

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
10/1/2019	Web			Reducing congestion, Safety, Community/Development impacts"	There is a public safety concern when bay bridge traffic causes grid lock on kent island. The EMS is unable to respond to emergencies in a timely fashion due to traffic clogging up our local access roads.
10/1/2019	Web	I do not believe many people will need to travel as far as the ending points of corridors 6 and 8. Therefore, I do not believe the range of these corridors are necessary.	I'm not sure how these corridors will help with the traffic issue.	Reducing congestion, Community/Development impacts, Cost	<p>It is most important to me to reduce congestion.</p> <p>I believe the best solution would be to change the tolls to the west bound side of the bay bridge. The tolls should be high speed cashless tolls so that traffic does not have to completely stop. This will make it so that traffic west bound goes from 2 lanes to three lanes.</p> <p>The east bound portion of the bay bridge should not have any tolls. Traffic should be able to flow freely and the merge of the 3 lanes into 2 lanes should occur before the bridge around the Whitehall exit so that the merging congestion doesn't back up at the last moment before getting onto the bridge.</p> <p>All of these changes, if possible, should be done before the two year construction starts so that the traffic pattern isn't brand new with major construction occurring.</p>
10/1/2019	Web	We the residence of AA county do not want this bridge in our back yard , we are sick and tired of the traffic . We cant leave our houses without getting stuck trying to get back home . Something needs to be done about beach goers using back roads What has taken so long to get the wheels in motion to even consider a project that is long over due . By the time a new bridge does get built you have to build another one . Do any of you really understand how bad traffic is and if you do maybe you dont care .	Do not build this anywhere in AA county period	Reducing congestion, Safety, Community/Development impacts	Yes why has it taken so long just to do a study . All you have do is sit in traffic and you would have your answer as to build a bridge. Anyone with any common sense would know there needs to be one , and it should of been built by now . You cant just sit and wait and see . The writing on this has been on the wall for years . Shame on all of you for not doing your job .

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		The situation is so bad it's troubling to think that peoples lives could be in jeopardy if EMS vehicles cannot get to a emergency situation . Build this bridge else where its not wanted here in Anne Arundel county			
10/1/2019	Web			Reducing congestion, Environmental impacts, Community/Development impacts	
10/1/2019	Web			Reducing congestion, Safety, Environmental impacts	Something needs to be done. We are prisoners on the Broadneck Peninsula. I don't think it will be long before road rage incidents occur and that worries me. Please do not build another bridge here. I hope the powers that be are reading and paying attention to all the comments.
10/1/2019	Web	I have lived a mile from the existing Bay Bridge for 45 years. The congestion on US 50 and bridge traffic has gotten increasing worse over the years. When traffic is bad on US50, motorists take to the secondary roads. The entire Broadneck peninsula becomes gridlock. I can't even get out of my neighborhood let alone go a half mile down the road to run errands or pick up my kids from school activities. This gridlock is also increasing road rage which threatens citizens safety. On Fridays, it take my husband close to 2 hours to get home. The communities surrounding Corridor 7 are negatively impacted on a weekly basis.	I prefer Corridor 6 because it doesn't utilize US 50/301 which is already congested. There needs to be another location to cross the bay that is different from the existing Corridor 7.	Reducing congestion, Safety, Community/Development impacts	The impact on surrounding communities need to be taken into consideration. Communities surrounding Corridor 7 have been negatively impacted by the bridge traffic for decades and it's only getting worse. A new location that does not utilize US50 should be created to cross the bay.
10/1/2019	Web	This project has been intentionally punitive, assuming because Governor [Offensive Language Redacted] is punishing Annapolis (shades of Chris Christie). The traffic is horrible for me, and I live beyond the Mall on Generals Highway. There should be NO construction and no lanes blocked from Friday at 6AM thru Sunday night	No, No and No! You are going to punish this area with MORE traffic. And who decided to eliminate the other 10 sites under consideration? Based on what criteria? Make that public knowledge on this website.	Reducing congestion, Safety, Environmental impacts	

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		at 11pm, period. You are negatively impacting many Maryland residents and businesses on the eastern shore, not just in Annapolis. Multiple family members have canceled intended weekend visits to my niece in Salisbury due to traffic concerns. Grow up and behave like adults.			
10/1/2019	Web	Of all the alternatives, 12 or 13 would be the best to cross over to the shore and get DC and Northern Virginia traffic over the Bay using different roads than Rt 50 which should be avoided at all costs. 50 years ago the state was looking at putting a second bridge over from Prince Frederick, and they should have done it then, and now need to stop piling all the bridges in the same place. Anne Arundel County does not need or want to be paved entirely to allow for the entire population of Northern Virginia, DC, and Baltimore to cross through the County. Find a new location.	Of the three options, #8 would be the best to tie in to existing roads and funnel DC and Northern Virginia traffic towards the shore without having to go through Annapolis which is already a nightmare any time there is an accident east or westbound on Rt. 50. Last Friday, September 27 is a prime example of what happens with the traffic flow. 12 hours of gridlock in the entire region due to an accident on the Severn River Bridge. This is a weekly occurrence.	Reducing congestion, Safety, Community/Development impacts	A new location needs to be used that does not rely on Rt 50 to get people over to the shore.
10/1/2019	Web	I oppose the corridor 7 option of building another span next to the existing bridge. While this will alleviate traffic going over the bridge, it will invite more cars into an already congested area of Route 50 near Annapolis. There is a lot of congestion which begins around Exit 21 on Route 50 east, and this usually has nothing to do with Bay Bridge traffic. Inviting more vehicles into a third span on the bridge will further increase traffic in this area, and unless there is a related plan to alleviate traffic there as well, I oppose the corridor 7 option.		Reducing congestion, Environmental impacts, Community/Development impacts	
10/1/2019	Web		According to the latest presentation, corridors 6, 7, and 8 are carried forward, with corridor 7 showing the most promise. However, there is no indication on how	Reducing congestion, Engineering/Construction, Community/Development impacts	

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			<p>traffic may arrive to the start of Corridor 7. US 50 already backs-up to I-97 and often further west of there. Short of building a second deck above US 50, it is hard to figure how traffic could be moved between I-495 and I-97, let alone cross the Severn River. Rural areas used by corridor 8 appear to give an opportunity to construct appropriate infrastructure without the constraints of existing development restricting possible designs.</p> <p>Without examining feeder routes, evaluating these corridors is incomplete.</p>		
10/1/2019	Web	The Edgewater community just does not have the space for a bridge of this size. There is so much water here. 214 already has flooding, sinking areas, and trouble. A lot of homes and businesses would have to be removed to build a road to the bridge. Perhaps we could try letting people go over the bridge for free if they went at off times. Perhaps the bridge would then not have the traffic it has now. I even think a ferry could be considered-- I think a lot of people would think that would be a fun outing to the beach.		Environmental impacts, Community/Development impacts, Cost	
10/2/2019	Web	Talbot County Maryland should not be sacrificed to satisfy the tourism gods of Ocean City.	Make the existing bridge system work. Take a look at the amount of traffic the new tappan zee bridge can carry as an example of a more efficient bridge than what you've got.	Reducing congestion, Environmental impacts, Community/Development impacts	We need less route 50 traffic and to keep the bay hundred area of talbot county the way it is.
10/2/2019	Web	The citizen concerns about this project, do not just involve the 'crossing' area itself. It also involves the problems and impact on the communities and areas around the crossing areas. Building a 3rd span outside Annapolis, does not address the problems along Rt50, Rt2, Rt97, Rt10, Benfield Blvd, or College Parkway. The land access to the water	Trying to funnel a whole State into one crossing area impacts miles and miles of communities, on both sides of the Bay. I feel a southern crossing [#8] would be most beneficial- it would provide crossing access from areas in SW Maryland and Virginia. The Beltway is a major roadway, that can funnel the traffic to a crossing that alleviates impact on communities on both sides of Bay. The Northern route [#6] would	Reducing congestion, Environmental impacts, Community/Development impacts	Impact studies need to include intense study of Enviromental Impact, Traffic, Engeneering, Development and roads, BUT also [and perhaps most important] the impact and True affect on the people and communities that will be, or are, involved on the daily basis of the 'crossing area. This is an area that seems to be ignored or only given superficial attention. This type

