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Corridor Alternatives Retained for Analysis Proposal Comments

Introduction

During the 150,000 or so years that humans, (Homo Sapiens), have lived on this Planet, we have felt free to use and abuse the resources of our planet with no constraints. We have caught the fish, hunted the animals, cut down the trees, damned the rivers, burned the forests, and of course we have drunk the water and breathed the air. We always said our transgressions were only a teacup in the ocean.

We have also created a huge amount of carbon dioxide gas (CO2) which has risen to the upper atmosphere, where it captures more of the sun's energy and thus is warming our planet. It is also melting the polar ice caps and therefore raising the sea level.

Although we have seen frequent instances where our universe has struck back, for example floods and hurricanes and earthquakes, we have managed to get past all of those. The last huge catastrophe was the impact of an asteroid that killed the Dinosaurs and most other life 66 million years ago.

In recent times the number of humans has increased and their ability to consume resources and create waste has increased even faster. For example, an electrical generating plant creates much more pollution in the air than a campfire.

Now we're in a situation where major pushback is beginning. The ocean levels are indeed rising, the average temperatures are increasing and weather extremes are more frequent. We can now visualize how we could easily turn our planet into a place that will not support our lives!

To counteract this deadly trend, humans are beginning several changes in the way we live. We are starting to phase out gasoline powered vehicles and to switch to electrically powered vehicles. We are starting to minimize privately owned vehicles, many of which spend most of every day parked in a garage or parking lot, and instead to rent vehicle transportation whenever we need to use it, much as we do with other utilities. And we are developing automatically controlled vehicles that eliminate the passenger interaction, to support this utility concept. There are major developments happening on all these fronts.

Maryland Department of Transportation Bridge Proposal

In the midst of all this change, the Maryland Department of Transportation is performing a study of where the best location is for a new bridge between mainland Maryland and the Eastern Shore Peninsula. They estimate that this new bridge will open for traffic in 2040, which of course means 2050. Now they are asking for user comments on their proposal for one of three alternate sites:

* Corridor 6 from Baltimore County to the Kent County Queen Anne's County border,

* Corridor 7 from Annapolis to Queenstown, Queen Anne's County, (the present bridge actually double bridge location), and

* Corridor 8 from east of Washington, DC to near Easton, Talbot County.

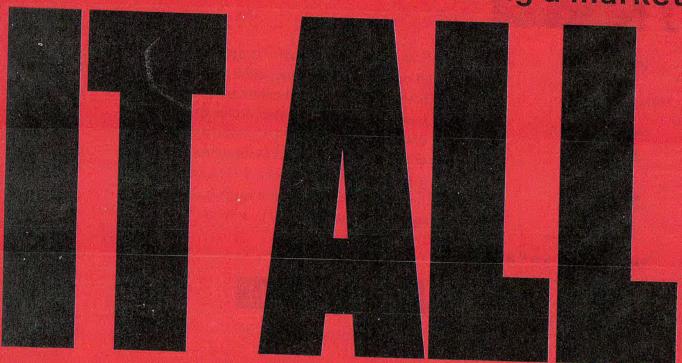
Following are my comments.

- 1. Specific comments cannot be made because coordinates were not given, only broad bands drawn on the map.
- 2. The best location is based on predicted vehicular traffic needs. When you consider all the changes mentioned above, the only assumption we can be sure of is that a surprise-free future will not happen and therefore that prediction is wrong. The prediction method that makes sense is to study a variety of reasonable traffic alternatives and predict bridge needs for each, and then select the prediction which has the best worst-case. That may lead to the same choices Maryland's surprise-free future prediction did but it may not.
- 3. MDTA made an error several years ago when it predicted no future for public transit. There will certainly be public transit. Every urban area has public transit. Is a family going to rent an Uber car in Annapolis and then drive it to Ocean City? Of course not. They will travel in fast comfort on a train or monorail and rent their Uber car when they get to Ocean City.

- 4. Vehicle ownership is a huge expense on the average family and makes no sense at all, but we do it because we are bombarded with advertising. How many automobile commercials did you see on television last night? Our dependence on private automobile travel also decreases our use of and need for public transportation which is really a much more efficient way to travel. Change is coming. You don't see mention of this in public media but it is continually in the technical press. For example, September 23, 2019 Bloomberg Business Week has an interview with Mary Barra, the CEO OF General Motors. "To reach its electric, self-driving future, GM has to overcome challenges." MDTA is making a mistake assuming this will not happen.
- 5. I am not an expert in bridge building but I do believe that many bridge builders build in the capability to add a second deck to their bridge. The world is full of examples of this, for example, the George Washington Bridge across the Hudson River north of New York City and the Verrazzano Bridge across New York Bay. I don't see why Maryland is not exploring this possibility. Don't let the bridge people tell you why it cannot be done, because they would much prefer to build a new bridge.
- 6. The state assumes that a third bridge at Annapolis will be the best way to do necessary maintenance on the existing bridges. I don't think that is necessarily true. It may be faster and cheaper to build another bridge somewhat removed, where there is not traffic interference and then route traffic to it, possibly over temporary roads.
- 7. Environmental review should be done before this review as none of the three selections may pass it.

Thank you for the opportunity to comment on the MDTA proposal. I wish you the best of luck.

To reach its electric, self-driving future, GM has to overcome challenges. Like strikes. And tech that works. And finding a market



The Monday after last Thanksgiving,

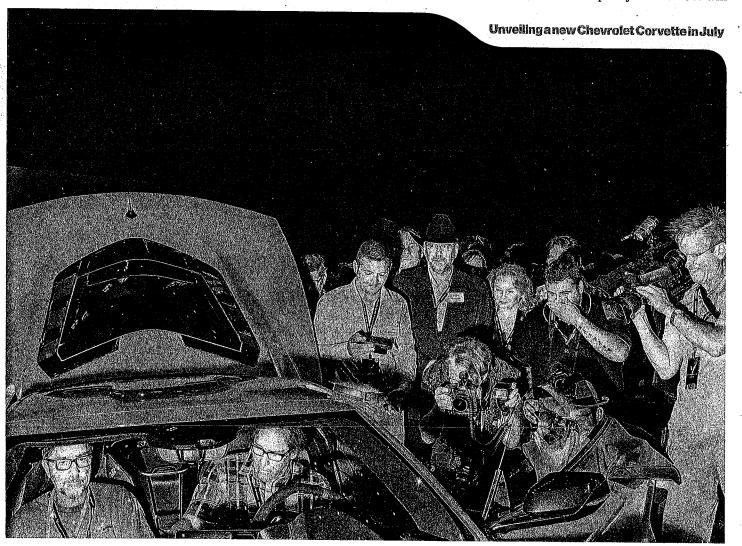
Mary Barra, chief executive officer of General Motors Co., announced the automaker's biggest layoff since its 2009 bankruptcy. Five North American factories were marked for closure. Six thousand hourly jobs in the U.S. and Canada would soon be eliminated, and about 18,000 salaried employees would have until the end of the year to consider a buyout package. GM needed more than a third of the salaried personnel to accept. Fewer than 2,000 did. The remainder would have to be let go, which they were, starting in February.

On March 5, a couple thousand survivors crowded into the atrium of GM's engineering center in suburban Detroit to hear Barra explain the overhaul at a town hall meeting. Thousands more tuned in via webcast. Barra, a GM lifer who's been through plenty of similar moments as both boss and underling, told her audience the company is undergoing a wrenching but necessary transition. GM, she said, could no longer invest in slow-selling sedans and small cars or in farflung markets that weren't delivering significant profits. That money had to be plowed into electric vehicles and self-driving cars, which she described as the foundation of the company's future. "We need to seize this opportunity," she told the silent

crowd. "Make no mistake, we are not here just to compete in this new world... we are here to win."

The 46,000 auto workers who went out on strike on Sept. 15 are here to win, too. They made concessions in jobs, wages, and benefits to get GM through bankruptcy, and now they want their quid pro quo. How the walkout is settled will have much to do with how Barra arrived at this moment in GM's history. The world's fourth-largest carmaker isn't slashing payrolls, shutting facilities, and going to the brink with the United Auto Workers because cash is running low or sales and profits are falling. On the contrary, GM has posted near-record adjusted profits of about \$12 billion for three straight years. It has ample cash reserves. What it lacks—or at least, what Barra lacks—is faith that the internal combustion engine and human-driven cars will sustain it as a global power for decades to come.

"There was a point in time where we were everywhere for everyone with everything," Barra said in an interview a few months ago in her downtown Detroit office. "We had to say, 'OK, where are we deploying capital that's not generating appropriate returns?' Once you start to believe in the science of global warming and look at the regulatory environment around the world, it becomes pretty clear that to win



the future, you've got to win" with electric and driverless hicles, she said. "This is what we really believe is the future transportation."

Taking vast resources from businesses that make money d moving them toward businesses that (so far) lose mounts of it is obviously a large and risky bet. But the gamble 1't the decision itself. It's the timing. GM, which is pushing hard into electrics and racing into autonomy faster than by other carmaker, could be blowing cash for years before ere's any payoff. Already, its Cruise Automation unit has stiponed plans to deploy autonomous cars this year. If drivless and electric vehicles take off more slowly than Barra spects, then GM will have prematurely jettisoned thousands skilled veterans and killed off its smaller gasoline models, aving the company even more vulnerable to a spike in fuel rices than it is now. Worse, it could cede a chunk of profs from the remaining decades of the internal combustion is to others.

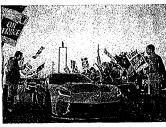
Barra is adamant that GM will sell a million electrics a ear in the very near future, while lowering costs and gaining n economy-of-scale edge that Elon Musk's Tesla Inc. would nvy. In autonomous driving, Dan Ammann, CEO of Cruise utomation, believes a small group of companies will divide trillion-dollar market. That's the potential that has Barra isking so much.

fou can glimpse Barra's vision in an

inderground garage in San Francisco, where dozens of white Chevrolet Bolt EVs emblazoned with orange Cruise automation logos await testing. Cruise is the startup GM rought in 2016 for \$1.5 billion; it was losing money then and continues to do so. Last year, Barra dispatched Ammann, at he time GM's president, to run the division, which has since attracted \$6.15 billion in capital from SoftBank, Honda Motor, and T. Rowe Price. (GM still owns a majority stake.) With each as been boosting the stock as much as old-school GM itself has. The investments also help GM develop the technology while reducing the burden and risk to its profitable core business. Ammann says.

Silicon Valley is rife with driverless technology startups. Ammann predicts a great winnowing. "If you don't have thousands of engineers working on this, and billions of dollars of capital to spend, and deep integration with a car company, then your chances of success are very, very low," he says, speaking in one of Cruise's six offices around San Francisco. "As of right now there is only one company—which is us—that has all of those things in place."

Only Ford Motor Co. comes close to having GM's suite of assets and investors, now that it's bought a controlling stake in self-driving software company Argo AI LLC and lured Volkswagen AG to join as a paying partner. Other rivals are moving with greater caution, most notably Toyota Motor Corp., whose leadership thinks autonomous driving





Strikersin Bowling Green, Ky.; the powertrain factory in Bedford, Ind.

could be decades away. For GM watchers with modestly long memories, Barra's grand vision might conjure former CEO Roger Smith, who in the 1980s squandered almost \$100 billion on factory robots and nonauto ventures such as Hughes Aircraft and Electronic Data Systems while GM's car business shrank.

But how could any CEO simply turn her back on a windfall in ride-hailing and related services (particularly delivery) that McKinsey & Co. sees gen-

erating \$1.3 trillion in revenue globally by 2030? And how could Barra discount the possibility that a too-timid GM could become the next Kodak or BlackBerry? With Amazon, Apple, and Waymo chasing the same bounty, "car companies face greater risk of nonaction than action," says Morgan Stanley analyst Adam Jonas. Barra portrays the stakes in starkly more personal terms: "If we don't take the steps to keep the company healthy for not just the next few years but the next few decades, then shame on me."

