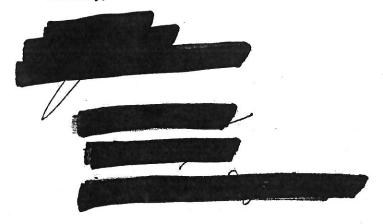
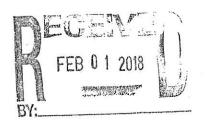
January 25, 2018

Dear Ms. Lowe:

I am a resident of Kent County responding to your request for comments on the Bay Crossing Study. I do not want a bay bridge crossing into Kent County, creating a massive scar on our pristine agricultural and historic lands, ruining our thriving farm economy and destroying historic sites. I have lived here all my life and turning my home into a noisy, polluted corridor for people to reach the beaches is a totally flawed idea. I am strongly opposed to the destruction of our small county in order to alleviate the inconvenience some vacationers may experience on a few summer weekends. Perhaps more innovative toll collection, variable toll rates, and disincentives to travel at high peak times should be put in place rather than massive amounts of taxpayer money be spent on a new corridor.







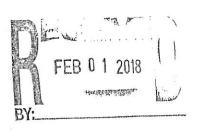
Bay Bridge Crossing Comment

Ms. Heather Lowe, Bay Crossing Study MD Transportation Authority 2310 Broening Hwy

Baltimore, MD 21224

Dear Ms. Lowe:

I am a resident of Kent County, Maryland. I have traveled to many places; but the beautiful farm lands and waterways of Kent County, Maryland rival any beautiful site I have seen. A Bay crossing to Kent County and the resulting enlarged road corridors and traffic would IRREVERSIBLY destroy this beautiful area. The government should act as stewards of the beauty that is in Maryland. All residents and visitors benefit from the beauty of Kent County, even if it takes them 15 minutes or a half hour to get here. Please do not build a Bay Crossing Bridge to Kent County. The loss of beauty would be irreversible.



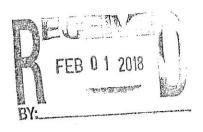
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I care deeply about preserving Kent County, and I know that a highway cutting through this landscape is not compatible with that goal. I oppose a new bay crossing.





February 8, 2018

Ms. Heather Lowe, Bay Crossing Study MD Transportation Authority 2310 Broening Hwy Baltimore, MD 21224

Dear Ms. Lowe:

For more than thirty years we have lived in the bustle and congestion of the Baltimore-Washington metropolitan area. We have packed our car, sat in bumper-to-bumper traffic, and crawled across the Bay Bridge in an effort to escape the crowds, noise and concrete.

Over the years we learned to appreciate how the journey can be as enjoyable as the destination. We would come to the Eastern Shore to enjoy the small towns, slower pace, friendly faces, and quiet beaches. We loved these experiences so much, we chose to stay, and are now homeowners in Chestertown.

In the years we drove this route, we welcomed the improved highways that sped us on our way. We also realized that we missed some of the places in which we used to linger, now disappearing quickly in the rear view mirror.

While there may be a need for another bridge over the Bay (and this is debatable), consider connecting it to already-developed areas like Easton or the lower Bay. Please avoid disrupting the small towns, rural farms, and tidewater environments in Kent County.

The residents of our county have chosen the quiet joys of country roads and open spaces. We don't appreciate our choices being eliminated by a study completed by non-residents and their commercial interests who don't know or care about the county, its history, its culture and its place in the overall environmental health of the Bay.

Thank you for your attention and consideration of our interests in opposition to the proposed new Bay crossing.





Ms. Heather Lowe Bay Crossing Study MD Transportation Authority

2310 Broening HWY Baltimore, MD 21224

Dear Ms. Lowe:

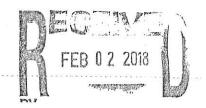
Having reviewed the Task Force Report on proposed options for solving the Traffic congestion problems on the existing bay bridge, I was left with several concerns about the report itself and the conclusions that were reached. I want to bring the following concerns to your attention:

- Why is a plan for the 21st century future, 2025, being based only on 20th century past traffic congestion solutions and not looking to future technology? The study focuses on studies which led to the building of the 1952 and 1972 bridges as the solutions to past traffic congestion. It also uses quite old data to support conclusions for solving the current problems costs per mile data from 12 years ago!
- If a primary goal of the Task Force is to expedite travel from Western Shore to Atlantic Ocean beaches, then, given the acknowledged fragile nature of the Chesapeake and its environs (and the vast resources that have been spent to protect and preserve the Bay), why would any proposal focus on damaging so much of these fragile areas that are not primary destination points? Why is the focus not on the gentlest way to move people from point A to point B using new technologies, not old.
- Based on the Task Force Report, none of the task force options shown in Table I significantly reduces the existing and projected traffic overload on the current bridges so why did the task force not look for solutions that would actually solve the problem being addressed?

Given these concerns, I am deeply dismayed at the faulty decision-making process which uses old data, no future thinking and offers no good options. This strikes me as an embarrassing methodology to use in order to evaluate such an important and obviously expensive issue – both in terms of dollars and potential negative impact on the Eastern Shore!

Thank you for taking the time to consider my thoughts on this very important problem.





January 25, 2018

Dear Ms. Lowe:

I would like to comment on the Bay Crossing Study. Kent County is a beautiful place full of historic, cultural and agricultural landscapes. Creating a new corridor to the 'Shore would be detrimental to the wonderful qualities of life experienced by those of us who live here. One only needs to look at what happened to Kent Island over the years to imagine the result of an additional bay crossing. What was once a quiet area of farms and historic places is now full of strip malls, fast food, asphalt and bedroom communities. This is not progress, it's sprawl!

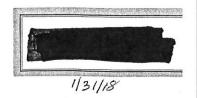
I care deeply about preserving Kent County, and I know that a highway cutting through this landscape is not compatible with that goal. I oppose a new bay crossing.







Comment Form
Date 1/30-18
Name:
Address:Zip:
Telephone: Email:
Wed in Kent County my entire we. My Lounty has been threatened with destructive
development before and has been able to retain
historic nature of our land. I am opposed to any Bay crossing that would technique
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Thakes the most sense.
Connections to the highway development in Deliver
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Please submit your comments by mail to: Not enough study has been
Maryland Transportation Authority Division of Planning & Program Development
2310 Broening Highway Baltimore, MD 21224
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Check here to be added to the study mailing list FEB 0 2 2018



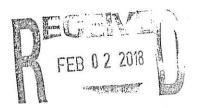
January 25, 2018

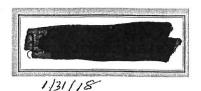
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Building another bridge to the Eastern Shore is the last thing the Eastern Shore needs. New highways encourage more travelers; more travelers encourage more development; and more development will destroy the very nature of the 'Shore that attracts people to visit.

As the Baltimore Sun op-ed article said, "Let the Eastern Shore be." Don't build a new crossing over the Bay.







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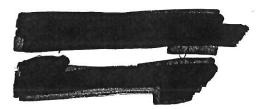


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I care deeply about preserving Kent County, and I know that a highway cutting through this landscape is not compatible with that goal. I oppose a new bay crossing.





CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form

You can also submit your comments electronically on the project's website at www.baycrossingstudy.com or by email at info@baycrossingstudy.com

Check here to be added to the study mailing list

FEB 0 2 2018

January 25, 2018

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Sincerely,



We moved here from near Boulder, CD.

One of the big reasons Boulder is such a special place is that they preserved open space all around them. The state of MD should be interested in preserving the Kent County landscape.

Who is looking at the impact of driverless cars? Is another crossing to FEB 02 2018

NOTEMBARY ANYWHERE ???



January 31, 2018

Via U.S. Mail

Ms. Heather Lowe Bay Crossing Study Maryland Transportation Authority 2310 Broening Highway Baltimore, MD 21224

Dear Ms. Lowe,

There's an old Kenny Chesney song entitled "I'm Alive" which contains the line: "stars are dancing on the water here tonight, it's good for the soul when there's not a soul in sight." I've always thought this lyric succinctly captures life in Kent County, Maryland.

The Mid-Atlantic region of our country has been settled since the 1600's. Yet Kent County has been blessed to retain the openness, peace and tranquility of its farming roots. Despite being located within easy driving distance of Baltimore, Washington, D.C., Wilmington and Philadelphia, it has managed to keep its rural charm. It is an oasis of small towns and farms in a larger region which continues to creep closer to becoming a single, multi-state metropolitan area. A place where citizens of Maryland and our visiting neighbors can reconnect with nature. It is a much needed reminder of a simpler way of life.

Building another Bay bridge here will kill that way of life. One of the few areas of undeveloped open space left in the Mid-Atlantic will be ruined. Prime and fertile farmland will be destroyed. Decades of dedicated efforts by local communities at conservation will be upended. In their place will be endless miles of asphalt highways, concrete stripmalls and sprawling housing developments, turning the unique vacation destination of the Eastern Shore into just another cookie cutter suburb of Baltimore.

There are better uses of limited taxpayer resources. Rebuild Baltimore back into the great city it once was. Help Montgomery County attract Amazon. Invest in our public school and university systems and help our children have a better chance at tomorrow. The possibilities are endless.

As the Sun aptly stated, "Let the Eastern Shore Be." Preserve the natural beauty of the Eastern Shore and allow it to be enjoyed by future generations. There isn't anything left like it in Maryland.

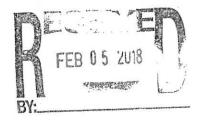
Very Truly Yours,



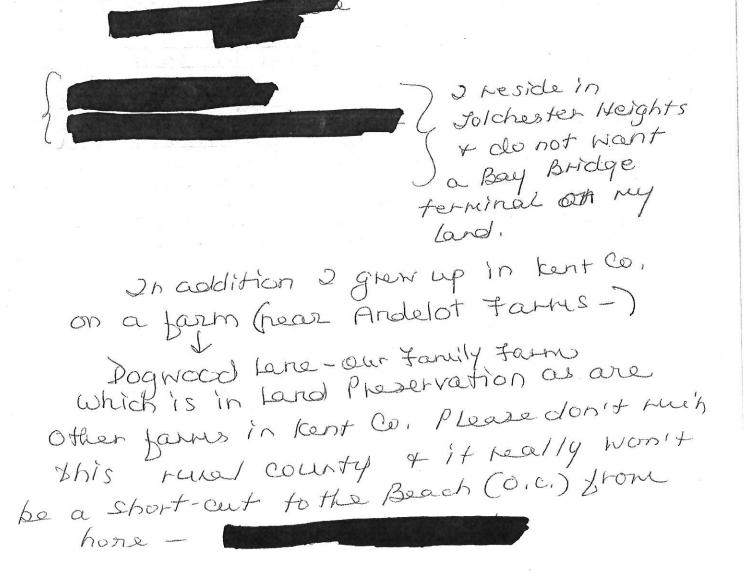
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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form

	Date 1/31/2018
	Name:
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	Telephone: Email:
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	Bay Crossing Study Maryland Transportation Authority
	Division of Planning & Program Development
	2310 Broening Highway Baltimore, MD 21224
	You can also submit your comments electronically on the project's website at www.baycrossingstudy.com or by email at info@baycrossingstudy.com FEB 0 5 2018
	Check here to be added to the study mailing list
	LY LI

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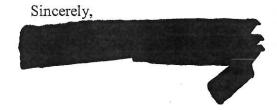




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31 January 2018

Dear Ms Lowe:

I am a resident of Kent County responding to your request for comments on the Bay Crossing Study. I've posted the following at The Chestertown Spy and The Kent County News, but in the event you may miss those editions, I thought I'd send it along with the hope that you and the Bay Crossing Task Force will seriously consider the implications contained herein.

Letter to the Editor Re: Bay Crossing Study

30 January 2018

On January 25th, along with many others, I attended the meeting of the Kent Conservation and Preservation Alliance to listen to a cogent presentation by Janet Christensen-Lewis and Elizabeth Watson on the current status of the Bay Crossing Study now in progress.

The Task Force for this Study was commissioned to analyze traffic data from the western to eastern shore and propose solutions to current and future Bay Bridge congestion and suggest alternative routes from a possible 3rd bridge across the bay to the Atlantic shore beach communities. If you have the time, I would encourage everyone to read it. You can find it on the MDTA website and also at the KCPA website. It will give you a clear picture of the methodology devised for data collection and review, while raising quite a few questions, as well as introduce you to many acronyms which lend the report a seemingly comforting professional sheen.

But the content of the Task Force's Report left me wondering if there are any scenario planners participating in this Study. Clearly there are traffic engineers, civil engineers, environmental scientists, and other agency heads, etcetera, but is there also someone from the Department of Unintended Consequences? (representation of which would be well advised).

For those of you who missed this presentation last week I was hoping I could entice some of you to perform a thought experiment. I'm sure you have seen the map the KCPA has produced showing one possible Bridge location in Kent County, but if you haven't, find a map of Kent County or the Delmarva Peninsula which includes the bay and part of the western shore. Now draw a straight line from route 702 on the Baltimore side (just north of Baltimore) to Tolchester. This is one of a few contemplated routes for the proposed 3rd bridge (although I'd argue the Report implies this might be a preferred route). From the Tolchester landing point, draw 2 more lines, each about 15 miles long, one slightly south from route 21 down to 213 at Centreville and one slightly north of Chestertown hooking up to route 291 (it seems logical the state would consider two routes in lieu of one across the peninsula). Now, if you can, mentally lift the commercial corridor straddling route 50 from the existing bridge to Queenstown (all the businesses, malls, restaurants and bars, motels, tattoo parlors, etc) and plunk that down along these 2 new routes through Kent County. Then retrieve the secondary developments which stretch to either side of the route 50 commercial corridor (all the condos, hotels, side roads, mini-malls, and adjacent sprawl) and add that to your mental map. Make sure there are lots of condos along the bay shore from Swan Point Farm in Rock Hall to Worton and into Swan, Fairlee, and Worton creeks, as

well as the Chester River. I'm not even sure Churn Creek and Still Pond Creek would be immune to the development pressure. This is nothing less than supplanting one 'culture' with another (merely to relieve traffic densities, and provide more affordable housing to employees in Baltimore), and anyone claiming they can mitigate or minimize the development pressures that would occur along these improved routes is suffering from TLS (Temporary Loss of Sanity). That is not how growth patterns should occur, if at all, particularly here in Kent County.

