each direction. What are you going to do? Double the number of lanes on the 50 on Eastern Shore? Impossible, which means the bottle neck for 5 or 6 lanes narrow down to two lanes east or west compounded by more vehicles using the 50 and the Bay Bridge will do nothing but ensure more traffic, more gridlock, greater travel and commute times, and more anger and frustration by motorists. Building a bridge at the Corridor 6 or 8 sights is the logical solution when supported by a highway which feeds into the 50. It will also ease the very heavy congestion on Ritchie Highway and College Parkway to & from the 50. And never mind the impact more congestion on the Ritchie Highway and College Parkway will have on emergency vehicles which need to access Severna Park, Arnold, and Cape Saint Claire.</p> <p>A concerned resident</p>
3/23/2021	Email	<p>Dear Sir or Madam,</p> <p>Although Governor Hogan feels adding a third span is a best bay crossing option, I disagree. Rt. 50 and rt 97, the main feeder routes to the Bay Bridge are already way to overburdened and adding a third span would further cement that monstrous overload.</p> <p>Using corridor 6 or 8 would at least divert some of the rt 50/ 97 jam away and open up a better future option. Of course either of these options would require major road access upgrades.</p> <p>Looking ahead to the distant future for planning, it seems both corridor 6 and corridor 8 would have to be eventually used to give both DC and Baltimore better access to the Eastern Shore.</p> <p>Sincerely, [Name Redacted] [Address Redacted] -- [Name Redacted] INNspiration Bed & Breakfast</p>
3/23/2021	Email	<p>This is the answer... The Boring Company</p> <p>They are already in proposals for a tunnel from DC to Baltimore City using the New York Ave/ BW Pkwy corridor. Being in the neighborhood already presents an opportunity for project harmony at a fraction of the cost, twice the speed & much less maintenance!</p> <p>The Boring Company The Boring Company constructs safe, fast-to-dig, and low-cost transportation, utility, and freight tunnels.</p>
3/24/2021	Email	<p>It seems ludicrous for anyone to ignore that traffic congestion grows annually and will continue to do so until population stops increasing. With each increase in traffic anywhere, there is an increase in inconvenience to residents of the area impacted. Construction of a new a Bridge anywhere other than where the 2 currently exist would require dramatically higher costs for land acquisition and highway construction... and do nothing to alleviate the traffic problems that Queen Anne's County suffers with every weekend and anytime there is an accident or construction on either Bridge.</p> <p>The ONLY answer to QAC's traffic nightmare is a new bridge right here...connected to our existing 50/301 highway system – AND the expansion of Rt 50 to 3 lanes each</p>

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		<p>way to Rt 404 – where an overpass is very much needed.</p> <p>I realize that some blame the Bridge and the second one for the growth spurt that occurred in QAC starting in the 1950's – and fear that more capacity would mean more growth...but that is a red herring. More capacity anywhere will open up areas to growth – but restricting QAC capacity to what we have today, when traffic increase is inevitable – and when maintenance or replacement of either span of the Bay Bridge is an absolute given into the future – well that is just sentences QAC residents to living in a traffic nightmare forever...one that will get worse with every passing year.</p> <p>Pull the trigger, get the new bridge under way asap!</p> <p>[Name Redacted] [Address Redacted] [Phone Number Redacted] [Phone Number Redacted]</p>
3/25/2021	Email	<p>Do not put a 3rd span of the Chesapeake Bay Bridge next to the current 2 bridge site at Rt. 50. Traffic is bad enough as it is and this will completely cripple the area. As someone who lives in Arnold and commutes via Rt 50 east everyday I can tell you first hand this is a horrible idea. The other 2 options would be best suited for this bridge.</p> <p>[Name Redacted]</p>
3/26/2021	Email	<p>I am opposed to another bridge crossing in the Broadneck area. The traffic is already congested. Many weekends, I can't leave my house because of the back-ups. A short trip to the library or grocery store turns into hours of bumper-to-bumper. I live off the access road. If anything, I would like to see a third lane on the access road (East College Parkway) to enable residents to turn into their communities.</p> <p>[Name Redacted] [Address Redacted]</p>
3/29/2021	Email	<p>Hello,</p> <p>I live at [Address Redacted]. I wanted to voice my SUPPORT for the new bridge span contemplated.</p> <p>It is well known that we can expect congestion Friday night and Sunday night in the summer with back ups as far west as Riva road and as far East as the outlet mall. I would welcome any effort to reduce the size and duration of this traffic jam. I am a local resident, but also enjoy the eastern shore and wish it wasn't such a drag to get there in the summer. There seems to be some vocal locals complaining, but they overlook the benefits we derive from having this highway here.</p> <p>The one thing I would ask you to consider though is if strategies could be employed to protect the local communities. College parkway also gets clogged with folks using it as an express lane to jump the queue on 50 or as a short cut from Governor Richey to the bridge. I think this problem has been made worse by gps apps that highlight college parkway as a reliever route. Could there be some ways to shut off the on ramps to the bridge to keep the traffic on the highway? It can take me an hour or more to get to the grocery store in Cape St Claire or to go out to dinner. I often give up, which hurts local businesses during peak business hours that they need to survive. Local businesses are stuck watching as a parade of cars pass by their empty store. Thanks.</p> <p>[Name Redacted] Sent from my iPad</p>
3/29/2021	Email	<p>I always wanted to know why there can't be a bridge from Indian Head/Bryan's Road Area to the Woodbridge area in Virginia if you look on the map it makes perfect sense</p>
4/1/2021	Email	<p>As a result of the demand to alternate access to the Bay Bridge vs. Route 50 the communities on both sides of Route 50 have been hurt. You can not go to a store or run an errand on a Friday after 3 without it taking an inordinate amount of time. Additionally it is dangerous as people in their rush do not</p>

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		allow cars to cross roads that do not have light because at one time there was no need for them. College Parkway has become a parking lot backing traffic to Governor Ritchie Hwy. Church Road just as bad going to College Parkway. A solution is needed moving traffic from these residential areas. Thank you [Name Redacted]
4/7/2021	Email	Will residents be voting for the location for the new bridge?
4/7/2021	Email	Hello, Thanks for asking for comments. First, I had lived in Arnold for 15 years (1989-2005) off College Pkwy. And now have lived in Queen Anne County (2005-2021) for the past 16 years. So I have dealt with the Bay Bridge for many years and traffic problems have steadily worsened in local neighborhoods within 25 miles of the bridge. People cannot reliably plan whether it will take a half hour, an hour, 3 hours or more to get across the bridge. This makes plans for doctor visits, family gatherings, getting to work on time, and attending sports events or ticketed events, on either side of the bridge a huge problem. Weekends of course in summer are the worst. Travelers on vacation do not care if they go on side roads like St Margaret's Road and impede the local residents from attending say a child's soccer game on time. Accidents frequently clog up travel to work at rush hours or travel home on a holiday like Thanksgiving, or Labor Day. The plan to add more lanes at the same area of Annapolis to Kent Island is unacceptable to those of us who travel these roads daily. We need to move this traffic to another 2 miles stretch to divert travelers from DC or Baltimore areas, and entice them to choose a less congested residential area to cross the Bay. I'd probably say more folks are coming from Northern Va or DC area but I would guess you have data from ezpass travelers to help with the decision on the crossing possibly south to Easton or the more northern route. Please don't just use the same crossing area and try to choose an alternate location that will be attractive to draw the most trucks and travelers to a new area for the sake of locals who have already dealt with overcrowded roads for years. It is already a bridge that needed to be started 10 years ago. Hurry and I hope new infrastructure plans by the feds can help you afford a new location and divert some vehicles from the Broadneck Peninsula. I believe Governor Hogan is wrong on his preferred choice for this bridge and other areas like Kent county should not be able to say they don't want any traffic and our area take on all the burden of bay traffic. It's not fair and equitable to choose just the same old route, the least expensive option, or the ones businesses want for more business. Local business can branch out and not use the same bottle-neck, a few miles from the crossing, and justify the suffering of residents on Kent Island. Families in Queen Anne/Annapolis areas all bear the poor quality of life and unpredictability of life near the bay. Thanks for considering Quality of Life, of all persons and remember the humans who cannot get around the bay traffic. Maybe you also need to add some small bridges to get off the peninsula or Kent island in several places too. Having only one choice is a problem when bay bridge jumpers close it all down and trucks, employees, etc. cannot get to work or be rerouted in any other way. Think about how far ahead of the new bridge you need to funnel the traffic. Think about how long all the back ups could be and how heart attack patients or pregnant women are unable to get to hospitals when traffic is standing still! More lanes across in the same place are idiotic to me and I don't see how this could be justified when you started with over a dozen choices — I believe. I thought city planners or state planners and engineers try to use quality of life, parks, facts and surveys and not just economics or politics, to plan serious decisions like this bridge. Some places even use large, fast ferries and tunnels if they can move the traffic in better ways. Please hurry but plan for all users and local residents in mind. Thanks for listening. [Name Redacted]
4/9/2021	Email	Good Morning, Will members of the general public be able to call in to witness the testimony call in sessions starting on April 14th? Thanks, [Name Redacted]
4/11/2021	Email	Please read attached two messages to THE CAPITAL newspaper for my comments concerning the Chesapeake Bay Bridge & study. [Name Redacted]

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		<p>[Address Redacted] [Phone Number Redacted] Sent from my iPhone</p> <p>Begin forwarded message: From: [Name Redacted] <[Email Redacted]> Date: April 11, 2021 at 10:09:26 AM EDT To: capletts@capgaznews.com Subject: Re: Bay Bridge Reference The Capital article Sunday April 11, 2021 page 5.</p> <p>I agree 1000% with Phil Ferrara that “it makes good sense to create alternative bridge crossing options” and “these next bridges we build will be our route across the bay for at least 100 years into the future”. So when will the bright Maryland planners wake up and smell the roses to create alternative bridge crossings options and not just the same route to reach Eastern Shore resorts?</p> <p>[Name Redacted] [Address Redacted] [Phone Number Redacted] Sent from my iPhone</p> <p>On Aug 12, 2020, at 12:42 PM, [Name Redacted] <[Email Redacted]> wrote:</p> <p>Please reference The Capital article titled “Contraflow controversy at Bay Bridge” dated Wednesday, August 12, 2020</p> <p>As a 75 year-life long resident of Anne Arundel County, when will Maryland state government wake up and solve the bottleneck traffic congestion at both ends on Kent Island on the east and the Broadneck peninsula on the west side of the Chesapeake Bay?</p> <p>History tells me that a ferry boat crossing prior to 1951, an one lane bridge from 1952, and a three lane bridge from 1973 never solved the ever growing vehicle traffic Maryland problems going forward into the future.</p> <p>The Maryland Bay Bridge vehicle traffic problems will not be solved, in my view, by building yet another Bay Bridge at the same location as the now standing two bridges as seen in future Maryland government plans. The Maryland government fails to research the future traffic flows coming and going into and out of the state of Maryland from surrounding states of Delaware, Pennsylvania, Virginia, Washington D.C. and West Virginia. One only has to notice the vehicle license plates of those surrounding state’s going to and from the current Maryland Bay Bridge.</p> <p>Solving the Maryland Bay Bridge vehicle traffic problems will require future Maryland government planners to study and compare the Maryland Chesapeake Bay to San Francisco Bay in California. Once you compare the vehicle traffic in and around San Francisco Bay to Maryland’s Bay one will notice at least five separate bridges in the San Francisco Bay Area compared to only essentially one Chesapeake Bay Area. Vehicle traffic in San Francisco area currently is where Chesapeake Bay Area will be, in my opinion, by the year 2030 plus.</p> <p>Finally, I may not be alive to see multiple Chesapeake Bay bridges. But I want to be on history’s record that Maryland will require multiple Chesapeake Bay bridges crossing the Chesapeake Bay in the future.</p>