Barra's early days as CEO didn't suggest she'd be a china breaker. Growing up in the Detroit area—her father was a GM die-maker and United Auto Workers member—Barra fell in love with an older cousin's red Pontiac Firebird convertible. With a degree in electrical engineering and a Stanford MBA, she rose through GM's manufacturing ranks, making stops in so-called soft departments such as internal communications and human resources, and was once the technical assistant to former CEO John "Jack" Smith Jr. The postbankruptcy board of directors saw her as an underused talent and in 2011 slid her into product development, the engineering works where self-proclaimed car guys create new models. In 2014 she became CEO; two years later she added the chairman title.

Coming out of its rapid-fire, 40-day bankruptcy in 2009, GM had downsized U.S. operations, Barra says, but still had unfinished business, including serious international restructuring. At a budget meeting in 2015 in one of GM's tubular glass towers in downtown Detroit, her overseas lieutenants wanted cash for new models in countries where GM was losing money as it chased market share. "We have to do this," she recalls being told. "I said, 'We don't have to do anything." Later, GM said it would retrench or mostly stop manufacturing in Indonesia, Russia, and Thailand. Two years after that came the sale of German Opel, the U.K.'s Vauxhall, and other assets to PSA Group of France.

Around the same time, Ammann says, GM noticed the ▶

"She's damned if she does and damned if she doesn't"

▼ growth of Uber Technologies Inc. and began to wonder how it could handle that kind of threat. Add in the work Google was doing with self-driving technology (before it renamed its self-driving business Waymo), and it was clear GM had to move on both fronts or risk missing the biggest possible change in personal transportation since the automobile itself. In January 2016, GM invested \$500 million in Lyft Inc., Uber's smaller rival, with the intent of marrying GM's self-driving technology with the ride-hailing brand. GM was also concerned that its driverless development was lagging those of some Silicon Valley startups. One was Cruise Automation, founded by Kyle Vogt, who'd previously sold gaming website Twitch Interactive Inc. for \$1.1 billion. Cruise was retrofitting cars, including Vogt's Audi A4, with a self-driving system the company planned to peddle as an aftermarket product.

During test drives, GM's own driverless vehicles were having difficulty avoiding parked cars and making left turns against oncoming traffic, problems the company thought Cruise could help solve. "The tech team saw that Cruise could move more

quickly than GM could," says Alisyn Malek, who worked then for GM's internal venture fund and has since co-founded a self-driving technology startup called May Mobility. In courting Cruise, GM dangled, in addition to the \$1.5 billion investment, the Chevy Bolt, an electric vehicle with loads of onboard power to run computers. And, crucially, GM had the factories to churn out hundreds of thousands of cars. If Vogt and his investors wanted to see their technology actually change American car culture, GM told them, this was their best shot.

The other piece of Barra's transformation was going electric. GM designers came up with 18 different prototype vehicles using the carmaker's next-generation battery pack. They included sedans, crossover SUVs, sports cars, and autonomous vehicles for ride-sharing, all built on the same platform. Barra, Ammann, and Mark Reuss, then product development head and now Ammann's successor as GM president, inspected the vehicles under the company's brightly lit metallic dome at the engineering center in September 2017. All the vehicles were built atop a frame that housed a flat battery pack in the floor.

"The purpose," says chief designer Mike Simcoe, "was to show that we could reuse the electric vehicle architecture and make vehicles that run the gamut." Building a variety of model types on the same platform would greatly lower the costs of producing a full line of EVs and give GM a crack at what's eluded Tesla: a profitable

business in electric cars. Reuss expects to sell a million EVs a year globally and make money on them. They won't generate gas-engine-size margins at first, but eventually they will, he says.

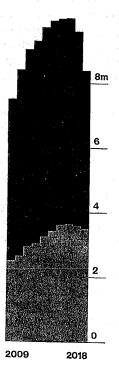
At the tech center, Reuss goes to a whiteboard. He draws a line inclined upward at a 45-degree angle, signifying how GM will pay more and more over time to make compliant gas burners as fuel-economy and other regulations become more stringent and the company begins to run out of low-priced ways to make cars lighter and engines more efficient. Reuss then draws a line that plunges downward through the first, representing the projected decline in the cost of electrics. EV battery packs once cost more than \$1,000 per kilowatt-hour of energy. That's dropped to \$150 to \$200 per kWh, according to McKinsey. Reuss says that when the number gets below \$100 per kWh, GM can make an EV profitably. That's also when electric cars get competitive in price with conventional cars.

When Reuss made a similar presentation to Barra, her takeaway was that GM eventually could make money on EVs

without charging \$50,000 or more like Tesla. Rather than hope regulators go easier on carmakers or wait for consumers to fall in love with the electric drive, Reuss says, GM decided to push its way into the still-tiny market for battery-powered cars, betting that it could make them appealing and profitable. In October 2017 he announced GM would be selling 20 all-electric models by 2023. More than half are targeted at China, where government incentives make EVs an easier sell. Reuss is so sold on the electric drive, he's moving to develop electric trucks. (GM was close to investing in startup Rivian Automotive, which plans to sell electric pickups and SUVs in 2020, but the deal fell apart and GM went back to designing its own vehicles.) The company has also toyed with the idea of an electric Hummer, though an electrified Cadillac or GMC SUV seems more likely. Powering any of those tried-and-true Detroit behemoths with batteries would be about as big a turnabout as GM could make.

As GM lays off old-line engineers, Reuss is hiring coders, software and artificial intelligence engineers, and people skilled in battery chemistry. Instead of using contractors to develop auto infotainment and cybersecurity, GM is bringing the work in-house. At Cruise, Ammann will double staff, to 2,000 people, and almost none, he says, will be from GM. The Cruise website shows more than 300 openings, with the largest number in software engineering. GM will continue to hire traditional automotive engineers, says Brian

GM's global vehicle sales



In addition to Barra's town hall meeting, Reuss hosted one with GM's engineering staff. He declines to generalize the staff's reaction but says he got more than 1,000 responses to his meeting and people at least seemed to understand what GM is trying to do, and some embraced the changes.

Chevy Bolts lose about \$9,000

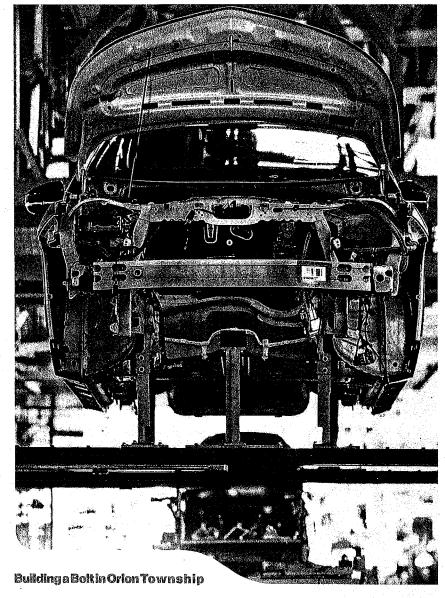
apiece—a big gap to close. While it's a given that GM's EVs need to get better fast, Barra at the same time has to keep money flowing from GM's traditional businesses even as U.S. and China vehicle sales slide. (Never mind the threat of recession and the toll of the strike, however long it lasts.) "She's damned if she does and damned if she doesn't, really," says David Keith, an assistant professor at MIT's Sloan School of Management who's followed the industry shift at GM and other companies. "Wall Street wants both."

One possible solution to Barra's either-or problem is in place at GM's assembly plant in bucolic Orion Township north of Detroit. The Bolt is built there, and so is the gas-powered Chevrolet Sonic. Some of the Bolts shuttle from the main line to a few open bays where workers attach sensors and other technology that enable the cars to see for themselves. "This is the only facility in the world that makes

internal combustion cars, EVs, and autonomous vehicles at the same time," says Jack Hund, plant launch operations manager. "That should give us job security." It also relieves Barra, for now, of having to spend billions of dollars on new EV factories before it's clear that consumers will actually buy the cars.

President Trump has taken potshots at GM since the post-Thanksgiving announcements, no surprise given that the company has shuttered its massive Lordstown plant, in the Ohio county that helped elect him. Barra isn't about to pick Twitter fights, but she doesn't seem intimidated by the president and has stuck to her plan. With billions of dollars in capital projects constantly in the works, she could appease Trump by announcing some future plant investments. That, however, would deprive her of bargaining chips in UAW contract negotiations while undercutting her message to the union that GM can't afford to hold onto underused factories. The current plan for Lordstown is to sell it and possibly build a battery plant nearby that would employ hundreds of union workers instead of thousands.

Barra is also looking to shave costs by hiring more temps, a significant issue in the strike. "Job security is always a big issue," says UAW Vice President Terry Dittes, the union's chief negotiator with GM. "This is a tough time for our members. It's



not just limited to a couple of issues." The union has repeatedly criticized the company for investing in Mexico while laying off U.S. workers. Another common refrain is that the UAW sacrificed when GM needed it, and now hourly workers ought to get theirs. "We want to see reciprocation for what we gave to the company," says Bryan Moore, a forklift driver who works at GM's Detroit-Hamtramck plant. That factory was on last November's hit list; one of the unions goals in negotiations is to keep it open.

Barra seems prepared for that sort of reaction. When GM was planning last November's announcement, management didn't even make a plan to have its Washington staff do preemptive damage control with the Trump administration and the Michigan and Ohio congressional delegations. Barra calculated that she needed to withstand the heat to prepare GM for a near-term downturn and long-term upheaval—and, eventually, if all goes according to plan, success.

"It's hard when you're in the focus of all the criticism. You have to stay steadfast," she says, without mentioning Trump or the union. "One of the things I learned in the bankruptcy is, if you have a problem or a challenge, it never gets better over time, you have to address it. Once you know what you need to do, you need to do it."

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Thank you for your comments!	
If you are unable to complete this form today, you may send it to: Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments	Maryland Transportation Authority
2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com	U.S. Department of Transportation Federal Highway Administration

BAY CROSSING STUDY TIER 1 NEPA

2019 Open House

Comment Form

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Please provide your comments on the range of alternatives presente	d.
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Please provide comments on the Preliminary Corridor Alternatives (Corridors 6, 7 and 8 shown on the map to the right).	Retained for Analysis (CARA) The state of
Which three factors are most important to you in selecting the prefer	red Corridor Alternative?
☐ Reducing congestion ☐ Engineering / Construction	☐ Safety
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Maryland Tran Division of Pro	sportation Authority ject Planning & Pro ng Study Public Cor	gram Development	end it to:	Maryland Transportation Authority	
Baltimore, MD info@baycross	21224			U.S. Department of Transportation Federal Highway Administra	ation

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Comment Form
Please provide your comments on the range of alternatives presented.
Bring back the ferries ! It would be a
fearful to drive across the bridge, We wou
love a great can ferry again like was then decades before (I never sow it shough!)
Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA) (Corridors 6, 7 and 8 shown on the map to the right).
to reach medical needs and businesses in aynapolis
where we spend much time pince geographically it
Broad neck Peninsula Legend Preliminary CARA Existing Bay Bridge
Which three factors are most important to you in selecting the preferred Corridor Alternative?
Reducing congestion
☐ Environmental impacts ☐ Community / Development impacts ☐ Cost ☐ Other (explain)

Over

Do you have additional comments about the study?	
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If you are unable to complete this form today, you may send it to:	Maryland
Maryland Transportation Authority Division of Project Planning & Program Development MDT	Transportation Authority
Re: Bay Crossing Study Public Comments	100 mars 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
2310 Broening Highway	U.S. Department of Transportation
Baltimore, MD 21224 info@baycrossingstudy.com	Federal Highway Administration

info@baycrossingstudy.com

2019 Open House

Comment Form

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Please provide your comments on the range of alternative	s presented.
The Broadneck weekend,	bridge traffic has been
daunting for years, bu	+ now is becoming a major
hazard for emergenc	ies and health issues a grid In
is intolerably frequent	, , , , , , , , , , , , , , , , , , , ,
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This region needs	immediate reliet, not addition
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If you are unable to complete this form today, you may send it to: Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments	Maryland Transportation Authority
2310 Broening Highway	U.S. Department of Transportation
Baltimore, MD 21224 info@baycrossingstudy.com	Federal Highway Administration

COMMENT;

IF YOU LOOK AT A MAP OF THE BAY YOU WILL SEE THAT THE NAKROWEST PLACE ON THE BITY IS BETWEEN SANDY DOINT AND KENT ISLAND,

IT IS EASY TO SEE, WHY IN

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THE BITY

QUESTION! WHAT ASSURANCE CAN YOU

QUESTION! WHAT ASSURANCE CAN YOU

GIVE THAT A THIRD SPAN AT THE

LOCATION OF THE CURRENT BRIDGES

WILL SOLVE THE CONDESTION ON RTSO.

