

**Bay Crossing Study Public Comments
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| 4/14/2021 | Testimony | My name is [Name Redacted], address is [Address Redacted]. I guess my primary one is do nothing – the proposed corridor 7, which seems to be the state's first choice, I don't think it is going to solve anything, other than get you across the bridge faster. It doesn't address the queues on either side or the traffic congestion. I think the absolute worst thing you can do is option 8, that's the one down to the Maryland 214. It's a two-lane road. It already floods. There's public safety issues already down here. Any minor fender-bender, it just blocks the road; emergency response vehicles can – cannot get in or off of the peninsula. Besides, there's a lot of water issues down there. We're not much above sea level; get more than an inch or two of rain in an hour, the roads are covered, so we -- by the time you divert that, it's going to cause more environmental issues. That is all I have to say. Thank you for giving me the opportunity. |
| 4/14/2021 | Testimony | My name is [Name Redacted]. I live at [Address Redacted], and am testifying on behalf of Maryland Sierra Club. The Chesapeake Bay Crossing Draft Environmental Impact Study was supposed to comply with the National Environmental Policy Act and consider a reasonable range of alternatives. Unfortunately, the study did not do so. Instead, the DEIS' authors adopted a conclusion's first approach that eliminated serious consideration of any alternative other than what they wanted, another Bay Crossing. The DEIS considered use of a ferry service, bus rapid transit, transportation demand management, and transportation system management independently as stand-alone alternatives and consequently rejected them. There was no consideration of how they could be joined together into a flexible, integrated solution that could meet change in traffic conditions. We believe that is a serious deficiency of the DEIS, and ask that the final Environmental Impact Statement fully examine combining the four modal and operational alternatives into an integrated solution that is a viable alternative to a new Bay Crossing before a record of decision is issued. Consideration of how best to use MOAs should not wait to be studied later as possible supplements to the preferred corridor alternative. There are a number of reasons why an integrated solution of MOAs deserves serious consideration. First, climate change is happening and may fundamentally alter growth of and traffic to Eastern Shore communities because of rising waters and worsening storms. Projections of future growth in traffic are based on past experience before climate change, so are not reliable. Second, transportation is already the largest source of climate damaging greenhouse gas in our state, with toxic tailpipe emissions also damaging human health. Building another Bay Crossing to accommodate even more cars would generate even more greenhouse gas and more toxic air pollution. Third, study after study has substantiated that expanding roads and bridges induces demand; that is, it encourages more people to drive. Any relief in traffic congestion would only be temporary, because the increase in number of cars will lead to traffic congestion again in the future. Fourth, an integrated solution of MOAs ways that includes use of electric bus rapid transit, possibly use electric ferry service, together with the many potential options offered by TSM and TDM would inevitably offer significant flexibility, capacity, dependable and reliable travel times, potential financial viability, and is more environmental responsible than any other alternative. In summary, the Bay Crossing (audio interrupted) the final DEIS needs to address the problems that I identified. Thank you. |
| 4/14/2021 | Testimony | [Name Redacted]. I live at [Address Redacted], [Phone Number Redacted]. I have sent a copy of this to Kathy Szeliga. If you -- if I don't get everything done, please contact Kathy. I recommend that the Bay Bridge not be done down in Montgomery -- that serve Montgomery, Howard, Anne Arundel, Charles County, State of Maryland, plus D.C. I recommend a second Bay Bridge be done in the Baltimore area using the 695 gathering point for all traffic that funnel -- that could funnel the traffic over to the Back River Road area, that's Route 36 and 34, adjacent to the exit Essex Skypark that's near the West shore of the Bay. There is also dredge spoils, islands that could be used for footings for bridges. There will be no modifications nearby, mainly done in the west in the Baltimore area. Only things would have to be done is signage and the installation of the Bay Bridge. That's at 695 going from the Eastern -- from the Western Shore to the Eastern Shore and landing in the Tolchester Beach area, that's Route 21, Sandy Bottom Road, suggest that this would serve the following counties: Cecil, Harford, Baltimore, Howard, Frederick, Carroll, Washington, Baltimore -- and Baltimore County. The second bridge could be used by vacationers, commercial impact, access to colleges, boat shores, access to emergency services, and special operations. The effects would be an economic boom for the Eastern Shore agricultural business, improve access to medical care providers, transportation to and from the Eastern Shore, which is sorely needed -- okay. Time would be reduced, and suggest a complex building or a (audio interrupted) bridge of six lanes, three lanes on top, three lanes on the bottom, designated lanes that can be maneuvered. Please see Kathy Szeliga, and the routes would be from Route 20 and 21 going to Smyrna and Dover, Delaware. Thank you. |
| 4/14/2021 | Testimony | Okay. My name is [Name Redacted]. My address is [Address Redacted]. I thank you for the opportunity to share my thoughts. While I understand the need for additional Bay Bridge, I would like to ask that the Northern option in Pasadena be eliminated. I live in a family home on the North Shore of the Magothy River near Grays Creek. So, I've spent a time swimming in the river in the early '60s when I was a child. In those days, the seaweed was so thick and tall that it tickled your belly until you swam out past it. There was a huge -- there were huge soft crabs in the grass, so thick that kids went door-to-door selling them to homeowners, like my aunt, perching their little holes in the mud to sleep and they were allowed to heal. When my cousin was little, she said there were so many ducks on the water that when they took off it scared her. And then there were quail. They crossed the road when my aunt's community was first developed and the roads were dirt. Much of the above is now gone. With the blockage of Gibson Island causeway and the Magothy's narrow entrance, it is not a river that flushes easily; meaning, the toxicity of |

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| | | development in its watershed only worsens. Many years ago, when a marina was proposed at Mago Vista, a study determined that unlike a rapidly flowing river, the Magothy River only turns over when its water, only turns over its water, every 10 years, so the marina was not approved. If the new bridge and its roadway were built in this watershed, what were those impervious surfaces do to the water quality? How will the river cope with the runoff of oil and chemicals from exhaust, and heaven forbid an accidental toxic spill? The river is struggling now and cannot clean itself sufficiently to handle this load. I should also mention that I was formerly a volunteer at Hancock Resolution, so I'd like to read this last piece. I also ask that the Northern route be eliminated on behalf of a 1785 farm called Hancock's Resolution that stands at the end of the peninsula adjacent to Bodkin Creek. This little farm has been in the same family since the revolutionary war, when a revolutionary war hero fought in Yorktown, came back and built this stone farmhouse. For over 20 years, community and family members have fought to make the farm a working museum, and finally it has become a county park. One aspect that makes this 18 -- 1785 farm special is that it has been undisturbed over the years, with little encroachment of houses, with a few hidden houses away behind distant trees. To visit the farm is like going back in time where you can glimpse life as it was on many farms in Anne Arundel County in the 1800s. If the northern half of the bridge is built just south of the farm on the south bank of Bodkin Creek, the roar of traffic and the possible site of the bridge would degrade the value of this rare restored property. So, again I ask the Northern option be eliminated. Thank you, very much. |
| 4/14/2021 | Testimony | Hi. Thank you for taking my call. My name is [Name Redacted]. I live at [Address Redacted]. I represent no organization. I have been a long time – few years trying to get people aware of an upper bay crossing. The upper bay crossing should be off of 695, right here in Edgemere on pillars where bridge structures and a cloverleaf off of 695 going through North Point State Park. It's approximately three miles from the Beltway to the water, shortest distance of work to be done for the approach to the bridge. And the bridge should go over to Tolchester, or an immediate area over there, however they desire to put it over there. There won't be any environmental condition here, because once the construction is done it will all go back to its normal time. There is a bike trail going through from Edgemere, North Point Boulevard to the North Point State Park, and this area could be used to put the structure for the bridge. In 20 -- in five years the traffic is going to be twenty percent more wherever you put the bridge, and right now you have a lot of traffic going down there, and I have spoke with Heather Lowe numerous times about the matter. I attended the meeting at Middle River last fall, and for having the upper bay crossing here, people will save at least a half hour plus of traffic time to get to the Eastern Shore. People have sacrificed to have the roads that we have today, so the people shouldn't be unconcerned for not having a bridge here in this location. I've covered all the options for the bridge. And it could be a cloverleaf off of the 695 here, like they have up at Golden Ring Interstate I-95. And a number of years back I talked to the engineers and told them that, you must put the road in the direction that is going, and they followed my instructions. This was about 35-40 years ago when I talked to the engineer, and you have the road that it is today. And the road that you have at Bethlehem Steel Boulevard is my input to have the road the way it is there. So, further call would be appreciated for more updating on the matter, and I can highlight more things, since my time has run out. |
| 4/14/2021 | Testimony Line | Hi, this is [Name Redacted] here I called earlier and was proposing for the upper Bay crossing and in reference to someone else calling a double Decker would save space for the bridge and for having the crossing at Edgemere on a Cloverleaf, going through North Point State Park on the trail road and there's plenty of space there and it's the shortest distance across the water. And it won't affect local traffic because it'll be on pillars or bridge structures. I have added this to my conversation for the earlier time. And like I said, it won't affect the local traffic because you'll be coming off the beltway on a Cloverleaf going through North point State Park over to Tolchester. Thanks again for hearing me again. And, uh, phone number is [Phone Number Redacted]. Appreciate your return call. Thank you. |