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		crossing is just as important, if not more so important, as the 'bridge' placement. Not considering, or intensely studying, ALL of the impacts of a 2nd crossing point, without true citizen involvement is irresponsible.	pick up some traffic from Baltimore but I do not think it will truly alleviate the problems the citizens of AACo. experience. It will not pick up that much, and still shares many of the same roadways. Option #7, building a 3rd span in the same place, does NOTHING to alleviate the problems and impacts of a Bay crossing for the people of Arnold, Annapolis, Crofton, Severna Park, Pasadena, Bowie or Queen Anne's County/Kent Island.		of meeting may be a start, but only if the voices of the People are truly listened to.
10/2/2019	Web	It appears that an additional span at the current location is the best alternative by far. Since I live 2 miles West of the current Bay Bridge, I would personally prefer, that traffic be channeled away from the Broadneck area, however, since this is the best option for all and since we desperately need relief NOW, I hope that a decision be made quickly and work begun on a new Bay Bridge span. Long overdue!		Reducing congestion, Community/Development impacts, Cost	
10/2/2019	Web	The only rational and practical route for a new bridge is parallel to the existing 1952 and 1970's bridges on Route 50. The highway corridor is already there.		Engineering/Construction, Safety, Environmental impacts	How about ferry service? If it works in San Francisco, maybe consider it for Chesapeake Bay.
10/2/2019	Web	High speed trains or ferries are the best bet. Ny rosd or bridge expansion needs an expansion on the freeway near the bridge. Pasadena is impossible. Route 100 is already congested because of Fort Meade expansion and Mountain Rd. in Pasadena is fully developed and a bridge from there would destroy that community. A third expansion on the existing bridge would necessitate a substantial expansion or widening of US 50. Neither of those options is feasible.	Corridor 7 is the only one approaching a reasonable option. That would require widening the 50 freeway approaching the bridge.	Reducing congestion, Environmental impacts, Community/Development impacts	It isn't the communities' faults that over-development was allowed on the Eastern shore. Developers created this mess and the politicians who rubber stamped the building over there. High speed train or ferry with free parking is the best option.

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10/3/2019	Web	<p>Date 30 September 2019</p> <p>BAY BRIDGE LOCATION</p> <p>QUESTIONS FOR MDTA</p> <p>A. WHY?</p> <p>1. Why wasn't a long term plan developed for any future bridges and/or tunnels traveling east or west along Chesapeake Bay?</p> <p>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)?</p> <p>3. Why wasn't a traffic flow analysis done to study traffic flow from Delaware, Northern Virginia, West Virginia, Washington DC, or Pennsylvania?</p> <p>4. Why wasn't bridge options include northern or southern Maryland where most of the traffic backups come from to AAC?</p> <p>5. Wouldn't it more beneficial to place a bridge or tunnel from St. Mary's county or Hartford county?</p> <p>6. Why another bridge? Why not a tunnel across Chesapeake Bay?</p> <p>7. Why not charge money from vehicles coming into Maryland to cross the Chesapeake Bay?</p> <p>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</p>	<p>They suck and doesn't solve the traffic flow problems for Anne Arundel County. 🗨️😡</p>	<p>Reducing congestion, Environmental impacts, Other: Does not solve traffic flow problems in Anne Arundel County.</p>	

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		<p>traffic?</p> <p>9. Why hasn't MDTA meetings only held in Maryland counties centered in or around the current Bay Bridge location? Why not other states?</p> <p>10. Why isn't the decision made by the voters of Maryland and Delaware?</p> <p>[Name Redacted] [Address Redacted] [Phone Number Redacted]</p>			
10/3/2019	Web	<p>We travel regularly between the crofton area and the north ocean city area via rt 50 to 404 and on thru delaware 20 to north ocean city. It makes a lot of sense to to go directly from crofton to Easton and by pass all the congestion in the annapolis area. I believe that the route going south of the bay bridge would save us considerable time, gas, and aggravation (gotten a ticket or two for exceeding Delawares lower speed limits). We have also noticed that, while some traffic peels off to head north on 301, some on 404, the majority heads down rt 50 toward Easton. Also we feel for the annapolis and kent island areas that have to deal with all those traffic headaches.</p>		<p>Reducing congestion, Safety, Community/Development impacts</p>	
10/3/2019	Web	<p>I live in Queen Annes County now and have concerns about potential emergency situations requiring crossing the bay bridge. It is my opinion and many others that I have spoken with that the bridge crossing should go South at crossing 11,12 or 13. This would alleviate congestion by taking those traveling from Washington DC, Northern Virginia and</p>	<p>Kent and Talbot counties will surely reject these proposals. The crossing over the Chester or Eastern Bay will also drastically change the rural feel we moved to the Eastern Shore for.</p>	<p>Reducing congestion, Safety, Community/Development impacts</p>	<p>Adding another crossing at the existing site 7 will not help unless the infrastructure leading up to the bridge on both sides is expanded to include additional lanes to handle the traffic flow. by the time this gets built another crossing will be necessary as well due to population increase.</p>

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		points South over the bay at one of these locations. This would also aid Dorchester County by providing access to the DC metropolitan area for much needed jobs.			
10/3/2019	Web	I feel that we need to put another span down at Prince Frderick to take care of Virginia and DC traffic. If you put another span near Annapolis you will then add another Severn a river bridge and more lanes on Rt 50 as we are already overburdened with traffic in this area.	Of these three options number 8 is the best option as it diverts traffic from the west to the shore before going through Annapolis and 97 interchanges which are a mess every afternoon and every morning currently. All it takes is one accident east or westbound on Rt 50 for the entire county to suffer complete gridlock as evidenced by 12 hours of backups Friday Sept 27. This is a regular occurrence every Thursday and a Friday afternoon, and any time there is an accident on 50.	Reducing congestion, Safety, Community/Development impacts	STAY away from Annapolis with another bridge .
10/3/2019	Web	Corridor 8 would be best for preventing congestion. Corridor 7 can be blocked by traffic on Route 50, so there is no point in adding a third bridge there. Corridor 6 is farther from and less accessible to the Prince Georges and Montgomery County residents, as well as DC and Virginia. Most Baltimore residents already have the option of driving through Elkton to avoid Bay Bridge congestion. Corridor 6 is a 2nd good option since it won't be blocked by congestion on Route 50 like Corridor 7 would. Corridor 8, going through Easton would provide the fastest route to Ocean City, Salisbury, Cambridge and Virginia, therefore would provide the most economic benefit to the Maryland Eastern Shore. It provides the most congestion relief since it would bypass much of the Route 50 traffic on both sides of the		Reducing congestion, Safety, Community/Development impacts	The impact of and plan for no-build option should be expanded on. What are the alternatives and options for not building another bridge? Would ferry services from multiple locations to multiple destinations around the Chesapeake Bay be a viable and cost-effective solution compared building and operating a new bridge? Perhaps a study of ferry services in places like the Puget Sound, San Francisco Bay, Long Island Sound, and the Great Lakes should be done to see if it would be practical for Maryland? Where would the funding come from? Toll revenue and gas taxes are not enough to pay for a new bridge. If there is no funding and no bridge, are there any alternatives?

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		Chesapeake Bay. It is clearly the most beneficial and productive solution compared to the other corridors.			
10/3/2019	Web	Please do not put a third span next to the existing spans, far too much congestion already.	Options 6 or 8 make more sense than adding more congestion to the Annapolis area	Reducing congestion, Safety, Community/Development impacts	
10/3/2019	Web	A corridor in the south needs to be built. Most traffic issues stem from weekend and holiday traffic heading to the beach. A corridor further south would alleviate this traffic pressure on the current bridges, not placing a bridge in the same location.	The same problems arose in Charleston, SC, 2 obsolete bridges that needed to be replaced. They replaced it with one 8 lane bridge that also has a pedestrian/bike walkway. They also did it without the need for a toll. MDTA officials should follow SC's example, if in fact they decide to use corridor 7. https://en.wikipedia.org/wiki/Arthur_Ravenel_Jr._Bridge	Reducing congestion, Safety, Environmental impacts	This should be a no toll bridge. Our taxes already pay for roads.
10/3/2019	Web	I live in Cape St. Claire and am opposed to additional development on the current Bay Bridge. It is a nightmare just trying to make it home from work on a Friday afternoon while dealing with bridge traffic. I think that a new bridge should be developed in a different area to spread out the amount of traffic and congestion that comes with the current Bay Bridge traffic.	Route 8 appears to be the best option from what I've seen so far.	Reducing congestion, Safety, Community/Development impacts	
10/3/2019	Web	Accommodations should be made for bus, light rail, and bicycles, e.g. electric bikes. Would promote electric and/or hydrogen powered vehicles by providing support service stations at ends of chosen corridor routes. As an improved route will encourage tourists to area, tourist infrastructure at tourist sites on Eastern Shore should be improved, e.g., St. Michaels bypass with changing Talbot street to one-way traffic to enlarge pedestrian	No to corridor 8. Yes to 6 or 7.	Safety, Environmental impacts, Community/Development impacts	