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Comment Form

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Please provide your comments	s on the range of alternatives presented.			
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The Jollewin	a been considered			
A) Building	at another location	to rea	luce the funa	rel effect
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B) Alterna	Le corridor in even	fof.	catastrophe a	N Bridge
or loss	of bridge			L
C) Offerin	is additional crossin	g sit	es	
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_ E) ENhanz	e satety ON 50			
G) If you	build it they will come	ting a	and future a	rigins SCI
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If you are unable to complete this form today, you may send it Maryland Transportation Authority	to: Maryland Transportation
Division of Project Planning & Program Development	MDTA Authority
Re: Bay Crossing Study Public Comments	and the second s
2310 Broening Highway Baltimore, MD 21224	U.S. Department of Transportation
info@baycrossingstudy.com	Federal Highway Administration

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Comment Form			
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If you are unable to complete this form today, you may send it to: Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway	ortation rity A segment of transportation
	ral Highway Administration

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info@baycrossingstudy.com

Comment Form
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Division of Proje	ect Planning & Pro	gram Development		MDTA	uthority	
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Baltimore, MD	21224				Department of Transportation derail Highway Adm	

Comment Form
Please provide your comments on the range of alternatives presented.
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Claire to Kert Islah.
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Bridge. There is nowhere on the Broadreck Perlinsu
so time of day when you can't hear the roar of
Thatic on the Bridge, Place include glass sound parriers
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(Corridors 6, 7 and 8 shown on the map to the right).
40
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the road to plant Native
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Which three factors are most important to you in selecting the preferred Corridor Alternative?
Reducing congestion
Environmental impacts
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within parchet of Pole 50 a big Dart of
Ay placeton to 6.78 the large in the account on the senses
Description of the increase in the same

Do you have additional comments about the study?
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The graphics & Charts - AUDID ACKONYM
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initials over & over again, this evering.
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I want to see more projections on how road con
& infoctore lealing to whitever spans are being
Considered will be affected
How did you hear about this meeting?
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Optional: Please print your information if you would like to be added to the project notification list.
Name: _
E-mail Address:
Community/Organization (if applicable):
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Thank you for your comments!
If you are unable to complete this form today, you may send it to:
Maryland Transportation Authority
Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments
2310 Broening Highway rest in the second paragraph of the second in the
Baltimore, MD 21224 info@baycrossingstudy.com U.S. Department of Transportation Federal Highway Administration

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Comment Form

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Please provide your comment	s on the range of alternatives presente	d.		
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		Legend	Preliminary CARA	Existing Bay Bridge
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Over

Do you have additional comments about the study? Relieved
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Jam Thee & hostage in my neighborhood
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Molillags.
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There is no west to sail a total mass.
We need relief tetchie Hory has been over
developed - Othereasts are Hoo amall &
Cumlat handle the amount of the feethey
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Thank you for your comments! If you are unable to complete this form today, you may send it to: Maryland
Maryland Transportation Authority
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Re: Bay Crossing Study Public Comments 2310 Broening Highway
Baltimore, MD 21224 info@baycrossingstudy.com u.s. Department of Transportation Federal Highway Administrat



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Comment For	m	
Please provide your comments	s on the range of alternatives presented.	
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Canother frie	doe An Loute 50.	7
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Corridors 6, 7 and 8 shown on	Las Velles	Charles Colored Add Add Add Add Add Add Add Add Add A
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Do you have additional comments about the study?	
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Thank you for your comments!	·
If you are unable to complete this form today, you may send it to:	Maryland Transportation
Maryland Transportation Authority Division of Project Planning & Program Development MDTA	Authority
Re: Bay Crossing Study Public Comments	
2310 Broening Highway Baltimore, MD 21224	U.S. Department of Transportation
info@baycrossingstudy.com	Federal Highway Administration

2019 Open House

Comment Form

Comment Form
Please provide your comments on the range of alternatives presented.
Not enough detail or traffic analysis used to determine recommeded after
Seems like little consideration was given to altoratives to the to
Longeston due to proximity at 301/95 or you head north
Purpose of the Stoy includes "provide additional apacit & access" Alt #7
does not provide additional access - in fact, her accore was consider
"bad" for alts 6+8. If access is part of the purpose, how can access
be bad? Restrict access/change land use if residential sprow/
is a concern. How can diversion from existy bridge hoppen walt #
Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA)
(Corridors 6, 7 and 8 shown on the map to the right).
#6+#8 are not realistic-seams like
his study is tailored to saying
ti be a thenetice
Mayo Penninsula + Mountain Road have
been a new for 75 + years so
pyrkin about with altik sidden 1 3 0
Le all for each.
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Preliminary CARA Existing Bay Bridge
Which three factors are most important to you in selecting the preferred Corridor Alternative?
Reducing congestion Engineering / Construction Safety
☐ Environmental impacts ☐ Community / Development impacts ☐ Cost
Other (explain)

Over

Do you have additional com	nents about the study? I really the only viable one then more on - quickly. Process takes entirely too long - no now not to year from now
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	and als were only studied independently - why?
what type of or	study was used to dividing Torro volumes + early late
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Maryland Transportation	e this form today, you may send it to: Authority g & Program Development Maryland Transportation Authority

U.S. Department of Transportation
Federal Highway Administration

Baltimore, MD 21224

info@baycrossingstudy.com

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Comment Form

Please provide your comments on the range of alternatives presented.
I think what would be best is a pretty far north bridge where the
Bay is narrow that would siphon truck traffic bringing produce,
crabs, oysters, etc. to Baltmore, Philadelphia + Wilmington,
Ferry system to the South around Chesa seake Beach to
hulp syphon off Washington traffic. Rt. 4 femisylvania Avenue is
not Dacked up during shost weekends / worked for many years at the public library on Old Silver Hill Rd. that is between
Remay vania Ave + Marlboro Pike, This fevery system as all propably
Stimulate tourism at Chesapeate Beach Lambridge
(3) keep the existing Bay Bridge as it is but immediately put into
effect on online system for vidence shaving. Many Deople phobably
work at a site like Northop Gramen that live on the Eastern Shove
Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA)
(Corridors 6, 7 and 8 shown on the map to the right).
I can speak to Corrider 9. 1 live
in Crofton. This is not the first time
traffic has backed up 14 miles to about
RHIZEY, Once I was bringing my mother
bach to key house in Admagatist from a
famely lunch in Washington & Spent (hour)
creeping at 10-15 mph between 214 & Arist.
Allen Blug, where I pailed. There are
Often accidents on the Severn River Bridge
In fact, an accident anywhere in
Anapolis -say on torestor can cause
Statlock throughout Anapoles, including Rts Legend Existing Bay Bridge
17-100 TIVINIA MISTINIA IN 1 TIMP PRIVA VINIA VI
Bridge Furthermore) besides parmy totake parts of Sandy Point, yould have to the professor Alternatives The Severn River
Which three factors are most important to you in selecting the preferred Corridor Alternative? widen The Devent he have in he
Reducing congestion Engineering / Construction Safety Form to widen to widen to
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2019 Open House

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2019 Open House

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info@baycrossingstudy.com

2019 Open House

Comment Form
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2019 Open House

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2019 Open House

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2019 Open House

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BAY BRIDGE LOCATION

QUESTIONS FOR MDTA

A. WHY?

- Why wasn't a long term plan developed for any future bridges and/or tunnels traveling east or west along Chesapeake Bay?
- 2. Why did the MDTA suddenly decide to have three options for a new bridge which all three funnel traffic through Anne Arundel County (AAC)?
- 3. Why wasn't a traffic flow analysis done to study traffic flow from Delaware, Northern Virginia, West Virginia, Washington DC, or Pennsylvania?
- 4. Why wasn't bridge options include northern or southern Maryland where most of the traffic backups come from to AAC?
- 5. Wouldn't it more beneficial to place a bridge or tunnel from St. Mary's county or Hartford county?
- 6. Why another bridge? Why not a tunnel across Chesapeake Bay?
- 7. Why not charge money from vehicles coming into Maryland to cross the Chesapeake Bay?
- 8. Why haven't the MDTA studied various ways the state of California crosses San Francisco Bay Area with four or more bridges to take care of traffic?
- Why hasn't MDTA meetings only held in Maryland counties centered in or around the current Bay Bridge location? Why not other states?
- 10. Why isn't the decision made by the voters of Maryland and Delaware?



1924

Majethy & St Mikes. Dundalk to Rock Haul

2019 Open House

Comment Form

Comment rom			
Please provide your comments on the range of alternatives presented			
The existing bay bridge should not		n sedered for	Thes Stade.
It is important to consider alto	gration	routes to a	et accross
the bay. Do not put all your eggs	more	basket.	Infrastructur
need to be built / un proved for	The .	eltergistic r	
Rt 50 3 Severn River bridge would			
traffic wettout major wipros			
			The control of the said
Places provide comments on the Proliminary Corridor Alternatives P	atained for	Analysis (CADA)	
Please provide comments on the Preliminary Corridor Alternatives R (Corridors 6, 7 and 8 shown on the map to the right).	etained for	Allalysis (CARA)	
Both 6 & 8 appear to be good		Manager (40)	Gerden Control
alternatives That would provide			
another route, Depends on where		1	大学大·
The bulk of the troffic would	32		Champingan
come from - west or north.	D		
Correction of Works	1/1	Service Para	
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Haraket Comments	Legend		In the second second
		Preliminary CARA	Existing Bay Bridge
	19.	Park to the	A SAME ALL
Which three factors are most important to you in selecting the preferr	ed Corridor	Alternative?	
Reducing congestion		Safety	
		Julioty	
Environmental impacts	cts	Cost	
Other (explain)			
Other (explain)		-11	

Do you have additional comments about the study?	
No - but something needs't	. I suggest was installing the
50 mph sonsors in just the	i number of lones being used
to cross the pridge of the	et, consider suspending folls when
backups exteed 3-4 miles.	
	TOTAL PROCESSION
1 (4)	The second second
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The sale of the sa	A STATE OF THE STA
How did you hear about this meeting?	
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Other:	A special set was the transferred by
other.	- and the planty of the state o
Optional: Please print your information if you would like to b	e added to the project notification list.
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Thank you for your comments!	
If you are unable to complete this form today, you may send Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments	Transportation Authority
2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com	U.S. Department of Transportation Federal Highway Administration