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		<p>[Name Redacted] [Address Redacted] [Phone Number Redacted]</p> <p>Sent from my iPhone</p> <p>Sent from my iPhone</p>
4/11/2021	Email	<p>I live off of college parkway. Fortunately closer to route 2. I still get frustrated with the traffic jam of folks trying to “skip” ahead of traffic on their way to the beach. Has any study looked into closing the 50 east ramps that run off of bay Dale, St Margaret’s and Busch’s frontage road Friday afternoon through late sat night?</p> <p>[Name Redacted]</p>
4/12/2021	Email	<p>Hello,</p> <p>My name is [Name Redacted] and I have lived on Kent Island for 18 years. I work in Baltimore and my husband works in Arnold. I a writing this email in concern of increasing traffic to Kent Island. Traffic has been a problem for many years and knew that when we moved here from Annapolis. We are gridlocked on weekends and can't go far from home. Kent Island is currently going through a housing boom with new homes being built. I am afraid if we add more traffic we will implode. I have a suggestion but I don't know if it is plausible. If a new span is built coming through Kent Island, can we have a bypass? I think of the lane that bypasses the city of Alexandria, VA. Lanes for locals and lanes to bypass. I hope there's a good option so we things don't get worse. Thank you, [Name Redacted] Get Outlook for Android</p>
4/12/2021	Email	<p>Dear MDTA Bridge Span Decision Makers,</p> <p>I am a resident of Queen Anne's County and my family of four lives in Chester, MD. I am extremely concerned about the potential of a 3rd span going through Kent Island.</p> <p>Quality of life should be a consideration in this project. My kids have to leave approximately 60 minutes or more before anything scheduled on a weekend that is around the island that otherwise takes 10 minutes to get to. We have been late to baseball games, birthday parties - it is a real struggle for families. We love our community, but our community is not ours Fri-Sun from May to September.</p> <p>I see horrific traffic buildup in Annapolis as well with bridge traffic. If another span was built either north or south of Route 50, this would solve Annapolis traffic as well. It is not responsible that anyone along the western shore has ONE way to access the Eastern Shore.</p> <p>For safety concerns, your committee should think about the investment you are making in building a span north or south of the current bridge. My friend had to get life-flighted last summer had a head injury. There was no other option because traffic was so bad. This is NOT ok. This is NOT caring for your citizens of your state. Please consider these real-life situations and pretend this is your family when voting and making your decision. These are human lives - every minute counts when there is a traumatic injury. If we are unable to access trauma units, lives are at stake.</p> <p>Thank you for your time. Please vote responsibly and for the long-term health of our community and our state.</p> <p>Best regards, [Name Redacted]</p>

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4/12/2021	Email	<p>Any new bridge needs to consider 2 vital things in the success of the project:</p> <ol style="list-style-type: none"> 1. The 404 traffic - there is a tremendous volume of traffic headed to the Delaware shore that leads to extreme volume during the summer on Rt.50 between the 50/404 intersection in Wye Mills, Md and the Rt 97/50 intersection just outside Annapolis (Routes 5 or 6) 2. The span on the western side should have immediate access to another major highway, whether it be 695 east of Baltimore or Rt.5 if a southern span is chosen. The southern span would obviously require significant infrastructure from Taylors Island, avoiding the Blackwater National Wildlife Refuge, to link up with 50 somewhere between Vienna and Salisbury in Maryland. While this would not alleviate the Rt.404 concerns, it should help with the DC/N.Va travelers. Unfortunately, I think the majority of DC/NoVa travelers head to Delaware rather than Ocean City and therefore might not find that southern route more expedient than the one currently in place without further cooperation from the state of Delaware in building a limited access express highway jointly with Maryland from Salisbury to Lewes.(Route 10, I believe) <p>Routes 7 and 8 would do nothing to impact the current traffic issues and as the bottleneck would remain in the same area where it is currently and is the one that presents the largest problem. Certainly the population explosion in the Kent Island and Easton regions as well as people from the region relocating in retirement to Delaware for tax purposes but maintaining Doctors and other essential services as well as family in the Baltimore/DC corridor has created a year round volume of traffic not previously seen as little as 10 years ago. That traffic will likely grow. Adding a single "cars only" lane to the eastbound span, whether underneath, attached to the side or whatever other expedient and fiscally responsible solution can be found should rectify most issues with the non-beach traffic concerns. The only solution for the Beach traffic is finding a way to re-route the 404 traffic away from Rt. 50. I beg you to keep this in mind as you move forward with you plan.</p> <p>Thank you,</p> <p>[Name Redacted]</p>
4/12/2021	Email	<p>Dear Maryland Transportation Authority (MDTA),</p> <p>I've looked over the proposals for a third bridge over the Chesapeake Bay and not one of them looks well studied enough to be viable. You will wind up making contractors very wealthy while tearing up land and environment and in a few years you will return to the table proposing a fourth Bay Bridge. It's a developer's game — build it and they will come. We don't need to encourage great quantities of building and traffic in this area. It's saturated as it is.</p> <p>Please focus on quality of life and look for other transportation solutions. Going with E-Z Pass/electronic tolling was a good start.</p> <p>Thank you.</p> <p>[Name Redacted] [Address Redacted] [Phone Number Redacted]</p>
4/12/2021	Email	<p>I agree with MDOT- build new span next to the other 2- would not be as disruptive as other sites would be.</p> <p>[Name Redacted] [Address Redacted]</p>
4/14/2021	Email	<p>Subject: 2 nd Bay Bridge Location and Design Recommendations</p> <p>The present bay bridge services the Annapolis area and southern counties: Maryland which includes the following counties: Montgomery, Howard, Arundel, Charles, Calvert, St Mary's counties, plus the Washington D. C area.</p>

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		<p>Recommend the site of our 2 nd Bay Bridge use our present Highways to funnel traffic to bridge with limited State roadway procurement. Suggest utilizing Rt 695 as a gathering device from Rt 40, Rt 95, Rt 83, Rt 795 and Rt 97 to funnel highway traffic that could easily intersect at the Rt 36 and rt34/Southeast Blvd/Back River Neck Road and adjacent to the Essex Sky Park clear of Park Land near the west shore of the bay There are dredge spoil island for bridge footings Note: "bay bridge access" signs will be required to be added to all impacted routes.</p> <p>If you consider the western shore Essex Sky Park via Rt 695 route to cross the bay a eastern shore landing would be in the area of Tolchester Beach near Rt 21 Sandy Bottom road</p> <p>The suggested 2 nd Bay Bridge location would will serve the City of Baltimore and the following counties: Cecil, Harford, Baltimore, Howard, Fredrick, Carroll and Washington County and Baltimore counties. The 2 nd bridge design and location should consider: type of traffic (vacationers, commercial impact, access to colleges on both shores, access to Emergency Services on both shores and special services.</p> <p>Effects of a 2 nd Bay Bridge would be: 1) an economic boom for the Eastern Shore Agriculture Businesses, 2) Improve Accessibility to Medical Care Providers, 3)and reduced transport time times to emergency to medical facilities , 4) Improved Access to Maryland's Eastern and Western Shore Colleges , 5) reduced travel time to vacation, and 6) to foster tech transfer to enhance both bay shores to enhance all of Maryland.</p> <p>Hire a out of state Traffic/Bridge Expert to head to design and finalize the bridge location. He/She should be supported by the Maryland Department of Transportation. A "State of the Art" bridge needs to be designed by engineers so that the tax payers do not have another deplorable Bridge in the next 40 years in our future.</p> <p>Recommend the design of the 2 nd Bridge, a double decker would consist of 6 lanes , lanes 1 thru 3,(three lanes top and three on bottom span) lanes 4 thru 6. Lanes would be designated by direction and type of vehicles. The entrances to the bridge will be designed to accommodate type of vehicle and direction of travel.</p> <p>For example: during a High Demand West Bound Traffic : Lanes top 3 or upper, lanes 1 and 2 " west bound" would be designated for Automotive/SUV/Pickup trucks/Vans (A). : Lane 3 "west" bound would be designated for motorcycle and all automotive vehicles with and without trailers. On the lower span of 3 lanes,4 thru6, lane 4 would a designated " East"bound for motorcycles, all motor vehicles with and without trailers, Lane 5 would be designated for " West" bound commercial vehicles/tractor trailers , Lane 6 would be designated " East" bound for commercial vehicles/tractor trailers.</p> <p>For High Demand "East" Bound Traffic in lanes 1 thru 2 direction of travel would reversed. Bridge entrances would have to accommodate traffic flow change.</p> <p>A "Jersey" wall would be located between all interior lanes. These walls would be moveable by service equipment during emergency situations. On the Exterior Lanes there would be a fixed "Jersey" wall 5'. This tall wall would be tall enough to block the view and ensure safety. All lanes would be outfitted with "Red", "Yellow" and "Green" traffic lights to control traffic progression. A public address system and video system would be installed and in continual use.</p> <p>Eastern shore communities are concerned regarding traffic invading their community, therefore, recommend the use of a "service area" concept, such as used on Rt 95 North known as the "Chesapeake House ", to provide eastern shore bound commuters access to a rest/info and food and vehicle repairs/ service.</p> <p>Emergency services on both ends of the bay bridge are concerned due to potential impact. The State of Maryland needs to provide "Emergency Services Funds" to the effected community fire departments so that they can purchase fire, ambulances and rescue trucks and pay for required training.</p> <p>Please consider our thoughts regarding 1) a 2 nd Bay Bridge location that would serve the forgotten majority of Maryland tax payers, 2) design considerations and 3) Emergency Services support</p> <p>Thank You,</p>