What might be the ultimate cost of this proposal for Kent County? Think of the resultant air pollution, noise pollution, light pollution, water pollution, and human pollution that will be created as a by-product of a solution to primarily move goods and people from the western shore of the bay to the Atlantic in as expedient a manner as possible. Then too, we will be beset with loss of wildlife habitats, loss of fertile farmland, disruption of wildlife corridors, complex (and poorly understood) changes to existing commercial and recreational fishing sites, loss of viable hunting sites, more planned unit developments and commercial enterprises feeding this traffic, causing drastic impacts on existing infrastructure and straining municipal budgets.

It may be too soon to predict how this study will conclude and with what proposed, but considering the speed with which it is proceeding, *everyone's* opinion must be accounted for, otherwise it may be TLTL (too little too late). *All bad ideas begin as good ones*. A third span into Kent County may be one of those.







February 3, 2018

Ms. Heather Lowe, Bay Crossing Study

Md. Transportation Study

21310 Broening Hwy

Baltimore, Md. 21224

Re: New Bay Bridge Study

Dear Ms. Lowe:

There is a desperate need for a new bay bridge. The congestion now at the present bridge is overwhelming and needs to be alleviated.

The present Bridge can stand or eventually be replaced in its present location to feed Washington and southern traffic.

The new bridge should feed Baltimore, northern and western traffic. The western end should be in the Dundalk area off route #695 which is no longer busy due to the closing of GM and Bethlehem steel plants in a low populated area. It would cut travel time to the Eastern shore and lessen the congestion not only on route #50 but also other area highways such as route #2 and #97.

The eastern entrance could be constructed around Tolchester also a low populated area. This would be an asset to the economy of Kent county which has witnessed a population loss.

Progress may be painful but at times is a fact of life.





CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form
Date January 31, 2018
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Address:City:StateZip:
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Please submit your comments by mail to:
Bay Crossing Study Maryland Transportation Authority
Division of Planning & Program Development

2310 Broening Highway Baltimore, MD 21224

You can also submit your comments electronically on the project's website at www.baycrossingstudy.com or by email at info@baycrossingstudy.com

Check here to be added to the study mailing list

January 25, 2018

Dear Ms. Lowe:

Building another bridge to the Eastern Shore is the last thing the Eastern Shore needs. New highways encourage more travelers; more travelers encourage more development; and more development will destroy the very nature of the 'Shore that attracts people to visit.

As the Baltimore Sun op-ed article said, "Let the Eastern Shore be." Don't build a new crossing over the Bay.

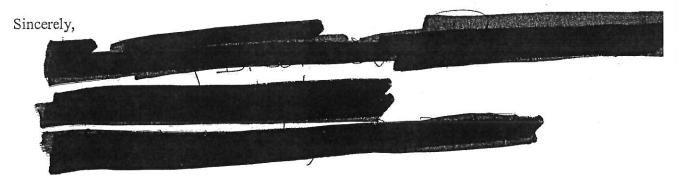




January 25, 2018

Dear Ms. Lowe:

I am a resident of Kent County responding to your request for comments on the Bay Crossing Study. I do not want a bay bridge crossing into Kent County, creating a massive scar on our pristine agricultural and historic lands, ruining our thriving farm economy and destroying historic sites. I have lived here all my life and turning my home into a noisy, polluted corridor for people to reach the beaches is a totally flawed idea. I am strongly opposed to the destruction of our small county in order to alleviate the inconvenience some vacationers may experience on a few summer weekends. Perhaps more innovative toll collection, variable toll rates, and disincentives to travel at high peak times should be put in place rather than massive amounts of taxpayer money be spent on a new corridor.



AS-1ht battimere Son Soid
"Let the Eastern Shore be"



January 25, 2018

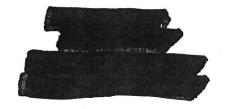
Dear Ms. Lowe:

Feb. 2. 2018

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Fam a Dairy former whose fam is in land preservation I worked for two years to getather on castern 5 Hose What will shappen to my famet all the other and front County, This was berevere in Preservation We diry farmer





January 26, 2018

Ms. Heather Lowe Bay Crossing Study MD Transportation Authority 2310 Broening Hwy Baltimore, MD 21224

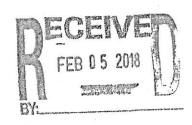
Dear Ms. Lowe,

I write you to express my opposition to the concept of a new Chesapeake Bay crossing using Kent County as its Eastern Shore terminus.

By chance, do you recall Robert Moses, a proponent of big projects from another era? He built highways and bridges that were thought to be important in his day. These days, though, he is remembered more for these projects disrupting and even destroying vibrant neighborhoods in greater New York, and importantly, for the open space and farming communities lost with the building of the Long Island Expressway.

Is this the legacy you want to leave? That your team wrecked vital open space, some of the most beautiful in Maryland. Please keep in mind what will be lost to future generations of Marylanders if this project does receive your approval.







January 30, 2018

Ms. Heather Lowe, Bay Crossing Study MD Transportation Authority 2310 Broening Hwy Baltimore, MD 21224

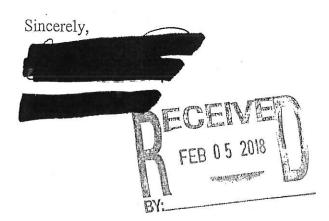
Re: Bay Crossing Study - Not Kent County

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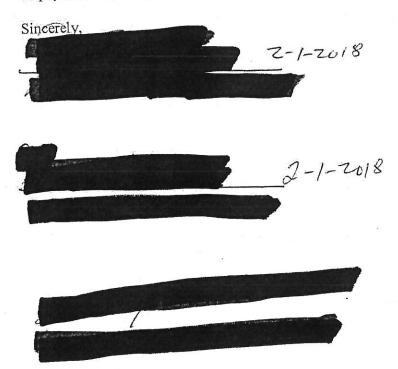
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January 25, 2018

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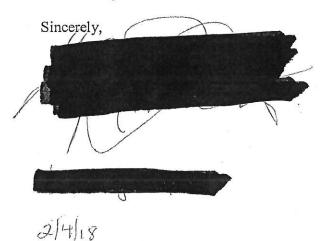


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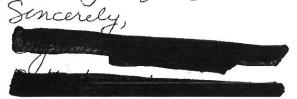


February 3, 2018

Dear Ms. Lowe,

Down a resident of Kent County reponding to your request for comments on the Bay Crossing Hudy. I am one of the many, many residents who value Kent County for its beautiful farm land, wildlife, peace, and quiet. Those who do not make their living of the land or the water choose to live here to enjoy its beauty and tranquility. I am strongly opposed to the destruction of our ridral setting to accomodate the needs for Those on the western shore to get to the beach faster! I urge your team to consider either a more southern pathway, which would certainly be more direct, or existing bridges.

Thank you for your consideration!







