

## Bay Crossing Study Public Comments June 1, 2022 – June 30, 2022

DATE	MEDIUM	COMMENT
6/10/2022	Email	We don't want additional traffic at the old bridge, we are tired of being trapped in our community each and every weekend. People use our back streets as a way to get to the bay bridge Sent from my iPhone
6/10/2022	Email	At the end of Hogan's term he get to dance away free as a bird. Kent Island gets ALL OF THE CONGESTION ... Thanks for nothing, Larry !
6/10/2022	Email	How about studying the impact on College Pkwy and the gridlock residents face trying to get around on weekends and holidays or how we just sit in traffic when there is an accident near the Bridge? We need to get home from work, run errands and purchase groceries. College Pkwy is impossible and B and A Blvd. results in a gridlock if there is an accident. How to we keep beach travelers to stay on Rt. 2 and leave local routes alone?  Sincerely Concerned, [Name Redacted]
6/10/2022	Email	Lawsuit by QACA (first of many) coming later this afternoon. -[Name Redacted]
6/10/2022	Email	[Name Redacted], beware of cheap houses in this corridor. It has finally been decided to widen Route 50 to a 2 mile wide corridor from the Severn river bridge to the far side of Kent Island see map. It may take 10 years ( my guess) but if I knew it was coming I would sell my house now. The road (mountain rd/route 100) was formerly an option. Yikes so I was watching this. Hugs [Name Redacted]
6/10/2022	Web	Has anyone considered the possibility of a new bridge crossing from Lusby MD across the bay with tie-in to 50 or even better an expressway directly to Ocean City?
6/10/2022	Web	Could there be three lanes built under the existing three lanes on the existing Chesapeake bay bridge?
6/10/2022	Web	Adding a span to the existing bay Bridge makes no sense from a traffic flow perspective. You aren't doing anything about the choke points on the eastern shore and rt 50 and the beltway. Without additional routs to OC on the eastern shore additional lanes on the bridge do nothing. Don't need a \$28 million study to determine common sense. You need another bridge in another location. Where is the source of the largest percentages of traffic, north or south of the existing bridge? An Eastern shore survey is needed to find the source of traffic. How about a north south bypass to the beltway for north and south I95 traffic. You can make it a toll road for out of state traffic, but NO MORE LOCAL TEAFFIC TOLL ROADS!
6/10/2022	Email	so glad the [Offensive Language Redacted] doesn't mind [Explicit Language Redacted] away another 28 mill just to see what his [Offensive Language Redacted] eyes could were he to waddle by. what [Explicit Language Redacted] you sell.
6/11/2022	Email	This isn't very good. All that traffic would then merge into Queenstown close to the Outlets! That traffic is congested as it is, this route is only going to make it worse! It certainly doesn't benefit the RT50 traffic on the Eastern Shore!  [Name Redacted] REALTOR® BHHS Homesale Realty [Address Redacted] [Phone Number Redacted] Direct line [Phone Number Redacted] Office Licensed in Maryland and Pennsylvania
6/11/2022	Email	Best route would be Rt 95 north/695 Baltimore (Essex) then across the bay to Tolchester / Sandy Bottom area Rt 21/20. This suggestion would enhance Baltimore and surrounding area with the Eastern Shore. This route would relieve the huge traffic congestion that requires all traffic to flow toward the DC / Annapolis Area. My suggestion could link rail and serve the majority of Maryland and Rt 95 south bound traffic. Enhance access to major hospitals and Universities/Colleges, plus agricultural business. Your proposal only serves the DC area not the rest of Marylanders. Also, your plan serves or a political deal to protect special interest's people, (a movie star home site), not Marylanders!!! [Name Redacted] [Address Redacted] [Phone Number Redacted]

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6/11/2022	Web	I imagine that on it's face this idea would seem completely fanciful and a non-starter, but what if serious consideration were actually given to a building system of ferries such as Seattle operates so successfully? Could I committee actually study that system and others, including visiting these systems, and issue a report on the real benefits and possibilities of implementing ferries on the Chesapeake? The opportunities ferries could offer for commerce and tourism seem like they could be tremendous. And the advantages of ferries in terms of new travel routes, relieving congestion, not having to build another bridge or a tunnel, and possibly benefitting the environment, all would seem worthy of actual serious consideration. Thank you.
6/11/2022	Web	I cannot believe the state is spending \$28 million dollars to do a study of something we have known for 30 years... we need another bridge. How about you spend that money on putting in one extra lane eastbound and watch how much that helps before paying some consultants \$28 million to do a 4-5 year study. This has been a problem for 30 years. This has to be a joke. What in the world is wrong with our leaders.
6/11/2022	Web	Honorable Governor Hogan, As a Delmarva native and frequent Bay Bridge traveler I would like to suggest that another bridge be built further south in Maryland to connect with 113 near Pocomoke. You can build all of the spans you want but Rt 50 can only accommodate so much traffic. The southern connection would alleviate so much traffic as much of the VA and DC Beach traffic could use that instead.  Respectfully yours [Name Redacted]
6/12/2022	Email	This approach does not provide traffic relief or congestion! All traffic must flow toward the Rt 50 area. If there were a secondary route that would serve the majority of Maryland in and around Baltimore using Rt 95/ 695 then crossing the Bay near the Tolchester Area would reduce the congestion in the Rt 50 area plus enhance Marylander's access to Major hospitals, Universities/Colleges and enhance commerce. Rail traffic could be accessible at Union Station that includes Light Rail track into the design of the bridge. Thank you! [Name Redacted] [Email Redacted] [Phone Number Redacted]
6/12/2022	Email	My bridge concept is the following! It would have 6 lane of traffic, 3 lanes on the top 3 lanes would be for: lane 1(cars and pick up trucks - east bound, 2 nd lane for car and pick up trucks - west bound, lane 3 can be re directable west or east bound based on demand. The bottom three layers of lanes of traffic , 4 and 5 are designated tractor trailers east and westbound. Lane 6 will be designated for Light Rail service. Rail service should service the Baltimore Stadiums and be connected to the Balitmore Union Station. Thank you! [Name Redacted] [Address Redacted] [Phone Number Redacted] [Email Redacted]
6/13/2022	Web	You could IMMEDIATELY alleviate A LOT of the congestion on Rt 50 by creating a clover leaf at 50 & 404... 50 & 213. This is a bottle neck in both directions and failing intersections for the 17 years I have been traveling this corridor!
6/18/2022	Web	I am requesting that Dynamic Personal Micro Transit be included in the Tier 1 & Tier 2 Bay Crossing study.  A recent study for East Contra Costa, CA towns and transit authorities shows these Personal Rapid Transit (PRT) autonomous guide ways are both "feasible and prudent" for the Bay Crossing. <a href="https://amobility.com/2021/04/09/amg-completes-eccc-dynamic-personal-micro-transit-feasibility-study/">https://amobility.com/2021/04/09/amg-completes-eccc-dynamic-personal-micro-transit-feasibility-study/</a>  Given their lower cost, for the cost of a Annapolis to Queentown light rail, a Montgomery County to Ocean City PRT can be built. Since some portion of the autonomous guideway vehicles can also be street legal, a PRT system provides the same access as private cars at half or less the transit times during peak hours.  NEPA requires that no park r wildlife areas be used if a "feasible and prudent" alternative is available.