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		[Name Redacted] [Address Redacted] [Email Redacted] [Phone Number Redacted] A follow email will entail "routes impacted"
4/14/2021	Email	_Original Message_ From: [Name Redacted] <[Email Redacted]> To: "[Email Redacted]" Date: 03/27/2021 4:40 PM Subject: 2 driving routes to Delaware Rt 1 [Name Redacted] please check out the routes Route 1: Northern Route to Symrna : Tolchester take Rt 21 then Rt 20 to Chestertown, then take Rt 291 to Smyrna De, Driving time from Tolchester to Smyrna takes approx 1 hour 5 minutes per google. Route 2: : Southern Route to Dover: Tolchester Rt 21, then Rt 20 to Dover De, via take Rt 291 to Unicorn, then Suttersville, then take Rt 313 S at Unicom, then turn on Rt 300 E to Dover De. Driving time from Tolchester the Dover takes approximately 1 hour 5 minutes. per google. thanks [Name Redacted]
4/19/2021	Email	Is this the address we use for email comments too? Thanks, [Name Redacted] -- "Forget not that the earth delights to feel your bare feet and the winds long to play with your hair." — Khalil Gibran
4/19/2021	Email	Please send a map of the potential new crossings that shows #8 which appears to come down through Davidsonville on or near rte 424, turn east on rte 214 and run through to Mayo.
4/20/2021	Email	CONTROLLED Please consider a double deck bridge on the existing bay bridge structure before constructing a new span. The Varrazanno, and GW Bridges in NY have them as does the Oakland Bay Bridge in San Francisco. A double deck will also strengthen the flex of bridge during high winds. Respectfully, [Name Redacted] [Address Redacted] [Phone Number Redacted] [Email Redacted]
4/20/2021	Email	[Attachment: ShepherdsdlightfromMDE.png] Dear MDOT Bay Crossing Study, You all have done a good job, I'd say. All along, MY select alternate was/is the existing corridor from Sandy Point to Kent Island. For some time I thought that a Calvert Co. to Dorchester would be feasible,

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		<p>but it looks like you'd have to borrow the English Channel (the "chunnel") digger to make this possible and...that'd be way expensive.</p> <p>Some time ago I was having lunch at [Name Redacted] "India Palace" restaurant in, my home town, Annapolis. He told me that his brother in law, I believe was the chair of the Civil Engineering Dept. at UCalBerkely. This [Name Redacted] believed, then, that the best alternate was also the existing corridor, Moreover, jumping ahead to DESIGN, he said that it would be "pretty simple" to hang at least four lanes in BETWEEN the two Bay Bridges by constructing suspension at right angles to the existing bridges (!....may be...guys the DEAN at UCalCEngineering...he may know).</p> <p>That leaves a simple GWashington Bridge type double decking to seperate through and local traffic.</p> <p>I understand that the ferry, train and other modality operations and systems may have to come in another round of analysis. I, for one, would like to see a Maryland Chesapeake Bay Ferry system like they have in the State of Washington on Puget Sound. We here in Kent County have memories, or second hand memories (my mom...dying in hospice...) of the former Ferries from various points on the western shore to Kent Island, Tolchester, CHESTERTOWN (from Norfolk VA...why my ancestors were bad Confederates!) and to Betterton Beach near our farm.</p> <p>Good luck...keep up the good work,</p> <p>[Name Redacted], BS Geology/Geography (St. Lawrence U.), M.Urban Planning, UWMilwaukee [Phone Number Redacted] on cell</p> <p>from [Address Redacted]</p> <p>our farm from space attached...between Kennedyville and Lynch (we really really do NOT want to be connected to Dundalk....after all, you know what they say....if you want to kiss your girl friend[Offensive Phrase Redacted]....TAKE HER TO DUNDALK!)</p>
4/20/2021	Email	<p>Heaven, I am afraid.</p> <p>https://ce.berkeley.edu/news/2224</p> <p>Hey, I was just KIDDING about Dundalk....that was a very old joke from when they had actual industry over there. Hey, the main reason not to connect via upper Bay Crossing options is that it makes it EASIER for beach bound traffic to go to Delaware instead of Maryland.</p> <p>In don't know if you are looking ahead to the FHWA review, but THEY should say that any expansion of this magnitude, which may use Federal money, would have to include other state input from along the whole east coast....like trucks from Georgia, NoCarolina, Virginia...etc. I don't think USDOT should be approving any analysis that does NOT specifically address that need. After all, it ain't just our commuter traffic and beach traffic we are expanding for. There is a bottleneck in the DC-Balt. area for interstate commercial and other traffic and, as it is, a lot gets sent over to the I-81 corridor. We, as a nation, also have a relative underutilized corridor including up across from Norfolk up over that underutilized.....Bay Bridge Tunnel.</p> <p>Beware the FHWA.,...they been sitting there doing nothing for 4 years....mark my words.</p> <p>[Name Redacted] (former 'transportation analyst" THEGtrWashBoard of Trade....hello outer beltway veterans..if they ain't dead too! Ha!)</p>
4/21/2021	Email	<p>I live in Stevensville. Adding any lanes to the Bay Bridge will cause severe traffic issues on Kent Island and into Kent Narrows and then Grasonville. Residents here already live with too many road shutdowns due to jumpers and accidents on the bridge. Road congestion is an issue mainly Thursdays to Mondays causing residents issues for daily shopping, doctor appointments, school bus delays and most importantly delays for emergency vehicles headed west on route 50/301. Traffic congestion is already an issue in the afternoons from Thursdays to Sundays. The traffic does cause a life and death situation for someone who was injured or has an emergency</p>

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		<p>health issue.</p> <p>It's time to share the load of traffic and face that fact that a third span puts the Kent Island residents, and travelers in possible dangerous life threatening scenarios. The transit system could be held responsible for this neglect. Recreation is an important revenue and personal enjoyment. The shore area in Delaware, Maryland and Virginia share the load of visitors. For the health and safety of the travelers and the people who live on Kent Island and along the route 50/301 corridor an alternate third span location is a MUST.</p> <p>One other issue that must be addressed is the additional number of vehicles that would travel over the cox creek bridge on route 50 on Kent Island. This bridge would require additional lanes to handle the traffic coming from the third span. If this bridge expansion is ignored then the expense of the third span on the 50/301 corridor is useless.</p> <p>The third span from Sandy Point to Stevensville is the easy solution but far from the safest, or best solution to the 50/301 traffic nightmare. Think safety first and you will not build a third span in this area.</p> <p>[Name Redacted] [Address Redacted]</p>
4/21/2021	Email	MAYBE IF WE STOP STUDYING AND START BUILDING, LESS PEOPLE WILL DIE ON THE BRIDGE! WE NEED AN ADDITIONAL SPAN ACROSS THE BAY. JUST START. WHERE EVER YOU PUT IT WON'T PLEASE EVERYONE, BUT FOR GOD'S SAKE – START!
4/21/2021	Email	We live on Kent Island for 30 years. With all the accidents on the bridges already causing backups. A new span is a bad idea. [Name Redacted] [Address Redacted]
4/21/2021	Email	<p>Hello, I am unable to attend the public meeting on April 21 but wished to share my comments regarding the Bay Bridge Crossing study. My contact information is below. Thank you for your attention.</p> <p>To Whom It May Concern</p> <p>Re: The Bay Bridge Crossing Study</p> <p>I am concerned that the current choice to build a 3rd span at the same location has not fully taken into account the environmental impact on the Arnold/Saint Margarets/Sandy Point areas that will occur as a result of a 3rd span.</p> <p>As a resident of Saint Margarets area of Annapolis for 35 years, I and others who live here experience regular backups on weekends on Saint Margarets Rd (State Rt 179, a 2 lane road) due to people using Saint Margarets Rd as an alternative to Rt 50/301 to access the bridge. For those of us living here, getting to and from our homes is problematic Friday evenings, Saturday and Sunday afternoons. I know we share this problem with those in Arnold and on the Eastern shore.</p> <p>Will allowing more traffic on a 3rd span lessen spillover to areas such as Saint Margarets, Arnold, or the Eastern shore or just increase the amount of traffic on those ancillary roads?</p> <p>What are the environmental impacts of the 3rd span? How have rising sea levels and climate change that are affecting the Bay been taken into account? What land will be absorbed for this 3rd span?</p> <p>I'm dismayed to see that Governor Hogan, according to the Capital Sunday April 18, 2021, p. 6, "has said the third span in Annapolis is the only option he will accept." How can that be when public hearings have only begun this year and many citizens have been quarantined due to Covid-19?</p>

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		<p>I urge the decision makers to consider alternatives to a 3rd span at the current location.</p> <p>Thank you.</p> <p>[Name Redacted] [Address Redacted] [Phone Number Redacted]</p> <p>[Email Redacted]</p>
4/22/2021	Email	<p>I travel weekly to and from the eastern shore . A third bridge would have less effect on existing businesses. How ever it would be senseless if major road improvements are not made and included with a new bridge . Back ups at 404 ,213 and the outlets are as much or more problem than getting accross the bridge now. State roads should be looking at diverting more traffic down 301 . To access the outlets there is no reason that traffic should be made to access from 301 during high volume times . Roads should be improved to get from 301 and 404 . Those lights should be turned off as not to stop traffic during high volume s. As far as the traffic study . I hear of no mention where is traffic centers coming from . If alot of traffic is coming from the south and d c it might make sense for a lower bridge .</p> <p>Thank you [Name Redacted] [Email Redacted] I would like as much info or comments as you can . Thanks again</p>
4/22/2021	Email	<p>Please accept my comments, April 22, 2021 thank you.</p> <p>I sincerely do understand how residents of Queen Anne and Anne Arundel County would not welcome the new bay bridge study supporting the new structure in the existing area. But I think facts will support the theory that using the existing infrastructure will be less damaging and costly than trying to create a new route north or south of the existing bridge.</p> <p>I travel across the bridge weekly and do not enjoy the backups that we experience but to think of creating more impact elsewhere is horrifying.</p> <p>I support using our existing bridge and area around that to move forward with plans. Thank you, [Name Redacted] -- "Forget not that the earth delights to feel your bare feet and the winds long to play with your hair." — Khalil Gibran</p>
4/22/2021	Email	<p>I don't support the bridge going through Anne Arundel county. I am not sure who to send this email to. If you could provide further information that would be appreciated. I don't see a link on this site.</p> <p>Thank you [Name Redacted]</p> <p>[Name Redacted] [Personal Information Redacted] [Phone Number Redacted]</p>
4/23/2021	Email	<p>I would like to comment on the proposal of the third bay bridge crossing being added to the current location of Kent Island. We lived on Kent Island for three years and move back to Anne Arundel County due to the current problems from the bridge. On Sunday night we could not leave our house or development as traffic was always horrible during the summer. My son has medical issues and I always worried what if something happened on Sunday, could we get help in time. We loved Kent Island but the traffic became a major obstacle and stress in our lives. You had to plan your life around the summer traffic which runs longer each year.</p> <p>Thank you, [Name Redacted]</p>