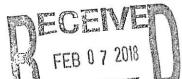
Dear Ms. Lowe,

As a resident of Kent County, I am writing to voice my strong opposition to any Bay Crossing that would connect Kent County to the western shore of the Chesapeake Bay. Needless to say, a bridge between Baltimore and Kent County would permanently alter the rural nature and living conditions of this area. Years ago when we were looking for a quiet, rural place to live, we chose Chestertown because it was much like the rural area in Pennsylvania we came from. The people who live here have gone to great length to preserve the area and a way of life that is important. It is not just important to us, but in the larger scheme of things, it is important to the whole world. Like animals which have gone extinct, or the loss of wild and open spaces, these things affect us all in ways we often cannot see at the time because we are blinded by other goals. But once lost, they are gone forever and can never be brought back. That is the tragedy.

The planed bridge to Tolchester and the access roads from there thru Kent County seem to me to bring up other problems. It seems to me that all this does is dump all the generated traffic into an area where it has no place to go. The current maps have the 3 possible roads ending either at Route 301 or Route 213. Then where does the traffic go from there? To send all this traffic South on those roads does not relieve the congestion already present further south in the Easton area. On the contrary, it dumps it into roads and intersections that are already overloaded. If the projected cost of this project is really around \$8 Billion dollars in today's money (and we all know that the cost will probably be much more by the time of completion), it would seem much more prudent to take that money and fix the current infrastructure currently in place so that it can handle the traffic.

NO, building a bridge to a rural area and all the necessary roads to service it are NOT the answer. The total disruption of the lives of the people who live here and the economy of this County to try and solve a problem that is someplace else is wrong. Another solution must be found.

This bridge must not be built.





February 5, 2018

Dear Ms. Lowe:

I write in response to the request for comment on the Bay Crossing Study. I am a resident of Kent County, Maryland, and am very concerned about the substantial negative impact a crossing in this area would have on Kent County's environment, population, and well-established way of life.

While there would certainly be benefits to an additional bay crossing, any process to determine the most suitable location for such a crossing must take a number of factors into consideration. It is important to assess the prospective locations with an eye toward both the relative benefits and the relative costs. If the purported goal of reducing traffic on the existing crossing is the actual goal, a Kent County crossing would be of questionable benefit... but, dramatic costs.

Kent County has a long, undisturbed history as a rural/agricultural area. It is the smallest county in the State in terms of population. Kent County has a low cost of living and low crime rate. Yet, its "as the crow flies" proximity to Baltimore City and surrounding suburbs would have the effect of turning it rapidly into yet another city suburb with all the attendant problems – increased cost of living, higher crime rate, demand on public services, etc. – with which the county is ill-equipped to deal.

A crossing in Kent County would almost immediately, and irrevocably, alter (read: destroy) everything that makes Kent County unique. Other areas, such as a more southern crossing, provide an increased likelihood of reducing traffic (i.e. benefit) and carry a much lower likely hood of commuter development (i.e. cost).

Thank you for your attention to this matter. I am...





CHESAPEAKE DAY CRUSSING SIUDY



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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form

February 3, 2018



We are writing you today to express our concerns on a possible Bay Bridge to Kent County Maryland.

No to a new Bay Bridge.

NO to a new bridge in Kent County.

No to excessive infrastructure expenses.

No to connecting a non-violent community to the heart of Baltimore crime.

No to traffic created by highway running across rural roads.

No to destruction to a rural way of life that drew us to this unique community.

No to rampant unwanted development.

No to the pollution the run off from the highway would create to the multitude of tributaries that run directly into the bay.

No to using outdated and inaccurate research to promote the Bridge to the west shore.

No to rich people going to the beaches across our homeland.

No to developmental impact of unwanted tourists passing through our quiet community.

No to silencing our voice on this issue.

We will not back down, we will continue to protect the bay, our rural heritage and the future of our community for our children.

NO BAY BRIDGE TO KENT COUNTY.





Check here to be added to the study mailing list



CHESAPEAKE BAY CROSSING STUDY TIER 1 NEDA



Comment Form

February 3, 2018



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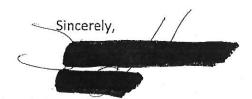
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NO BAY BRIDGE TO KENT COUNTY.



*

Check here to be added to the study mailing list





February 5, 2018

Dear Ms Lowe:

I am writing you because I wish to comment on the Bay Crossing Study. My husband and I retired to Rock Hall about 20 years ago from New Jersey. We were drawn here by the lovely, bucolic countryside and beautiful farmlands, the rivers and streams of the Chesapeake Bay and its Waterman's heritage, and the unique historical and cultural aspects of the area. In our years here we have come to treasure small-town life; the absence of traffic congestion (although this has certainly been increasing), rampant commercialism, shopping malls, and the hectic pace of life we encounter when we leave the Delmarva Peninsula.

I firmly believe that creating a new corridor to the Easter Shore via a bridge to Kent County would irreparably destroy a life style that is all too rare in our modern world. Maryland's Eastern Shore reminds us of what life was like throughout much of our nation years ago. People come to live and vacation here to recapture a bit of that beauty, slower pace, and feel of friendly, small-town America. In that sense Kent County is a national treasure.

Over the last 20 years I have witnessed what has happened to Kent Island. The Route 50 corridor has become a gauntlet of strip malls, fast food restaurants, discount stores and gas stations. Condo and housing developments have sprouted on land that will surely be flooded at some point in the future.

When I must travel the current Bay Bridge in the peak summer months, what I observe is that the majority of traffic continues on Rte. 50 headed toward the shore points and Ocean City. Very little of it heads north. Thus, I fail to see how a new, more northerly bridge crossing into Kent County will facilitate this weekend beach traffic. It will only make that trip longer and congest rural roads and Rte. 301 S.

The only outcome of a bridge to Kent County will be that our unique Easter Shore countryside will become a bedroom community for Baltimore (as Kent Island is for Annapolis) and our precious farmlands will be eaten up with highways and strip malls.

I vigorously oppose any new bay crossing into Kent County. Thank you for your consideration.

Sincerely yours,



Ms. Heather Lowe
Bay Crossing Study
Maryland Transportation Authority
2310 Broening Highway
Baltimore, Maryland 21224

Dear Ms. Lowe:

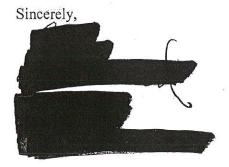
Re: Bay Crossing Study

Thank you for requesting comments on the Bay Crossing Study.

I believe a very low priority should be assigned to an additional Chesapeake Bay crossing; rather, the pressing need for rebuilding and upgrading our State's existing infrastructure should be the primary focus of Maryland's executive and legislative work. Potable water systems, sewer systems, storm water management, particularly in our older cities, are disintegrating. Our transport systems of all types are in desperate need of repair and upgrade. Billions of dollars must be found and invested for the benefit of all of our citizens and our economy.

What we do not need is to waste time and money studying, let along planning and executing any new Bay crossing to please that small fraction of our citizens who cause summer weekend traffic back-ups. Bay Bridge management will confirm summer back-ups on the Bay Bridge occur fewer than 40 days a year, and then at very limited time periods during those days. Summer back-ups are generally confined to Fridays and Sundays in June, July and August. How can this fact possibly justify an additional Bay Crossing? No "for profit" business in this state would consider investing in a new factory that might be needed just 40 days a year.

I am a native Marylander and I want our State to prosper in order to benefit of all our citizens, Let's keep focused on the hard, unglamorous work of upgrading and modernizing our existing critical infrastructure. Focus the Bay Crossing Study on more efficient use of the existing bridge through incentives and dis-incentives to address the limited problem of peak summer travel hours.