| 4/14/21 | Testimony Line | Hi, this is [Name Redacted], again, another comment for the upper Bay crossing. I don't have all my notes that I had previously presented to the Maryland Transportation Authority. And I believe it's eight miles north of the Chesapeake Bay now crossing, which would be much better than having one only two miles or whatever, further north from the Bay crossing. And it will relieve a lot of the traffic coming from the Western area of our United States. Because lots of people come different ways and it will relieve the traffic and, it's going to take at least five years for you to plan and, and get this built, and the traffic is going to be that much more. I left my phone number for additional comments, I think of things and I visualize how things need to be and I do respect I appreciate you hearing me out. Thank you again. |
| 4/14/2021 | Testimony | My name is [Name Redacted]. I live at [Address Redacted]. I happen to live on the Broadneck Peninsula in a subdivision called [Address Redacted]. I have been here for 38 years. And in those 38 years, we have gotten overcrowded to the sense that on the weekends, during the summer and on holidays, I can't get back to my house in a timely fashion because of the Bay Bridge backups. What I would like to suggest is improve the public transportation here for the peninsula, or perhaps build another bridge, either in South County, which is an option, or off of 100 down to Gibson Island. That area, from what I've seen, is empty and it could be a concept for that -- another span. I don't understand why you keep wanting to build onto this peninsula for people to get over the bridge. More and more people are moving out to the Eastern Shore and they're driving in to Washington and in to Baltimore, in to NSA, in to Fort Meade. We need to have something else for our community. The side roads, East College Parkway, Whitehall Road, all of this gets completely jammed up when there is an accident on the Bay Bridge, as far as I can see, even on the weekends, and again on the holiday weekends. And that's all I have to say. I thank you for your time. |

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| 4/14/21 | Testimony | Hi, my name is [Name Redacted], I live at [Address Redacted]. That's [Name Redacted]. I'm representing the Stonecrest Community in Arnold just off the intersection of Bay Dale Drive and College Parkway, about a mile north of Route 501/301. We're an over-55 and over community. We see the firsthand effects of the current level of congestion in our area due to the lack of capacity at the current bridge crossing. We also generally concur that focusing on the existing corridor will have the biggest positive impact for the least expense on the current levels of traffic, not only on Route 50/301, but also on the corresponding -- also the corresponding backups on the smaller roads in the neighborhood surrounding the current corridor from Annapolis to the bridges. To this point, we have questions and suggestions which we'd like to see addressed in the next phase of the project. One, how much wider will 501301 be excuse me, 50/301 be when finished, and will it actually solve the problem for the long term. Second, when will they start construction and how long will it take to finish? Will there be incentives for the contractors to finish on time or earlier? Three, we're concerned about the road construction noise levels and are opposed to any plan to work at night. Additionally, what will be done to mitigate the level of daytime noise associated with construction? Fourth, what will be done to preserve existing vibrant neighborhood businesses and restaurants along the corridor during construction? Fifth, what will be done to manage the impact on local roads like College Parkway, St. Margaret's Road, Bay Dale Drive and Ritchie Highway during construction? We already see the impact of reduced traffic 50/301 manifest itself with long backups on the tertiary roads like Church Street and Jones Station Road as people look for shortcuts whenever the main route gets backed up. And we suspect and when construction starts of this magnitude it's likely to be backed up quite often. Sixth, the project must include specific actions to increase the long term capacity of Ritchie Highway and other feeder roads like College Parkway, and Bay Dale Drive concurrent with the work on 50/301. Finally, we suggest there should be a specific community liaison person assigned to each community for the length of the construction period to whom we can go to with there are problems that need immediate attention. Thanks for the opportunity to comment on the project. I and the members of the Stonecrest Community urge you to take action on these suggestions and to mitigate the impact and disruption on local residents this project is likely to cause. |
| 4/14/2021 | Testimony Line | Good evening. My name is [Name Redacted]. and I live at [Address Redacted]. We, my family and many neighbors are adamantly opposed to the bridge at its current state. There are studies that state from the environmental planning company firm AKRF in Hanover that it's not necessary. While I think we do need other spans, not here. Is the state going to take our property via eminent domain? If they enlarge 50, how does that impact our life and our livelihoods? So, we're opposed to, the third span at the current place. Thank you. |
| 4/14/2021 | Testimony Line | Hi, my name is [Name Redacted], and I have a couple of comments about the Bay bridge crossing study. I believe we have two uniquely different traffic volumes to address. First there's the normal weekday and weekend traffic; and second, there is the summer seasonal traffic. I believe for the normal weekday and weekend traffic, we should address the problem by looking at the current toll Plaza and eliminating the fact that the cars have to slow down if they're going on the eastbound side, eastbound route 50, slow down to go through the toll Plaza it breaks out into, I believe it's nine stations wide and then comes down to two lanes onto the bridge. That really doesn't keep traffic flowing. It makes a stop. It's a bottleneck. I think the best solution for that would be to get rid of the toll Plaza, put in highway speed toll readers, and keep the traffic flowing at highway speed. That would address a significant amount of the normal weekday and weekend traffic. I think for the summer peak seasons we have seen advantages when certain exit ramps are closed. So, for instance, when the traffic in the seasonal time is on the eastbound side heading over to the Eastern shore, if we were to close several of the exits, it would keep the traffic that's on route 50 flowing to go across the bridge. The same would happen on the Eastern shore, close some of the exit ramps so that people are not peeling off of route 50 to get into the local area. When it's on the westbound side, we can do the same thing. The eastbound lane's not that heavy. You don't need to close those. When the westbound lanes are heavy close, a couple of the exit ramps. That would relieve an awful lot of congestion. As far as those of us who live along route 50 Corridor, whether we're on the North side or the South side, whether we're on the Western shore or on the Eastern shore, we have overpasses that allow us to have easy access throughout our communities. We really have no reason to get on the heavy traffic side of route 50 during the seasonal heavy traffic congestion times. I believe following those simple changes would address much of the frustration or problems that we have both within community roads being overburdened with summer traffic and with keeping the traffic flowing during normal times and during the seasonal times. I don't believe we need a bridge if we address those problems. |
| 4/15/2021 | Testimony | Hello and good afternoon. My name is [Name Redacted]. I reside at [Address Redacted]. I'm calling today to express my strong opposition to using the current location and connecting roadways to build a third bay bridge span, identified in the study as corridor seven and six. I feel if a third span were to be built in the current location, as corridor seven and six proposes, our quality of life that is already so greatly impacted by Bay Bridge traffic, would become severely diminished. I find it disappointing and frustrating that rather than alleviate the traffic that comes through the communities surrounding Route 50, the study is proposing to add more traffic to those roads. Rather than find alternatives to alleviate the incredible amount of vehicular traffic in our backyard, residents of Annapolis, where I live, and others like Kent Island and Easton and other communities along Route 50 will continue to shoulder the immense traffic burden for generations to come. I feel the study fails to properly take into consideration that when there is a backup or accident or wind advisory along Route 50, a large number of vehicles jump off of 50 and onto the side roads to shave off time. St. Margaret's Road, College Parkway, Bay Dale Drive become completely clogged. A five-minute trip to my son's school |

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| | | can take upwards of 40 minutes. I can only imagine the crippling congestion around the bay area -- Bay Bridge area if, in fact, the proposed corridor seven were to be built. Our lives -- our quality of life would be greatly diminished. I also think that the study fails to address a great deal of noise pollution. If more land and green space will be used for these roads, for a bay span crossing, the noise would become intolerable. I know the Annapolis area is not alone. I grew up in Cambridge, Maryland. I know first-hand the congestion along Route 50 during the summer. It backs up into historic Easton, a 10-mile backup at the Chesapeake College. The study does not reveal how traffic congestion (audio interference) would be solved by a third bay bridge crossing. I feel it's time for a point of crossing north of the current location. I'm also disappointed that alternative to reducing vehicles on our roadways received so little attention. Maybe (audio interference) but why not look at it as part of an integrated solution to get cars off the road? In conclusion, thank you. I am opposed to corridor seven as greatly diminishing the quality of life around that area. Thank you for your time. |