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4/23/2021	Email	<p>I would like to comment on the New Bay Bridge Crossing. My opinion is that funneling the entire DMV area to one central crossing area is a bit much to ask of the present road system. Unless you plan on building a 12 lane road system 6 each way the entire length of the Eastern shore to Ocean City and Delaware to handle present traffic and increased traffic that will jam up as 3 bridges feeding into a 3 lane road. My feeling is to cross at another location or even in southern Maryland would spread the traffic out and improve traffic flow. It's like taking a bucket with water and slowly spilling it on the pavement and give it a chance to spread out vs taking the whole bucket and pouring it all at once in one place. The issue I have with traffic engineers and planners the never build for the future just for today.</p> <p>Hopefully this input is helpful.</p> <p>[Name Redacted]</p>
4/27/2021	Email	<p>As a resident of Kent Island the corridor 7 plan is outrageous. Those of us who live here deal with enough bull crap from the traffic to o.c. i worked on the bay Bridge for years and alot of the people i talked to that crossed and had drive overs were from the northern parts of Maryland and other states. Alot of which lived in Cecil County would make the drive to go across the bridge instead of through Delaware. Having corridor 6 or 8 would be using more common sense then putting a span between the two bridges we already have. Its not going to relieve traffic. If anything it going to cause more problems. Plus they have been resurfacing the west bound bridge since 2001. And they cant even get that right.</p>
5/4/2021	Email	<p>We live in Arnold, a block from College Parkway, Bay Dale Dr and Jones Station Road. The traffic on these roads has been getting worse and worse, and so far, we have already had massive backups on Friday evenings, Saturdays and Sundays, and it's not summer, yet. We are prisoners in our homes. We can't use Rt 50 on those days, as it's absolute bumper to bumper traffic, starting on Thursdays. If you add another bridge, we will never get out of our neighborhood. A third bridge will only make it worse. Plus Kent Island cannot take anymore traffic, either.</p> <p>The new bridge should go south of us, unloading above Cambridge.</p> <p>Please reconsider building a third bridge near the two existing bridges. You will paralyze the people that live within 10 or 15 miles of the bridge, and it's not necessary, when you can build the bridge south of us.</p> <p>Thank you, [Name Redacted] Sent from my iPhone [Name Redacted]</p>
5/4/2021	Email	<p>Bay Bridge Study comments</p> <p>The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done.</p> <p>- The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. Additional Concerns: - Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by there entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. - It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. - The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic. - This is a \$5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term</p>

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		<p>impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to execute a FEIS/Record of Decision. - A myriad of unknowns have not been considered or revealed. The decision to lock in Corridor #7 for subsequent Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore-side impacts: • Will this be a parallel structure to the existing structure and maintain the existing structures? • How many additional Bay crossing and support or safety lanes are required on this new bridge? • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? • What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? • What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? - No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. - No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions. - A pause in the NEPA evaluation should be taken because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt. The NEPA EIS/ROD decisions should be put on hold until a full compliment of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. Please have this process reconsidered and do it right.</p> <p>[Name Redacted] [Address Redacted]</p>
5/4/2021	Email	<p>Please reconsider all three final options, as none of them are viable. You are leaning towards the third span at the current location but you are only taking into account the impact to the western shore. The infrastructure on the eastern shore cannot continue to accommodate all of the traffic coming across, or returning, at that location. Daily gridlock is unfair to shore residents, and dangerous. The safest and smartest option is below Cambridge which accommodates DC and Virginia travelers and takes the strain off of the unprepared roadways from Kent Island through Cambridge. I am not sure why this option was eliminated (wetlands can still be protected) but it should be reconsidered and chosen as it is the most logical option.</p> <p>Please reconsider your options. Requested from a Talbot County resident who avoids route 50 as much as possible. Part of the reason I sold my home in Easton and moved across town was to avoid having to cross 50. This is how bad this problem is over here.</p> <p>With Regard, [Name Redacted]</p> <p>Sent from my iPhone</p>
5/4/2021	Email	<p>I personally think this span wont do anything but make traffic heavier and prone to bigger bottlenecks ad 50 and 301 are maxxed now in the spring till early fall I say put the new span in southern maryland somewhere . it will let the southern marylanders the washingtonians and virginia use that bridge thus freeing up the 2 spans now for the rest of traffic could be a blessing in that area too thres enough short spots there southern maryland to eastern shore jobs new restaurants gas stations and what have you I think this would be the smarter idea but alas I am only a common lay person in this blue state william r keller</p>
5/4/2021	Email	<p>[Names Redacted] [Address Redacted]</p> <p>May 4, 2021 Bay Crossing Study 2310 Broening Highway Baltimore, MD 21224 Reference: Bay Crossing Tier 1 DEIS</p>

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		<p>Dear sir or madam:</p> <p>We are adamantly against the Corridor 7 Maryland Transportation Authority – Recommended Preferred Corridor Alternative in the reference Draft Environmental Impact Statement (DEIS).</p> <p>Using Corridor 7 with a third bridge will increase traffic congestion in the area and harm the eco system that is so cherished in the area. Long-term public safety and transportation reliability will diminish as a result of a set of common risk factors associated with over-water bridge transport.</p> <p>The DEIS authors were arbitrary and capricious in dismissing the tunnel-only option as too high cost compared to other crossing types (page 3-30) with no analysis of the benefits in building a modern, very wide (possibly 24-lanes adaptable to traffic conditions with safety barriers) tunnel across the Bay. Please give more thought and study of the Environmental Impact Statements supporting the Big Dig Project in Boston, Massachusetts and the Chunnel connecting London and Paris.</p> <p>Many people agree it is a mistake not to diversify with respect to risk management. Building a third bridge next to the existing two bridges has a material risk of some common cause failure collapsing the whole system at once. Please evaluate the risks and benefits of using a wide-lane tunnel-only crossing option.</p> <p>Thank you for the opportunity to comment on the Tier 1 DEIS.</p> <p>Sincerely, [Names Redacted]</p>
5/4/2021	Email	FYI: the email link below highlighted in light blue is missing “study” in the email; the reason my email kept getting booted back. [.jpg included]

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		<p>◀ Mail LTE 4:10 PM baycrossingstudy.com</p> <p>Live Testimony Sessions. The live testimony consisted of four call-in sessions, with two in-person opportunities also available. Each testimony session will included the opportunity to provide public and one-on-one testimony. There was no formal presentation during the testimony sessions, and no responses to questions were given. Comments may be submitted during the comment period through May 10, 2021 via mail, email, and the project website.</p> <p><i>Per Section 106 of the National Historic Preservation Act, MDTA and FHWA have</i></p>
5/4/2021	Email	<p>I am writing in support of additional (2) bridges at the current site of the existing bridge(s). The traffic is HORRIBLE, not to mention stressful trying to get home from Western side to Eastern Shore after a hard day at work (working for local government every day, even during the pandemic). What is most infuriating is when traffic at 3:30-4pm during the week comes to a complete STOP east bound, backing up 5+ miles, many times for no related reason, and very often because the state workers are in bunches of 8-10 together moving 1 barrel at a time to open up the 3rd lane or frequently just standing in bunches doing nothing (are you kidding me). This is ridiculous and I feel they do it on purpose. What happened to the electronic gate that was supposed to be implemented?</p> <p>You have to do something to eliminate this mess going east bound year round, not only during the summer months. It is sad tho that living on Kent Island you can't travel anywhere via Rt. 50 or the side roads because of beach travel on the weekends during the summer. Traffic crams up our side streets and we can not go anywhere or if we do it takes forever to fight the traffic to get back home.</p> <p>PLEASE-PLEASE-PLEASE add another bridge eastbound and westbound close to the existing bridges. Save My/Our Sanity and help me/us get home to my/our family at a reasonable time and in a safe manner.</p> <p>Thank you for your consideration. Stay Safe! [Name Redacted]</p>
5/4/2021	Email	<p>Hello, Please vote No to Corridor 7 location proposal! I have lived on Kent Island for 22 years. I have seen and still see huge residential and commercial growth here. We have endured the inept redecking of the two</p>

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		<p>bridges for the last 22 years as well. There has been zero road improvements except for a traffic circle which does very little and causes congestion. Summers on Kent Island are impossible with heavy traffic and then throw in a mishap anywhere near or on the bridges and all our communities on both sides of the bridge are on lockdown. This activity used to be occasional; now it is almost a certainty that every summer weekend will result in "community" lockdown.</p> <p>There needs to be another location to access to the eastern shore besides Gov. William Preston Lane Jr. Memorial Bridge. Please choose another location to allow travelers and communities a better flow of traffic, a better quality of life.</p> <p>Sincerely, [Name Redacted]</p> <p>Sent from my iPhone</p>
5/4/2021	Email	<p>To whom it may concern:</p> <p>I am always supportive of Improvements to our State's Infrastructure, however I can not support the proposed corridor below Corridor 7 • Follows existing road network along US 50/301 from west of the Severn River on the Western Shore to US 50/301 split on the Eastern Shore. Includes location of existing Bay Bridge</p> <p>Traffic is already horrendous and is at full capacity. None of the NEPA documents address Bad weather events or nonuse of two way traffic during that can result in 5-7 mile backups due to "just wind, "or rain, snow/sleet, car accidents, broke down vehicles, etc.. These delays can usually cause a 2-4 hour increase in travel time to the local community of Kent Island, and sometimes longer. The State has to look at other areas along the Bay to relieve the traffic pressures on Kent Island and the Route 50 Corridor</p> <p>Furthermore, there is another creative way that will cause less impact and none of the options that is not even mentioned in the study of crossing . Tunneling!! This technology has tremendously improved and the benefits are less environmental impact, less traffic impact, less construction impact, etc.. Virginia has lead the way on this innovation after putting so much traffic Pressure in Hampton Roads area and the Chesapeake Bay Bridge/Tunnel by adding new Tunnels. We should consider the same.</p> <p>As a resident of Kent Island, I request to say "No" to Corridor 7</p> <p>[Name Redacted] [Address Redacted]</p>
5/4/2021	Email	<p>PUBLIC transportation would be ideal for the environment from a central eastern shore point, with available transit, all the way to Ocean City, Md., where buses can get one up & down the city.</p> <p>As someone who spent over 30 years going the shore weekly from College Park I am very aware of the overcrowding of the present Bay Bridge spans. One must keep in mind that SEA LEVEL rise will dramatically effect all of the eastern shore & eventually OC will not exist where it is now.</p> <p>I left my property on Big Assawoman Bay too late as experienced damage in one hurricane.</p> <p>[Name Redacted] [Phone Number Redacted] [Address Redacted]</p> <p>Sent from my iPad</p> <p>"Few understand the enormity of the global water crisis." - (Popkin) Water is life but by 2025 2/3 of the world's population may face water shortage. [See : SNAP(Science for Nature + People) in NatureConservancy Apr./May 2016]</p>
5/4/2021	Email	<p>I live in Podickory Point - a community just west of the Bay Bridge and Sandy Point State Park. Between the popularity of the park and the weekend brdige traffic, it is nearly impossible to leave my house even for a little errand on a weekend. To return a library book or pick up a few groceries easily can turn into several hours sitting in traffic. If nothing else, I have suggested a third lane on the "access road" - or East College Parkway - so homeowners can turn into their neighborhoods. I am not</p>