Copy: Governor Lawrence J. Hogan Jr.



January 25, 2018

Dear Ms. Lowe:

I would like to comment on the Bay Crossing Study. Kent County is a beautiful place full of historic, cultural and agricultural landscapes. Creating a new corridor to the 'Shore would be detrimental to the wonderful qualities of life experienced by those of us who live here. One only needs to look at what happened to Kent Island over the years to imagine the result of an additional bay crossing. What was once a quiet area of farms and historic places is now full of strip malls, fast food, asphalt and bedroom communities. This is not progress, it's sprawl!

I care deeply about preserving Kent County, and I know that a highway cutting through this landscape is not compatible with that goal. I oppose a new bay crossing.



CHESAPEAKE BAY CRUSSING STUDY



Comment Form

Comment Form
Date 2-5-18
Name:
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We are against the Bay Brings and
for Kent County
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Please submit your comments by mail to:
Bay Crossing Study Maryland Transportation Authority
Division of Planning & Program Development 2310 Broening Highway
Baltimore, MD 21224
to electronically on the project's website at
You can also submit your comments electronically on the project's website at www.baycrossingstudy.com or by email at info@baycrossingstudy.com
Check here to be added to the study mailing list

January 25, 2018

Dear Ms. Lowe:

I am a resident of Kent County responding to your request for comments on the Bay Crossing Study. I do not want a bay bridge crossing into Kent County, creating a massive scar on our pristine agricultural and historic lands, ruining our thriving farm economy and destroying historic sites. I have lived here all my life and turning my home into a noisy, polluted corridor for people to reach the beaches is a totally flawed idea. I am strongly opposed to the destruction of our small county in order to alleviate the inconvenience some vacationers may experience on a few summer weekends. Perhaps more innovative toll collection, variable toll rates, and disincentives to travel at high peak times should be put in place rather than massive amounts of taxpayer money be spent on a new corridor.





CHESAPEAKE BAY CROSSING STUDY



Comment Form

Please submit your comments by mail to:

Bay Crossing Study
Maryland Transportation Authority
Division of Planning & Program Development
2310 Broening Highway
Baltimore, MD 21224

You can also submit your comments electronically on the project's website at www.baycrossingstudy.com or by email at info@baycrossingstudy.com

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Date 2/6/18	mment Form
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Please submit your comments by mail to:	
Bay Crossing Study Maryland Transportation Authority Division of Planning & Program Development	•
2310 Broening Highway Baltimore, MD 21224	
You can also submit your comments electronically on www.baycrossingstudy.com or by email at info@bay Check here to be added to the study mailing	VCrossingetudy com

January 25, 2018

Dear Ms. Lowe:

Building another bridge to the Eastern Shore is the last thing the Eastern Shore needs. New highways encourage more travelers; more travelers encourage more development; and more development will destroy the very nature of the 'Shore that attracts people to visit.

As the Baltimore Sun op-ed article said, "Let the Eastern Shore be." Don't build a new crossing over the Bay.





Visiting my grandma in the outskirts of Chestertown, a small town surrounded my farmland, gives me a nice break from my suburban live in Silver Spring. Please keep it that way!



January 25, 2018

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31 January **25**, 2018

Dear Ms. Lowe:

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I care deeply about preserving Kent County, and I know that a highway cutting through this landscape is not compatible with that goal. I oppose a new bay crossing.



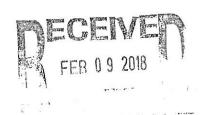


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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form
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Please submit your comments by mail to:

Bay Crossing Study Maryland Transportation Authority Division of Planning & Program Development 2310 Broening Highway Baltimore, MD 21224

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FEB 0 9 2018

Feb. 7, 2018

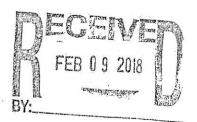
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Ms. Heather Lowe, Bay Crossing Study

MD Transportation Authority
2310 Broening Hwy
Baltimore, MD 21224

2/7/2018

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It seems this project is for reach the beach, there for the crossing is best on the lower shore.





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Our family how owned familiand in the Chesterton area for over 100 years. It pains me to thinh of the destruction a bay crossing into Kent County would bring to the beautiful landscape.

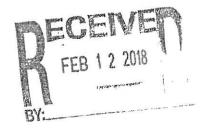




MD Transportation Authority 2310 Broening Hwy Baltimore, MD 21224 February 5, 2018 To whom it might concern,

My wife and I are the owners of The Inn at Mitchell House, a historic Bed and Breakfast located in Tolchester. I am responding to your request for comments on the Bay Crossing Study. The Mitchell House was built in 1743 with a large addition in 1825. It originally was over a 1000 acre plantation and is on the NPS Star Spangle Banner Trail. There are Native American burial sites, colonial and slave graveyards. The crossing would literally be on or near our property. I do not want a bay bridge crossing into Kent County, creating a massive scar on our pristine agricultural and historic lands, ruining our thriving farm economy and destroying historic sites. I have lived here most my life and turning my home into a noisy, polluted corridor for people trying to reach the beaches is a totally flawed idea. I am strongly opposed to the destruction of our small county in order to alleviate the inconvenience some vacationers may experience on a few summer weekends. Perhaps more innovative toll collection, variable toll rates, and disincentives to travel at high peak times should be put in place rather than a massive amount of taxpayer money spent on a new corridor. Even considering alternatives such as ferries.





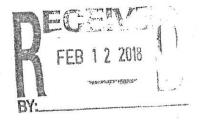




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February 7, 2018

Dear Ms. Lowe,

As a business owner and resident of Tolchester I am writing you to vehemently oppose any plan to build a Bay Bridge into Kent County. My husband and I have owned and operated The Inn at Mitchell House for over 30 years. Our 18th century B&B is on the Maryland Registry of Historic Homes and included in the National Park Service's Star Spangled Banner Trail. We are in the process of applying for inclusion in the National Register of Historic Places. The adverse impact of such a project would destroy the rural character and heritage of the area. Pristine farmland would be forever lost and historic sites, including our home, endangered or destroyed. We are literally in the path of the northern option. Other more innovative options should be considered. Ferries, variable toll rates and other disincentives to travel at peak hours could have substantial impacts on traffic. What will car travel even look like in 20 years? To ruin an entire county and way of life in order to alleviate the inconvenience some vacationers may experience on a few weekends a year is ludicrous. Please help Kent County avoid becoming another Kent Island. Thank you for your time.



To Whom it May Concern,

Please don't spend any more tax dollars on plans to provide increased Bay crossing capacity. Il think these measures are short-sighted for several reasons. First, our coastlines are changing rapidly, and investment needs to more inland Second, increased lase of access to Eastern Shore will bring increased development. The economy of the Eastern Shore relies on its rural nature and clear waters. If these are impacted by increased development, the very reasons for the summer development, the very reasons for the summer

bless put an end to the waste of tex coosing convolved with straying as new bay at maps which predict sea level rice over the next 30 years. I recommend never be the construction to longer an option because of fossil fuel limitations, but Dear Mo. Lowe



February 7, 2018

Via U.S. Mail

Ms. Heather Lowe Bay Crossing Study Maryland Transportation Authority 2310 Broening Highway Baltimore, MD 21224

Re: The Proposed 2nd Chesapeake Bay Bridge into the Eastern Shore

Dear Ms. Lowe,

Kent County is a place of history, openness, peace and tranquility with deep farming roots. That culture and history will be destroyed by a new Bay Bridge.