| 4/15/2021 | Testimony | Hello. This is [Name Redacted]. My address is[Address Redacted]. I've been traveling between Baltimore and the Delmarva beaches for over 25 years. The Bay Crossing Draft Environmental Impact Statement correctly states that as the regions population and employment levels grow, the demand for all types of trips will increase, requiring more travel capacity across the Bay. The report also correctly notes that added travel capacity will induce more development and growth in the study area. The recommended solution of having more highway capacity, however, simply enables rather than addresses feedback loop of growth, congestion, capacity expansion, followed by more growth, congestion and capacity expansion. DEIS should be redone to create a more integrated analysis and recommended strategies to minimize the feedback loop. The DEIS identifies some key causes, most notably the expected regional population and employment growth, but simplistically treats the symptom of vehicle congestion with added vehicle capacity, which ultimately only enables more congestion. Additionally, the no-build option is presented in overly negative terms because analyses of alternatives and advances have been done in silo rather than an integrated fashion. Some were not even considered at all. A proper DEIS must address the causes in an integrated fashion to minimize vehicle miles traveled which are the essence of traffic congestion. Key threads of an integrated analysis would include, one, defining sustainable development across the Chesapeake Bay Watershed. Two, establishing and incenting mass transit systems, especially bus rapid transit as well as other high-occupancy modes such as private coach services. Three, maximizing transportation system management and transportation demand management, including variable tolls and shifting trucks to non-peak times. Four, considering emerging technology advances such as autonomous vehicles and small aircraft passenger services incenting tele-work and flex time. Like all electronic tolling, many TSM, TDM, and mass transit strategies can be implemented, measured, and adjusted now and provide more experience and data to better inform strategies and solutions. Combinations of alternatives should not be deferred to a tier two study. If adopted, the current draft tier one study will likely lock in the creation of a third crossing, primarily serving individual trips while demoting TSM, TDM mass transit and other strategies to secondary roles, if any. Modification of the existing crossing site is most sensible in terms of environmental impact, development density, and priority funding areas, as well as tax-payor costs. The existing site also better enables implementation of mass transit and TSM, TDM alternatives. However whether or not the huge costly undertaking of a third bridge crossing is warranted is unclear and should not advance until the necessary integrated analyses are done. Thank you very much. |
| 4/15/21 | Testimony | My name is [Name Redacted]. I am the president of the Hickory Ridge Homeowners Association which is off of Route 50 in Queenstown and our community is basically isolated because of the Route 50 traffic and it is very, very difficult to get in and out of our community. State Highway is already aware of that. We absolutely cannot tolerate -- we can't abide any additional traffic on Route 50 we are trying to alleviate the traffic on Route 50 and come up with some solutions so that we have easy access in and out of our community. The Bay Bridge, in its present location, is enough of a problem that is practically insurmountable and adding additional traffic to Route 50 with an additional span is just totally totally unacceptable and intolerable and we just do not support it. We would like to see a new bridge to take some of the traffic, especially the northern traffic from Pennsylvania, New Jersey, and that beach traffic. That basically isolates us from Thursday night, Friday night, Saturday and Sunday it's a four day weekend. And even now, Monday. People are coming home from the beach on Monday. So, it's almost a five day isolation. And we just totally oppose any additional spans on the current location and would appreciate something further north that will accommodate and take the Pennsylvania, New Jersey traffic off of the Bay Bridge. Thank you very very much, again my name is [Name Redacted], president of the Hickory Ridge Homeowners association that is in Queenstown right off of Route 50. My number is [Phone Number Redacted]. My email is [Email Redacted] and I hope that there will be further opportunity and I know that other people in our community have signed up to speak. Thank you very much. Bye-bye. |
| 4/21/2021 | Testimony | My name is [Name Redacted]. I'm a resident of Annapolis, Maryland, and I'm here representing myself. With respect to the study, I've broken it down into several items. Corridor 7 issues would be Route 50 traffic capacity limitations as a feeder already exist to the existing bridge. Route 50 lane expansion limitations from I-97 to Governor Ritchie Highway are a reality. The Route 50 vulnerability to accident-based road closure on both sides of the bridge is another reality. These are problems with the Corridor 7 situation. The additional factor is that it does not provide an infrastructure base for population and economic expansion, particularly on the Eastern Shore, and the rationale of putting it in Annapolis, since they're already used to the traffic, is absurd. You know, the governor's comments that he would only support Corridor 7 should be ignored. Corridor 6 and 8 have issues as well, and these corridors have no available land to build access roads, and the bay width would require long bridge spans at extremely higher costs. Now the Corridor 12 and 13 benefits would be Western Shore access exists with Routes 5, 4 and 2. |

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| | | It provides alternate route to a single thread bottleneck that exists to the Route 50 corridor. It also improves Eastern Shore access from Southern Maryland, D.C., and Northern Virginia, thereby pulling traffic from the Route 50 corridor, provides more direct access to Eastern Shore beaches without transiting Easton and Cambridge. It also provides an infrastructure base for economic expansion and population growth in both Southern Maryland and the Central Delmarva Peninsula. It creates an infrastructure for future I-95 bypass around the Baltimore/Washington Metropolitan traffic nightmare. A bridge in this area would be spanning one of the narrowest stretches of the Bay, thereby reducing its construction and maintenance costs. Conclusion: The current approach does not take into account traffic and roadway issues associated with a third span in the Corridor 7 environment. The current approach lacks vision for future growth in the state and seeks to replicate the issues created in Northern Virginia, i.e., the Route 66 corridor congestion. Southern Maryland may oppose the growth, but the state can't continue to cram it into Central and Northern Maryland. I ask that the commission be bold visionaries. If you build it, they will come. |
| 4/21/2021 | Testimony | My name is [Name Redacted]. I live at [Address Redacted]. I live two and a half miles west of the Bay Bridge. I am president of the Broadneck Council. I am Vice President of Growth Action Network, which is a countywide advocacy group. I represented the Broadneck Peninsula on our county executives, citizens advisory committee for Plan 2040, the GDP, and I'm also a member of the Chesapeake Bay Bridge reconstruction advisory group. I've lived in the peninsula for over 50 years and have shared the frustration of Broadneck residents who deal with congested Route 50 traffic, unable to reach their homes on summer weekends due to Eastbound beach traffic. In '07, the Broadneck council united leaders from local Broadneck communities to work with the MDTA with the hopes of improving the flow of traffic that are crossing to the Eastern Shore. Electronic tolling was implemented, but too many challenges have not been met as the MDTA makes their rules on management and operation of the Bay Bridges. The Broadneck Peninsula corridor was recently selected by the MDTA for the location of a third Bay Bridge. This alternative Number 7 was announced to the public in February with the publication of the NEPA Tier 1 draft DEIS study. The members of the Broadneck council and peninsula residents are opposed to this selection to add an additional crossing to the two spans already on site. The Broadneck corridor is a congested crush of weekend traffic during summer months, and it's forecasted by the MDTA by growing by 1 to 2 percent a year over the next 20 years. There are currently about 118,000 vehicles a day crossing the Bay during the summer months, summer weekend, from the Broadneck. To note, the target date for the appropriate life of the old 1952 span has been set at a couple of different target dates, but one in the DEIS is 2040, the 20-year marker for replacement. This lifespan could be extended another 20 years, as we read in the LCCA report, but as stated in this 2015 report this would require that millions and millions of dollars be spent on repair and maintenance that should be directed to fund a replacement bridge. The Bay study covers 100 miles of land bordering Chesapeake Bay. Despite a goal of improving mobility over the current Broadneck crossing, it's impossible to acknowledge the fact that since the first bridge was built in '52, that in 70 years another acceptable crossing site could be located within this 100-mile corridor. Then the newer third span was built -- here we have another one, we've got two already, and now the third one on the Broadneck? We're facing a decision where to put this span, and we don't even know if it's going to be new or replacement. The direction is to add another span to this overcrowded beach corridor. The residents of the Broadneck Peninsula and Annapolis say enough. We are crushed with summer beach traffic, an old two-lane bridge that must be replaced, and we object to the decision. And finally, in order to direct traffic away from the corridor, changes were considered that must be reconsidered such as Calvert County in the North or above Pasadena -- I'm sorry, in the South and above Pasadena in the North. We want to keep our Sandy Point State Park, we want to keep our communities, and we want to keep our peninsula whole and not full of approach roads and ramps for a third Bay Bridge span. |
| 4/21/2021 | Testimony | It's [Name Redacted]. I live at [Address Redacted], which is on the Broadneck Peninsula. I'm a neighbor of Pat's, who did a wonderful job, and I, I reiterate everything she said. I don't represent nobody but my neighbors. We all are united in the idea that another Bay Bridge at the Broadneck Peninsula is totally unacceptable for a number of reasons. The first reason is we feel at this time that the planning has been rushed, that the statistics that have been used up until now of road studies, things of that nature, have not taken into consideration current statistics, in particularly concerning the Covid. In addition, to that, we feel that there is no need for a Bay Bridge in our area. One of the problems on the -- Route 50 is backups, and they go for miles and miles sometimes because of beach traffic. We contend that the present facilities, the roadways and things of that nature, could be used in a more efficient way so as to allow for the present use of that corridor, and that would then satisfy the needs of the traffic; things such as, perhaps, closing off exits so as to not allow traffic to leave and come back on causing backups. Perhaps having a corridor from Route 97 all the way to the bridge, a continuous run without entrance, without exits, so as to allow a free flow of traffic. We also think that the future of automobiles, electric use, cars that will be self-driving, things of that nature, will help with the impact of traffic, a crossing bridge would no longer become the bottleneck that it appears to be now. The bottleneck could be relieved quite a bit if proper road studies were done. We have a particular issue at Sandy Point, and one of the things that the local people have done concerning traffic is, is that we have limited access on the access roads that parallel Route 50. By limiting that access, it has alleviated the access -- the backup of roads in the communities through a different use. We are totally opposed to a new bridge at that location. Thank you. |
| 4/21/2021 | Testimony | I agree, that's a lot of things to do. My name is [Name Redacted] -- and I live at [Address Redacted], and I live in the Broadneck Peninsula. Is that it? First thing I want to comment on, this -- I hate to do this but I have to -- this is the most intimidating, constrained public hearing that I've ever been involved in. We're facing the |