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		<p>alone in putting my blinkers on and getting into an empty on-coming traffic lane when I am a few cars away from the entrance on Log Inn Road. Otherwise, I can sit for 30 minutes or more!</p> <p>Having another bridge crossing in the same location that is already over-burdened also seems impractical for myriad reasons. One single accident can tie up traffic for hours. Already this year, the bridge was CLOSED causing major back-ups because of a jumper. High winds can also cause closures along with accidents. At least having another location could spread out the mitigating circumstances and provide alternate plans. The only alternate currently is rerouting all the way to the bridge-tunnel in Virginia or going north on 95 through Delaware.</p> <p>Please do NOT put a parallel bridge on the Broadneck Peninsula!</p> <p>[Name Redacted] [Address Redacted]</p>
5/4/2021	Email	<p>Hi. Thank you for the opportunity to comment. My husband and I have been crossing the bridge for decades, and I think the railings need to be much higher. If people are concerned about maintaining the view, I'm sure a design can be created that allows for maintaining much of the view.</p> <p>[Name Redacted] and [Name Redacted]</p>
5/4/2021	Email	<p>We have enough traffic congestion as it is, I can't believe anyone is even considering expanding traffic on kent island. Since the majority of beach traffic comes from east Baltimore, it would be much easier to route them through rock hall. Our emergency people can't get around in the summer. For average citizens that live on kent island, it takes at least one hour to go one mile to the grocery store on summer weekends. Fun times.</p> <p>[Name Redacted]</p> <p>Sent from my iPhone</p>
5/5/2021	Email	<p>Participants:</p> <p>Please consider the type of congestion that will be created BY PLACING an additional span in the same location with ONLY the same number of overall lanes and the amount of traffic feeding into them when evaluating the alternatives. If the idea is to address growing traffic levels, the same roads with an additional bridge is NOT going to solve the issue. The roads in and around Annapolis and Whitehall will remain gridlocked.</p> <p>The new traffic levels need to address the sources of the traffic that must funnel into the current bridge spans. If SOME of that current traffic as well as the anticipated growth is moved AWAY from the current infrastructure it will reduce the overall load in the near term and provide a more reasonable mode of crossing the bay for those that must travel long distances just to get to the bay bridge initially.</p> <p>Please consider dissipating the load away from the current bridge spans. More bridges without more roads will do nothing.</p> <p>[Name Redacted] [Address Redacted]</p> <p>[Name Redacted]</p>

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		<p>Lead Associate - Sr. Contracts Administrator – Army</p> <p>Booz Allen Hamilton</p> <hr style="width: 20%; margin-left: 0;"/> <p>304 Sentinel Drive, 5026B Annapolis Junction, MD 20701 [Phone Number Redacted] (Office) [Email Redacted]</p>
5/5/2021	Email	<p>Comment</p> <p>Melissa C. Bogdan Community Relations Project Manager Maryland Transportation Authority Division of Planning & Program Development 2310 Broening Highway Baltimore, MD 21224 410-537-5675 (office) 410-537-5653 (fax) 443-829-3844 (mobile) http://www.mdta.maryland.gov</p> <p>Begin forwarded message: From: [Name Redacted] <[Email Redacted]> Date: May 5, 2021 at 2:53:52 PM EDT To: Melissa Bogdan <mbogdan@mdta.state.md.us> Subject: Bay Bridge Tier 2</p> <p>Dear Ms Bodgan,</p> <p>Please share this email with all members of the Chesapeake Bay Bridge Reconstruction Advisory Group. I realize the Group's role may not directly communicate with the 3rd bridge study. However, your input as members of the community with specific knowledge of the community concerns about the bridge and traffic is important. I have sent the following letter to my members in the Legislature and AA County Council. I would appreciate your views.</p> <p>Respectfully, [Name Redacted]</p> <p>I am opposed to the construction of a third span of the Chesapeake Bay Bridge in corridor 7. The decision to lock in corridor 7 for subsequent Tier 2 preliminary design work is premature. Why waste taxpayer dollars on the deign work when we have had a sea change in traffic patterns since the pandemic. Most of us agree that commuting to work will be different post pandemic as many of us will be able to continue to work from home or be on a hybrid schedule for reporting into an office. The recommendation to proceed was based on what is frankly a flawed traffic study taken over a short period of time. It is as if the focus of the study was simply to determine the maximum volume of traffic the existing bridges can handle. It did not take into account the requirements to rebuild Kent Island, Queen Anne, and Anne Arundel roadways and bridges to accommodate the expanded capacity a new bay bridge will invite into corridor 7. It did not address what happens to all the parallel service roads such as Whitehall Rd, East College Parkway, and similar community access roads in Kent and Queen Anne. Those roads are important to the quality of life in all the surrounding communities. The initial study was insufficient in scope and should have been rejected when first submitted. I am certain each of you can site road</p>

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		<p>and bridge expansions that have been completed under the guise of "relieving congestion" only to have the opposite effect. Any developer will tell you where there is a road or bridge expansion there will be more, higher density, development.</p> <p>Additionally, why are we concentrating all the ingress and egress in one location when we live in a world where terrorist attacks are almost inevitable? What happens if the bridges are damaged by shipping traffic? What about mass evacuations for natural disasters? Another bridge in a different location makes more sense both for national security and for continued access between eastern and western shores in the event of a catastrophe at either location.</p> <p>Lastly, I live in district 5 of AA County and know full well that seasonal ocean traffic is a problem. Most of my neighbors agree that during peak volumes, the most important issue is keeping the seasonal traffic flowing on Rt 50 and not on the local roadways. All of us who live in Kent, Queen Anne, and Anne Arundel are able to travel to all of our community services and businesses without accessing Rt 50. We have parallel roadways and overpasses that allow the free flow of local traffic. Why not keep the seasonal travellers on Rt 50 and the traffic flowing at a reasonable speed on Rt 50? We know highway speed toll readers work. Let's install them. We know that closing selected exits work. Let's have the communities determine which are best to close to keep the traffic on Rt 50. I request these simple initiatives be put in place as soon as possible.</p> <p>Respectfully Submitted, [Name Redacted] [Address Redacted] [Phone Number Redacted]</p>
5/5/2021	Email	<p>I am STRONGLY opposed to a 3rd bay span There is already limited highway capacity everywhere on the E. Shore.</p> <p>Mass btransit should be utilized(shuttles, buses, etc</p> <p>An ALTERNATIVE would be to have a double deck span with railroad ..There USED to be a rail line from Kent Island to "the beach", a smart idea that was discontinued.</p> <p>The best ALTERNATIVE IS TO DO NOTHING AT ALL .</p> <p>[Name Redacted] [Address Redacted]</p>
5/5/2021	Email	<p>Kent Island is such a peaceful place to live except during summer and weekends. A third span would definitely change the value of the properties here. We've lived here 30 years and hope to stay but your extra span would make it very unsafe to stay here. [Name Redacted]. [Address Redacted]</p>
5/5/2021	Email	<p>We here in Kent County are dealing with EMPTY School Buildings, a less than adequate local Hospital albeit a GREAT ER, and a total of 5 PRIME STORES that have closed recently, not to mention the restaurants that no longer exist. A Bridge Crossing near or in our County would help solve these problems. First: it would bring young adults with children and that would fill our school buildings. Second: Because the population would increase, there would be a greater need for a more adequate Hospital. WE NEED the BRIDGE HERE!! I say BRING ON THE BRIDGE! P L E A S E H E R E !!!</p> <p>Thank you for reading,</p> <p>I remain, [Name redacted] [Phone Number] [Address Redacted]</p>

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5/5/2021	Email	In Phase 2 Screening illuminated Corridor's 5 and 9 due to a combination of an acceptable levels of incident diversion flexibility and or failure to promote adequate capacity to reduce congestion. Though this is a valid argument, I recommend looking at corridors 5 and 9 together. Together these will reduce incidents diversion and provide adequate congestion that could be dealt with in both areas. This would also allow for Washington DC to have their route, Anne Arundel County and Howard County to have their route and then the Baltimore County and Harford County to have their route. Having 3 routes crossing the bay would improve congestion and allow people to get to their destination in a reasonable time. Having everyone congregate in the Anne Arundel Bay bridge would cause more congestion for all people around the area.
5/5/2021	Email	I vote no on any span / bridge. We have a vacation home in Ocean City and I couldn't agree more that traffic can be a nightmare. But.....new roads lead to more development, more stores, more cars, more homes and a denser population that demands more roads after that. Where does it end? The environmental impact would be tremendous to our Eastern Shore. Ocean City, West Ocean City, and points beyond on the coast is becoming very populated and way over developed. Stop building ! Best regards [Name Redacted]
5/5/2021	Email	Build two more lane spans away from the old bridge, a new bridge near the old Bridge will not alleviate traffic, it will get worse, not enough lanes! And you bridge people need to start putting shoulders on bridges with the lanes for emergency vehicles to get where they need to be
5/5/2021	Email	Put a third bridge where it will do the most to lighten the current traffic load on the existing bridges. Where do most of the current cars/trucks come from when heading east? Baltimore or lower Bay region? Where will the traffic go once across the bridge? Are there existing roads to handle the load it would generate or would this be another project in the making? Do the residents on the Eastern shore get a say in where traffic will come ashore? [Name Redacted]
5/5/2021	Email	As a resident of Mayo Peninsula since 1986, the destruction of the area with its many natural habitats, forests, camps, school systems, etc. would be for such a sensitive environment (a peninsula of the Chesapeake Bay) <u>unconscionable</u> . Please take this option off the table permanently.
5/5/2021	Email	I have been a long time resident of Kent Island, enjoying the serenity of the natural surroundings. And yes I have to commute over the bridge and for 3 months in the summer that can be challenging with traffic on the weekends. However, I don't believe we need another span at this point. Even though traffic is slow at times, there isn't enough traffic to cause an investment in a whole new span. I believe the improvements to the existing bridge, with no toll plaza, better merging and with people staggering their travel is sufficient to handle traffic for a while. I do know that is the span is built on option 6, that an already strained Kent Island will be destroyed. More options for travel will invite more people which will make the situation worse. I ask that you not consider option 6. -- Regards, [Name Redacted] Sent from my iPhone
5/5/2021	Email	<ul style="list-style-type: none"> Erecting a span from Mayo to the Eastern shore (Corridor 8) makes sense, this will give DC and southern Maryland residents a better option to travel to the eastern shore and elevate some congestion from RT50 for both Annapolis and Kent Island. With the population on Kent Island growing (Have you seen the housing/building going on there?) and RT50 being the <u>ONLY</u> main road through the island it would greatly help first responders if some of the traffic was diverted from the island by putting the 3rd span elsewhere. Through the politics out the window and do what makes sense for once. You will never please everyone no matter what you do but why make the traffic on a already small island worse, why not try and make it better! Sincerely,