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		walk zone and bicycle traffic. Ample public parking to encourage StM visitors coming via bypass to leave their cars and walk. Auto-driving electric/hydrogen buses from St M to Tilghman (also consider to Easton).			
10/3/2019	Web	You are destroying the Eastern Shore, no way you can put a bridge to come in St. Michaels or Easton. The impact on the Bay and Miles Rivers would be devastating. Put a new bridge next to the other two. To bring more people over you need roads. We do not want road that this will bring. You will take peoples home and livelihood just to reach the [Offensive Language Redacted] beach!	Just put a bridge next to the other ones. If something happens or maintenance to onto the other bridge.	Engineering/Construction, Environmental impacts, Community/Development impacts	Go down to Southern Maryland and go into Dorchester county.
10/3/2019	Web		Prefer option 6 or 7. I like that 7 is already a traveler route and has A lot of the infrastructure already in place. However, congestion is already very bad along option 7. I feel option 8 would have the most detrimental environmental impacts.	Reducing congestion, Environmental impacts, Community/Development impacts	
10/3/2019	Web	Corridor #6 makes the most sense to me, out of the options proposed. #8 would require significant infrastructure enhancements, as there's no way to route traffic through St. Michaels. #7 would be a mistake, as Hwy 50 is already at capacity, and cannot be used to funnel any more traffic through, even with a third bridge.	Corridor #6 makes the most sense to me, out of the options proposed. #8 would require significant infrastructure enhancements, as there's no way to route traffic through St. Michaels. #7 would be a mistake, as Hwy 50 is already at capacity, and cannot be used to funnel any more traffic through, even with a third bridge.	Reducing congestion, Environmental impacts, Community/Development impacts	Another bridge is a good start, but transit is needed to help relieve congestion and give drivers (especially commuters) an alternative to taking their car. MARC really should be extended to Annapolis and beyond to the Eastern Shore (perhaps Easton?). A third bridge is only going to be a bandaid - look how quickly after the first Bay Bridge was built that they had to start planning the second span just to the north. I also want to comment on the lane resurfacing on the existing westbound bridge. It has been a nightmare so far, with 14 mile backups on one day, completely clogging just about every adjacent road as well throughout Anne Arundel County. The big issue is that there's nowhere for

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					drivers to go when traffic is backed up. I can't imagine having to deal with this for two years. Commuters are going to get frustrated and leave the area. Weekenders are going to avoid the Eastern Shore and tourism revenue on that side will suffer.
10/4/2019	Web	I have a great way to provide funding for building a bridge or whatever is decided. Ticket every vehicle that crosses the bridge that goes over 50mph. There is a speed limit and no one ever abides by it. There is no reason to drive 60, 65, 70 mph over the bridge. I believe the speeding continues to result in accidents. This would alleviate the situation and bring in the funding for a new bridge.	too much traffic approaching the existing bridge and would add more if a bridge is built next to the existing bridge, rt 50 is not able to handle more traddic. I would opt for 6 so there is no approach to bridge on RT 50 which is overwhelmed with traffic now,	Reducing congestion, Engineering/Construction, Safety	I hope there is an alternative to the existing bridge soon.
10/4/2019	Web	The Eastern Shore is a treasure for its heritage, rural traditions, wild and spectacular scenery, and simple , quiet lifestyle. To quote a line from the movie "Field of Dreams", "Build it and they will come". The more people who cross the Bay, the less of this treasure will remain. I think that most residents here would rather put up with bridge traffic than risk losing the character of the Shore. Added traffic to the smaller towns here (specifically Tilghman and St Michaels if Corridor 8 were chosen) would require major new roads and unquestionably destroy the character of our towns. I didn't see anything at the presentation in Talbot County tonight that took into account the highly charged emotional impact that would result from building another bridge terminating in the communities which value the Shore's unique environment and lifestyle. The current bridge has already resulted in the commercialism		Environmental impacts, Community/Development impacts, Other: Lifestyle	

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		of Kent Island. Few residents of other Shore towns would welcome similar intrusions on their lifestyle. I vote NO on any new bridge.			
10/4/2019	Web		Any bridge over the Miles River (Corridor 8) should allow sailboats with 70+ ft masts to pass.	Environmental impacts, Community/Development impacts, Other: Lifestyle	
10/4/2019	Web	Do 7.	7 is the only real option. The damage that corridor 8 would do is massive. Entire communities in Claiborne and Unionville would be wiped out. This would include African American civil war burial sites in Unionville. St. Michaels would be devastated as it is a tourist town and the bridge would remove the quaintness of the town entirely.	Environmental impacts, Community/Development impacts, Cost	I simply do not understand how a bridge from VA to MD isn't on the table. A mid-bay bridge and the highway infrastructure to connect to major roads would revitalize the lower Eastern shore and redirect a large amount of traffic south from the DC area.
10/4/2019	Web	I attended the meeting at Anne Arundel Community College. I viewed the video and then walked the displays and chatted with a few representatives from MDTA. Truthfully, I have do not have the professional expertise to make a meaningful judgment concerning the the final three choices for the bridge crossing. I can only share my concerns as a resident / taxpayer who lives next to the beach on Cape Saint Claire. I am very, very concerned about minimizing the impact on our quality of life, the environment for the Little Magothy, The Magothy River, Cape Saint Claire, and especially the future value of our homes / properties on The Cape.I have neighbors who are voicing concern about possibly having to move due to congestion and construction impact.....When is best? How to not lose our net worth due to poor quality of life, etc.	It appears Option 7 has pretty much been selected, already. My concern is the two-mile wide impact map, which would cut awfully close to impacting the homes around the Little Magothy and the Eastern edge of Cape Saint Claire...What is the impact on the water bodies and the aquifers feeding our wells? What will be the impact on the traffic for the next several years? It is now a nightmare on weekends along the Route 50 /301 corridor!!	Reducing congestion, Environmental impacts, Community/Development impacts	

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10/4/2019	Web	Ridiculous every one impacting small communities for what to make passers thru happy? Why not build an additional span at current location and reactivate ferry system as a tourist draw at old location or one of the proposed.	<p>6 is ludicrous if youve ever driven down 177 in Pasadena you would know it's an immensely populated peninsula that would create a traffic nightmare even worse than it already is</p> <p>8 this is a de-beautification project. Again ruining small town</p> <p>7 current location is perfect location add an additional span and bring back ferry as a tourist income</p>	Reducing congestion, Environmental impacts, Community/Development impacts	
10/4/2019	Web	(See consolidated comments, below.) In summary, I am opposed to all new crossing locations.	<p>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 then new Route 50 passed Easton to its east, though farm fields.</p> <p>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 and 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 to new homes across the Bay and commuted 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</p>	Safety, Environmental impacts, Cost	(see consolidated comments, above) In summary, I believe the stated goal of reducing congestion in Kent Island is an inappropriately narrow goal. And, I think the methodology used to address that goal is not realistic. I believe, based on 67 years of local observation, that additional people who are employed on the Western Shore will choose to move to cheaper homes on Kent Island (and nearby Eastern Shore locations) and commute daily across whatever spans are built in the current location. The increase in commuters across the bridge will only cease when the congestion makes people decide to live on the Western Shore if they have jobs on the Western Shore. So, congestion is a certainty, no matter what is built.

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
			<p>west, again through farm land and some wetland. Today, that area is also strip malls and is creating its own traffic jams. So, through direct observation, I have learned about the effects on congestion resulting from building new highways.</p> <p>I consider it ironic that the people who 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 through travel easier that was the original justification for the original bridge.</p> <p>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 causes people to stop moving to the Eastern Shore is the inconvenience of the traffic that they create on the bridge that they need to commute to Western Shore jobs.</p> <p>But, the cost of any 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.</p>		

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
			<p>And, we also need to consider the current situation at 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, with 3 spans, maintenance on each separate span could be conducted more rapidly and more safely by completely closing the span being worked, while traffic still flowed unidirectionally over the 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 than building a third span by the existing Bay Bridge. I think the "no-build" option leaves the existing Bay Bridge in a condition that should not be allowed to continue.</p> <p>Addendum: In the meeting held at Easton, Maryland on October 3rd, I looked at the projections for traffic that would be crossing potential new spans at various locations. I questioned the estimates for the numbers of daily commuters that would use new crossings in the future, if those were built. Based on my experience in how the traffic grew at the existing crossing during the 20 years between the construction of the first span and the decision that the second span was necessary, it seems obvious that the current projections for commuter traffic over new crossings are far too low to be credible. I was told that those numbers are (and must be) based on individual county growth projections. That is an unacceptably inadequate process. To make a credible comparison of alternative bridge locations, the future traffic estimates need to be based on a consistent and realistic methodology for all locations. To assure</p>		