2019 Open House

Comment Form

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Please provide your comment	s on the range of alternatives presented.			
an alternate	Bridge seems and	ecess.	ity. But	unless you
improve Rt =	50 from Kent Nax.	vous ,	Bridge to	Ocean City
No Thing you	e do will help. H	Limite	of Access.	Highway
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you do is me	ove the traffic ;	am	to anothe	r Location
and Solves 1				
Some thing	has to give on the	vester	n shore Acc	ess Routes,
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I mph gridloo	Kon Fri - Sat's	and a	son more an	I more ofter
Thurs days are	pilang up.	Same	is True on	Korit Island
on Sandays -	and both sides if	an acc	cident occ	ieves on the
bridge.				
	the Preliminary Corridor Alternatives Re	etained for	Analysis (CARA)	
(Corridors 6, 7 and 8 shown or	n the map to the right).	land to	Nanadama (7)	Gerthan
Based on into	rmation presented	1		
the number of	vehicles crossing	THE	9	五 大 五
Route choice #	6 gives you the	1		WY AL
best value on	dollars spent.	32 111	T and the second	Charleton
		The state of the s	6	
All bridge to	Ils must be High	11/19	Service (SS)	Epigmile
Speed Easy Pas	ss only and a	3	8 7	
Limited # of Toll	booths per Lane		Cent Gland	Compan Compan
010	er 25	X		
			Out 33 St Mich	fatton /
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		30.00	Preliminary CARA	Existing Bay Bridge
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			lo r	
Reducing congestion	☐ Engineering / Construction		Safety	
☐ Environmental impacts	☐ Community / Development impac	ts 🗆	Cost	
Other (explain)				

Over

Do you have addit	ional comments a	oout the study?			
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Will ou	r comme	its make av	y differ	rence?	
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	any ,	rojectous or	1 410W WE	e travel en the futere	5
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Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com



Authority



2019 Open House

Comment Form

Comment i omi
Please provide your comments on the range of alternatives presented.
LIMITING TO #56,7 18/5 SHORT SIGHTEDO THE CALVENT OPTIONS
PROVIDE THE OPPORTUNITY TO UTINZE THE RTY CORRIDOR, TAKE, DC
SOUTHERN MD & VA TRAFFIC OFF THE CORRENT CORRIDOR, OPEN
SOUTHERN MY (CALVERTESC) TO GROWTH THAT ROLLS THE POPULATION
STRAIN OFF NORTHERN MD, AND PROVIDED THE FUTURE
LINKUP TO THE IGS BY PASS VIA THE DEL. TURNPILSE /301
ROUTES
Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA) (Corridors 6, 7 and 8 shown on the map to the right).
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BEFORE HAY WORK /EF FORTS GO FORWARD
ON THESE OPTIONS SERIOUS STUDY MUST
BE DONE ON THE KOADWAY SYSTEMS
SECESSARY TO HANDLE THE INCREASED
BRIDGE CAPACITY O THE ANNAPONS
CORIO VOR CITT-RIZIV) IS FIXED HT
6 LANES - HOW WOOLD TOUCHEASE ITS
CAPACITY WITHOUT ICETIONING ALL
BREAKDOWN LANES, THINK ABOUT THE
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KT32 ISOPENEDTO 6 LANES.
Legend CARA CARA
Preliminary CARA Existing Bay Bridge
Which three factors are most important to you in selecting the preferred Corridor Alternative?
vinich three factors are most important to you in selecting the preferred corndor Alternative?
Reducing congestion Engineering / Construction Safety
☐ Environmental impacts ☐ Community / Development impacts ☐ Cost
Other (explain)

Ad:	Do you have add	itional comments al	oout the study?		
How did you hear about this meeting? Social Media:					
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2310 Broening Highway	Re: Bay Crossi	ng Study Public Cor			

For project information, visit baycrossingstudy.com.

Baltimore, MD 21224

info@baycrossingstudy.com

U.S. Department of Transportation
Federal Highway Administration

Dear M.D.T. A:

Please do Not got the New Span at the Mountain Recorded the August Community along it. Further, Downs Park would be devestitually effected these place the New Span at the employee Grade Span.

Thanklyon—

2019 Open House

Comment Form Please provide your comments on the range of alternatives presented. he only viable option is a third span near the existing Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA) (Corridors 6, 7 and 8 shown on the map to the right). Legend Which three factors are most important to you in selecting the preferred Corridor Alternative? Reducing congestion ☐ Engineering / Construction ☐ Safety Community / Development impacts Environmental impacts Cost

Other (explain)

Do you have additional comments about the study? The Study is extremely valuable	. It is not to see that
Moot is taking present and fix	wre congestion, seriously
and is working to mitigate it.	
	49.
	TILLY MESSICALISTS
A CONTRACTOR OF THE PROPERTY O	the second second second
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	1041711
How did you hear about this meeting?	
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If you are unable to complete this form today, you may send it to: Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224	Maryland Transportation Authority U.S. Department of Transportation Federal Highway Administration
info@baycrossingstudy.com	Todoral riigiliva) Administration

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Comment Form

Comment Form	
Please provide your comments on the range of alternatives presented.	
there are alot of alte	ernatiles and that is
great.	
3	
	3
Please provide comments on the Preliminary Corridor Alternatives Retains	etained for Analysis (CARA)
(Corridors 6, 7 and 8 shown on the map to the right).	Andrew Market
I reside in pasadera currently, 10015	
I reside in pasadera currently, 10015 Congested already.	
The problem with It I and adding an	Grand State Control of
The problem with #7 and adding an adding an additional span to the current Day bridge is that Kent Island	
Can WAT Singert it	To Albert
Even with this is is I cofise to	X./X
move to Kent Island, where my parties	**************************************
Move to Kent Island, where my parties to Ked gots to school because of how bud	- KINA I AM YOU
troffic 15 and it eveales a risk beause	Legend Preliminary CARA Existing Bay Bridge
15 Limits the populations quick access to lare in Emerseits.	Freemandy GARA Existing day druge
Which three factors are most important to you in selecting the preferred	d Corridor Alternative?
Vinite and a state of the state	O CONTROL PRICE TRANSPORT
Reducing congestion	Safety
☐ Environmental impacts ☐ Community / Development impacts	ts Cost
Other (explain)	

Over

	ditional comments a		
I	drin over	the baybridge at least once aneck. Its anight more. This past heer	
In the	summer	its a night mare. This past heer	
- here	the u	est bound lane closed to begin road work	<u> </u>
trat	Fic was	backed up in Kent Island preventing	
Child	ver gestin	soly , not beach traffic. That alone s	4.11
Show	MLANS E	ommuses are coming from the Eastern Shore	Mark d
	hest of	the bridge (realing an additional brid	hd o
5040	hould i've	+ Creak more Havor on Kent Island and	<i>y</i> =
Date	potential	health / Spack risk in emergences. The only	
9)4	cretice She	I event more there on Kent Island and health Island and health Island with emergences. The only only be in outstand bridge south in	'
500	thern w	10 or north Closer to Baltimore.	
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	iject Planning & Pro ing Study Public Co	ogram bevelopment Mora	
2310 Broening		minorità	

U.S. Department of Transportation
Federal Highway Administration

Baltimore, MD 21224

info@baycrossingstudy.com

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Comment Form

	s on the range of alternatives presented.
	talking with Samuel, a traffic Consultant, I believe
	nmediately reduced by implementing electronic tolls and
	ge aren after the tenters booths. People are not great
	the toll booths with reduced speed limits and the Merge
Cause additional C	esistance which slows the flow.
	more people head east at the same timer (friday hight). Moving the tolls to the west bound laner?
rave jou con junction	THOU IS TO THE WEST BOOK THEE.
Please provide comments on (Corridors 6, 7 and 8 shown or	the Preliminary Corridor Alternatives Retained for Analysis (CARA) The map to the right). Legend Preliminary CARA Existing Boy Bridge
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Reducing congestion	☐ Engineering / Construction ☐ Safety
Environmental impacts	☐ Community / Development impacts
Other (explain)	and the state of t

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2019 Open House

Comment Form

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ser to work e	tc.	0 11 11
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☑ Reducing congestion	☐ Engineering / Construction	☑ Safety
	. /	
Environmental impacts	Community / Development impacts	Cost
Other (explain)		

Do you have additional comments about the study?	
My concern is delle in	canvasina
my community so many	folks do not
realize the importance	of educating
themselves early on and	advocate to
and community. so ma	ny say it will
never happen so how	to you account
for the sight neighbors	that do Not
Speak up?	
Pasadena corridor	does not work!
the study uses very vo	
and not sure how strong	ng the possibility
15.1	
100 PDE	·
Who is doing the studies.	
How did you hear about this meeting?	
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Maryland Transportation Authority Division of Project Planning & Program Development	Authority
Re: Bay Crossing Study Public Comments	enconstate)
2310 Broening Highway Baltimore, MD 21224	U.S. Department of Transportation
info@baycrossingstudy.com	Federal Highway Administration

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Comment Form

	s on the range of alternatives presented.
Meryland Ira	5. Former Md Controller Louie Goldstan
wonfed Zon	
Combridge.	The feets were no one wented to travel
to Colvert Co	o. The most practical is 2 one I Belto
Co to Kent	County, 7-9 Miles crossing length 600-ft
Channel Wie	the This is a coble steep bridge.
About 90%	of trip organize in Moryland or DC
See page a	20. Even the State agreed. Decidely townst
	Taking the same of
Please provide comments on (Corridors 6, 7 and 8 shown or	Separation of the separation o
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VVIII directiactors are most	important to you in selecting the preferred corridor Alternative:
Reducing congestion	Engineering / Construction Safety
Environmental impacts	☐ Community / Development impacts ☐ Cost
Other (explain)	All Parones and Service and Se

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Maryland Transportation Authority Division of Project Planning & Program Development	Transportation Authority
Re: Bay Crossing Study Public Comments	
2310 Broening Highway	U.S. Department of Transportation
Baltimore, MD 21224 info@baycrossingstudy.com	Federal Highway Administration

info@baycrossingstudy.com

2019 Open House

Comment Form

Please provide your comments on the range of alternatives presented	d.
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2019 Open House

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If you are unable to complete this form today, you may send it to: Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments Maryland Transportation Authority	
2310 Broening Highway	
Baltimore, MD 21224 info@baycrossingstudy.com info@baycrossingstudy.com	ıtion

2019 Open House

Comment Form
Please provide your comments on the range of alternatives presented. I strongly feel that the Broadneck couriler cannot
I strongly feel that the Broadneck courider cannot
handle another expanded span (or transportation system)
I feel that a more southern based span (bridge
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you are unable to complete this form today, you may send it to Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com



2019 Open House

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Optional: Please print your information if you would like to be added to the project notification list.
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Thank you for your comments!
If you are unable to complete this form today, you may send it to:
Maryland Transportation Authority Division of Project Planning & Program Development Transportation Authority
Re: Bay Crossing Study Public Comments
2310 Broening Highway Baltimore, MD 21224 U.S. Department of Transportation
info@baycrossingstudy.com Federal Highway Administration

info@baycrossingstudy.com

2019 Open House

Comment Form

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U.S. Department of Transportation
Federal Highway Administration

2310 Broening Highway Baltimore, MD 21224

info@baycrossingstudy.com

2019 Open House

Comment Form

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Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com





2019 Open House

Comment Form

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Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com



2019 Open House

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Re: Bay Crossing Study Public Comments 2310 Broening Highway	ta da
Baltimore, MD 21224	U.S. Department of Transportation
info@baycrossingstudy.com	Federal Highway Administration

2019 Open House

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2019 Open House

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If you are unable to complete this form today, you may send it to:
Maryland Transportation Authority
Division of Project Planning & Program Development
Re: Bay Crossing Study Public Comments
2310 Broening Highway
Baltimore, MD 21224
info@baycrossingstudy.com



2019 Open House

Comment Form			
Please provide your comments on the range of alternatives presente	ed.		
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Please provide comments on the Preliminary Corridor Alternatives (Corridors 6, 7 and 8 shown on the map to the right). Option 7 as a replacement to the exhibiting bridge see appears to be the most environmentally friendly option. The bridge should have 8 lanes total four on the bottom similar to many bridges in NY.	Retained for A	Analysis (CARA)	Charge and South Control of South Contro
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2019 Open House

Comment Form

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info@baycrossingstudy.com



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Comment Form

☐ Reducing congestion

☐ Environmental impacts

Other (explain)

Please provide your comments on the range of alternatives presented.