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		<ul style="list-style-type: none"> • [Name Redacted] • [Address Redacted]
5/6/2021	Email	<p>As you can imagine, since I have lived on Kent Island for 16 years, I am very much opposed to adding another bridge at our location. We suffer every weekend for 5 months of the year (May-September) with bridge traffic. The grocery store is 5 minutes from my house, but on Saturday and Sunday, in the summer, it has taken me 45 mins to an hour to get home from the store because the traffic leaves Rt. 50 and goes down the side roads. Also, if we have an emergency on the island, there is no where for the ambulances to go. They can't get over the bridge to AAMC and they can't get to the Easton Hospital either. There is no way off of this island. I know you have tried putting signs on Rt. 50 that say "Rt. 50 is Swiftist" but no one pays attention to that! It's getting worse and now that everyone has GPS in their car, they all know the back roads. Please choose another route for a new bridge! There seem to be an abundance of Pennsylvania license plates in Ocean City and Bethany, so I think the most northern route would be best (#6). That way the traffic wouldn't have to go through Annapolis and cause more backups in that city either.</p> <p>[Name Redacted] Kent Island Resident</p> <p>Sent from my iPad</p>
5/6/2021	Email	<p>"Choke points" where traffic comes off the present Bay Bridge merge into two lanes on both sides of the bridges will remain the limiting factor for this location. We could build one, two, or more new spans and the choke points remain the same. All traffic still has to merge into two lanes on both sides of the bridges whether coming from or going to the Eastern Shore. This makes a third span at the present location an unwise choice.</p>
5/7/2021	Email	<p>Sent from my iPhone</p> <p>Begin forwarded message: From: [Email Redacted] Date: May 7, 2021 at 3:15:21 PM EDT To: info@baycrossing.com Subject: Bay Crossing Study</p> <p>First, I want to thank you for your thorough evaluation of all Crossing options. Your study was comprehensive and well researched, even in these challenging COVID times. Your selection of the preferred Crossing corridor was based in facts and an extensive evaluation of all the options. I support your conclusion and encourage you to move into the Tier 2 study as soon as possible. I feel like we have been talking about this problem for many years and it is time for action. The sooner you can get a finished study to the Governor, the better. Hopefully then a design and build can begin. Thanks again for all your hard work and I look forward to working with you until the job is done. Sincerely, [Name Redacted].</p> <p>Sent from my iPad</p>
5/7/2021	Email	<p>Anyone who lives anywhere near the current bridge is heavily impacted by the traffic congestion. Unless you live in this area you can't comprehend the number of complications that ensue. I have lived on Kent Island the last 37 years - the traffic problems have increase in number and duration. I have had to miss days at work and been delayed getting to work on time. My son and daughter have missed scheduled athletic events , family gatherings, and medical appointments. In a real medical emergency there is a likely hood that one would be out of luck. Increasing traffic in this over developed area is insane, it would not solve any problems but it would increase them. I appreciate the long overdue improvements Gov. Hogan has instituted (we seem to wait years to institute changes that other states have adopted) but another bridge here would be a waste. Find which route would divert the most traffic from the present bridge and build.</p> <p style="text-align: center;">Sincerely [Name Redacted]</p> <p>Sent from my iPad.</p>

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5/7/2021	Email	<p>DACA Comments on the Chesapeake Bay Crossing Study, Tier 1 NEPA</p> <p>The Davidsonville Area Civic Association (“DACA”) has represented the Davidsonville community of Anne Arundel County since 1974, more than four decades of advocating on behalf of the Davidsonville area and its residents.</p> <p>A significant part of the proposed route of Corridor 8 transits Davidsonville and surrounding areas and would have detrimental effects on Davidsonville, surrounding communities, and the success of the entire project. Thus, we must register our strong objection to the consideration of Corridor 8. The following summarizes our objections:</p> <p>The Level of Service Provided by Corridor 8 Will Be Inadequate to Achieve the Project Goal</p> <p>As shown in the study, Corridor 8 would not relieve the unacceptable congestion on the Corridor 7 bridges. We agree with this conclusion. As we understand it, the purpose of the proposed project is to relieve the present and future congestion and delays in Corridor 7, i.e., the present bridges. The Corridor 8 option fails to do that. This fact alone must eliminate Corridor 8 from any further consideration as a possible route.</p> <p>The Natural Resource Impacts Are Unacceptable</p> <p>The study lists 13 natural resources that were considered and the effects of the three corridors on each of those resources; 12 are expressed in the number of acres adversely affected. Of all the natural resource categories examined, the largest impact on natural resources was in Corridor 8, having the greatest acreage impact in 9 of those 12 categories.</p> <p>The total number of acres contained in the three corridors was 433,080 acres, of which 195,790 are in Corridor 8, approximately 45% of the total. In the category measured in “linear feet” the largest impact is again in Corridor 8: of the total of 1,210,290 linear feet, 471,890 is in Corridor 8 or about 39% of the total. These numbers demonstrate that selection of Corridor 8 would have a significantly greater adverse impact on natural resources than either of the other alternatives. As Corridor 8 is the most natural resource destructive alternative it must be eliminated from consideration.</p> <p>The Effects On Davidsonville and Surrounding Communities Are Not Taken Into Consideration</p> <p>The study states that “Proximity to Annapolis and Washington D.C. could cause a substantial increase in residential growth and development demand on the Eastern Shore [emphasis supplied], which would not be consistent with land use plans and priority funding areas.” This statement ignores the adverse impact of “a substantial increase in residential growth and development demand” on land in Davidsonville and the nearby communities in Anne Arundel County. We find such an omission fatal to the evaluation of Corridor 8 as it ignores Anne Arundel County’s policies, planning, and efforts to preserve the nearly 400 years of history in southern Anne Arundel County including its agricultural heritage, natural environment, forestry, and Chesapeake Bay resources.</p> <p>Corridor 8 does this harm, in part, by requiring a significant expansion of the existing road network in, around, and through Davidsonville. Such an expansion of roads would transform our country roads into major highways exacerbating the already existing pressures to increase residential growth and development and destroy the historic rural nature of Davidsonville and surrounding areas.</p> <p>Due to Corridor 8’s severe adverse transformative impact on Davidsonville and its surrounding communities it must be eliminated from consideration.</p> <p>The Costs of Corridor 8 Are Excessive</p> <p>Corridor 8 is the most expensive option by a significant margin. Cost estimates for Corridor 8 range from 11.7 – 15.7 billion dollars for the Bridge option and 13.2 – 18 billion for the Bridge-Tunnel option. These estimates are significantly higher than the next less costly option of Corridor 7: 5.4 – 8.9 billion (Bridge) and 8.0 – 13.1 (Bridge-Tunnel). Corridor 6 is also less costly: 6.6 – 7.2 (Bridge) and 12.7 – 13.3 (Bridge-Tunnel). The costs of Corridor 8 would be wasted as it does not solve the problem of congestion/delays at the present bridges, now or in the future---the very purpose of this project.</p> <p>Use of Corridor 8 ignores facts, logic, costs, project effectiveness, and the desires of most, if not all, of the residents of Davidsonville and surrounding communities. DACA must register its strongest objections to the consideration or selection of Corridor 8.</p> <p>Respectfully, [Name Redacted] President Davidsonville Area Civic Assoc.</p>
5/8/2021	Email	<p>[Name Redacted] [Address Redacted]</p>

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		<p>My comment is: NO THIRD BRIDGE ANYWHERE. Instead, look into every alternative solution to traffic congestion possible, especially incentives for crossing during off-hours</p>
5/9/2021	Email	<p>Good afternoon,</p> <p>I recommend either the northerly or southerly of the three main alternatives. Adding bridge spans at the current location creates a significant risk of having a single point of failure for all bridge crossings; anything that would shutdown the bridge or nearby entrances/exits would cause all the spans to be shutdown. Further, that option would overwhelm those locations (especially Kent Island). Either of the other two routes would surely better distribute the region's traffic associated with Bay crossing.</p> <p>I live on Kent Island currently, although renting a townhouse with no plan to be here for decades.</p> <p>Thank you,</p> <p>[Name Redacted]</p> <p>[Address Redacted]</p>
5/9/2021	Email	<p>To whom it may concern:</p> <p>I reject all three route options as well as the options already rejected by the State as this bridge is unnecessary and potentially destructive to the environment.</p> <p>I support the NO NEW BRIDGE option.</p> <p>Options 6, 7, and 8 would all cause untold environmental injuries on the Eastern Shore, destroying hundreds of acres of wetlands, forests, and farmland and possibly requiring a major highway bridge over the nearly pristine lower Chester River, potentially destroying valuable waterfowl habitat at Eastern Neck National Wildlife Refuge.</p> <p>The State government has already allowed the destruction of the environment of the western shore and now has its sights set on trashing the Eastern Shore... again. Do you like our crabs? Rockfish? Better eat them now, they may soon be gone if a new bridge is built.</p> <p>A new bridge would primarily benefit outside developers and industrial tourism and their political servants at the expense of Eastern Shore families, land, wildlife, and fisheries. We don't need it here.</p> <p>NO NEW BRIDGE! Now or ever. Looking for a new vacation spot? How about Sparrow's Point? Spend the money cleaning that up instead of destroying our environment here.</p> <p>When I was a government environmental scientist in Delaware I had occasion to speak to the head of the Delaware Solid Waste Authority, which at the time was attempting to site a new landfill. He told me his trick to get popular support for an environmentally undesirable project: pick three prospective sites. This will (theoretically) cause 2/3 of the people to support whatever site was chosen (probably already chosen). It appears that Mr. Hogan has treacherously taken a page from this playbook to use against us. Don't let him force this unnecessary bridge on us.</p> <p>[Name Redacted] [Email Redacted] [Phone Number Redacted] [Address Redacted]</p>