Another Bay bridge here will eliminate that way of life and ruin one of the few areas of undeveloped open space left in the Mid-Atlantic and create a suburb of Baltimore or just roadways to the Atlantic Beaches.

Limited taxpayer resources can be better spent rebuilding Baltimore, assisting Montgomery County in attracting Amazon or investing in our public schools and universities.

The wisest policy choice is not to build this bridge to the Eastern Short or into Kent County.

Very Truly Yours,







5th February, 2018

Ms. Heather Lowe, Bay Crossing Study, MD Transportation Authority, 2310 Broening Hwy, Baltimore, MD 21224

Dear Ms. Lowe,

I have lived on the Eastern Shore for nearly 50 years and I do not want a bay bridge crossing into Kent County.

It will ruin our thriving farming community, the livelihood of so many and way of life in general. Change is inevitable, but I am strongly opposed to a new bridge to our area just to try to alleviate the inconvenience of those traveling to the beaches during the summer.





January 25, 2018

Dear Ms. Lowe:

I would like to comment on the Bay Crossing Study. Kent County is a beautiful place full of historic, cultural and agricultural landscapes. Creating a new corridor to the 'Shore would be detrimental to the wonderful qualities of life experienced by those of us who live here. One only needs to look at what happened to Kent Island over the years to imagine the result of an additional bay crossing. What was once a quiet area of farms and historic places is now full of strip malls, fast food, asphalt and bedroom communities. This is not progress, it's sprawl!

I care deeply about preserving Kent County, and I know that a highway cutting through this landscape is not compatible with that goal. I oppose a new bay crossing.





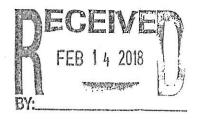
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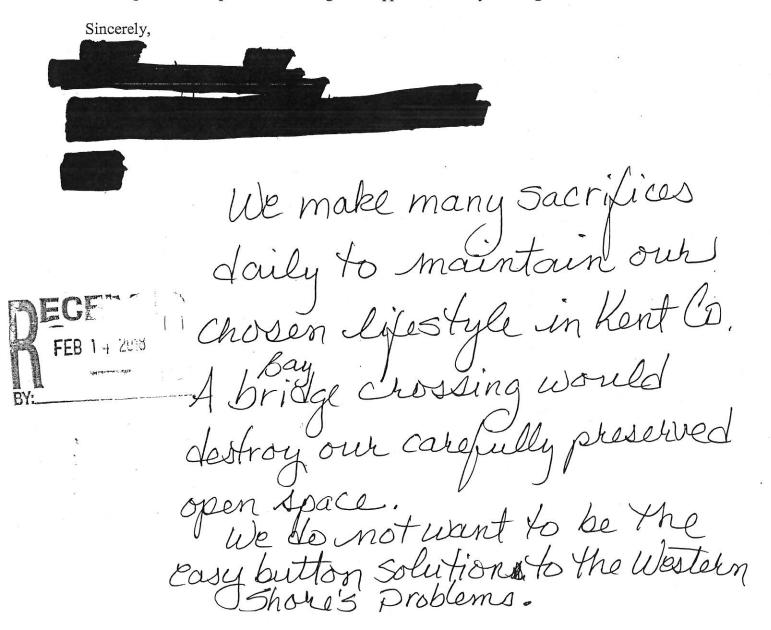


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February 12, 2018

Ms. Heather Lowe Bay Crossing Study Maryland Transportation Authority 2310 Broening Highway Baltimore, D 21224

Dear Ms. Lowe,

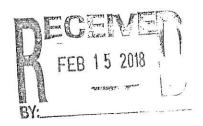
My family has vacationed in Kent County, Maryland, since before I was born. Some of my favorite stories told by my father to my siblings and I when we were children were of his hunting outside of Chestertown with my grandfather many years ago and enjoying the quiet open space.

As for myself, I love the natural beauty of the area. I visit and vacation whenever I can, including six weekends in the eight weeks alone. It is hard to believe that such a serene and peaceful place still exists among the hustle and bustle of the east coast, but it does. It is a treasure of which all of Maryland should be proud.

I am in the process of planning my wedding and had hoped to be married in Kent County along the Chesapeake.

Given all of this, I was saddened to learn that MDTA is considering building a new Bay bridge to Kent County. Such a bridge and all of the attendant roads, infrastructure and inevitable housing developments and other sprawl will destroy the very things which make Kent County such a beautiful place and a destination for out of staters like myself. I am told there are plenty of picturesque places in Delaware, Pennsylvania, and New Jersey. If these plans for a new Bay bridge proceed, I will soon discover them as I redirect my vacation and leisure dollars elsewhere.





January 25, 2018

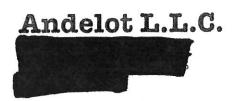
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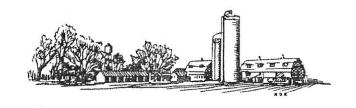
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February 5, 2018

Ms Heather Lowe, Bay Crossing Study MD Transportation Authority 23210 Browning Hwy Baltimore, Md. 21224

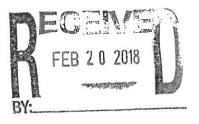
Dear Ms Lowe,

I own a farm that was part of the original Charles II land grant. This land has been well looked after over several hundred years. My family and I so value this 2400 acre property that we have put the land in perpetual easement so it can never be developed and will always be farmed. This easement caused considerable sacrifice on part of my family. The people of Kent County want the county to remain agricultural. It takes a critical mass of land in agriculture to keep farming viable. If the proposed bridge comes to Kent County and the infrastructure that will come with it, the county's agricultural base will be destroyed by the new roads and by pressure from developers to make Kent County a bedroom community for Baltimore. To destroy farmland which is now an active part of the farm to table movement would be a tragedy.

The new bridge can go beside the existing bridges and the infrastructure that is in place can be increased to meet the demand for those who want to go to the beaches. There is no reason to destroy productive land which cannot be replaced.

The country needs the farm land. There is very little left in this part of our great country.





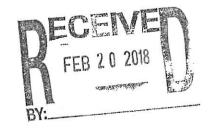
January 25, 2018

Dear Ms. Lowe:

I would like to comment on the Bay Crossing Study. Kent County is a beautiful place full of historic, cultural and agricultural landscapes. Creating a new corridor to the 'Shore would be detrimental to the wonderful qualities of life experienced by those of us who live here. One only needs to look at what happened to Kent Island over the years to imagine the result of an additional bay crossing. What was once a quiet area of farms and historic places is now full of strip malls, fast food, asphalt and bedroom communities. This is not progress, it's sprawl!

I care deeply about preserving Kent County, and I know that a highway cutting through this landscape is not compatible with that goal. I oppose a new bay crossing.





Dear Ms. Lowe,

As a lifelong resident of the Maryland's Eastern Shore, I would like to comment on the Bay Crossing Study.