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☐ Cost

Which three factors are most important to you in selecting the preferred Corridor Alternative?

☐ Engineering / Construction

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info@baycrossingstudy.com

U.S. Department of Transportation
Federal Highway Administration

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Comment Form
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Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com







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Name:
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Thank you for your comments!
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Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway	MDTA Authority
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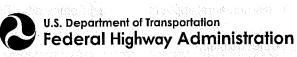
2019 Open House

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Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com



2019 Open House

Comment Form

Comment Form
Please provide your comments on the range of alternatives presented.
Several concerns- This format is chaotic + exhausting
+ duesn't serve the public well. This format combined
with a large group session would be better.
* I don't support a 3rd 5par
* I think you are making a case on numbers that are
not as dramatic as they seem. I think demand is
over projected because it doesn't account for market fora
changing as traffic increases; capacity of proposed routes
is overstated because the model assumed maximum land
capacity that the geography of some routes can't handle
Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA)
(Corridors 6, 7 and 8 shown on the map to the right).
No build. There are limits to what
the communities + environment
can stande Woone in Ocean City
will fail to make money without
a new span.
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Option 8- terminates on the western shore in a 300 acre
Povested park bought with state
- Ederal Funds in Program
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oction 8 - narrowest point on Preliminary CARA Existing Bay Bridge
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☐ Reducing congestion ☐ Engineering / Construction ☐ Safety
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If you are unable to complete this form today, you may send it to: Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com	



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info@baycrossingstudy.com		F G	eaerai F	lighway Adr	ninistration



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Please provide your comments on the range of alternatives presented.
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Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com





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2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com



2019 Open House

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2310 Broening Highway Baltimore, MD 21224 info@haycrossingstudy.com	The set of	U.S. Department of Transportation Federal Highway Administration

info@baycrossingstudy.com

2019 Open House

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Maryland Transportation Authority Division of Project Planning & Program Development MDTA Transportation Authority
Re: Bay Crossing Study Public Comments
2310 Broening Highway

Baltimore, MD 21224

info@baycrossingstudy.com

U.S. Department of Transportation
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2019 Open House

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info@baycrossingstudy.com

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2019 Open House

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If you are unable to complete this form today, you may send it to: Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments Maryland Transportation Authority

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Federal Highway Administration

2310 Broening Highway

info@baycrossingstudy.com

Baltimore, MD 21224

2019 Open House

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Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com





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Baltimore, MD 21224

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For project information, visit baycrossingstudy.com

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Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com





2019 Open House

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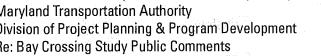
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Re: Bay Crossing Study Public Comments 2310 Broening Highway	
Baltimore, MD 21224	U.S. Department of Transportation
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2019 Open House

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2310 Broening Highway

Baltimore, MD 21224

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2019 Open House

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2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com



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Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com





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Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com





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2019 Open House

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Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224



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2310 Broening Highway Baltimore, MD 21224 info@bayerossingstudy.com	U.S. Department of Transportation Federal Highway Administration

Comment Form
Please provide your comments on the range of alternatives presented.
the only one that makes any sense is a paralle! bridge the highway is already in place.
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Do you have additional comments about the study?	
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Optional: Please print your information if you would like to be added to	the project notification list.
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Community/organization (ii applicable).	
Street Address:	
City: State:	Zip:_
Thank you for your comments!	
If you are unable to complete this form today, you may send it to: Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments	Maryland Transportation Authority
2310 Broening Highway Baltimore, MD 21224	U.S. Department of Transportation
info@baycrossingstudy.com	Federal Highway Administration

Comment Form	
Please provide your comments on the range of alternatives presented.	(-
In corridor 6 we have a Pay	CK That would
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Please provide comments on the Preliminary Corridor Alternatives Retail (Corridors 6, 7 and 8 shown on the map to the right).	State Constitutes
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Which three factors are most important to you in selecting the preferred (Corridor Alternative?
Reducing congestion	Safety
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Other (explain)	

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Optional: Please print your information if you would like to be added to the project notificati	on list.
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Thank you for your comments!	
If you are unable to complete this form today, you may send it to: Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway	

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Do you have additi	ional comments at	out the study				
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Division of Proje	ct Planning & Pro	gram Develop	ment es.		بهام ماهر	A fresholog ominism
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info@baycrossir				re	aerai nignway	y Administration

2019 Open House

Comment rom	Who to the second		
Please provide your comments of Corridor 9	on the range of alternatives presented.	tura Au	2011
	is the best alte	unative, Av	Λ
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on welle	101	0 10 100 00	2007
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Corridors 6, 7 and 8 shown on to I think that Consider thes thest corridor best option. Adding another existing locat idea. If you go wo a large bridge the other 2.	e 3 sphons of 8 15 the - bridge in the rain is a poor opton 7 then se to replace S the best, not dose. Charleston SC	egend Preliminary CARA	Continue Continue Continue Continue Continue Existing Bay Bridge
Which three factors are most im	portant to you in selecting the preferred (Corridor Alternative?	
Reducing congestion	☐ Engineering / Construction	☐ Safety	
Environmental impacts	☐ Community / Development impacts	☐ Cost	
Other (explain)	The state of the s		

Do you have additional comments about the study?	
The most critical thing is to	s have a new
area to cross the Chisapeal	
aveas. That with the	
you need to speed up I	tus timeline!
- Will you expand existing	roadways to
account for the new traffer	
	The state of the s
How did you hear about this meeting?	
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Community Organization:	ora in regione in provincia in terra de la companya di Abraha and
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Other:	<u> </u>
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Community/Organization (if applicable):	
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The Marie Commence of the Comm	Zip:
Thank you for your comments!	National Control of the Control of t
If you are unable to complete this form today, you may send it to: Maryland Transportation Authority	Maryland Transportation Authority
Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway	ti nggunak ilili
Baltimore, MD 21224 info@baycrossingstudy.com	U.S. Department of Transportation Federal Highway Administration

2019 Open House

Oommicht Form
Please provide your comments on the range of alternatives presented.
My Name is and I live in Cape St Claite
Wedesperately need Some form of immediate relice from
the impacts of Bridge Bound traffic. Communities on the
Broadneck Peninsula have become unlivable during heavy beach
traffic season. Tonight I spoke to Amanda Fiedler, County Rep,
about asking Google + waze to modify their traffic algorithms
to show the side streats bordering Roste so as being slower
alternatives to Staying on the highway. The Software could be
modified So that if the destination is across the bridge, travel times on
the side Streets appear slightly longer than tempining on Route 50.
I know waze + Google have cooperated with other communities, like woods Hole, MI
where the ferries run to martha's Vine yard.
Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA) (Corridors 6, 7 and 8 shown on the map to the right).
Contidors o, 7 and 6 shown on the map to the right).
The Broadneck Peninsula needs
innediate relicti A more Southern
Crossing Such as Corridor 8
would ease traffic load on
Root 50 and the existing bridge
Crossing. It also has better
potential to capture traffic
Originating from washington, DE and
Norteern, VA
Legend Preliminary CARA Existing Bay Bridge
a warming any order and and
Which three factors are most important to you in selecting the preferred Corridor Alternative?
A CONTRACT OF THE PARTY OF THE
Reducing congestion
☐ Environmental impacts ☐ Community / Development impacts ☐ Cost
math/opport to the second to t
Other (explain)

Do you have additional comments about the study?
THINK Crossings 9, 10, +11 Wete
eliningted much too soon. Those more southern Crossings
Laucte potential to pick up traffic From VA + Washington .D
I suspect all the souther route crossings were
eliminated because the Eastern Shore Counties have a veto over any crossing plans AND because Governor Hogan does not want to antagonize Eastern Shore Voters
the property of the second
How did you hear about this meeting?
Social Media: Facebook O Twitter O Other:
Ad: Newspaper O Digital/Electronic: Face book
News Article: Annapolis Capital and Broadneck Patch ascorl as the Broadneck
Community Organization: Cape St Claire
E-mail from: O E-ZPass® O Bay Crossing Study
Other:
outer.
Optional: Please print your information if you would like to be added to the project notification list.
Name:
E-mail Address:
Community/Organization (if applicable):
Street Address:
City: _ Zip:
Thank you for your comments!
If you are unable to complete this form today, you may send it to: Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments Maryland Transportation Authority
2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com U.S. Department of Transportation Federal Highway Administration

2019 Open House

Comment Form			
Please provide your comments on the range of altern	atives presented.		
I oppose corridor 7.			
V Backups are not just	in the summ	ner or western	15, It
is routine, releases	unforgiving		
The pressure on the		3 unsustairable	A
	ng-used by o	there then loc	al community
It regularly takes m	1.	get from so	to my
home 2 1/2 miles a	way in the	beach taffre da	8
Please provide comments on the Preliminary Corridors 6, 7 and 8 shown on the map to the right). Think harder a act quicker. There is nothing in nov about these or imaginitive about these or consequently about these potential. If you asked me Corridor to potential. Valued across from 495	collaborator ophins.	Separation of the second of th	Charge See Existing Bay Bridge
Which three factors are most important to you in sele	ecting the preferred Corr	ridor Alternative?	
Reducing congestion Engineering / C	onstruction	☐ Safety	
Environmental impacts Community / De	evelopment impacts	☐ Cost	
Other (explain)			

Over

Do you have additional comments about the study?	
There is the dialogue? There is	not a happy person in this room
How are you going to add load.	to the sover river bridge?
How did you hear about this meeting?	
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News Article:	
Community Organization: White hall Beach	
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Other:	
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Community/Organization (if applicable):	
Street Address:	
City: State:	Zip:
Thank you for your comments!	
If you are unable to complete this form today, you may send it to: Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway	Maryland Transportation Authority U.S. Department of Transportation
Baltimore, MD 21224 info@baycrossingstudy.com	Federal Highway Administration

Comment Form	
	not be handled by either is to heavy and area Merstand that there is a but people like there cars.
Please provide comments on the Preliminary Corridor Alternatives Re (Corridors 6, 7 and 8 shown on the map to the right). I live in corridor 6. My concerns are Mountain road is an abortion of traffic currently. How will you hardle the projected weeklay/ to be expounded cutting into the existing woods runing from the intersection of Rt. 100 to manufactured. He end of mountain Rd. This says wething of projectly volves.	etained for Analysis (CARA) The stained for Analysis (CARA)
Which three factors are most important to you in selecting the preferred Reducing congestion Engineering / Construction Environmental impacts Other (explain)	☐ Safety
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Do you have add	itional comments al	oout the study?	- L		0	1.65
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Thank you for	your comments	!				
If you are unable Maryland Tran Division of Proj	to complete this fo sportation Authority ject Planning & Pro ng Study Public Con	rm today, you may , gram Developmer		, Tr	aryland ansportation uthority	
2310 Broening Baltimore, MD	Highway			U.S.	Department of Transpor	tation