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
			<p>that the projection methodology is realistic, it should be “tuned” to experience in this region with respect to how better highway access has spurred residential growth in the areas affected, particularly the historical experiences with the existing Bay Bridge spans, but with appropriate adjustment to reflect the increased population density on the Western Shore that currently exists and is projected to exist over the next 20 years. I was also told at the meeting that the goal of the study is to reduce traffic congestion through Kent Island by at least as much as would make it comparable to the level of congestion that existed in 2017. That seems like an absurdly low-value goal for the amount of expenditure envisioned for any new bridge span at any location. Realistically, any reduction in congestion will simply cause more people to move to Kent Island while still needing to commute across the bridge to jobs on the Western Shore, quickly returning the congestion levels to what is needed to inhibit future increases in commuters living on Kent Island and nearby on the Eastern Shore. Having lived on the Western Shore next to the Bay Bridge for 42 years, my opinion is that this study’s goal should be focused on how to make traffic flow more smoothly on the existing crossing and on the approaches to it, and to remediate the hazards currently created by reversing traffic on various lanes to accommodate traffic surges and necessary maintenance activities. Three spans, with better, high-speed tolling and less merging can do a lot to make traffic flow more smoothly with less accidents. That should be the justification for a new span at the existing crossing, not a short-lived decrease in congestion for the people who chose to move to Kent Island and commute to jobs</p>		

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
			on the other side of the Bay.		
10/5/2019	Web		8 KI can't handle anymore traffic	Reducing congestion, Cost, Other: KI can't handle the traffic it has	Something needs to be done look at the mess with construction. Major delays and traffic.
10/5/2019	Web	I support the NO BUILD option at this point. If any corridor option is chosen it will obviously bring much more traffic, so PLEASE consider those of us on the Eastern Shore who operate large, heavy trucks and farm equipment who need to access and cross dual lane highways. We farm in northern Talbot County and must access and cross Rt 50 north of Easton. It has a 55 posted limit, which maybe 5% if that, actually drive. The only thing that helps us be able to cross Rt 50 now are the lights at Rt 404 and the Airport light at the north end of Easton causing short breaks in traffic. Please consider our safety needs as much as the reach the beach traffic flow; we work weekends too. If there are no stop lights, some alternatives for safer access/crossing will need to be identified and included in the plan. If Option 7 is ultimately chosen, please know that right now, if it weren't for the light at 404/50 and along 404, causing breaks in traffic, large equipment wouldn't be able to cross 404 with its new "J" turns. If the plan calls for limited access to Rt 50 and designated crossings, then funds must be available to local roads departments to drastically improve county roads as most of our roads are minimal width, with no shoulders. Also the placement of light, electric, or directional posts near intersections, need to consider these larger trucks	I have read on your website the majority of county governments must agree on whatever corridor is chosen. Given both Talbot and Kent County Governments have indicated they will not accept any direct corridor connection (as indicated in letters on your website), how was that considered in rating "best" corridors??? Has Queen Anne County government indicated its stance? Has any County government actually put in writing that they want to have direct corridor connection, and how did that influence site selection?	Safety, Community/Development impacts, Other	I support the NO BUILD option at this point. I know both Talbot and Kent County governments don't want it. Kent Island/southern QA County traffic is already negatively affected by the existing Bay Bridge. I know that living here impacts my access to specialty health care, impacts certain business opportunities, job opportunities, etc and I can live with that. I drove 55 miles to Baltimore everyday for years but made a choice to start and stop; others can do the same. That being said, I do support slow-moderate economic growth on the Shore, evenly distributed, not just where the corridor enters a county and ocean beach tourism areas, that would encourage good wage jobs for a larger number of residents, not the economic activity that will come with another bridge crossing that will bring more bedroom communities, and tourism that in my opinion brings more low paying type of jobs. I do support more telework opportunities and small business opportunities that can occur with cable/broadband access that does not exist throughout rural Eastern Shore. Look at Qlarant, a company in Easton that made a conscious decision to keep its headquarters here. They employ nurses and data analysts paying much better salaries than a fast food worker, Wawa worker, cook, etc. I SUGGEST you develop a FB page where more people could interact to provide their point of view and perhaps persuade others to join their point of view. Having to

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
		<p>and farm equipment line of site to see oncoming traffic.</p> <p>Additionally in your unintended consequences category, please understand the rural Eastern Shore still lacks access to cable broadband. This means many of us can only access the internet via phone. Due to the lack of adequate cell towers, many of us are in "marginal service areas". I live near the intersection of 2 main arteries serving beach traffic and there is a noticeable change from June - September in my ability to use my phone and internet during this time. I believe it is related to our proximity to this traffic, filled with people/families on phones, ipads, laptops, etc using the limited cell service causing severe disruption to residents' use of their phone/internet. Many residents no longer pay for landlines phones, and I worry the day someone needs 911 but has "no service" appear in the top right corner of the cell phone as occurs on my phone in the summer. PLEASE consider as part of any plan that rural residents are being affected in this way and cable access across rural areas must be made a priority, for this and many more reasons. Also, any attempts to do real time video for public meetings and discourse will not work for many rural Eastern Shore folks, again, due to marginal cell service. Just accessing your website is extremely time-consuming due to slowwww download, when I have service.</p>			<p>scroll through comments that are not categorized or searchable is not helpful in the least. The formats you are using do not promote (purposefully?) natural growth of group formation of individuals that feel a certain way, and as we all know, there is strength in numbers.</p>
10/6/2019	Web	What is the impact if politicians ban all fossil fuels?	Why was AA County only option, esp Route 50 corridor? Why not thru Deale area using	Reducing congestion, Cost, Other	Concerned about impact on any plan if environmentalists convince politicians to ban fossil fuels. All electric vehicles currently have a limited travel range.

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
			Route 4 and then connect to option 8 route on Eastern Shore?		What is being done to work with gas station companies along the new bridge option routes to install recharging stations, even for those few now on the road? No longer a five minute fill-up and then go several hundred more miles. Recharging now takes hours so could change driving habits especially to Ocean City, especially for day trippers.
10/8/2019	Web	We live in Saint Margrets and oppose a third bay bridge adjacent to current bay bridges due to constant congestion on weekends starting on Fridays. We cannot leave our house due to backups on Saint Margrets Road starting on Fridays which is frustrating. You need to put a third bay bridge either in Baltimore County or Calvert County. Route 50 has enough traffic already and we do not need any more congestion on this road.	Do not need another bay bridge in Anne Arundel County.	Reducing congestion, Safety, Community/Development impacts	
10/8/2019	Web	Help me understand why MTA and MDOT will NOT devote resources to KENT ISLAND where we can have access to shopping, jobs, schools and our LIVES in utilizing our side roads; specifically Main Street, Route 18? And please do not quote me public use law. These are extreme circumstances created by the general lane closing on the Bay Bridge and the one lane access travel west during Thursday and Friday rush hour .	It will be built at the existing site, corridor 7. Build it NOW. the second Bay Bridge crossing was built in 1973! Fast track the Tier 1 and Tier 2 studies!	Reducing congestion, Community/Development impacts, Other: Allowing movement on Kent island side roads.	When will the new span be built? We all know where it will be built. How will you fast track the Tier 1 and Tier 2 studies?
10/9/2019	Web	It would seem that a ferry might be a good alternative to building and maintaining another bridge. I've been on vacation where they use a ferry ride sometimes for hours to	I'm guessing our southern crossing that would handle DC & VA is less than the most Marylanders so that might reduce the congestion at the bay bridge.	Environmental impacts, Community/Development impacts, Cost	After constructing another bridge is an huge cost but maintaining another bridge would seem costly.