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5/10/2021	Email	<p>This crossing needs to be moved either north or south of current Bay Bridge. There would be too much disruption of Rt 50, College Parkway, and all surrounding neighborhoods, and also east side of bridge in Queenstown and surroundings.</p> <p>There needs to be an alternate route outside of Annapolis/Arnold-already too much traffic in this area-there are several other sites in other counties. Several other people have highlighted the problems with an emergency near the current Bay Bridge and no other alternate route, except going north to Cecil County. It needs to be decided soon and not have more 2-year studies. Construction costs also increasing the longer new bridge is delayed.</p> <p>Governor Hogan will soon be out of office and his opinion should not be the only one-he doesn't live near bridge, with primary residence in Davidsonville.</p> <p>Sincerely, [Name Redacted]</p>
5/10/2021	Email	<p>Bay cross study</p> <p>To whom it may concern;</p> <p>As a lifelong commercial fisherman, a member of the governors title fish committee for 12 years, I strongly oppose a third Bay Bridge on the Kent island area. The ecosystem of the Chesapeake Bay is not in a very good place at this time, and has not been for several years. We feel the impact of building a third bridge could be detrimental to the fish, crabs, and oysters that call the bay their home. The oysters have a vital impact on filtering the waters of the bay. Fishing and crabbing are not only an important part to the commercial fisherman of the bay, it is also very important to the sports fisherman and tourist industry of Maryland. We fear a new bridge in that area could cause the Bay to deteriorate and possibly never come back.</p> <p>Also, as a resident of Kent island the impact on the infrastructure of our area cannot support a third bridge. I have family that lives 15 miles away and we cannot see them on weekends because of the traffic back ups. We have to plan all of our trips around the traffic. As you know there is one way on and one way off this island. When the traffic backs up they use our back roads and all local traffic comes to a stop.</p> <p>Queens county is the only county on the Eastern shore that has an Emissions control testing site. Adding a considerable amount of new traffic would cause more pollution to our county.</p> <p>Thank you, [Name Redacted]</p> <p>Email. [Email Redacted]</p>
5/10/2021	Email	<p>I'm The Rev [Name Redacted], resident of St Michaels Talbot County; active in civic affairs.</p> <p>Decades ago there was talk and plans for a Bypass around St Michaels, so that those who lived north of St M's could avoid the congestion of tourism traffic in St M's. A coalition was formed, and between them and environmental studies, the plans came to a screeching halt. Please note that tourism has increased exponentially through the decades.</p> <p>The Eastern Shore is a national treasure. The Chesapeake Bay is one of the most beautiful and largest bays in the world. St Michael's is also a State and National treasure; verified by tourism. Further, people from dozens and dozens of foreign nations visit St Michaels yearly. (Christ Church Episcopal-St Michaels has records to support this.) We rarely leave our in town home during the weekend due to the traffic. St Michaels cannot tolerate more traffic. I believe that to be true for Queen Anne's Bridge areas.</p> <p>Back to nature. I have to question if environmental impact studies have thoroughly studied the 'many' proposed corridors; let alone the current three hot spots. If that had been done I believe that the current three crossings would be off the proposal list. I know St Michaels would not be considered, just given the studies done for the proposed bypass, decades ago.</p>

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		<p>None of the currently preferred three proposed sites have the infrastructure apart from the building of the proposed bridge. Even at the current site of the two bridges, Route 50, either side of the Bridges, which we referred to as The Bridge, could sustain the additional traffic of a 3rd Bridge. And neither is there room to expand Rt 50, especially on Kent Island. I believe you have heard this from Residents of Queen Anne's County. In Talbot Co. there is nothing but Tidewater and farm land. All roads would need to be continued raised road/bridges highway as we see the land receding into Bay. This is a reality and is not going away. Climate change and erosion are real.</p> <p>As you know, it is not just a matter of building a bridge. If the goal is to get 'them' to the Ocean, it's going to take a lot of roads.</p> <p>Has a study been done showing where the majority of the beach goers are from? That should also dictate the placement of a new Bridge. Are they from Northern VA, DC, and northern 'Southern' MD? Or are they from PA, Baltimore and north of Baltimore? The roads leading to Annapolis currently cannot handle traffic, even weekday traffic. And what of the Seven River Bridge? It is a traffic halting funnel. Does the Commission Study the current traffic patterns and conditions? We need to get traffic away from these arteries, not increase it; especiallyfor Rt 2(Ritchie Hwy) and Rt 50, I-97.</p> <p>Back to study!! More is needed. I believe the Shore folk will engage the EPA to fight the current proposals. St M's fought the British off in 1813, and in recent history the proposed Bypass. There is no value or benefit whatsoever in the St M's Bridge crossing.</p> <p>Some of us, tongue in cheek, say: Bring it in to the current 3rd most northern proposed site, and dump them in the farm fields. And we laugh. We really don't want the farms destroyed or the farmers hurt in any way. If you think we don't wrestle with the need and wrestle with the where, you would be wrong. We understand the need. And so should the builders of the newer Bay Bridge back in the 70's. It should have had 5 or 6 lanes or been a double decker, as bridges are in other states. Hopefully foresight will used this time. You'll also need plug in stations on the Bridges for cars that get stuck for hours due to crashes, police events, and jumpers.</p> <p>There is much work yet to be done. My husband and I are in our early 70's. We'll be dead before the Bridge is built. But we care. We were born and raised in Maryland. My family, [Name Redacted], have been in Talbot Co. since 1672. [Name Redacted]ship builder, builder of the nick named 'Pride of Baltimore' among dozens of clipper ships, helped win the war of 1812. This is history. This is creation of The United States of America. MD, one of the original 13 Colonies, has a proud and progressive history. The new Bridge needs to reflect this. Perhaps in an alternative site.</p> <p>Thank you! Sincerely, The Rev. [Name Redacted]</p> <p>[Address Redacted]</p> <p>[Phone Number Redacted]</p>
5/10/2021	Email	<p>Dear Sirs:</p> <p>My computer gave me a message saying your "baystudycrosssing.com" site was malicious, so I was reluctant to go further in that direction for information.</p> <p>My husband and I support a no-build option for an additional bay span at this time. Covid has taught us that driving/commuting in the future may be quite different from what we currently project it will be. New technologies may well be available down the pike.</p> <p>Another bridge at the current location would only magnify existing traffic backups in Easton, Cambridge, and elsewhere. It would impact sensitive environmental areas</p>

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		<p>and park lands as well.</p> <p>Please do not give further consideration to this project.</p> <p>Sincerely,</p> <p>[Names Redacted] [Address Redacted]</p>
5/12/2021	Email	Somehow use one of the spans for just local Kent Island, Chester, Grasonville, Queenstown traffic. Make a dedicated span for beyond that. Like a turnpike to the beach
5/12/2021	Email	<p>I live in Riva Md. Please do not put another crossing here at 50. We have to deal with this traffic all summer. It makes no sense to have another crossing here bringing traffic from Virginia, Pennsylvania, and other parts of Maryland into this bottleneck. Why would you even consider such an idea? Putting bridge in another area to balance the traffic out is the only thing that makes sense. [Name Redacted]</p> <p>Sent from my iPad</p>
5/12/2021	Email	Has a tunnel been considered at the present bridge location? The original bridge will at sometime have to be replaced. A tunnel of four lanes each way would allow for the bridge not to have to be replaced and the newer span could also at some point be removed when its life expectancy is reached. Saving much money on maintenance which is now expensive and going higher on the current bridges. Also it would seem that the current roads would have need of little adjustment to accommodate a tunnel. If any other crossings are considered in the future then I think the idea of rail crossings should be considered via tunnels. Heaven knows we have enough automobiles on the road now. I know that state highway gets its money from fuel taxes but the future doesn't seem to be going in that direction. Thank you for the opportunity to voice my opinion. [Name Redacted] Kent County resident
5/12/2021	Email	<p>Hi everyone involved in the Chesapeake Bay Crossing Study, I know you have missed me. [lol 😊]</p> <p>It makes total sense to build new, additional bridge[s] at the current AA-QA location for so many reasons; financial, ecological, environmental, and common sense.</p> <p>The common sense reason is that at some point in the not-so-distant future the existing bridges will need to be replaced. That means building replacement bridge[s] before the existing ones are demolished. Duh!</p> <p>Early on, the MDTA reasoned it needed to complete the NEPA Tier 1 study with law suites in mind, dotting every 'i', crossing every 't'. Which you have done. I remember that presentation very well, as I figured Kent County, where I live, Tolchester to be exact, was a probably law suit initiator. Boy, just an opinion, but it is not surprising [Name Redacted] is [Offensive Language Redacted], calling the study flawed; she lobbied for so long and so hard for the new bridge[s] to be from Baltimore to Tolchester/Kent County. Just an opinion, again, but bet she would be in total support of the Tier 1 study if it found any location other than '7' to be the place for a new bridge[s]. Now I read she thinks any new bridge[s] should be south of the existing bridges, or maybe a 'no build option'. My-oh -my, how times have changed.</p> <p>Look, we know it is going to be a long, drawn out process to get a new bridge[s] built for a couple of different reasons; funding for the Tier 2 process, those pesky law suites, RFP composing, RFP reply evaluation, and eventual build. Close enough, time wise, for current bridge[s] replacement.</p> <p>For what ever reason, those people who are calling for ferry, tunnel or rail solutions haven't fully read all that has been written.</p>