U.S. Department of Transportation
Federal Highway Administration

2019 Open House

Comment Form
Please provide your comments on the range of alternatives presented.
I really wondered why the three
option presented were all so close together.
After the Open House I realized that the traffic
use studies determined than to be the only
Viable options. I would really have
preterred to have seen a more morthern
or southern route, however the Studies
don't seem to support that conclusion.
Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA)
(Corridors 6, 7 and 8 shown on the map to the right).
#6- I live in Pasadera
and would hate to see more
traffic and congestion on
the peninsula. It would destroy
the nature of the community.
The formland on the eastern
Shore would also be detrimentally
impacted.
#7-This seems to be the best
Option.
avaint little town of St, Michaels? Legend
quaint little town of St, Michaels? Legend Preliminary CARA Existing Bay Bridge
Which three factors are most important to you in selecting the preferred Corridor Alternative?
Reducing congestion
Environmental impacts Community / Development impacts Cost
Other (explain)

Do you have add	itional comments a	bout the study?			
					Add
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How did you hea	r about this meetin	g?			
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E-mail Address:					
Community/Orga	nization (if applica	ole):			
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-	your comment	s! orm today, you may sei	nd it to:	Maryland	
	sportation Authorit		iu it to.	Transportation	'n
Division of Proj	ject Planning & Pro	gram Development		MDTA Authority	
2310 Broening	ng Study Public Co Highway	mments		A	

U.S. Department of Transportation
Federal Highway Administration

Baltimore, MD 21224

2019 Open House

Comment Form

Comment Form	
Please provide your comments on the range of alternatives presented.	
I UNDERSTAND THE RESULTS OF THE CARA AND	
HOW THE STUDY WAS MODELED I PO NOT BECIEVE	
THE RESULTS ARE CORRECT BECAUSE OF AN	Towns N
INPUT ASSUMPTION. BECAUSE THE ROUTES ARE	
LIMITED IN WHERE THEY COMNECT ON THE WESTE	ERM
SHORE ROUTES 9 AND ID HAVE BEEN ECIMINATED	
BECAUSE ROUTE STATE ROUTE 4 IS UNIMPROVED FUR	2
MUCH OF IS ACCESS FOR PEOPLE COMING FROM	
THE DC AREA AND HEADING FOR THE SOUTHERN	
DELAWARE AND MARYLAND SHORE. FOR ROUTES 7	
AND 8, SUBSTANDAL INFRASTRUCTURE IMPROVEMENT U	
BE REQUIRED FOR Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA)	
Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA)	
(Corridors 6, 7 and 8 shown on the map to the right).	11
I LIKE IN ST-MARGARETS	
AND WE ARE CANNOT TRAVEL	36
OUTSIDE OF OUR IMMEDIATE	
AREA SOMETIMES FROM THURSDAY	1
MOON UNTIL MONDAY NOON	
FOR SPRING, SUMMER, AND	
MOST OF THE FALC. AND THER	11
BRIDGE AT THE CURRENT LOCATION	
IS ONLY GOING TO MAKE OUR	
WE TRAFFIC WORSE, I SUPPORT	
A NEW BRIDGE BUT WORRY	
ABOUT WHAT WILL HAPPEN Legend	
IFIT OCCURS AT ROUTE 7. Preliminary CARA Existing Bay Bridge	
Which three factors are most important to you in selecting the preferred Corridor Alternative?	
Reducing congestion Engineering / Construction Safety	
☐ Environmental impacts ☐ Community / Development impacts ☐ Cost	
Other (explain)	

Do you have additional comments about the study!
I ASKED SEVERAL PEOPLE EXPLAINE CHARTS ABOUT
THE INPUT DUTTA ON WHERE PEOPLE WERE COMING
FROM AND GOING TO ON WE AND WEEK DAYS, AND
DID NOT RECEIVE AN ANSWER, THIS SEEMS TO BE
A CASE OF PICKING THE DEVIL WE KNOW RATHER
THAN CREATING NEW MODES OF TRAVEL. IF
ANYTHING WERE TO HAPPEN TO THE EXISTING BAY
BRIDGE CROSSING SITTE, ACCESS TO BETWEEN THE
EASTERN AND WESTERN SHORES OF MD WOULD BE
SERIOUSLY DEGRADED.
I WIXLD LIKE TO KNOW WHAT MOTA IS DOING TO
LIMIT ACCESS TO THE SIDE ROADS IN THE WESTERN
APPROACH TO THE BAY BRIDGE SO THE RESIDENTS
CAN GET OUT OF THEIR NEWHBOR HOODS AND RETURN
IN A REASONABLE AMOUT OF TIME.
How did you hear about this meeting? Social Media: O Facebook O Twitter Ø Other: Community ASSW.
Ad: O Newspaper O Digital/Electronic:
News Article:
Community Organization: BEECH WOOD ON THE BURGEY
E-mail from: O E-ZPass® O Bay Crossing Study
Other:
Optional: Please print your information if you would like to be added to the project notification list. Name:
Community/Organization (if applicable): BEECH WOOD ON THE BURLEY
Street Address:
City: State: Zip:
Thank you for your comments!
If you are unable to complete this form today, you may send it to: Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com Maryland Transportation Authority U.S. Department of Transportation Federal Highway Administration

2019 Open House

Comment Form Please provide your comments on the range of alternatives presented. STRONGLY, CONSIDER THE NO BULD Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA) (Corridors 6, 7 and 8 shown on the map to the right). Legend \ Which three factors are most important to you in selecting the preferred Corridor Alternative? Reducing congestion ☐ Engineering / Construction Safety Community / Development impacts ■ Environmental impacts BRIDGE WANDER

Do you have add	ditional comments a	about the study?						
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2019 Open House

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Comment For	m	
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	130-16	
(Corridors 6, 7 and 8 shown on Alt le is a non- relieve Won-summed of the bridge is the bridge is the bridge is the 1953 bridge as we whole process will agars. Alt 8 is accepted to the process. Envir Impacts	starter if it doesn't mer weeked and troffic and be considered so designed to replace ge (& possibly the ll), otherwise this be repeated on 30-40 table based on likely must address landside	egend Preliminary CARA Existing Bay Bridge
Which three factors are most in	mportant to you in selecting the preferred (Corridor Alternative?
Reducing congestion	Engineering / Construction	☐ Safety
☐ Environmental impacts	Community / Development impacts	☐ Cost
Other (explain)		

Do you have add	itional comments al	pout the study?	-1
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	e effect		<u></u>
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Other:		Commence of the	one state of the same of the first
PO-12-7		The second of th	a transfer of the
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E-mail Address:		the replement in a	Logar may report the said his
	nization (if applicab	le): Woods Landing Community &	leamophon
	mizacion (ii applicas	16. From Samuel Samuel S	· market for the first
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Thank you for	your comments	!	
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,	sportation Authority ject Planning & Pro	Authority	
Re: Bay Crossi 2310 Broening	ng Study Public Cor Highway	nments	
Baltimore, MD	21224		ment of Transportation
info@baycross	ingstudy.com	rederal	Highway Administration

On Crossing Chesapeake Bay

Random Thoughts on the need to improve access to Maryland's Eastern Shore, Ocean City, and other points east...

- Build a New Bridge?
 - Cost factors associated with building a bridge
 - Acquiring right-of-way and building access
 - Sounding bay bottom to determine viability
 - Design and Build the new structure
- Double-Deck current bridge
 - o Double-deck bridges abound:
 - SF to Oakland Bay Bridge spans San Francisco Bay
 - George Washington Bridge (GWB)
 Opened 1931, second deck opened 1962
 spans Hudson River, connects Fort Lee, NJ, to Manhattan
 - Verrazzano-Narrows Bridge
 Connects Staten Island to Brooklyn
 Opened 1964, second deck added 1969
 - Not all DD bridges were originally built with two decks
 - Existing structure would need to be reinforced, modified
 - Additional structure could be lighter in weight
 - o Adding deck would avoid several cost factors
 - While we're reinforcing the bridge for a second deck, why not widen it to add more lanes? (GWB has 14 lanes, 8 on one deck, 6 on the other.)

On Crossing Chesapeake Bay

and the April 2000 states.

- Reduce number of toll gates at current bridge
 - Choke point is merge down to bridge lane count,
 not tollgates themselves
 - Create EZ-Pass-only lanes on bridge, increase incentive to use EZ-Pass
 - Try moving toll collection to WB side
 (returning traffic more dispersed timewise)
 - o Stagger tolls by time
- Consider Open Road Tolling (ORT), also called cashless tolling or free-flow tolling, the collection of tolls on toll roads without the use of toll booths.
 An electronic toll collection system is usually used instead.
 MD Route 200 (ICC) utilizes ORT, so Maryland does have some history with ORT.
 - The major advantage to ORT is that users are able to drive through the toll plaza at highway speeds without having to slow down to pay the toll. In some installations, ORT may also reduce congestion at the plazas by allowing more vehicles per hour/per lane.
 - The disadvantage to ORT is the possibility of "leakage"; that is,
 "violators" who do not pay. Leakage may either be written off as
 an expense by the toll operator or offset in part or whole by fees
 and fines collected against the violators. (From Wikipedia)

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On Crossing Chesapeake Bay

- Ferry
 - o Compare to North Sea ferries from UK to continent
 - o Baltimore, Inner Harbor, Points North
 - o ES destination(s)?
 - o Potential income from on-board concessions?
 - Compare to Long Island (Orient Point NY to New London CT)
 - o Impact on regional employment?
- Encourage use of the Northern Route (vie Havre de Grace)
 - o Perhaps temporarily, only during construction
- Tunnel???
 - o Where?
 - o How Long?
 - Cost factors similar to new bridge
 - o Compare to CB Bridge-Tunnel near Norfolk?
 - Compare to Chunnel (UK to France) under English Channel?
- Create greater incentives to leave autos at home.

2019 Open House

Comment Form	
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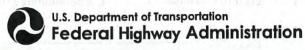
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Thank you for your comments! If you are unable to complete this form today, you may send it to: Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com	Maryland Transportation Authority U.S. Department of Transportation Federal Highway Administration

2019 Open House

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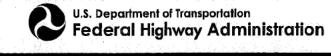
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Baltimore, MD 21224

2019 Open House

Comment Form

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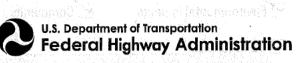
2019 Open House

Comment Form

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2310 Broening Highway Baltimore, MD 21224



CHESAPEAKE BAY CROSSING STUDY

2019 Open House

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2019 Open House

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2019 Open House

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2019 Open House

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For project information, visit baycrossingstudy.com

info@baycrossingstudy.com

U.S. Department of Transportation
Federal Highway Administration

2019 Open House

Comment Form Please provide your comments on the range of alternatives presented. Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA) (Corridors 6, 7 and 8 shown on the map to the right). Legend **Existing Bay Bridge** Preliminary CARA Which three factors are most important to you in selecting the preferred Corridor Alternative? ☐ Safety □ Reducing congestion ■ Engineering / Construction ☑ Cost ■ Environmental impacts Other (explain) _____

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2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com



U.S. Department of Transportation
Federal Highway Administration

2019 Open House

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U.S. Department of Transportation
Federal Highway Administration

Baltimore, MD 21224

2019 Open House

Comment Form	
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2019 Open House

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Comment Form
Please provide your comments on the range of alternatives presented. Based upon all information in the presentation and posters and experts that were made available to the public. I ask that Option #7 be considered for approval. It provides an acceptable balance in nearly all imeasures. In particular very few other options deliver nearly the relief and reduction to the public. Also, Option 7 works in existing path and is least disruptive. Option #7 is least expansive perhaps due to total span length, existing path and reduction to the public of the public
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Division of Project Planning & Program Development	MDTA Authority
Re: Bay Crossing Study Public Comments	- contract
2310 Broening Highway Baltimore, MD 21224	U.S. Department of Transportation
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2019 Open House

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2019 Open House

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2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com



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2019 Open House

Comment Form

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Please provide your comments on the range of alternatives presented. Corridor 7 is the obvious best choice. It provides the best potential to alleviate traffic congestion.
the best potential to alleviate traffic congestion.
It also would likely cost for less mosey to
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2019 Open House

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2019 Open House

2017 Open House

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Federal Highway Administration

2019 Open House

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If you are unable to complete this form today, you may send it to: Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway	Maryland Transportation Authority
Baltimore, MD 21224 info@baycrossingstudy.com	U.S. Department of Transportation Federal Highway Administration

2019 Open House

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Sixty-seven years ago, my father drove me across the new Chesapeake Bay Bridge to see what the Eastern Shore was like. I had looked at it across the Bay every summer vacation on the Western Shore, wondering. What I saw then on Kent Island was only wetlands with some farm fields – nothing like what is there today. The new Route 50 passed Easton to its east, though farm fields.