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
		transport vehicles and it seemed a fine alternative. This way it doesn't impact the neighborhoods as much and is probably an alternative to long term costs of maintaining a bridge.			
10/9/2019	Web	<p>I think the southern part of md needs to have a bridge crossing, it would alleviate much of the southern md, Washington, dc, and Virginia traffic off of Rt. 50/301 corridor. Why do the local residents of the eastern shore, i.e. Kent island, grasonville and centreville areas, have to deal with grid blocks all year long. It not just summer months, seems we see most vacation people, campers, boaters etc all year long.</p> <p>I also believe there should be a bridge built north of Baltimore that goes through upper md through Delaware to the beaches. A lot of your northern md residents/vacationers from Baltimore area and Pennsylvania travel the bay bridge every weekend.</p> <p>If the legislature had supported and allotted money 20 to 30 years ago for an additional bridge, the mdta wouldn't be dealing with the current traffic issues now.</p> <p>Locals can not leave their homes during the summer weekends, much less during the year due to Ocean City, tourism that our state executives support, not the locals.</p>	Corridor 8 would alleviate a lot of the gridlock throughout the year.	Reducing congestion, Engineering/Construction, Other	<p>Something, another bridge had to be built.</p> <p>Rt. 50/301 can not continue the traffic impacts on this corridor.</p> <p>The impact of the 301 North traffic from Delaware has increased traffic in bay bridge 10 fold at least . All you need to do on a daily scene check the license plates that cross the existing bay bridge and Rt. 301 North.</p>
10/10/2019	Web		I attended the meeting on Kent Island this evening. It appears that crossing 7 is the best choice for multiple reasons. If the residents of Kent Island want this project to move forward to more quickly lessen their	Reducing congestion, Safety, Community/Development impacts	I live in proposed corridor 8. Our village's wooden bridge is smack in the middle of the corridor. I can't imagine destroying our community, impacting historic sites (including Wye House, the plantation

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
			traffic woes, perhaps they can vote on an expedited process. We have gotten a preview of what happens when a lane goes out of use on the current bridge with the construction project and massive backups.		where Frederick Douglass lived in slavery as a child), affecting the solitude of Pickering Creek Audubon Center, and ruining the other villages that seem to be in the path of the proposed bridge. Too bad for the residents of Mayo on the Western Shore when 214 becomes a divided highway. I certainly want to be included in any possible public input and comment going forward.
10/10/2019	Web	I am a business owner on Kent Island of a fairly busy and successful business. One of the largest employers in the area that depends on traffic to keep my business busy and my employees employed.	The options all are viable, but Corridor 7 is the best option to help traffic YEAR ROUND on both sides of the bridge as well as SUMMER TRAFFIC. I am an owner of a business and the less backups the better. This is also the only good solution that allows for major time consuming 24/7 renovations to be done on either of the existing bridges, which we know are old and will need to be done in sooner than later. Let's not wait and let's get the bridge at option 7 done ASAP. It is also the cheapest option and requires the least infrastructure changes on both sides of the bridge. That said, I think that some of the side roads on Kent Island will need to be expanded as well as a better alternative to get around the island than to have to depend on Rt. 50.	Reducing congestion, Environmental impacts, Community/Development impacts	Hurry it up!
10/10/2019	Web	Eastbound side last two lanes in left. Any chance to install traffic barriers or piles to stop all the lane diving		Reducing congestion, Engineering/Construction, Safety	
10/10/2019	Web	This study needs to look closely at the recent bridge replacement of the Tappen Zee bridge in NY. It shares similar issues as crossing the bay, primarily in the sheer traffic quantity coming or going from a spread out area to a specific area, but also in the	See above for ways I believe the number 7 route is the only choice. Route 8 appears to only thin out the same traffic already headed to the existing span area only to run through some of the most forested areas of Talbots county. Not only does it run through triton natural area on the	Reducing congestion, Environmental impacts, Community/Development impacts	not at this time. Ps traffic already is horrible in Easton in the summer, so dumping route 8 off there isn't going to alleviate anything, it just pushes it down the road a little.

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
		types of roads the interstate connects with and the quiet communities in need of crossing. Using the current travel pathways to and from populated areas on the western shore, and associated commercial developments and living areas by simply building one or two new 3-5 lane spans alongside the existing bridge would alleviate congestion, cause the least amount of further degradation to a fragile cultural, historical and environmental region. The switch to the new tappen zee bridge is seamless, it could be at the bay bridge as well. Reaching the beach is an incredibly poor excuse to ruin MORE of Maryland with poorly planned roads/transportation choices that do not take into account the impact on communities that are already heavily impacted by beach traffic.	western shore, but it appears that it runs through 2-3 of Talbots's counties most significant historic neighborhoods. It also appears to run through Pickering Creek Audubon Center, a 400+ acre natural area, which is the ONLY natural area in Talbot county open to the public, and it connects over 10,000+ school kids every year from across the shore to nature and science. A highway running through its backyard will dramatically effect the county and its students. Running through some of talbot county's most forested areas will have considerable impact to birds and other wildlife, including the characteristic waterfowl that talbot county is home to. With the recent stunning reports of 2.3 billion birds being lost since 1970, destroying more habitat in currently undeveloped areas simply for humans to reach the beach, is an extremely short sighted concept. Replace and expand the bridge in the current location. The surrounding areas are already Developed, and environmentally compromised.		
10/10/2019	Web	No sprawl! Update current bridge, multilevel, maybe. With highspeed toll lanes.		Safety, Environmental impacts, Community/Development impacts	
10/10/2019	Web	I think the range of alternatives presented was complete, but I have concerns with the seeming certainty of some of your conclusions without more data. See below.	The meeting presentation makes it pretty clear that the conclusion of the study is that Corridor 7 will provide the most relief to projected traffic in 2040. However, after speaking with a few of the representatives at the 10/9 meeting at KIHS, I have three major concerns with this conclusion at this early stage: 1. Traffic Projections (throughout the presentation, but especially slides 21, 22, 32, 33, 34): I won't argue that additional lanes crossing the bay would certainly relieve congestion over the water. But,	Reducing congestion, Safety, Community/Development impacts	I strongly recommend more engineering work be done during Phase II, *prior* to selecting one corridor. It's the only way to know with any certainty whether the desired goals are achievable. And until then, be more transparent that your conclusions are really more "educated guesses".

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
			<p>US50 on both sides of the bay (Kent Island/Grasonville and Cape St. Claire/Annapolis & the Severn River Bridge) is only 3 lanes wide with (it seems to me) limited space to widen. When I asked the representative about this, he answered that this level of detail has not yet been studied; no data exists yet on the level of road improvements needed on approaches to the new crossing. So, my question here is, "How can you project these traffic improvements with such a key piece of data entire missing?"</p> <p>2. Safety during "Incident Management" (slide 23): the study addresses the issue of closure of one of the crossings due to maintenance/repair or "incidents". When I asked about the plan if the "incident" happens on US50 on Kent Island (for example, a jackknifed truck on US50 during a hurricane evacuation that would completely prevent evacuation without driving around the north end of the bay ... considerably farther than any of the corridors under consideration on roads that are not built for that volume) it was clear from the stunned silence that incidents on the approach roads have not yet been considered. It seems wise to consider these possibilities in the face of climate change and think about a second, entire route of access across the bay (ie, corridor 6 or corridor 8, even though the costs and environmental impacts would be higher) So, my question here is, "Why is that not included in the preliminary study as it's a *fundamental safety issue*?"</p> <p>3. Timeline (slide 5): I asked the representative who walked me through the study timeline when the study would get to a recommendation of one corridor, and she indicated at the end of "Final Tier 1" ...</p>		

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
			implying 2021/2022. I then asked where on the timeline a detailed study would be done to identify the road improvements needed to achieve the projected traffic reductions, and she indicated (admittedly guessing since it's still early in the study) at least five years from now ... so, a couple of years after the corridor is chosen. So my question here is, "What if the determination is that a fourth lane is needed in each direction on US50 beyond current projections for Corridor 7? Is there somewhere to put it? Would it not make sense to do this analysis *before* a final selection of where to build the new crossing?"		
10/10/2019	Web			Reducing congestion, Environmental impacts, Community/Development impacts	Why not take something from Chesapeake beach to Cambridge? All of the Virginia, DC, southern MD traffic would go that way. Plus the development of the Cambridge area would boom
10/10/2019	Web	I attended the open house at the Easton Community Center. As part of the comprehensive studying that has been done, I'm wondering if there has been a study done to specifically address the reasons that people make the daily commute. What is their income range, what are their ages, are they parents with young children at home, are they a caregiver for an elderly or disabled family member, what is their gender, where on the Eastern Shore do they live, how long is their commute, do they carpool or use the available busses, etc.? Assuming that people are employed full time on the Western Shore, what are the businesses and agencies that employ people? Where are they located on the Western Shore? Could any of those employers and agencies		Reducing congestion, Safety, Community/Development impacts	I attended the open house at the Easton Community Center. As part of the comprehensive studying that has been done, I'm wondering if there has been a study done to specifically address the reasons that people make the daily commute. What is their income range, what are their ages, are they parents with young children at home, are they a caregiver for an elderly or disabled family member, what is their gender, where on the Eastern Shore do they live, how long is their commute, do they carpool or use the available busses, etc.? Assuming that people are employed full time on the Western Shore, what are the businesses and agencies that employ people? Where are they located on the Western Shore? Could any of those employers and agencies consider moving