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| | | <p>panelist who cannot present or present -- respond to our questions. We are -- you have to register for and sign in for the public hearing. Typically, those things are not done. But I know this is also a constrain because of the Covid, so let, let me get into the (indiscernible). I have already presented -- left my written testimony and I'm not going to have time to go through the whole thing, but I'll try to highlight it. The Tier 1 DEIS report and process provides insufficient information for Anne Arundel County, its environs including 48,000 residents of Broadneck; therefore, a corridor selection, FEIS, and record of decision cannot and should not be made until the following deficiencies are corrected and provided in a revised DEIS. And here are some of the reasons: 1) The county was excluded from being a major participant in the decision-making process that went on here. There's no explanation of what the bridge is. Is it a new bridge or is it a parallel bridge, or is it a bridge that takes down the other -- the older facility and continues on? Why? These all impact the approach roads. In fact, the next couple of things are related to the approach roads. So how many lanes are the bridge? We don't know that either. And that, again, affects the approach roads. And the approach road details? We don't know the situation, we don't know if they're going to survive because of the possibility of extending and widening the Route 50 and the other roads, and perhaps even creating a new bridge, Severn River Bridge which we just rebuilt. The purpose and need is way too limited. It doesn't meet NEPA requirements. It's -- a traffic study purpose and need, and it does not -- it is not broad enough to consider the Chesapeake Bay region and its activities. The benefits are missing. The benefits of what this bridge -- this new bridge will bring to this region. It would be a tremendous impact, just like this bridge has been over the last 50 years. Lack of corridor analysis. And I finally end up with a 10th item, where -- and have you considered the new normal because of the Covid? So, I'm asking at the end, how and when will your comments, our comments, and this testimony, and all comments that have been provided be responded to? And I know you can't respond; you've been directed not to do that. So, at some point I hope somebody explains that. Thank you.</p> |
| 4/21/2021 | Testimony | <p>My name is [Name Redacted]. I live at [Address Redacted], and I represent myself. I've listened to the previous arguments, and they're certainly valid arguments. In a sense, when you propose a new bridge like this it's like building a prison somewhere, no one wants it in their backyard. So, I'm sure there's going to be opposition to any of these other alternatives, other than the one that is so-called Number 7, which is where the existing bridge is. There're certainly some compelling reasons to place a new bridge where the existing bridge is. Obviously, the infrastructure and roadways are already there so, it's why reinvent the wheel again and put that whole infrastructure and access roads, et cetera, limited access roads somewhere else along the Bay -- the Chesapeake Bay? The -- no one likes the traffic. I've lived in the Annapolis area for 30 some years, and no one likes the traffic of Route 50. The weekends are a mess, but I'm sure that the people that have done the study have analyzed the traffic data. If you were to add four additional lanes, presumably the backups would be eliminated and the traffic would just smoothly go across all three bridges, or whatever it's going to be. I assume it's going to be a third bridge, a third structure, and I don't know if it's four lanes or six lanes, but I cannot imagine that with those additional lanes there would be any backup unless there was an accident of some sort. So, I - I basically have come to the conclusion that it makes the most sense for Maryland residents, Virginia residents, and residents at the Eastern Shore to have the existing bridge stay where it is, obviously, and be added to. One other thing is, I don't know if it's been considered, is that many bridges around the country have access both to automobiles and rail. They are typically double-decker bridges, and I wonder if any consideration has been given to putting a second layer with two rail lines. The Washington Beltway is only 22 miles from the Bay Bridge, so it would be relatively easily to extend their subway system to the bridge and then gain access to the Eastern Shore across the bridge, which would make employment for those -- it would be like an hour drive from the Eastern Shore to Washington, D.C. That summarizes my comments. Thank you, very much.</p> |
| 4/21/2021 | Testimony | <p>Hi, I'm [Name Redacted]. I live -- [Name Redacted]. I live at [Address Redacted]. I'm on Kent Island. What else? I am going to go complete opposite of the last gentleman. Emergency vehicles cannot move during summer at all on any of our side roads. God forbid there's an emergency. They could walk faster to a hospital. Yesterday, it was an accident on the bridge, took me an hour and a half to get home. That's fine; however, emergency vehicles are trying to come down on Main Street, they can't move. I'm three and a half miles away from the bridge. All of Kent Island is at a standstill, complete standstill, on Saturdays and Sundays during the summer months. Our infrastructure doesn't have enough to hold the summer traffic. I would love for any of you higher ups, as well as Governor Hogan, and the higher ups in government to come and spend a weekend on the island and try to move on Saturday and Sunday during the summer months, and then see if that's the right way to go. I think Number 2 and 13 would be great, have a lot less water to go over so less money to build the bridges. And piggybacking on the first gentleman, that spoke the Number 13, I believe, 12 and 13 could add more funds and employment down to the Southern end of Maryland. Thanks.</p> |
| 4/21/2021 | Testimony | <p>[Name Redacted] is the legal name, more commonly known as [Name Redacted]. I currently reside on -- live on [Address Redacted], but I'm a 25, 26-year resident of Anne Arundel County in the immediate area of the bridge. So, I'm here to say that I think -- I'm very disappointed in the structure of the study. We call it a bridge study, and it should be a corridor study. The problem is congestion on this neighbor -- in our neighborhood. It's the same thing on Kent Island. We have a congestion problem. It's not uncommon within the state. The problem only comes out about like 25th or 26th on the state's list. Therein lies our problem. So, we have to call it a problem with congestion, being as far down on the list as it is. Nothing is going to happen here until 2040. Now, whether that's a function of priority or availability of funds, I care not which. But the consequence of this is we have a three-stage problem. We have a now, a 2040 problem, and a 2065 problem. People here are talking tonight about the 2040, 2065 problem in large. I want to focus on the now problem, because that's the problem we have. And in 20 years' time, there is nothing in</p> |

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| | | <p>this plan that's going to effect the problems we have in our community, not one wit. And that is fundamentally wrong. I sit in the traffic like everybody else when it backs up. I lived on Cape Cod or near Cape Cod, and I understand about summer traffic. We have minor summer traffic today. It's a nuisance. I don't quiver with that. But I perish a terrible thought of what it's going to be like on this community and on Kent Island in 10 years and in 15 years. That is a scary proposition, and I see nothing in this study that anticipates that. Now, I say you ought to pause this study, you ought to put somebody on State Highway on this sucker and do it quick, because it's his problem. It's not a bridge problem. We have a through-put problem. I can run 6,000 vehicles an hour up to the bridge and I can get 4500 across now. That is the problem. So, somebody has got to explain to somebody. Not to me, I'm not going to live here longer, I mean live longer. How are we going to get those additional vehicles across the bridge? Whether it's a new bridge, something else, but you've got 20 years to figure out how to do that. That, my friend, is a problem. There are a lot of things that can be done. I've studied a lot of other bridges around. There are things that can be done; shaky, require a little bit of aggressiveness. Federal Highway will give you some lack -- slack on 12-foot lanes. They're made without an argument. You may be able to get them down to 10-foot lanes. I would like to see an engineering study that says, how do I get an extra foot or two on some of these lanes? I think that some sort of an engineering analysis might show that we can get an additional lane onto that bridge. If I can get a lane on there an avoid the contraflow, you will avoid the [Offensive Language Redacted] like we saw today or yesterday. Alright. So, I'm saying we've got a -- we've got a very flawed structured study on this thing, and it's not your fault. It's just that we don't -- we're not answering the problem. We're answering somebody else's problem and it isn't what this community needs, period. Thank you.</p> |
| 4/21/2021 | Testimony | <p>My full name is [Name Redacted]. I live at [Address Redacted]. It's on the Broadneck. Tonight, I'm representing myself. Okay. The Tier 1 Bay Crossing Study has cut corners with its inexpensive approach to a complex problem by giving short shrift to important factors, basically ignoring all considerations except traffic flow, the resulting report provides too little information to make an informed, smart decision for Maryland's future. By not even studying a proper large sample of traffic conditions, and not properly assessing the future of traffic, this limited study fails to be relevant to the future of Maryland. There are important factors that should have been deeply considered for the purpose and need of this project. 1. The potential for automation to manage traffic flow. The approach roads need the same level of serious attention for managing the flow that the roads -- with the roads that we do have. The effects on the Eastern Shore development and the environmental harm of sprawl. 3. Generating greater traffic flow and restricted environment of the Number 7 Corridor. The approach roads did not receive a serious review for assessment of what would be sacrificed to make this work. Redundancy of national security, and even protection from normal disruptions. The selection of the corridor, the current corridor, still means we have a bottleneck that can be easily blocked. Redundancy should have had a much greater weight in this process. I believe fulfilling the true intent of a purpose and need study requires a pause or a halt to this record of decision until these other aspects are deeply studied to allow a truly well-considered decision to be made. Maximizing traffic is not the only need for Maryland, and should not eclipse all other factors. At a minimum, the study should be looking at how the purpose and needs of Maryland can be met by true alternatives to the North and South of Corridor 7. The Number 6 and Number 8 Corridors are not true alternatives. They all lead to traffic gridlock when things go bad on the bridge or approach roads in Central, Anne Arundel or Queen Anne's Counties. All are tied to Route 50 and 301 Corridor to some extent. Deeper study of the crossing near Baltimore or South in Calvert County, or a no-build option with technological mitigation will provide the level of information that we need to truly make an informed decision on the future of transportation across Maryland. Please halt this process and obtain the proper level of detail required to make smart decisions for the people of Maryland. Thank you.</p> |