Forty-seven years ago, I moved to Annapolis to take a job, and bought a house on the Western Shore. By then, Kent Island was full of suburban homes shopping centers. Traffic on Route 50 was congested on "beach weekends" when both the beachgoers and commuters wanted to use the bridge at the same time. I watched as a second span was built. And, I experienced the increase in traffic on Route 50 that new span enabled, as even more people moved across the Bay to commute back to Western Shore jobs across the double span. I had 42 years of experience living beside Route 50, between the Severn River and the bay Bridge, so I don't need anyone to tell me about the inconveniences. And, I have also seen how the traffic past Easton on Route 50 became snarled by development there, and the Easton Bypass was created to the west, again through farm land and some wetland. Today, that area is also strip malls and is creating its own traffic jams. So, I have learned about the effects of building new highways through direct observation.

I consider it ironic that the people who now live on Kent Island today would not be there if it was not for the bridge, which they complain about generating too much traffic. In reality, it is those people living there who are generating the traffic that interferes with through travel between the Western Shore cities and the Atlantic beaches. It was making that travel easier that was the original justification for the original bridge.

But, it should be obvious, to anybody who thinks about it objectively, that making travel across the Bay easier simply makes more people travel across the Bay to get cheaper housing on the Eastern Shore. And, those additional people then clog the through traffic to the beaches. The only thing that actually makes people stop moving to the Eastern Shore is the inconvenience of the traffic that they create on the roads they need to commute to Western Shore jobs.

But, the cost of a Chesapeake Bay crossing on the environment is quite simply the creation of the type of concentrated development we see now on Kent Island. New crossings at additional locations will simply create more "Kent Islands", with very short-lived benefits to the earliest new arrivals to the new corridor, plus massive financial benefits to the real-estate developers who transform the adjacent wild areas and farms into housing and strip malls. So I am opposed to new crossings, due to both the increased expense and to the effects on the remaining ecosystem on the Eastern Shore.

And, we also need to consider the state of the existing two spans by Annapolis. The 2-lane + 3-lane spans with reversing traffic on the 3-lane span is causing accidents and deaths that could be avoided by building a third span and never having two-way traffic on the same span. In addition, maintenance on each span could be conducted more rapidly and more safely by completely closing the span being worked, while traffic still flowed over two other spans. When available, the middle span could be used to go in whichever direction travel is heaviest.

I don't see any better option. I think the "no-build" option leaves the existing Bay Bridge in a condition that should not be allowed to continue.

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Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com





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Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com





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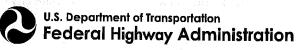
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2310 Broening Highway

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Comment Form
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U.S. Department of Transportation
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Comment Form

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2310 Broening Hig		unciilə		v grag i Alib		

Baltimore, MD 21224

info@baycrossingstudy.com

U.S. Department of Transportation
Federal Highway Administration

2019 Open House

Comment Form

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Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com



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Comment Form

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2310 Broening Highway
Baltimore, MD 21224
info@baycrossingstudy.com

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Maryland Transportation Authority	Transportation
Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments	MDTA
2310 Broening Highway	We Louis HV
Baltimore, MD 21224 info@baycrossingstudy.com	U.S. Department of Transportation Federal Highway Administration

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Comment Form	
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Baltimore, MD 2 info@baycrossi	21224		U.S. Department of Transportation Federal Highway Administration

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Comment Form

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Please provide your comments on the range of alternatives presented. Plast Chrider gars, other alternatives besides a new bridge. I like a 20th Century solution to a 21st century problem. Paiset peaktimes, put in automatic tolls & see what happens. #	less tollsat
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Comment Form			
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Re: Bay Crossing Study Public Comments		
2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com	Zusum transmana ne	U.S. Department of Transportation Federal Highway Administration

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Comment Form	
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Please provide your comments on the range of alternatives presented.

There swould be more goals than simply relieving
castion at the present bridge.
A very crossing offers an proved, ble economic opportunity
to the many that it
I am disappointed that a Route 11 crossing to
Camboridge and Dorchester County way dismissed
It would be the Most Direct Routerfrom Weslungt
to Salssure and the Beaches.
An environmentally sensitive design and staict
- I gring would photect the lands gape,
Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA)
(Corridors 6, 7 and 8 shown on the map to the right).
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one of the poprest in the state.
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6,7, and 8 will Not Relieve
tree concertion Now expession to
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on summer weekends wasch
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Please Reconside the Number of Preliminary CARA Existing Bay Bridge
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Which three factors are most important to you in selecting the preferred Corridor Alternative?
Reducing congestion
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	ct Planning & Program Development g Study Public Comments Authority
2310 Broening H	
Baltimore, MD 2	1224 U.S. Department of Transportation
info@haverneein	restudy com Federal Highway Administration

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Comment Form

Please provide your comments on the range of alternatives presented.

REALLY NEED TO CONSIDER MASS TRANSIT. NEED TO REMOVE VEHICLES FROM ROAD

OR ELSE JUST MOVING THE CONGESTION/BOTTLENECK DOWN THE NOAD TO WHERE THEY JUIN

UP. VEHICLE BRIDGE TAKES UP A LOT OF LAND AT EACH END HAVING TO PURCHASE

MANY ITOUSES (SOME MULTIMILLION) AND FARMLAND. IF MOST OF CONGESTION IS AT

WEEKENDS, NEED TO GET MASORITY OFF THE ROAD AND LEARN SOME LEGIONS FROM

EUROPE AND ASIA. BAN ALL NON NESIDENT PRIVATE VEHICLES AT SEASIDE RESORTS

PARK TREDE PUBLIC TRANSPORT/TAXI/UBER ET. MONORAIL TAKES UP LITTLE LAND AND

CAN EASILY BE EXPANDED AT PEAK TIMES BY ADDING CHRS. WITH JUST COUPLE STOPP

OCEAN CITY - SALIBBURY CHESTER MONORAIL TO TAKE CARE OF COMMUTERS.

MONORAIL CAN ALSO LARGELY USE MEDIANS TEXISTING RIGHT OF WAYS.

THIS ALTERNATIVE IS LARGELY IGNORED AND SHOULD BE CONSPERED.

Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA)

(Corridors 6, 7 and 8 shown on the map to the right).

ANY VEHICLE XING WOULD NEED

MINIMUM 2 LANES EACH WAY PREFERABLY

3 EACH WAY. HUGE DISRUPTION TO ALL

AREAS WITH PURCHASE OF MANY HOMES

AND LAND. HOW LONG WOULD ANEW

BRIDGE BE ACTIVE TILL 2070? WHAT

DESIRE TO X BAY TO OC BY THEN AND

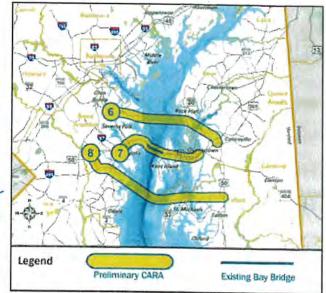
WHAT NEWER FORMS OF TRANSPORTATION

AVAILABLE. LEAST DISRUPTIVE WOULD

BE X #7 BUT STILL CONGESTION

WHERE NEW LANES JOIN CURRENT

HIGHWAYS.



Which three factors are most important to you in selectin	ng the preferred Corridor Alternative?
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☐ Reducing congestion

Engineering / Construction

☐ Safety

Environmental impacts

☐ Community / Development impacts

Cost

Other (explain)_

OCT 0 8 2019

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Maryland Trans Division of Proj Re: Bay Crossir	sportation Authority ect Planning & Prog ng Study Public Con	ram Development	Maryland Transportation Authority
2310 Broening Baltimore, MD	21224		U.S. Department of Transportation Federal Highway Administrat

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Comment Form
Please provide your comments on the range of alternatives presented.
I live on Kent Island.
I could come less about the traffic on R+50.
it's when the Congestion get on Rt 18 and
Closs our back roads up. What normally takes me
5-10 mins to get to the grogery Store is now takens
2 his on our buck road. most of us that live on
Main St. Can't even get out of our own driveways.
this is affecting local bussinesses lossing sales, &
People late for other Jobs, Schools/Daycare and Spending
20 hrs. a week just in traffic. I'm born and raised
on kent Island, and we deal with traffic all the bu
it's never been this bade even with Beach tractize. Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA)
(Corridors 6, 7 and 8 shown on the map to the right).
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2310 Broening Baltimore, MD			U.S. Department of Transportation Federal Highway Administration

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Comment Form

Please provide your comments on the range of alternatives presented.

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Optional: Please print your information if you would like to be added to the project notification list. Name:
Community/Organization (if applicable):
Street Address:
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Thank you for your comments!
If you are unable to complete this form today, you may send it to: Maryland Transportation Authority Division of Project Planning & Program Development Bo: Boy Crossing Study Public Comments MDTA Maryland Transportation Authority

Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com



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For project information, visit baycrossingstudy.com.

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Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments	MDTA
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Baltimore, MD 21224 info@baycrossingstudy.com	Federal Highway Administration

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info@baycrossingstudy.com



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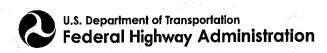
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If you are unable to complete this form today, you may send it to:
Maryland Transportation Authority
Division of Project Planning & Program Development
Re: Bay Crossing Study Public Comments
2310 Broening Highway
Baltimore, MD 21224
info@baycrossingstudy.com







2019 Open House

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Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com





2019 Open House

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2019 Open House

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Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com





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For project information, visit **baycrossingstudy.com**.