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
		<p>consider moving operations or establishing satellite operations to the Eastern Shore, where people live, thus reducing the number of daily commuters? Perhaps there could be tax incentives for agencies and businesses to locate on the Eastern Shore. Maybe it's time to seriously look at establishing more high paying jobs on the Eastern Shore in cyber business and technology. It seems that identifying the reasons for the commute, in detail, and looking at solutions to start implementing now, could prevent the same problems we're having now, in the future. Building another bridge, it seems to me, would just encourage more commuting and eventually we would be in the same predicament, exceeding the capacity of all three spans. Then what happens? I understand that the current plans for infrastructure for a third span end at the Queenstown interchange with 50/301. What happens to all the traffic heading south/east on route 50? How are the current two lanes going to manage the increased traffic? It seems to me that the bottle neck will just move from before the bridges to after the bridges, like a snake digesting it's meal, when traffic hits the Queenstown interchange, impacting Easton, Trappe, Cambridge and on. Are there plans for adding more lanes to Rt. 50? How would that impact property owners along the way? I hope there is a serious attempt at streamlining and making more accountable mass transit, such as the bus system, and somehow incentivizing commuters to use the system. Speaking of mass transit, what</p>			<p>operations or establishing satellite operations to the Eastern Shore, where people live, thus reducing the number of daily commuters? Perhaps there could be tax incentives for agencies and businesses to locate on the Eastern Shore. Maybe it's time to seriously look at establishing more high paying jobs on the Eastern Shore in cyber business and technology. It seems that identifying the reasons for the commute, in detail, and looking at solutions to start implementing now, could prevent the same problems we're having now, in the future. Building another bridge, it seems to me, would just encourage more commuting and eventually we would be in the same predicament, exceeding the capacity of all three spans. Then what happens?</p> <p>I understand that the current plans for infrastructure for a third span end at the Queenstown interchange with 50/301. What happens to all the traffic heading south/east on route 50? How are the current two lanes going to manage the increased traffic? It seems to me that the bottle neck will just move from before the bridges to after the bridges, like a snake digesting it's meal, when traffic hits the Queenstown interchange, impacting Easton, Trappe, Cambridge and on. Are there plans for adding more lanes to Rt. 50? How would that impact property owners along the way?</p> <p>I hope there is a serious attempt at streamlining and making more accountable mass transit, such as the bus system, and somehow incentivizing commuters to use the system.</p> <p>Speaking of mass transit, what about a monorail option? It seems to me that it</p>

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

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		about a monorail option? It seems to me that it could be a park and ride, just like the commuter bus system is now, but faster and with more commuters on board. It could coordinate with the current mass transit systems in place on the Western Shore. It's clear that there needs to be more accessible mass transit established on the Eastern Shore as well. Summer beach traffic could be asked to pay a higher toll during high traffic times to encourage people to go on "off hours". In LA they have certain "fast lanes" where people have the option of electronically paying more to travel in those lanes. Thanks for the opportunity to express my thoughts.			could be a park and ride, just like the commuter bus system is now, but faster and with more commuters on board. It could coordinate with the current mass transit systems in place on the Western Shore. It's clear that there needs to be more accessible mass transit established on the Eastern Shore as well. Summer beach traffic could be asked to pay a higher toll during high traffic times to encourage people to go on "off hours". In LA they have certain "fast lanes" where people have the option of electronically paying more to travel in those lanes. Thanks for the opportunity to express my thoughts.
10/10/2019	Web	I firmly believe that 7 was fixed to appear to be the best option. I do not support that this was done in a realistic manner. There is absolutely no way there will be a reduction in traffic and the current gridlock. So many new homes are being built, then you want to consider an second bridge, considering in 2040 and increased population on all side! Who would have even considered this viable? Only those not looking to spend the money to built an entirely new bridge. Stop wasting time and our money and do you job!		Reducing congestion, Safety, Community/Development impacts	I firmly believe that 7 was fixed to appear to be the best option. I do not support that this was done in a realistic manner. There is absolutely no way there will be a reduction in traffic and the current gridlock. So many new homes are being built, then you want to consider an second bridge, considering in 2040 and increased population on all side! Who would have even considered this viable? Only those not looking to spend the money to built an entirely new bridge. Stop wasting time and our money and do you job!
10/10/2019	Web			Reducing congestion, Environmental impacts, Community/Development impacts	

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

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10/10/2019	Web	I am a Kent Island resident and currently the situation is so bad that anything would help. There is not enough infrastructure to support the amount of people commuting and traveling. My husband and I are looking to even rent our house out and move to another area just so that we can get to work every day. It is sad that the state is waiting so long to provide any type of solutions for these areas.	8 would make the most sense since it would divert all of the DC and VA traffic.	Reducing congestion, Engineering/Construction, Other: Efficiency	This needs to be started as soon as possible. Our community of Kent island is in nothing short of a state of emergency.
10/11/2019	Web	The bridge is clearly inadequate for traffic volume. Building new bridge capacity does seem like the best alternative of those presented. I wish Transit alternatives like a new tunnel, ferries railroad were feasible, but if your studies were carefully done and are correct then these alternative transit options would not sufficiently increase capacity and would be more expensive.	I think corridor 7, the existing bridge crossing, is the best option. The water crossing is shortest, and highway infrastructure are already in place. Corridor 8 would be the best second choice. Corridor 6 would have problems on the west side. Route 177 is narrow and congested, as it is the only road into and out of the Lake Shore area. Building a new bridge there would destroy Downs Park, a heavily used recreational area.	Engineering/Construction, Environmental impacts, Community/Development impacts	
10/11/2019	Web	I would like to know if sea level rise data was considered in the development of the bridge crossing alternatives. I'm very concerned that the land might not even exist or new marsh migration corridors would be impacted with future construction. Please look where our current marsh systems are and where they might move to when making your decisions.	Was there any data considered about where the majority of traffic is coming from? I'm sure you can get EZpass data to find out where the majority of commuter traffic AND beach going traffic is coming from. For example, if there is a significant amount of commuter traffic headed to and from Baltimore AND beach traffic coming from the north-western counties/states- would it make more sense to evaluate a crossing at the northern part of the Bay?	Reducing congestion, Environmental impacts, Community/Development impacts	I'm sorry that I was unable to attend the Kent Island High School Meeting in person. I commute from Kent Island to Annapolis and I and my children were so exhausted from the current bridge construction traffic that I was unable to make it.
10/12/2019	Web	Corridors 6 is not an acceptable option. It traverses Mountain Road which is already dangerous, an area that is over developed to handle traffic, and would destroy a pristine Park (John Jack Downs) in the mix. I	7 is the most viable while 8 is also feasible. Option 6 would require a complete overhaul of a 12 mile dead end road and have traffic issues for years. It is not an option.	Community/Development impacts, Cost, Other	

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

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		<p>have witrren letters to the Governor, County Executive, my Senator and Delegates, and the President of the Senate and Speaker of the House to voice my opposition to this poor option.</p>			
10/13/2019	Web	<p>One can appreciate the range of alternatives presented. Politicians who think they are Jesus Christ & are solely focused on building @ the current location are unworthy of consideration. They should SHUT UP bc it shows ignorance & bias. 2ndly: The MDTA FAILED in the aspect if the West Span had not been so poorly constructed (for lack of a better word) this community wld not have been subjected to so many closures to date. Due to previous failures the West Span will not be subjected to more work which is causing unnecessary back ups. Who is being held responsible for these failures. AND, if they can't be trusted to deal w/that adequately why wld we trust that same agency to have involvement w/this study? I'm just asking bc along the way someone (a number of someone's dropped the ball).</p> <p>The state thinks they are going to plow through this community & further reduced their quality of living bc they don't want to impact other areas. One thing we know, the mafia (our govt whether state, county, federal) will do ANYTHING that serves their needs. So, they can surely select another alternative & make it work.</p> <p>On the Western Shore side We Will FIGHT to protect our property &</p>		<p>Reducing congestion, Environmental impacts, Community/Development impacts</p>	<p>I could write a book but won't.</p>