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		<p>The responses for why those so-called-solutions are not viable, workable, practical have been explained time and again. It must be so frustrating for you.</p> <p>Personally, in addition to new bridge[s] being built at the current AA-QA location, I would suggest, being redundant with my previously submitted comments, that an express toll causeway/highway build across the Delmarva be considered, from the Rte 50/301 split down to Rte 90, with obvious Del DOT cooperation and involvement, with an intersection at Rte 404, to help alleviate seasonal traffic to/from resort areas. Rte 50 from the split down to just below Cambridge/Rte 16 just can't handle the volume with combined seasonal volume, local volume, traffic lights, major shopping areas, as well as OC, West OC and DE resort areas continuing to be developed both now and in the future.</p> <p>Just sayin'.</p> <p>Best regards, [Name Redacted] [Address Redacted]</p>
5/12/2021	Email	Sent from my iPhone
5/12/2021	Email	<p>Hello!!</p> <p>I am very interested in this project. I presented a brief on my proposal which was located starting from the Western Shore near RT 695 , then spanned across the bay with 6 lanes of traffic, 3 on top and another 3 lanes below then resting on the Tolcherter Shoreline. Since my initial proposal , i suggest the inclusion of light rail to 2 lanes to increase capabilities of the bridge. Suggest a service area like the "Chesapeake House" be established on the Tolcherster landing. Emergency services on the Eastern shore be trained and provided fire trucks, heavy duty rescue trucks be provided to the Eastern Shore EMS. That would reduce the hesitation and financial impact to the impacted communities. Suggested road improvements on select roadways that lead to the north and southern rout to the beach. The overall impact to the 2 bay bridge would effect a vast area: colleges, agriculture, jobs and improved access to emergency medical services, plus reducing the time to "get to the beach" by 1 hour.</p> <p>Please feel free to contact me for any questions regarding this project. [Name Redacted] [Address Redacted] [Email Redacted] [Phone Number Redacted]</p>
5/12/2021	Email	<p>WE NEED the BRIDGE HERE in either Centerville Or Chestertown.... Going through Chestertown with open farm land would certainly make construction costs stay low BUT more importantly it would bring new young families who would be able to fill our now empty school buildings and that would then increase the need for a MORE substainial HOSPITAL . We need young blood and MORE DOCTORS ... Help us by BRINGING ON THE BRIDGE HERE!!!</p> <p>From [Name Redacted] [Email Redacted] [Phone Number Redacted]</p> <p>Sent from Mail for Windows 10</p>
5/12/2021	Email	<p>We live in Grasonville within sight and sound of Route 50 as it passes over the Kent Narrows Bridge and continues past Exit 48B. We have a birds' eye view of the weekend traffic backups in our area throughout the summer. We seldom make any travel or shopping plans on weekends because we are held hostage by the stop and go traffic which floods Kent Island and the Grasonville/Queenstown corridor. The proposed third bridge might alleviate the backups on the bridges, but what happens when all that traffic has to merge back onto Route 50 to continue on to 404 and points east? What happens on the Kent Narrows Bridge when all those cars try to cross the Narrows to continue on their journeys? From April through October our back roads are continually jammed with cars trying to escape the highway backups and local businesses suffer along with the local citizens who can't get through the traffic to buy groceries, eat out, etc.</p>

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		<p>Please re-think the location of the third bridge; surely, there are other Eastern Shore counties who could reap benefits from having the bridge cross over the bay into their underdeveloped areas. Cambridge needs all the help it can get to build up its economy and having additional traffic in that area would be a boon for them. Queen Anne's County needs relief, NOT additional traffic problems!</p> <p>[Name Redacted] [Address Redacted]</p>
5/13/2021	Email	<p>The new bridge needs to be located, LOGICALLY, in the same general space as the two previous design horrors. You need to design a central span using the modern, single support style used up in Boston, down in Tampa St. Pete, like the Sunshine Skyway Bridge. No, we don't have to build the world's longest central suspension span, unless Maryland would like to be world famous, of course.</p> <p>The new bridge should bear RIGHT, about a half mile from where the current Route 50/301 meets the northern structure. Build a new mole about 45 degrees from the existing roadway, northwest. This land is empty. Swing it out and to the northwest a bit then CURVE it back towards the western shore. Let it make contact about where the State Park water tank currently stands and have the new roadway link to the current one approximately where the current Maryland Police building is now. You merely have to add about 200 feet of beach front to the north to maintain the state park and build a new police building. Neither of which should rock the budge IF you stay reasonable and do NOT attempt the world's longest suspension bridge. OF COURSE, if you DO build this super bridge then we WOULD be world class again! How about THAT for a change?</p> <p>Now the bridge: it needs to be four lanes UP and four lanes DOWN. The road leading to it, both sides, can easily support a fourth lane off the bridge and slowly merge back down to three. There should be room for some form of rail line or space for it for future use. This will shut the mouths of the bug lovers who are SO extreme in their environmentalism that they would shun ALL progress over a stupid worm. Relocate said worms. Build rail capacity so the politicians can claim how noble and conscientious they are and really.....</p> <p>That's all you have to do. The existing area, a new eight lane bridge, easily fit into the existing area and a complete DISMANTLING of the existing two structures, at LEAST the "newer" of the ugly pair which has already shown a disturbing tendency to lose a lane into the bay when it's in a bad mood.</p> <p>If you have any other questions on this logically perfect plan that of course you WILL totally ignore for some insane, monotone reason, let me know!</p> <p>[Name Redacted] [Address Redacted] [Phone Number Redacted]</p> <p>I'm always happy to clear the cobwebbed thinking from the minds of those who can't see the obvious and the most economical and efficient way of doing things.</p>
5/13/2021	Email	<p>This study was not thoroughly done and has many issues including legal issues as well as the environmental impact study is incomplete and flawed. The study should be redone and redone according to the law...not according to politicians and politics.</p> <p>The traffic will explode in the area around the Broadneck peninsula as well as on the Eastern shore in Stevensville and beyond as well as the adverse environmental impact on those areas will have far reaching damage.</p> <p>Legally, the study is flawed and it will end up in court unless redone.</p> <p>Redo the Tier 1 study properly.</p> <p>Sincerely, [Name Redacted]</p>

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		[Address Redacted] Sent from Mail for Windows 10
5/13/2021	Email	Dear State of Maryland I have followed this process since the beginning. This is not a realistic and honest assessment of alternatives but rather a foregone conclusion looking for an assessment to back it up. I realize that putting a third span in the same location seems to be the easy way forward but it is not a solution for future transportation needs. The roads (not the bridge) leading to the current crossing are already overloaded and cannot be addressed by just adding lanes. Whenever there is a wind warning, an accident, a maintenance issue, or anything that may distract traffic this pinch point will continue to be an unbearable burden for local residents and travelers alike. A third span will be outdated by the time it is built! The DEIS has not done an honest job of looking at the need for and the feasibility of a second crossing (which is likely the only long term solution) only because the Governor does not want to antagonize anyone new. This is not a reason that holds up in a DEIS. Do the analysis. Be honest. This is what the law requires. Then the Governor can make a political decision if he wants to. [Name Redacted] [Address Redacted] [Phone Number Redacted] Sent from Windows Mail
5/13/2021	Email	[Attachment: Outlook Item Mail delivery failed:returning message to sender (6.93 KB) second try to reach the phonies
5/15/2021	Email	As a resident of Talbot county who travels across Bay Bridge 4 times a week to provide child care for my 3 granddaughters, NO to a 3rd BAY BRIDGE near the existing 2, on Jent Island. Traffic jams constantly n existing infrastructure cant handle. Gov. Hogan n any other dept head pushing to have a 3rd bridge there need to live in the Queen Annes Cty n experience what the residents go thru daily with existing traffic, as it also effects every county from QACty to Worcester Cty. Do the smart thing n build that Bridge further down near Cambridge, Vienna, or Crisfield, si mor to destroy the land on KI and other counties affected.....LISTEN TO THE PEOPLE OF KENT ISLAND and MAKE THE RIGHT DEVISION TO NOT BUILD A 3rd BAY BRIDGE THERE!!!! [Name Redacted] Talbot Cty resident
5/17/2021	Email	Members of the Bay Crossing Study, Thank you for inviting comments to the preliminary selection of the current Bay Bridge site to increase traffic through the Route 50 corridor. Some of the following facts demonstrate that adding another span to the Bay Bridge will not be a solution to current traffic:

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		<p>1) Crossing the Bay Bridge is not the ONLY bottleneck in current traffic along the Rt. 50 corridor. Slow-downs, stoppages and other delays occur in several locations in the western shore including:</p> <ul style="list-style-type: none"> a) at the ingress to Rt. 50 from the 495 Beltway, b) at the intersection of Rt. 50 with Rt 3/301, c) at the intersection of Rt. 50 with Rt. 97, d) along several of the Annapolis Exits. <p>The traffic jams west of- and independent from-the Bay Bridge were documented by MD Dep. of Transportation to justify the recent addition of another line over the Severn River Bridge. Although this expansion facilitated the crossing over the Severn River, it did nothing to ameliorate the congestion at points a) through d) indicated above.</p> <p>In addition to the traffic congestion west of- and independent from-the Bay Bridge, frequent and profound traffic delays in the Eastern shore at Rt. 50 and Rt. 301 occur BEFORE any stoppage could be attributed to the Bay Bridge crossing.</p> <p>Moreover, all table top simulations and actual exercises in nuclear, chemical and biological defense in which I participated during my 30+ years career demonstrated that more casualties should be expected during undisciplined evacuation than as direct fall out of most attacks. Evacuation East or West through only the Rt. 50 corridor will be unattainable without vast casualties, particularly when a considerable segment of the relatively large regional population realizes that the Bay Bridge is a mouse trap for their escape.</p> <p>The reality is that the Bay Bridge in the Rt. 50 corridor is approximately three hours away in good traffic from the North (Elkton) and even farther from the South (Bay Tunnel) alternatives. The only true solution to the traffic congestion in Rt. 50 is to provide alternative routes for crossing the Chesapeake Bay at intermediate distances from the current Bay Bridge, Bay Tunnel and Elkton detour.</p> <p>The "Northern" options could include a crossing (bridge or tunnel irrespective of federal or state jurisdictions) at Pooles Island or through Spesutia Island-Turkey Point and Rt. 282.</p> <p>The "Southern" options could include: Rt. 497 at Cove Point into Rt. 335 or even southern by stepping through islands like Rt.5 at Point Lookout to Smith Island to Crisfield. The objection of Islanders to the Bridge or Tunnel could be circumvented by excluding egresses and ingresses at the island in question. In any case, it would be unfair to consider the opposition of communities that never have been burdened with traffic in detriment of those communities that already are living under current traffic congestion and thus contributed already to the common good.</p> <p>In summary:</p> <ul style="list-style-type: none"> i) adding another span to the Bay Bridge will be both, superfluous (will not eliminate the bottlenecks occurring at both sides of- and independent from-the Bay Bridge) and ineffective (will not prevent congestion along the Rt. 50 corridor regardless of a more fluent crossing). It can argued that a third span will exacerbate traffic congestion by attracting and concentrating even more traffic on Rt. 50. ii) concentrating all traffic through only one route (Rt. 50) will be catastrophic in any evacuation due to a natural or man-made emergency iii) additional traffic attracted by an additional crossing (a new span or a new tunnel) should be distributed fairly among more than one community and not overburden a single population like the one commuting through Rt. 50. <p>Therefore I request you to stop the Bay Crossing study until a thorough "Purpose and Needs" evaluation is conducted to determine the best option for long term benefits to Maryland, with fairness to the contribution by different communities, and including strategic considerations during an emergency.</p> <p>Sincerely,</p>

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		[Name Redacted] US Army (RET)