| 4/21/2021 | Testimony | <p>My name is [Name Redacted]. For a period of 10 years, I represented an organization known as ARTMA, Annapolis Regional Transportation Management Association. That's a long one. That's why it was called ARTMA. I have over 50 years' experience as a professional engineer and transportation planner, so I'm here representing my profession, if you will. Oh, I didn't do that. [Name Redacted], and P.E. after that. My true concern here, and others have mentioned a lot of the things that I'll briefly go over. I'm also the author of the editorial on Monday in the Capital Newspaper. It's a truncated version of what I'm submitting here tonight. So, I'm going to only speak extemporaneously. I'm not going to read anything. The study is the result of a political process for at least 30 years of kicking the can down the road. We're now faced with two aging bridges, unbelievable congestion, safety issues, last night a prime example, the people have accepted. This is what the norm is. It's, it's just wrong. This study is also wrong because what it is doing is making a rush to judgment and using the term "Corridor Analysis" when, in fact, there was none. There was no corridor analysis of 50 and 301 or any of the other corridors. All they were, were bridge locations. I remind you that a bridge is not a corridor, it's a component of a corridor. This study has taken no attempt to do a long-range planning effort, and that has to preclude the things that are addressed in this study. This is a traffic study, that's all it is, of the bridge. The reality is, there needs to be another crossing. A comprehensive planning effort would produce such a result, and my colleague mentioned that there is nothing we can do now because we've kicked this can down the road. We have these tired, old bridges. We have these unsafe, under-designed bridges, and we're faced with continuing horror of congestion. Kent Island on Sundays, completely blocked. Nonetheless, there are some things that could be done and that has not been broached here. In the short term, another thing I did was, I had a research career with the Jet Propulsion Laboratory (p). And in that life, we developed one of the things called the ITS technologies right now, Digital Imaging Recognition Systems. I led the group that did that. There are technologies now, we could platoon vehicles, on, say, 50/301 on Sunday afternoon, preclude trucks, close a couple of access ramps, and we could</p> |

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| | | actually get the volumes we have now through -- If we can get that going, we will then stave off some of the future congestion. But we are where we are now because we did not plan correctly. I request a pause in this study and do it right. Thank you. |
| 4/21/2021 | Testimony | Good evening. My name is [Name Redacted], that's spelled [Name Redacted]. I'm a resident of [Address Redacted], a citizen of Anne Arundel County, and from the [Address Redacted]. This evening, I urge the support of the MDTA to make no decision at this time concerning the building of a new or replacement Chesapeake Bay Bridge. The primary issue is that the purpose and need study statement of the Tier 1 NEPA study is too limited and fails to be creative. In short, it does not serve us well as citizens of Maryland. It does not consider and provide for greater statewide economic benefits and the advantages to be gained in other corridors. It gives no consideration to an alternative corridor placement for safety or evacuation or redundancy in the event of any kind of existing structure damage or blockage for any reason, for example, last night or Sunday night. As well, the existing corridor is not the most direct path to the Eastern Shores coast resorts and attractions. The decision to lock in Corridor 7 right now for subsequent, some time in the future, Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore side impacts. Adequate information has not been provided as to the extensive infrastructure changes that must be made to all roads, all bridges, for one score of miles both East and West of the current bridge location. A more effective study that is not focused solely on the narrow vision of reduction of traffic on existing structures may very well point to another beneficial Maryland corridor. Keep in mind, and this is so important, this is a 10 or 15 billion dollar proposed project in today's monies, and that will be our route across the Bay for 100 years, with regional and multistate traffic and transportation impacts. How will the people 50 and 100 years look back upon us for our failures? The final EIS and record of decision must be put on hold until these and other much broader, more important issues are evaluated in this decision-making process. I would say this to the Federal Highway Administration. This study consists of very narrowly collected data -- and it was not well distilled. I say to you, this proposal you have, you must not build. Thank you. |
| 4/21/2021 | Testimony | [Name Redacted]. It's [Name Redacted] is the first name, last name is [Name Redacted]. My address is [Address Redacted]. Also, I represent Anne Arundel County Transportation Commission. I'm the chair of the transportation commission of Anne Arundel County. Yeah. So, we had discussions in the transportation commission also about the Bay Bridge, and one of the fundamental assumptions that is being highlighted is that there is an extra need for capacity, which we doubt that there is the need for. There is always a need in the weekends, possibly on the Fridays and the Saturdays, to extend capacity. But on the other hand, there has not been done a lot of studies to evaluate what are the alternatives to spread the peak hours. As we mentioned also before, we think that the studies are limited and have not taken into account the impact on the neighboring areas. So, that's one thing that we would like to make, make a point of. Also, what we would like to mention is that instead of looking at a new span, we would like to see the option of possibly replacing the existing spans possibly with a new bridge, because we think at the time when this third span is going to be built, the two existing spans might be up for renewal, and keeping those two up for -- in place will cost a lot of money, and we are thinking, would it not be making more sense to basically add another bridge, replacing the current two spans, possibly with three lanes in each direction, and also taking into account the opportunity for bicyclists for some pedestrians, and also taking into account the possibility to bring in rail transportation, which was not necessarily, completely evaluated in the study, as much as we're aware. So, we want to make a few points again, in saying, like, if there's any option chosen, we would like to make sure that the bridge is also suitable for pedestrians and bicycles. The other point, as I mentioned earlier, we would like to make sure that there's going to be a more and larger evaluation of the impact on the region and the real need for the capacity and the impact on the neighboring neighborhoods and businesses, because we don't know if the capacity around the bridge will be enough if there's just going to be a lot of extra capacity added by a third span. And the last point, as I mentioned earlier as well, we would recommend to evaluate an option where the two spans are just going to be replaced by a third span and -- that takes three lanes in both directions so that we have a more balanced mobility offering in the region. That's it. |
| 4/21/2021 | Private Testimony | [Name Redacted]. My biggest concern with another bridge being built is, where the existing bridges are is the overwhelming increase of the traffic into our community, and why isn't the infrastructure being considered first before increasing more congestion in Kent Island, Grasonville, and the Queenstown area? When the summer vacationers begin, they overburden our road infrastructure with the bumper-to-bumper traffic on Route 50, as well as jamming up all our local roads. I live in Queenstown on [Address Redacted] just off 50, and just down from the Queenstown Premi -- Premium Outlets. When the Ocean City vacationers' season starts, it is extremely difficult to cross Route 50 going West. Because of this, we try not to travel Thursday through Monday. When we need to travel and traffic is heavy, I am forced to travel East 150, then try to make a U-turn just to travel West. This is not always a safe and easy task to do. In addition, there are the summer accidents of the vehicles leaving the Queenstown Premium Outlets trying to cross 50 West to travel East, then more traffic to be added to the Queenstown corridor with the new planned community right on 50 from the Premium Outlets going East. How will an ambulance or a fire truck get to our community or communities along this corridor? With the new influx of traffic, how will they ever make it through the bumper-to-bumper traffic, costing life-saving time? In closing, I'm asking that you not build the bridge here. And if my concerns fall on deaf ears, I would like to hear what you are going to do to improve our roads on Kent Island, Grasonville, and Queenstown Route 50 corridor up to Sportsman Neck Road? I want to hear that the new infrastructure will allow our communities to travel safely on roads during the summer months without the summer congestion from the Western Shore. Thank you. |

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| 4/22/2021 | Testimony | <p>Thank you. My name is [Name Redacted]. My address is [Address Redacted]. I live in [Address Redacted], and I also represent the Iron Workers Local 5, union iron worker. And thank you, commission, for allowing me this opportunity to speak today. I am in total support of the new Bay Bridge at its existing location. I am in support of this proposed location for many reasons, but for -- but three most important reasons are the important -- the opportunity for work, the age of the, the other bridges, and the rapid growth of the area. I would be lying if I said I do not have a vested interest in the new Bay Bridge. You see, I am a union iron worker. In fact, I have worked on the existing bridges a total of 8 years of my career. The hopes of working on this bridge means so much to me and other construction workers like me. Of course, the thoughts of making a decent salary without having to travel far is exciting enough. However, any construction worker will tell you that there is a certain level of pride in anything that they've built. Constructing the new Bay Bridge has a level of pride that has not been felt since 1971, which brings me to my next point. The existing bridges are old. The original bridge, the two-lane bridge, opened on July 30th, 1952. The newest bridge, the three-lane bridge, opened June 28th, 1973. There is almost a 21-year difference between the two bridges. It is now 2021. That is almost a 50-year difference between the newest bridge and a 70-year difference between the oldest bridge. Construction material does not last forever. As concrete becomes old it becomes brittle, as steel -- and steel rusts over time. This means that the existing bridges are becoming older, they're becoming weaker. Unfortunately, as they become older, they are handling greater amounts of traffic, and the traffic is increased weight on an already weakening bridge. All the extra traffic means that the population of Maryland and Delmarva is growing. In 1950 when the first Bay Bridge was almost complete, there was almost, there was almost 2.35 million people in Maryland; 1970, it was about 3.92. In 2021, or in 2020, Maryland's population was estimated to be about 6 million. More and more people are moving to the shore. I myself had moved from Charles County to Delmarva over 15 years ago. People love it here, and anyone who lives here on this side of the bridge will tell you it's just a different way of life. However, the Route 50 corridor is a major artery to Maryland, and it's not far from Baltimore or D.C. It allows people from the east side to commute to the west and vice versa. The infrastructure at the existing Bay Bridge is already set up, and so it would not be hard for Maryland to transition to a third Bay Bridge. The need for a new Bay Bridge at its existing location is now. The MDTA is already set up to increase the demands here. Traffic is getting worse daily, so let's get to work on building the greatest bridge this country has ever seen. Thank you.</p> |