Baltimore, MD 21224

info@baycrossingstudy.com

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2019 Open House

Please provide your comments on the range of alternatives presented. WE GIVE held hostogo in out houses
ON Kent Island Berause of traffic Now type people want to Build A 30 Bridge in the SAME Location. That is insome.
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If you are unable to complete this form today, you may send it to: Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments	Maryland Transportation Authority
2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com	U.S. Department of Transportation Federal Highway Administration

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2019 Open House

Comment Form Please provide your comments on the range of alternatives presented. Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA) (Corridors 6, 7 and 8 shown on the map to the right). Legend Preliminary CARA **Existing Bay Bridge** Which three factors are most important to you in selecting the preferred Corridor Alternative? ☐ Reducing congestion ☐ Engineering / Construction ☐ Safety ☐ Environmental impacts ☐ Community / Development impacts Cost We needed Other (explain)_

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Division of Project Planning & Program Developments

Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com





2019 Open House

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2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com	U.S. Department of Transportation Federal Highway Administration

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Re: Bay Crossing Study Public Comments 2310 Broening Highway

Baltimore, MD 21224

info@baycrossingstudy.com

U.S. Department of Transportation
Federal Highway Administration

2019 Open House

Comment Form

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costly-especially since existing Chester Lever Bridge needs improvement/replacement.
Another bridge at Newcomb would be reeded All roads except 50/301 are two-line
7 Corridor is too fat. Speed comeves needed to keep speeds at 45 or less, especially during rush hours & Sunday rights in Summer.
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Re: Bay Crossing Study Public Comments
2310 Broening Highway
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Maryland Transportation Authority



2019 Open House

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Reunión Pública 2019

Formulario para Comentarios

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Baltimore, MD 21224

info@baycrossingstudy.com

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Comment Form

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Comment Form
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If you are unable to complete this form today, you may send it to:
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If you are unable to complete this form today, you may send it to:
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Comment Form

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CHESAPEAKE BAY CROSSING STUDY

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Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com





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info@baycrossingstudy.com

2019 Open House

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Baltimore, MD 21224 info@baycrossingstudy.com	Federal Highway Ad	

For project information, visit baycrossingstudy.com.

info@baycrossingstudy.com

CHESAPEAKE BAY CROSSING STUDY

Comment Form	
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2019 Open House

Comment Form

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Re: Bay Crossing Study Public Comments 2310 Broening Highway	and the second s
Baltimore, MD 21224	U.S. Department of Transportation Federal Highway Administration
info@baycrossingstudy.com	Toderar riigilway Adrimionalion

2019 Open House

Comment Form

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Re: Bay Crossin	g Study Public Comments			

2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com



U.S. Department of Transportation
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Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com





Reunión Pública 2019

Formulario para Coi	mentarios	
Por favor presente sus comentarios acerc	a del rango de alternativas presentadas.	
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Comment Form
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2019 Open House

Comment Form Please provide your comments on the range of alternatives presented. Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA) (Corridors 6, 7 and 8 shown on the map to the right). Legend Preliminary CARA **Existing Bay Bridge** Which three factors are most important to you in selecting the preferred Corridor Alternative? Reducing congestion ☐ Engineering / Construction Safety Community / Development impacts ■ Environmental impacts ☐ Cost Other (explain)_

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Baltimore, MD 21224 info@havcrossingstudy.com		U.S. Department of Transportation Federal Highway Administration

2019 Open House

Comment Form Please provide your comments on the range of alternatives presented. range of alternatives Please provide comments on the Preliminary Corridor Alternatives Retained for Analysis (CARA) (Corridors 6, 7 and 8 shown on the map to the right). Legend **Existing Bay Bridge** Which three factors are most important to you in selecting the preferred Corridor Alternative? Reducing congestion ☐ Engineering / Construction ☐ Safety Community / Development impacts ☐ Environmental impacts ☐ Cost Other (explain)

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Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com





CHESAPEAKE BAY CROSSING STUDY

Comment Form
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Baltimore, MD 21224 info@baycrossingstudy.com	U.S. Department of Transportation Federal Highway Administration

Comment Form
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Maryland Transportation Authority Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Politimers MD 21224 U.S. Department of Transportation
info@baycrossingstudy.com Federal Highway Administration

Comment Form
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Division of Project Planning & Program Development
Re: Bay Crossing Study Public Comments
2310 Broening Highway
Baltimore, MD 21224
info@baycrossingstudy.com



2019 Open House

Comment Form

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2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com





Maryland Transportation Authority 4330 Broening Highway Baltimore, Md. 21222

Re: Bay Bridge Options

To Whom It May Concern:

I am writing to urge you to reconsider the southern route for a third Chesapeake Bay Bridge crossing, using the St. Mary's to Somerset County route. While that crossing is the longest, it offers several benefits:

- It would increase economy on both sides of that route, especially on the Eastern Shore, most
 notably by shortening the trips for businesses and customers who want to do business on the
 opposite shore but now avoid it because of the long trip between shores.
- The roads along Crisfield could be expanded to allow for the extra traffic.
- This route would provide a shorter route for the people in Washington, D.C. and southern Maryland to reach the beach (not to mention the northern Virginia residents).
- This route would take away the Washington, D.C., and southern Maryland travelers who now
 drive the route that goes through Anne Arundel and Queen Anne's counties, making the current
 route less congested.

I am opposed to any new bridge that goes through Anne Arundel County for several reasons:

- The routes through Pasadena and Edgewater are not equipped for expansion to the extent necessary for a non-congested route to a third Bay Bridge crossing, so those two options make no logical sense.
- That leaves the third option, using the same Route 50 pathways through both Anne Arundel and
 Queen Anne's counties to access a third bridge. Those roads have been expanded greatly already
 and adding more lanes would mean cutting into local access lanes, Sandy Point State Park and
 local businesses on Anne Arundel's side. I am not knowledgeable enough to know the impact on
 Queen Anne's side, but the news accounts quote those officials as being concerned about the extra
 traffic on that county, too.
- Adding more lanes to Route 50 on the Anne Arundel side surely would mean needing additional
 lanes on the current Severn River Bridge (already expanded once and just had another seventh
 lane carved out recently). That would be costly.
- Right now, backups headed toward the bridge start Thursdays and continue through Sundays –
 and not just in the summer. In fact, usually just January through March are not congested. Any
 accidents or travelers avoiding traffic mean backups throughout Annapolis, down to Edgewater to
 the south, on I-97 to the north and on Route 2 as far back as Pasadena. And, that was before the
 present construction on the newer bridge.
- To have two counties shoulder all the Chesapeake Bay crossing traffic is not only unfair to
 residents of those counties, but it also means longer trips for residents who live to the north or the
 south because they have no alternative way to go,

Please reconsider that southern route. Thank you.

2019 Open House

Comment Form

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Maryland Transportation Authority
Division of Project Planning & Program Development
Re: Bay Crossing Study Public Comments
2310 Broening Highway
Baltimore, MD 21224
info@baycrossingstudy.com



2019 Open House

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Division of Project Planning & Program Development Re: Bay Crossing Study Public Comments 2310 Broening Highway Baltimore, MD 21224 info@baycrossingstudy.com





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2019 Open House

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For project information, visit baycrossingstudy.com.

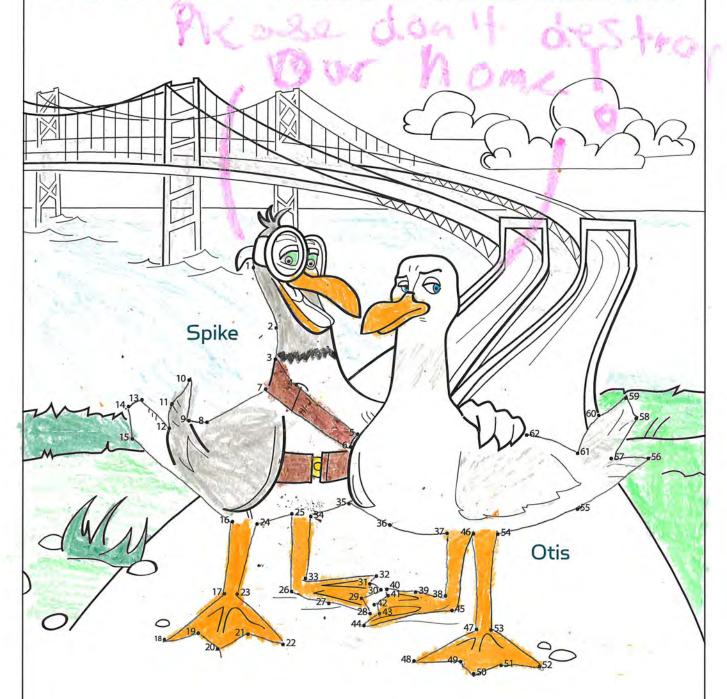
U.S. Department of Transportation
Federal Highway Administration

2310 Broening Highway

info@baycrossingstudy.com

Baltimore, MD 21224

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When crossing the Bay Bridge,





Maryland Transportation Authority

"Stay Alert So No One Gets Hurt!"

Visit **BAYBRIDGE.COM** or call **1-877-BAYSPAN**

(1-877-229-7726) for 24/7 traffic conditions.



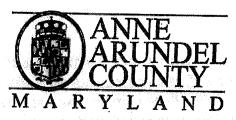




Bay Bridge Crossing Study Questions for the Maryland Transportation Authority (MDTA)

These are the requests County Executive Steuart Pittman posed to MDTA Secretary Ports in a September 9th letter. To date, the County Executive has not received sufficient answers. Anne Arundel County residents may want to use the opportunity of the MDTA Open House meeting to see if state officials can provide answers.

- Please share with us the data you used to determine that these three preliminary corridor alternatives in Anne Arundel County are the only corridors to sufficiently meet the purpose and need in accordance with the National Environmental Policy Act.
- 2. Please share with us the data that was used to determine the population and growth estimates used in the study.
- 3. Please share with us that data used to determine that all-electronic tolling, variable tolling rates, bus rapid transit, rail, and electric ferries each lack the potential individually to solve the problem that the study is confronting.
- 4. Please consider holding additional meetings in Anne Arundel County at the various locations that would be impacted by the three retained alternatives for further study, and please change the format of these potential future meetings to allow for public comment.



Office of the County Executive STEUART PITTMAN

September 9, 2019

Mr. James F. Ports, Jr. Executive Secretary Maryland Transportation Authority 2310 Broening Highway Baltimore, MD 21224

Dear Secretary Ports:

On August 27, I received an email from the Maryland Transportation Authority (MDTA) announcing that the Bay Bridge Crossing Study was being narrowed from 14 potential corridors to three preliminary corridor alternatives, all of which are in Anne Arundel County.

This news was surprising to me and to many constituents in Anne Arundel, including other county and state elected officials. I am disappointed that there was not more coordination and better communication with local jurisdictions around this very important and impactful announcement. Another announcement earlier in the summer concerning the bay bridge redecking similarly contained no advance notification and no planning to help with the local impacts.

The August 27 email stated that "[d]ata indicates these three preliminary corridor alternatives are the only corridors to sufficiently meet the purpose and need in accordance with the National Environmental Policy Act (NEPA)." To my knowledge, no data has been shared and no discussion has been had with Anne Arundel County officials prior to this announcement.

Furthermore, after I issued a statement to respond to media requests about the MDTA announcement, Governor Hogan's spokesperson dismissed my concerns with an unprovoked attack: "What is completely unserious is Mr. Pittman issuing a frantic, knee-jerk press release that demonstrates little to no understanding of traffic patterns, projections, or the nature of the traffic that crosses the bridge. Once he finally gets up to speed, we look forward to working with his administration as we advance this important project."

The Best Place

www.aacounty.org | 44 Calvert Street, Annapolis, MD 21401 | (410)-222-1821 countyexecutive@aacounty.org

Admittedly, I am not a transportation expert, but my Office of Transportation does have this expertise. The Director and staff who are regularly engaged with transportation in the region share my concern about how the three corridors were selected and how that process was conducted. And we cannot "get up to speed" until we are able to review the information that was used to narrow the consideration to the three corridors in Anne Arundel County.

Please provide us the data that was used to make these recommendations and please also share the data used to determine the population and growth estimates used in the study. We understand that a determination was made that all-electronic tolling, variable tolling rates, bus rapid transit, rail, and electric ferries each lack the potential individually to solve the problem that the study is confronting, but please share with us the data used to make those determinations. A fair assessment of the no-build option must include a thorough review of growth estimates and alternative modes of transportation.

Please share this information or meet with my staff and I in advance of the MDTA open house scheduled for October 2 at Anne Arundel Community College. I would also request that you consider changing the format of the open house to allow for public comment, and consider having additional meetings in Anne Arundel County at the various locations that would be impacted by the three retained alternatives for further study,

Thank you for consideration of my requests. This is an important issue to Anne Arundel County residents and I want to provide them with as much information as possible.

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Steuart Pittman

County Executive

2019 Open House

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Baltimore, MD 21224

info@baycrossingstudy.com