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

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		quality of living. Those in Kent County aren't any more worthy than we are. If they can be excluded, we can too. That is Just: No more, No less			
10/14/2019	Web	Since a majority of the traffic currently crossing the Bay Bridge is heading south to ocean resorts, it is short-sighted that the narrowed list of corridor alternatives failed to include one that crosses further south (i.e., from south 301 crossing to the south of Cambridge, closer to the Salisbury population center and the more direct route to the ocean resorts.)	It is unacceptable to even consider pushing more traffic through the existing corridor (#7). The small communities on either side of the existing 2 bridges, particularly Kent Island, are overwhelmed by the through traffic that exits onto local roads and bring gridlock to local communities whenever there is an accident, or as in the current case, two years of a lane closure to repair a single lane of a bridge. MDOT/MDTA has shown itself completely oblivious and clueless to the negative impact of their bridge traffic mismanagement to the local Kent Island community and local roads. Any future crossing needs to pull current and future additional THROUGH cross-Bay traffic AWAY from the small rural Eastern shore communities overwhelmed by the current crossing and connecting roads. Of the remaining corridors, option 8 is the least worst choice, but would only be workable if major bypasses were built to route the increased THROUGH traffic around Easton and Cambridge, so that the small town gridlock that currently plagues Kent Island isn't simply replicated in Eastern Shore communities further south.	Reducing congestion, Environmental impacts, Community/Development impacts	While I recognize that there is no easy solution, MDOT should have begun this process at least 10 years ago given the traffic projections and age and life-span of the current bridges.
10/15/2019	Web	Environmentally progressive options, like a light rail system running from Baltimore to Ocean City, are the only real solution to these problems. Building more bridges & roads only creates induced demand, by encouraging more people to drive, which will further exacerbate the problem. In order to reduce vehicular traffic, not only when crossing the Bay	The Bay Bridge is a cash cow for the state of Maryland. The 301 bypass combined with recent Bay Bridge construction has created an unsustainable situation for Queen Anne's County, especially Kent Island. I don't know how Queen Anne's and Anne Arundel can be expected to continue to bear the brunt of this traffic. The current Bay Bridge repairs have brought our communities to a standstill, with people	Environmental impacts, Community/Development impacts, Other: Creating a sustainable, long-term solution.	We need to move away from a car-only perspective and consider all the alternatives. Our quality of life demands it.

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

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		Bridge but at destinations (Rehoboth, Dewey, Bethany, Lewes), we need to consider options that get people to the beach without cars. The infrastructure of these small beach towns is not set up to handle this volume of people in summer. The future and a more relaxed, fun beach experience involves leaving cars behind and using rental cars, ride shares like Uber, rental bikes etc. which would also help boost economies and create more pleasant-feeling beach towns.	unable to get to and from work, children unable to get home from school, and disruptions to local businesses. I haven't heard of someone yet who needs to get to the hospital and could not due to the traffic, but I'm certain that's coming. Bringing even more vehicular traffic through our communities cannot be the answer. If we have to have another crossing, 6 and 8 are the only feasible options.		
10/15/2019	Web	Thank you for the presentations at Kent Island HS last week. I will send more detailed thoughts about the study/project. Question today, though: Where are the files/info presented last week? Looking to download and review the details.	Option 7 appears to bring many single points of failure to this transportation pattern. Any major problem on Kent Island or Annapolis/50 will shut down all Bay crossing.	Reducing congestion, Cost, Other	Yes, will forward soon.
10/16/2019	Web	I believe the range of alternatives has been arrived at by a deliberative and thoughtful process. There is no simple or clear answer to the very serious transportation issues that travelers have been, and will be dealing with in the future if this lengthy process is not initiated now. I commend those who have been involved for getting us to this point, and for keeping the process moving forward.	It is difficult, without more detail than shown, about the alignments. The only concern I have about Corridor 7 (located in the same area as the existing bridges), is that if the highway system to a bridge in that area (Route 50) is part of the same system that feeds the existing bridges, the possibility exists that any major incident on the highway system, or possibly a terrorist attack, might still shut down traffic for an extended period of time. Otherwise, I look forward to getting more detailed info regarding all 3 corridors.	Reducing congestion, Environmental impacts, Community/Development impacts	Even though options such as a ferry(ies) and/or public transportation would yield little overall relief, it is good to see that they are being considered as potential tools that might be beneficial to certain subsets of travelers.
10/16/2019	Web	You don't seem to have a means of making inquiries and getting answers to questions. I tried at 2 of the community update presentations to get an answer from your representatives to the questions I		Reducing congestion, Environmental impacts, Community/Development impacts	Just see above

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

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		<p>have regarding whether or not your departments studies have included analysis of the origins and destinations of the current bridge users. If analysis of origin/destination data has been done, how can I obtain the data or results of the analysis? Destination data might have a large impact on the routing of a new route.</p> <p>[Name Redacted] [Address Redacted] or [Email Redacted] Thank you</p>			
10/16/2019	Web			<p>Environmental impacts, Community/Development impacts, Other: 21st century - mass transit, ferry, etc - routes have not been considered. All studies appeared to start at road cost & convenience, aka existing vehicle transportation routes.</p>	<p>All of the options are equally absurd. The last mile is already in place with the OC bus system operating in summer. First discussion should take place at the destinations and discuss their plans to accommodate a new type of traveler. Chair rentals, bike rentals, bus service extending to DE, Uber/Lyft/taxi integration. Saving road \$ and re-orientation to a new, more culturally inclusive type of summer vacation seems more appropriate.</p>
10/16/2019	Web	<p>Trains (high speed, monorail?) should be part of the long term discussion. Since they seem determined to add any further infrastructure through the Broadneck Peninsula we need a solution that will reduce cars.</p> <p>Use existing infrastructure to build rail to OC and develop public transportation up and down the shore from there.</p> <p>Another bridge span on rt 50 means the Severn River Bridge will need to be further expanded as will Rt 50 and with the continued overdevelopment</p>		<p>Reducing congestion, Environmental impacts, Community/Development impacts</p>	<p>Trains (high speed, monorail?) should be part of the long term discussion. Since they seem determined to add any further infrastructure through the Broadneck Peninsula we need a solution that will reduce cars.</p> <p>Use existing infrastructure to build rail to OC and develop public transportation up and down the shore from there.</p> <p>Another bridge span on rt 50 means the Severn River Bridge will need to be further expanded as will Rt 50 and with the continued overdevelopment on the Peninsula, we will still have traffic problems.</p>

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

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		on the Peninsula, we will still have traffic problems.			
10/20/2019	Web	I live in Rock Hall Maryland in beautiful Kent County. Any of these three bridge crossings would destroy the Eastern Shore of Maryland!!!! Please please do not change and destroy this pristine and wonderful life on the Eastern Shore!!!!	I live in Rock Hall Maryland in beautiful Kent County. Any of these three bridge crossings would destroy the Eastern Shore of Maryland!!!! Please please do not change and destroy this pristine and wonderful life on the Eastern Shore!!!!	Environmental impacts, Community/Development impacts, Cost	
10/21/2019	Web	I think the environmental impacts are being severely overlooked. Why can we not look at simple fixes such as rapid bus transit, ferries, cashless tolls, etc. Other beach areas have done similar things, Hamptons, Clearwater Beach, etc.	If necessary, the only option is to add a span to the already existing bridge.	Environmental impacts, Community/Development impacts, Cost	I think the environmental impacts are being severely overlooked. Why can we not look at simple fixes such as rapid bus transit, ferries, cashless tolls, etc. Other beach areas have done similar things, Hamptons, Clearwater Beach, etc.
10/21/2019	Web		I would definitely avoid #7, we don't need all the extra traffic and where would they go. Not everyone crossing the Bay Bridge would if there were other ways to cross over to the Eastern Shore. #6 looks like the best option to me for commuters traveling towards the western shore, Baltimore & North for work, etc. #8 would be my second option but not #7.	Reducing congestion, Safety, Cost	
10/21/2019	Web	Out of the three choices I like 6. That makes the most sense in helping traffic get from the northern part and mid part of Maryland and PA get to the eastern shore.	Out of the three choices I like 6. That makes the most sense in helping traffic get from the northern part and mid part of Maryland and PA get to the eastern shore. 7 and 8 just increases the traffic in the areas that just can't handle more traffic	Reducing congestion, Environmental impacts, Community/Development impacts	
10/22/2019	Web	The range of bridge corridors was appropriate and necessary. However, other alternatives for addressing the traffic load should have been more seriously considered. Building another bridge and all of the highway construction and resulting over	The points made above apply here also. Moreover, each of these three alternatives might actually be the worst in terms of total cost and impact. Gov Hogan's position that corridor 7 is the only feasible alternative is very frustrating. Building that corridor will simply destroy Kent Island and	Environmental impacts, Community/Development impacts, Cost	Please, please consider the irreversible changes that will result if a 3rd span is built in an already over developed area. Further, with climate change a reality does it really make sense to build more highways to ocean front communities that