| 4/22/2021 | Testimony | <p>I am [Name Redacted]. I am a representative a Dick Ladd, Inc. I live on the island here. No, I'm being facetious. My address is [Address Redacted]. [Name Redacted]. And thank you for letting me appear, talk last night. I'd like to pick up on some things. First of all, I -- you know, I believe that we cannot relieve the congestion without additional crossing capacity some place. I believe the numbers show that I believe that we must focus on getting the best performance out of the existing infrastructure possible, and it won't be very satisfying until the people on this island, including myself, or the Broadneck Peninsula where I used to live. I would argue that we need in the interim, between now and whenever any construction starts, but the sooner the better, to have a concerted engineering study done by MDTA, State Highway, I don't care who it is, to look at all possible options that there are, some of a margin, or in any way, to improve the capacity of the bridge structure that we have. For the record, I would like to insert a couple of examples, one of which is a press statement from Governor Hogan, when to relieve congestion on the Bay, on the Severn River Bridge, they went from a 12-foot width to an 11-foot width. History says that has worked, for the record. Secondly, I would like to insert a piece of stuff that I got off the internet, but I believe it's written on the basis of federal highway stuff. The title of it was "10-foot lanes are safer and still more plenty of cars". This is based upon urban kind of experience. I understand that. But the significant part of reality is on this bridge, is that it is 4.2 miles from Exit 30 -- Exit 31 to exit, I think's it 37 or something like that? That's for the functional equivalent of one city block. No pedestrians, no stop lights, no bikes, nada. This is relevant. Now I understand I'm arguing or suggesting that we push the envelope a little bit, but I would submit to any -- to you that anybody who lives here or over there will demand that. To sit and say for the next 40-50 years we're going to be facing with congestion that is coming, increasing, is, you know, without exploring every conceivable engineering option, and some that don't even look reasonable today, is not being fair to the taxpayers. And I would like also to insert, for the record, my attempt to put on one page what some of the options look like, and to highlight the impact of some decisions that are being made currently by state highway, a good example of which is the change they're going to make to the Severn River Bridge. It's going to go down -- going to go up to eight lanes on bridge, and that's to take the traffic coming this way in the summer and Route 2, and all we're doing is moving the congestion from here over there, and at the rate we back up traffic, we're going to have it backed up coming at us this way. And I would submit to you that, as a taxpayer here, is not a good solution. It may work for some people, but it's not going to work here. It's going to create a bigger problem. So, they're all -- this, this problem is incredibly complex. You don't deny that.</p> |
| 4/22/2021 | Testimony | <p>My name is [Name Redacted]. I live at [Address Redacted], on the Broadneck Peninsula. And I represent the Broadneck Council of Communities. We stand at about 10,000 members. And before I came over this afternoon, I had a call from the vice president of the Broadneck Council. His name is Beau Braden. Nobody from the Cape came to testify last night or today, but Cape St. Claire represents about 8,000 members of the Broadneck Council, and they wanted you to know that they are fully in support of the position of the Broadneck Council to reject a third span of the Bay Bridge here on the Broadneck, so I think that's, that's important. Other organizations, I am a member of the BBRAG, I have been with the BBRAG for over 10 years. I'm also on the board of the Growth Action Network, and I am the representative from the Broadneck Peninsula for the county executives Plan 2040 re-write of the GDP. We had complete electricity failure on the Broadneck Peninsula over the last several hours, so I am having trouble reading this because I couldn't type it, so be patient. We testified last night on the selection of the</p> |

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| | | <p>Peninsula in the Tier 1 DES -- DEIS study. For the third span of the bridge that was selected by the MDTA, the third span will actually be a reality if replacement bridge is constructed for the two old bridges, as both bridges will remain while a new bridge is constructed, and only after completion of that new bridge, the third span, if that's what this DEIS is recommending, will we demolish the bridge, the old 52 model, and, and be replaced by the new span. The dates that were targeted in the old LCCA study, it was recommended that in 2015, when that publish -- when that study was published, that we start right now and build a replacement for these old bridges, and nothing has happened. We, we are dealing with the DEI study. It was rich with information, but it's -- the information is 4-5 years old. We're in worse shape now than we were back in 2016, and in 2015 when the LCCA study was published. It was also recommended that funds be put towards the payment of a new bridge, not towards repair and maintenance to keep these old vintage bridges operational. The Broadneck recognizes, with the criteria of traffic through-put and costs, as prime evaluation criteria. Due to the fact that we have an existing highway, and a very narrow channel, our corridor can always be the number one selection, as long as the criteria for the evaluation is carefully written to support those two factors. If the Broadneck and the Kent Island residents are to be saved from the ongoing crush of traffic that comes particularly from the south for the new bridge, such as Calvert County, we are recommending that those people be saved from having to drive up to the Broadneck area and cross over, and then drive all the way back down south to the beach. How about reviewing a selection of alternates 11, 12 and 13 that is down south, and that's what several of my members are calling me to say, why haven't they looked at that? If you truly want to reduce traffic, keep it down South. Don't require people to go to the Broadneck Peninsula from the North and up from the South just to cross the bay. We have suffered enough. Give us back our weekends. Allow us to get to our communities and not be engulfed in beach traffic. Take our corridor, that is a corridor issue, 97 to the 301 split off the table, and truly consider reducing instead of demanding that beach traffic, beachgoers drive through our corridor just to get to their summer beaches. We just want to get home. Thank you.</p> |
| 4/22/2021 | Testimony | <p>Thanks. My name is [Name Redacted], sometimes called [Name Redacted]. I live at [Address Redacted]. I'm involved as a chair of the transportation committee of the Broadneck Council. I'm a member of the Amberly Community Association as well. Being the chair of the council and five dollars will get me a Starbucks, so, here we go. The Tier 1 DEIS report in process provides insufficient information for Anne Arundel County, its environs, including the 48,000 residents of the Broadneck Peninsula. I'll take this mask off. Therefore, a corridor selection, FEIS, and a record of decision cannot be and should not be made regarding the selection of alternative 7 MDTA's preferred corridor, or any other alternative corridor, until the following deficiencies are corrected and provided in a revised DEIS. Until then, DEIS does not justify proceeding to the Tier 2, which will require spending in addition -- an additional 25 to \$35 million dollars in detailed alternatives, initial preliminary engineering, alignments, environmental, financial, and a lot more stuff. Compounding the detriment here is that the current document proceeds now and a record of decision and FEIS goes forward, there will be no other considerations of any other alternative corridors in the region. The reasons for holding, recommending the DEIS: 1) the counties, the Anne Arundel and Queen Anne's were not participants in the decision making of this, and we recommend that from here on in that they have a voice in the decision making. We don't know the purpose of the bridge. Is it a new bridge that's going to be parallel to the existing bridge and demolish the exist -- the old bridges, or is it going to be a supplementary an additional bridge? How many lanes this bridge will have? We -- somewhere between 6, 8, 10? We don't know. And all of this is significant because it relates to the approach roads, and that's where the approach roads congestion begins. We don't know the configuration and space requirements for Route 50. How wide is Route 50 going to have to be to facilitate access to the bridge? And do we have the policy and political will to widen Route 50? Likewise, there are space and configuration requirements of the local access roads. So, we're suggesting that -- we would appreciate the answers to these questions before the FEIS is published, and that's my testimony.</p> |
| 4/22/2021 | Testimony | <p>My name is [Name Redacted]. I live at [Address Redacted]. [Name Redacted]. And my feeling about the Bay Bridge, that it is as it is, it's the best asset that the Eastern Shore has. It creates a bottleneck, which was not there. We have even more traffic over here. Upon driving here this evening, I observed the ever-increasing amount of residential construction. Kent Island could sink with everything new that's being built, so it seems obvious that we do not need another bridge to bring more traffic over here. The economy seems to be perking along pretty well, if you look at the growth. What I continually observe, especially at night coming back from the Western Shore, is the ever-increasing amount of heavy truck traffic, semi traffic coming down, I assume from 301. It seems that 301, with the improvements at the North end of it, has become an alternate bypass for traffic to avoid I-95, and the improvements in bridges will only exacerbate that amount of traffic. I mean, it's [Offensive Language Redacted] scary to come over that bridge at night when those trucks are coming at you. Now, maybe if there were more lanes, they wouldn't be coming at you, but I just think that too much traffic -- I live down past the 301 split on Route 50, and have to put up with the traffic on the weekends, which seems to be getting pretty much every day. The at grade crossings on Route 50 and 301, if you do more traffic coming over the bridges, I would like to know what you're going to do to alleviate the ever-increasing problems and dangers in crossing Route 50. So, I would want to know, you know, if you put up the bridge, what you're going to do to alleviate the traffic problems once they get over here. It's -- it's a matter of safety, and the traffic, as I've heard Broadneck say, but not the other location farther south, seems to me it would be a good alternative. Thank you.</p> |