I was born and raised in Chestertown, where my parents still live in my childhood home. I grew up in the countryside near Quaker Neck, riding horses through the farm fields, taking great pleasure in watching the seasons change through the local forests and farm fields and along our treasured, vulnerable waterways. Watching our shorelines change and our wildlife come and go (and even, in the case of the bald eagle, come back again) taught me great responsibility and made me a natural steward for our planet, seeing the direct impact that we humans can have on it.

I attended public school from kindergarten through grade 12 in the state's smallest school system. I knew everyone by name - no matter his or her race, class, or gender. I played with them on sports teams and participated with them in school government. Growing up in such a small town, I had known many of them since I was a very small child, and in many cases, I knew their families - recognized their mothers or grandmothers or brothers at the movie theater or in the grocery store.

From the time I was 14 years old through my summer vacations during college, I worked in various jobs in the downtown historic district, from The White Swan Tavern bed and breakfast to the beloved Play It Again Sam's coffee shop and gathering place. I learned work ethic, people skills, and hometown pride at these locally run, if not family-run, small businesses. We were working for a common goal - creating a center place for community, maintaining the legacy of being a bustling downtown, propelling our small town forward in hopes of inspiring other entrepreneurs or creatives or thinkers or business people to want to invest in Chestertown, too.

Like most people who grow up in small towns, I went away to college and vowed to never return. But after many years at a nationally renowned magazine in New York City, and now, at age 29, and as senior editor at *Baltimore* magazine, I see nothing but potential in my hometown, and I plan to start a family here. I plan to raise my children in Kent County, to have them grow up with the same morals and ethics and safety and solitude that allow great imaginations and ideas to blossom, as it did for me.

Sure, there are things the county needs to work on - many ways in which it needs to build - such as enticing more young people to stay, or even return - but adding more fast food restaurants and rest stops and gas stations is certainly not the way. Perhaps actually finishing and expanding the fiber optic Internet system would be a good start, allowing for increased innovation and technology throughout the county. Or incentivizing the rehabilitation of downtown buildings and businesses through historic tax credits, as the Talbot County town of Easton has successfully done. In Rock Hall, working on the opioid epidemic is a must. A bridge signs their death warrant.

Growing up in Kent County influenced every aspect of my being and played an integral

role in the successful adult that I have become, as it has for so many others who have come before and who are coming up now. It is one of the last of its kind along the Eastern Shore. It is one of the last of its kind throughout the entire state. It is untainted by big box corporations, its downtown district is still a verdant community gathering place with economically viable businesses. There are still quiet corners where young people can learn about nature, and watch wildlife, and breathe fresh country air instead of car exhaust fumes. There are old growth forests that have yet to be turned into asphalt. There are ancient homes and structures and scenic vistas that detail the course of American history.

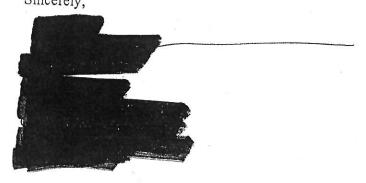
We must save that history - not resign it to history books or museum but rather in a tangible, present, observable way. Because once it is gone, it is gone for good. Kent County has not yet been swallowed up by chains or housing developments or highways or traffic. It cannot become another Kent Island - a once beautiful and bustling watermen's community and wetland that is now little more than a few Royal Farms and polluted shorelines. It cannot become another Middletown, Delaware, where gorgeous horse country, productive farms, and small businesses were replaced by just another of the thousands of Walmarts and Lowes. It cannot even become another Easton, where Route 50's hoard of summertime traffic adds to the sprawling glut of chains but that forgets about the small, historic, remarkable downtown.

On top of it all, what would having more cars on these small, already congested roads be, anyways? Why would we not look into the construction of a train system that would shuttle more people to the Ocean City in a more economically and environmentally friendly fashion? We have seen this work in a myriad other places, bringing residents of metropolitan regions to the beach. We have seen this work in New York, where the Long Island Railroad ferries passengers from Manhattan to the Hamptons, and the subway takes them to Coney Island and Rockaway and Brighton Beach. In Massachusetts, where a train carries guests from Boston to Cape Cod. In Pennsylvania, where NJ Transit takes you to Atlantic City. In New Jersey, where the Light Rail takes inner-state dwellers to the shore. It would be a huge investment, but think of how innovative this would be for our state, where high-speed trains are already garnering so much attention. Think of how forward thinking and green it would be in comparison. Think of the time saved, and the dollars made, and what a simple train stop into the small towns along the way might do for those local economies.

Kent County's centralized location may make it seem fit for a bridge to other places, but it is a place worth visiting, and savoring, not just passing through. We must maintain the character that still exists throughout our state, and as stated and portrayed above, there are few places left like it. I spend enough time in Baltimore and Annapolis to know that a bridge - a direct connection to those sprawling cities with their disappearing culture that's quickly replaced by a new condo or strip mall or parking lot - would ruin Kent County's integrity. It would ruin its natural beauty. It would ruin its history and its community and its people. It would ruin its future.

I care deeply about preserving Kent County, and I know that a highway cutting through

this landscape is not compatible with that goal. I oppose a new bay crossing. Thank you. Sincerely,





January 25, 2018

Dear Ms. Lowe:

I would like to comment on the Bay Crossing Study. Kent County is a beautiful place full of historic, cultural and agricultural landscapes. Creating a new corridor to the 'Shore would be detrimental to the wonderful qualities of life experienced by those of us who live here. One only needs to look at what happened to Kent Island over the years to imagine the result of an additional bay crossing. What was once a quiet area of farms and historic places is now full of strip malls, fast food, asphalt and bedroom communities. This is not progress, it's sprawl!

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Dear Ms. Lowe,

I recently heard about the Bay Crossing Study from family members and visited the baycrossingstudy.com website to learn more. I want to thank you particularly for posting the November video presentation by Mr. Reigrut and you, which I found to be very informative and clear about the overall goals and timeline of the study project.

I know you have a complex job to do and I'm sure you're aware of how many Eastern Shore residents are fearing how a new bridge might impact their communities and the environment, especially in the agricultural areas of the Eastern Shore that many of us treasure. Although I live in the Maryland suburbs near Washington, I have deep family history and many dear family members living in Kent County, and my family and I visit there often. We are, obviously, thankful that the Bay Bridge exists to get us there and back, but we fear that a new bridge landing in Kent County would irreparably destroy the tranquil and beautiful place that we love.

I see that I missed the deadline for the initial comment period – sorry – but I found the "Stay Connected" registration, so I will try to be in touch with comments in later phases of the study.







January 25, 2018

Dear Ms. Lowe:

Building another bridge to the Eastern Shore is the last thing the Eastern Shore needs. New highways encourage more travelers; more travelers encourage more development; and more development will destroy the very nature of the 'Shore that attracts people to visit.

As the Baltimore Sun op-ed article said, "Let the Eastern Shore be." Don't build a new crossing over the Bay.

Sincerely,



How in the world do you think our infrastructure can handle heavy traffic? You will be spending a fortune to make country roads usefull. Think about it!! Why do usefull. Think about it!! Why do you want to over populate + Change the Eastern Shore! The Jewel of the Chesapeake. Take a ride to Delawore. Chesapeake. Take a ride to Delawore.

CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form

Date 2/20/15
Name:
Address: State: Zip:
Telephone: Email:
A NEW BRIDGE WILL ONLY CRONIZE A TRAFFIL
BACK UP SOME PLACE ELSE, THE SHORE TOWNS WALRE
MUST OF THE TRAFFIC IS GOINI, NOWE LIMITED PLESS
INTO THESE TOWNS. THERE WOULD HOVE TO BE
INTER STATE HIENWAYS ALL THE WAY TO THE TOWNS
AND THRU THOM. TAX DOWNER NOWHOR FOR
THIS WILL BU INCREMPBLE.
GARMINATO THE FORE BOOTHS MILHT HEED BACK UP
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Please submit your comments by mail to:
Bay Crossing Study
Maryland Transportation Authority
Division of Planning & Program Development
2310 Broening Highway
Baltimore, MD 21224
You can also submit your comments electronically on the project's website at
www.baycrossingstudy.com or by email at info@baycrossingstudy.com

Check here to be added to the study mailing list

Ms. Heather Lowe, Bay Crossing Study MD Transportation Authority 2310 Broening Hwy Baltimore, MD 21224 January 25, 2018 Dear Ms. Lowe: Jam a resident of Kent County responding to your request for comments on the Bay Crossing Study. I do not want a bay bridge crossing into Kent County, creating a massive scar on our pristine agricultufal and historic lands, ruining our thriving farm conomy and destroying historic sites I have lived here all my life and turning my hope into a noisy, polluted corridor for people to reach the beaches is a totally flawed idea. I am strongly opposed to the destruction of our small county in order to alleviate the inconvenience some vacationers may experience on few surrough weekends. Perhaps more innovative toll collection, variable toll rates, and disincentives to travel at high peak times should be put in place rather than massive amounts of taxpayer money be spent on a new coldidor. Sincerely,

January 25, 2018

Dear Ms. Lowe:

I am a resident of Kent County responding to your request for comments on the Bay Crossing Study. I do not want a bay bridge crossing into Kent County, creating a massive scar on our pristine agricultural and historic lands, ruining our thriving farm economy and destroying historic sites. I have lived here all my life and turning my home into a noisy, polluted corridor for people to reach the beaches is a totally flawed idea. I am strongly opposed to the destruction of our small county in order to alleviate the inconvenience some vacationers may experience on a few summer weekends. Perhaps more innovative toll collection, variable toll rates, and disincentives to travel at high peak times should be put in place rather than massive amounts of taxpayer money be spent on a new corridor.





Hello.

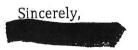
My name is and I vehemently oppose a bay bridge crossing to Kent County, MD. I have lived in Kent County almost my entire life. It is where I grew up, started my first career, and after living many other places along the east coast and abroad it is where my husband and I returned to buy a house and start a family. The reasons we chose to come back to Kent County are plain to see to anyone who travels through our county. Its untouched rural landscape, its sense of history and its tight knit community are rare and diminishing things in the United States, particularly in the Mid-Atlantic. Enormous portions of our farmlands are in protective easements, and hundreds of homes are registered historic sites. So much of our identity and our landscape would be destroyed if a bridge were to cross into Kent County.

While I feel certain that a third crossing anywhere on the Delmarva Peninsula would be a huge and expensive mistake for the state of Maryland, I can only speak for the county in which I live. I can tell you that since we have learned of this study, my neighbors and friends are truly scared. Scared for the future of our community, but also scared for their own financial futures. The amount of land that would be seized by the government to build the "necessary infrastructure" would displace many residents and destroy all they have worked for to be able to afford their quiet life on the eastern shore. My mother, my husband and I purchased a small 45 acre farm at auction several years ago. We have put everything we have into bringing the farm back to life and creating a legacy we can leave to our children. My mother put her life savings into building a small cottage and keeping her 2 horses on the farm. It is a life long dream fulfilled for her. If the Bay Bridge does come to Kent county, one of your proposed highways connecting to the bridge would run right through our farm, leaving us without a home, and destroying a dream it has taken us years to fulfill.

I also fear for the wetlands and ecosystems at stake. I work for a non- profit dedicated to giving students of all ages positive experiences in the outdoors. Kent County has an enormous amount of protected wetlands, as well as many beautiful streams and creeks that eventually lead to the Chesapeake Bay. Second to my love for my home county is my hope for the return of a healthy Chesapeake. Further paving, dredging, and development along the headwaters of Chesapeake tributaries is the last thing we need if we want future generations to enjoy and value this

important estuary.

I hope you listen to those who speak out against this crossing. I believe there are other ways to solve the traffic issues Maryland is faced with, and that a third bridge is not the way. I do not believe this is the forum to discuss it fully, but I feel ferry systems would be much more cost effective and have much less impact on the communities of the eastern shore. I can tell you with complete sincerity that I will fight this crossing to the end and will be the first in the picket line standing in front of the steam rollers that come to pave through the heart and soul of this county.





January 25, 2018

Dear Ms. Lowe:

I would like to comment on the Bay Crossing Study. Kent County is a beautiful place full of historic, cultural and agricultural landscapes. Creating a new corridor to the 'Shore would be detrimental to the wonderful qualities of life experienced by those of us who live here. One only needs to look at what happened to Kent Island over the years to imagine the result of an additional bay crossing. What was once a quiet area of farms and historic places is now full of strip malls, fast food, asphalt and bedroom communities. This is not progress, it's sprawl!

I care deeply about preserving Kent County, and I know that a highway cutting through this landscape is not compatible with that goal. I oppose a new bay crossing.





February 21, 2018

Ms. Heather Lowe, Bay Crossing Study MD Transportation Authority 2310 Broening Hwy Baltimore, MD 21224

Dear Ms. Lowe,

My family has lived in Tolchester Beach, Maryland since 1968, fifty years now. My mother recently passed away, and I now own my family homestead which includes 200+ feet of Bayfront on Mitchell Bluff just north of State Road 21 where I understand a new Bay bridge is being considered.

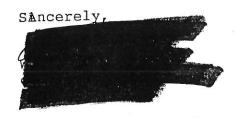
I am hand typing this letter to you as I am greatly offended that the Tolchester Community Association is sending out "opposition form letters" to residents in my community here in Tolchester to send to you, and I FULLY OPPOSE THEIR EFFORTS TO STOP THE BUILDIN OF A BAY BRIDGE!

AQ long as the Tolchester Community Association opposes economic development here in my community by opposing a Bay bridge, I will never support their efforts.

I am in FULL SUPPORT OF A NEW BAY BRIDGE coming across on State Road 21. I believe that this will help our community in the form of economic growth, improved opportunities for "locals", lower costs of goods for locals due to lower transportation costs as well as bring monies to our community in the form of tourism and taxes.

Many people in my community support a new Bay bridge, and we do not fear that our environment will be negatively impacted.

Please kindly provide me with any names and/or contacts I may send my support to with regard to this project. Please bring the Bay bridge across here!





January 25, 2018

Dear Ms. Lowe:

Building another bridge to the Eastern Shore is the last thing the Eastern Shore needs. New highways encourage more travelers; more travelers encourage more development; and more development will destroy the very nature of the 'Shore that attracts people to visit.

As the Baltimore Sun op-ed article said, "Let the Eastern Shore be." Don't build a new crossing over the Bay.



Life long Kent Ca. resident.