| 4/22/2021 | Testimony | <p>My name is [Name Redacted]. That's spelled [Name Redacted]. I live at [Address Redacted], right up the road actually. However, prior to living there for the past two years, I've been a resident of Annapolis for 28 years. I also was the Executive Director of ARTMA, that's the Annapolis Regional Transportation Management</p> |

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| | | <p>Association, which is such a mouth full, that's why we call it ARTMA. For 10 years I held that position. I am now a private consultant. I'm a degreed engineer, and I have performed transportation corridor analysis for over 50 years. I know that's hard to believe, since I'm 45, but at any rate I've been all over the world doing these kinds of things and employing a variety of techniques. I am here primarily to say, please pause this study. We have not done anything comprehensively. We've used the term, and it's throughout the report, of corridor analysis. There has been no corridor analysis of any of the bridge sites. A bridge is not a corridor. A bridge is a component of a corridor. There was no analysis of 50/301, the only corridor that is now being considered. We found ourselves in a bind because we have let this problem exist for way too long. There is no regional plan that addresses the future. Other bypass routes that are coming, the 301, will that continue on South? A variety of bypass routes and corridors could make sense. To me, there should be another corridor for comparison well distant from this one, because the three corridors are, in effect, one corridor. The three bridge locations are really 50/301. We have a very immediate problem right now. That problem is congestion with Thursday, Friday, Saturday Eastbound, weekend traffic, which takes up almost six months of the year, by the way. It's not just July and August. And on Fridays it gets horrific on Kent Island. Kent Island is basically brought to a standstill every Sunday between noon and about 10:30. What does this mean? It means Route 18 has been identified by a variety of apps on telephones as an alternative. It's not, but it's used that way and it's completely blocked. There are horrendous situations that have to be addressed now. There are ways that that can be addressed and, in fact, part of my professional career has had me involved in the research of and the development of what's called ITS Technologies, Intelligent Transportation Systems. I can tell you right now that this should be an immediate action on the part of the State Highway Administration, and that is to implement, not just study, but implement an ITS system that platoons traffic. You could literally do away with that congestion with the right kind of fully operational, fully interactive system. I could explain this much further to anyone here in this room, and I welcome the opportunity to speak with the technical staff of MDTA. Thank you.</p> |
| 4/22/2021 | Testimony | <p>Thank you. My name is [Name Redacted]. I live here on [Address Redacted]. And I'm speaking tonight on behalf of the Board of Directors of the Kent Island Heritage Society. I'm involved in a number of other organizations, but the Heritage board felt very strongly about making a statement tonight. And I stand in opposition to the recommended corridor 7, a new Bay Bridge adjacent to the existing Bay Bridges for a variety of reasons. I have to say I've read Dave Humphrey's written comments, and although none of us are traffic engineers, Dave's comments make sense. When many of our members looked at the Tier 1 study, and the rationale that went into it, some of the fairly smart and well-educated folks, not engineers though, stepped back and said, this just does not make sense. We've got two bridges there. Why doesn't the state put the emphasis on maintaining those bridges? Repair, expanding those bridges, or replacing those bridges reasonably and not putting up a whole new bridge above the current two bridges? Doing that would take out a huge swathe of the Sandy Point area, precious land over on the Kent Island side. It would jeopardize historic Stevensville on the National Register of Historic Places. The Stevensville cemetery, and basically the economic core of Kent Island, it would gut Kent Island. When we look at this so-called corridor, it's a, a mile North and South, two miles wide, of existing Route 50. Exactly where it would go, what comes through, is -- well, trust us. You know, that will be decided in the Tier 2 process. You know, those of us involved in knowing about Kent Island's history think back in World War I, and we preserve that memory here. When the war department wanted to take the entire island of Kent Island and turn it into a proving ground, the island residents stood up and said, not here. It just does not make any sense. You know, where that proving ground ultimately went was Aberdeen. That could have been Kent Island. Some of these decisions just don't make sense. So, our very strong recommendation is to go with the "no build" option right now. If this is all we got, no build is the only answer. We'll be providing a more detailed written statement, but we look forward to continue working with MDTA in the future on the challenge. Thank you.</p> |
| 4/22/2021 | Testimony | <p>Thank you. My name is [Name Redacted], spelled [Name Redacted], my last name is [Name Redacted], and I currently reside at [Address Redacted] here in [Address Redacted]. And the organization that I represent is Citizen Taxpayer and Commuter. And I -- first of all, I want to thank you for the opportunity to speak today. And before I get into the meat of the matter, I want to thank MDTA for putting in the electronic tolling. It's helped quite a bit, and I appreciate that. I've been commuting back and forth for roughly 19 years, and I've, I've witnessed and lived the impact every day. My testimony here today is to talk about the concerns, and I am opposed to having another crossing put where the existing crossing is, and I have four concerns. The first is safety. Living off Thompson Creek Road, I used to joke with my kids all the time that on Sunday nights, I said, for the duration of the week you guys can play, do whatever you want. Please don't do anything on a Sunday night because I can't take you to the hospital. But on a serious note, things have gotten really to the point where we're concerned if there's any need for an ambulance, fire department, back streets, side streets being clogged; there are safety concerns. My second, as a homeowner for over 20 years, like everyone else I'm concerned about my property value. Also, too, local businesses are severely impacted. Last week during one of these events, I went into a jewelry store, talked to them. They packed up and moved because side streets are always closed on a Saturday and, and Sundays. Same thing with the pizza place. During some of these back-ups, they can no longer do delivery. It's just, it's just carryout. So, those are some of my concerns. And really, what we're talking about here is a single point of failure. What happens if we have a hazmat situation? We experienced the jumper last year. Hours, people -- people backed up for miles and miles and it, it's ridiculous. And it, it's not fair for the local citizens of both Queen Anne's County and the Anne Arundel County to have to bear the burden of all this overdevelopment. It would make more sense to have another crossing at a location where we have smart zoning to go through to limit the development, because</p> |

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| | | there's only one way over the bridge. And my last thing is, and I want you to listen to this recommendation, if we are forced to have a span over here, I would like to see a lane for citizens for biking and walking. I think it's very important that we get some benefit, if that is the course. Last thing is, I have 10 seconds to say, I have five years to retirement People like me are really looking at what the impact of this is going to be, 3 seconds left, and -- yeah, if it's detrimental, you know, that's going to impact us possibly leaving the area and taking our incomes with us. So, as one stuck in all the traffic, it's time that the state and the area has another crossing. Thanks for listening to me. |
| 4/22/2021 | Testimony | Yeah. I'm [Name Redacted], and I live [Address Redacted]. I'm not really prepared. I was just notified about an hour ago that this meeting was even happening. But anyway, I moved over here in 1986 from Severna Park, and it was very pleasant, very little traffic, and was almost like a resort area. Since then, I agree with the gentleman that says there's been so many residential houses added to Kent Island, that even during the week now it's getting congested. And I know that we spent a lot of time on Four Seasons, trying to fight that. Meanwhile, I didn't know anything about the apartments and all the construction that went behind the old Kmart. So, I don't know if that was even publicized. But anyway, I oppose the bridge. I agree on the weekends, you know, to get out. You're, you're like a slave to your house. If you want to go to the store or anything like that, you just have to plan your, your time during the week to do the things you need to do, because it's just, you know, when 50s backed up, then you've got all the access roads backed up as well. And myself, having heart conditions, you know, if I need an ambulance to come to my house or anything like that on the weekend, you know, I would probably die before the ambulance could get there. So, anyway, I also agree that, you know, I'm not real familiar with the other sites, the other corridors that they want to put in place, but I feel that, you know, there should be other places in Maryland that they could put other bridges. Like I say, you know, if we would, you know, have an emergency over here, there's only one way in and out. So, I oppose the bridge. Thank you. |
| 4/22/2021 | Testimony | Yeah. Thanks for this opportunity. My name is [Name Redacted], and it's [Name Redacted]. I live at [Address Redacted], which is in [Address Redacted]. It's back here on Chester River. I used to work for Anne Arundel County. I'm a retired environmental inspector, programs inspector, and my work was all around the rivers and the water and the environment. And I've lived here, actually way back since 1960, and regularly since 1986. And I've seen so many changes to this island and the environment due to the increase of just, you know, ecological changes and, you know, people moving and coming. But things have changed around here, you know. We have miles of shoreline, critical area, you know. And what's, what's the impact of this new bridge going to be? What kind of studies have they done when they're going to increase the pervious area, when they're going to take areas of land out, take trees out? And how is that going to effect, you know, the environment that is changing daily? You know. I mean, the fishing and the crabbing and the, the wildlife, and things of that nature, that -- and how is that going to, you know, impact what we have today? Are we going to turn into, like, the, like back river area? Essex Middle River? You know, what it looks like up there? You know, how everything is so polluted. Right now, we're still able to fish, crab, and do those kinds of things, but this super highway that's going to be coming through here is definitely going to, you know, change our environment. So, who's looking at that? What have they come up with to protect the areas and -- our critical areas and our waterways and all those things? So, I'm concerned about that. And what about air pollution? I've lived here long, and, like, I can look at my house and see the effects of carbon monoxide from all the traffic that's all over the siding on my house that sticks to different places, and I'm breathing that stuff every day. How much more of that am I going to have to take in because of the amount of traffic that's going to be coming through here? And, of course, I didn't touch the things that my wife spoke about, that everybody knows, that you, you can see your house three blocks away, but it takes you an hour to get there, you know, because of the volume of traffic. So, I'm concerned about the environment, the changes, have they thought about, and how much they're really going to effect, you know, what we have here in the environment, that it's definitely going to be impacted, and who's studying that and who's looking at that? Thank you. |
| 4/22/2021 | Testimony | My name is [Name Redacted], just like the color. I live at [Address Redacted], and I'm representing myself. First of all, I'd like to say that I think the State of Maryland always seems to be behind the eight ball, always seems to be going the cheap route, not looking out for the long term. And when I say that, I'm speaking of roads like I-70, which they built two lanes out to -- and bridges accordingly, out in Western Maryland. Well, that's road's getting congested like crazy, but to fix it they've got to do all the bridges. The same thing with a piece of 97 that comes up towards Annapolis. They built two lanes there, that should've been three. That road is always jammed up. Like, why can't we ever look out in the future, and why are we, you know, wait for this bridge is a disaster before we even start looking at anything? We're always behind the eight ball. I went to every one of the hearings that they had, I talked to the guys who were doing the calculations and all, and I don't even trust their numbers. They just don't even seem to me like the projections are high enough. Now, I moved to the Eastern Shore in 2010, and we knew when we moved here that we'd have to watch out for the weekends, and we, we could always work around that, whatever a bridge might present. But now it's not just the weekends, it's all the time. You never know. I mean, we have doctors -- you have to go to downtown Baltimore, you never know if you're going to make that appointment or not. We've sat on the bridge for an hour and a half, two hours, sometimes. I just had a funeral a couple of weeks ago on the other side. We sat on the other side trying to get home for two hours trying to get through Annapolis, and I know everybody going the other way faces the same thing. So, you know, we need to get ahead of ourselves in this state in being forward-looking planning. Now, when I started this talk about the bridge, like I said, I came to all the studies. My personal opinion was they should've looked at Corridor 11 or maybe 12 or 13, or something. I liked 11, personally. And I liked it because it came from a different |

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| | | part of Maryland to a different part of the shore. It gave people alternatives. You get people from Virginia or Washington to come by the other corridor, not jam up Route 50 on either side. And I was kind of shocked that why they'd want to put the same bridge back here again. Alternate 6 coming across to Centerville, that's a little town. You've got a whole lot of roads to build to get people anywhere near the beach. I know there are some groups here that say we don't need the bridge. I think we do need a bridge. We need some alternative, but not, not in the same place. It's got to go somewhere else so that we can distribute the traffic on other parts of the shore, not everything run through one corridor |
| 4/22/2021 | Testimony | My name is [Name Redacted], [Name Redacted], last name [Name Redacted]. I live [Address Redacted]. It's in [Address Redacted] right off of Route 8. Well, I think that if they build a third bridge there, without widening Route 50 a number of miles in each direction, it's just going to be impossible. As it is right now, if I come over the northern-most span, I can barely get over to the exit for Route 8. I've got to fight my way over there. With a third span, the people who live down Route 8, Romancoke and all of them, they'll never be able to get home they're going to have to go to Grasonville and come back. So, I think a third bridge will only compound it. What I would suggest with the -- that we build a bridge, as was earlier considered, and southern Maryland. That would take a lot of D.C. traffic and Virginia traffic off of this area. If not that, then Pasadena to Centerville, because then they could hook right up with 213 and continue East on 50. As it is, if they follow through with a third bridge here, the people that live down Route 8, we're just going to be homebound, you know. We won't be able to get over to Western Shore and get back, and just plan on spending the summers here and not being able to work. I work in Jessup, Maryland. And sometimes we hear the traffic reports are so bad, 2 to 3-hour backups at the bridge, I wind up taking the northern route and go up 95 and come down 213. So, I would strongly suggest not putting in a third Bay Bridge here. Thank you. |
| 4/22/2021 | Testimony | Sure. Hi, name is [Name Redacted], it's [Name Redacted], and I live at [Address Redacted]. And I've been on the island since '95, and I've been a Maryland resident since 1965, so I've seen a lot of change. Seen -- been -- certainly seen enough change here on Kent Island to, to feel that a third crossing here, coming on the island, is, is really not the way to go. We just -- we've had to bear the blunt of this traffic year after year after year, watching it increase, and there just doesn't seem to be any ability of the organizations, the MDTA, or the state police, or even the local police, to facilitate the traffic when, when we have, have the heavy, heavy traffic on weekends especially. And I don't know whether that's because it's just overwhelming or whether it's, it's just unable to be -- they're unable to handle it, but it's certainly not going to get any better with the third crossing. There's not enough infrastructure here for that. So having said that, I, I would like to propose that, that the MDTA consider another crossing location, particularly south of here, running into Dorchester County. One of the -- it is one of the poorest counties in the state, and I think Dorchester County could benefit from, from that crossing economically, not to mention the fact that it would lighten the load here. The other thing is that I don't know whether anyone's thought about this or not, but I think three bridges being parallel is a very inviting target for terrorists, and if these folks ever decide to blow up three bridges, I think your, your port of Baltimore, it will be shut down for God knows how long. So, I think it's a -- I think it's a strong security issue. But I think more than anything, the quality of life, and you're talking about doing an environmental study, and the indications are that, from what I've heard, that the -- environmentally, a third crossing here to Kent Island would be better. I think environment includes the quality of life here for the people who have lived here. And that really needs to be taken into account. You are not going to -- you are not going to be able to move that traffic. You know, you're not going to -- what are you going to do? Put 12 lanes of highway across Kent Island only to have it come up against the limitations of 301 and 404? Certainly, you know, I -- I have -- I've had the occasion to -- I don't know how much time I have. If you look at the -- if you look at the registrations, the plate registrations, of course, coming across, there is an awful lot of traffic from Northern Virginia here, not to mention folks that you can maybe identify from, from Montgomery County and other places. |
| 4/22/2021 | Testimony | [Name Redacted], [Address Redacted], and I live in [Address Redacted]. I don't really have a statement because all these people here have just about covered everything. My thing was, the way the governor sounds, he wants the third span coming onto Kent Island. If they're going to do that -- I don't know if you're familiar with Washington, D.C., but they got what they call the K Street Freeway, it goes over roads. Why couldn't they have, if you're going to have another bridge, specify just going across to Ocean City. You can't get off once you get in that lane, you're going. We had a head-on collision on the Westbound. Four people were injured because that's the most dangerous thing we do, is have two-way traffic on that Westbound. And like I'm saying, if you're going to put the bridge there, you've got the median so you don't have to buy new land, why don't you build a ramp up and go over Kent Island, and you could -- I don't know; cost efficient, it probably wouldn't be worth it, but it would be something engineering could think about if you're going to pass having a third span there. Thank you. |
| 4/22/2021 | Testimony Line | Hi. My name is [Name Redacted]. I live at [Address Redacted]. My comments regarding the Bay Bridge support a no bridge option. I don't believe that a bridge in the current corridor is appropriate, and I certainly believe that it would significantly reduce the quality of life for both the residents of Anne Arundel County and Queen Anne's County. I believe that the traffic study is significantly flawed. It did not include traffic patterns of a representative period of time. It began with the assumption that a new, additional bridge is required. The traffic study needs to better represent a changed commuting pattern based on a post-COVID workplace where many workers will no longer make a daily commute. The assumption that a third bridge will relieve traffic is simply not correct. All one needs to do is look at the examples of road and bridge expansion on the Baltimore Beltway, Route 270, Route 70, the extension of 495 to Herndon and the Dulles Airport, all only |

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| | | <p>increased development along all of those corridors and wound up with even worse traffic congestion. Both Anne Arundel and Queen Anne's Counties do not have sufficient fresh water, wastewater, or storm water control. Both counties have frequent failures to control untreated water resulting in significant environmental damage. More traffic will only increase development and continue to stress those already overly used resources. Inviting more traffic and more development will permanently damage the natural environment and reduce the quality of life in both Anne Arundel and Queen Anne's County. I would recommend, at this point in time, that the State Highway Commission immediately implement high-speed highway controls, highway toll technology, add technology to platoon traffic, and community-based selective exit ramp closures between the Severn River Bridge and Kent Narrows Bridge to keep the seasonal traffic flowing on Route 50 and off of the local community roads. I believe this action will significantly reduce the backups that we currently experience and the congestion inside each of our communities. Thank you for the opportunity to make my comments.</p> |