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

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		development and sprawl comes with a huge price tag. Additionally, the environmental impact to an already impaired ecosystem will be significant. The State of Maryland has invested significant effort and money yet the construction will be serious. It does not appear that all of these cost and ramifications of another bridge were adequately considered and weighted against or compared with other means of traffic reduction and control.	<p>much of the area east as we know it. And, it will only result in more traffic problems, sprawl and congestion in the long term.</p> <p>Yes. The State needs to look at other alternatives more comprehensively. It is understood that the business of MDTA is to build and maintain roads and bridges. Get some experts involved who can think outside of that box. More roads lead to more congestion. Build it and they will come. Study after study concludes that constructing new roads only INCREASES TRAFFIC volume. More growth is not a preordained outcome. The recent traffic problems resulting from bridge repair show just how over capacity the current build out of Kent Island is. Building an additional corridor will destroy the Kent Island community and continue the degradation of the precious Eastern Shore environment.</p>		are already feeling the affects of damaging storms and prediction of more to come?
10/22/2019	Web	Still don't get why a Calvert County crossing to Dorchester was discarded.	<p>Option 6 - Dumps a lot of traffic into little Centreville. Might be a good thing to extend Rt-100, but the Eastern Shore connections will mean a lot more roadwork on that side.</p> <p>Option 7 - Without addressing the Rt-50 bridge across the Severn, adding a bridge at Sandy Point just shifts the bottleneck to the Severn. The recent project to make 7 lanes from 6 has not resolved the jam there.</p> <p>Option 8 makes sense with ultimate connection to the InterCounty Connector and a limited access connection to Rt50 south of Easton.</p>	Reducing congestion, Environmental impacts, Community/Development impacts	
10/22/2019	Web	Too limited. New bridge should be nowhere existing one. Look to north of Baltimore to alleviate traffic thru existing 2 lane roads. New bridge	Poor choice OF THE 3 is 6..options should be MUCH further north like aberdeen to alleviate the choking traffic around the	Reducing congestion, Environmental impacts, Community/Development impacts	A waste of money if these are the only options. Should only pay survey for realistic viable options.

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

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		should redirect traffic from high volume traffic from up north	existing bridge. Did we pay someone for these options??? Makes NO sense.		
10/25/2019	Web	All I can see is that 8 is ridiculous. Did an engineer really present that as a viable plan?	Re: Plan 8: No, no no. This is SO wrong- obviously poor engineering/planning! Just look at the length of that bridge to get it into the popular St Michaels/Easton area. Why would you do that? That plan puts too much negative environmental impact on Talbot county and makes a bridge far far too long. If this must happen more creative thought needs to be put into bridging the obviously far too long area from western to eastern shore. Go back to the drawing board!	Environmental impacts, Community/Development impacts, Other: Put environmental impacts in twice please.	Back to the drawing board.
10/25/2019	Web	Not in Anne Arundel County! Please expand options and examine other counties. We are already drowning in traffic here!	Not in AA county please -- we can't take more traffic! Please consider other corridors. TY!	Reducing congestion, Environmental impacts, Community/Development impacts	It is premature to rule out other corridors.
10/25/2019	Web	These alternatives are not acceptable. Consider another county (not Anne Arundel) having a Chesapeake Bay bridge crossing. Calvert County makes the most sense. Anne Arundel county can't and shouldn't have to take all of the traffic burden of the DC and VA traffic crossing the bay. It's already intolerable.	Consider other options. Anne Arundel County options are not logical.	Reducing congestion, Community/Development impacts, Other	Expand the study to consider other crossing locations OTHER than Anne Arundel County.
10/26/2019	Web	It appears that the 3 alternatives presented are limited to the same AA county and Queen Anne county areas that already have significant traffic congestion issues. Please include alternatives north and south of this area to be included in future analysis to gain a clear picture of how/where traffic is best diverted to reduce impact on the SAME local areas.		Reducing congestion, Safety, Community/Development impacts	Much of the current traffic I see traveling through my local area of queen annes county have license plates from PA, VA, NJ, NY. Certainly that traffic would benefit from a crossing farther north. I think it is at least worth considering, and not removing that option early in the process.

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

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10/26/2019	Web	In a previous briefing about the widening of the Severn River Bridge, I learned that the bulk of bridge traffic comes from Northern Virginia. If so, then why is Annapolis stuck with the bulk of the traffic? My life revolves around the bridge traffic, yet I hardly ever cross the bridge. I can't get home to my child, it becomes a burden to go anywhere Thursday-Monday am (yes, traffic from beach flows into Monday). This is no way to live! Annapolis has busy traffic even without beach traffic (festivals, Navy games, etc). This is not sustainable!	Why isn't Virginia asked to host a bridge? Need to push traffic away from busy Annapolis. I guess #8...where are the other options??	Reducing congestion, Environmental impacts, Community/Development impacts	
10/26/2019	Web			Reducing congestion, Community/Development impacts, Cost	We must look at alternatives to just expanding the current span. We must spread the pain and not further punish those who are currently living along the hwy 50 corridor.
10/27/2019	Web	Doesn't seem like 7 or 8 helps traffic on 50 west of the Bay Bridge	8 seems like the best option for Kent Island locals and for people going to OC	Reducing congestion, Safety, Community/Development impacts	
10/28/2019	Web	Limiting selections to AA County for a third Bay Bridge span is premature and will exclude possible factors that would make another location a better choice. AA County and the Broadneck Peninsula are already overly congested with Bay Bridge traffic. We need at least two other alternatives in a county or counties outside of AA. One north and one south of the existing facility, outside the influence of the traffic tie-up that makes up the northeastern portion of AA County	Corridor 6 would be better access for northern MD, Pennsylvania, W.V. residents, and Corridor 8 will be more convenient for Virginia/DC residents, thus alleviating congestion, back-ups, 14- mile long traffic jams on Rt. 50 to current Bay Bridge	Reducing congestion, Safety, Environmental impacts	Broadneck Peninsula is currently too congested and building another span here will bring more cars. Residents here now cannot even leave their neighborhoods on weekends due to Bay Bridge traffic/congestion-they are trapped in their neighborhoods. This is a safety issue also for emergency vehicles.
10/28/2019	Web	Possible bridge placement for #6 and 8 could negatively impact the environment, #6 would allow crime from Baltimore to be easily accessible into Kent county and Queen Anne's	Possible bridge placement for #6 and 8 could negatively impact the environment, #6 would allow crime from Baltimore to be easily accessible into Kent county and Queen Anne's county, #8 would allow	Reducing congestion, Environmental impacts, Community/Development impacts	If a 3rd bay bridge is necessary, please build bridge #7 location.

**Bay Crossing Study Public Comments
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		county, #8 would allow crime from Washington DC to be easily accessible into Talbot county. Bridge #7 Would be better due to the already existing Chesapeake bay bridges and businesses within the area.	crime from Washington DC to be easily accessible into Talbot county. Bridge #7 Would be better due to the already existing Chesapeake bay bridges and businesses within the area.		
10/28/2019	Web	There needs to be a bridge crossing south of AA county. Many cars are from VA and DC that travel across the current bridge	Broadneck peninsula and Kent island can not accommodate this level of traffic flow	Reducing congestion, Environmental impacts, Community/Development impacts	
10/28/2019	Web	<p>October 28, 2019</p> <p>Heather Lowe, Project Manager Maryland Transportation Authority's Bay Crossing Study 2310 Broening Highway Baltimore, MD 21224</p> <p>Dear Ms. Lowe:</p> <p>Clean Water Action, Environment Maryland, Maryland Conservation Council, Maryland PIRG, Preservation Maryland, and the Sierra Club Maryland Chapter thank you for the opportunity to submit comments on the Bay Crossing Study in response to the announcement of the Preliminary Corridor Alternatives Retained for Analysis. We ask that these comments be incorporated into the official document record for the study.</p> <p>The locations for a potential new Chesapeake Bay bridge have been narrowed to three corridors, all of which originate in Anne Arundel County. We strongly support the no-build option. A new crossing anywhere will disrupt communities, damage sensitive environmental areas, and divert resources from</p>		Environmental impacts, Community/Development impacts, Cost	

**Bay Crossing Study Public Comments
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		<p>transportation projects that support sustainable development and equitable access to opportunities.</p> <p>The construction of a new bridge and new access roads or major upgrades to existing roads will also hinder Maryland’s statutory goal of achieving a 40% reduction in greenhouse gases by 2030. The transportation sector is Maryland’s largest generator of greenhouses gases. The impacts of climate change are being experienced throughout the state and are especially pronounced on the Eastern Shore, where sea level rise combined with subsidence is resulting in considerable land loss.</p> <p>For decades the State of Maryland and local governments have made a considerable investment in smart growth – directing development to established communities, protecting cultural and historic resources, and preserving forests and open space. Construction of a new bridge will create or exacerbate development pressure and foster local land use decisions that are unsustainable and harmful to the environment, something fundamentally contrary to the principles of smart growth.</p> <p>We ask that Maryland Transportation Authority thoroughly review the many alternatives to an infrastructure capacity project. The short-term nature of the relief provided by additional capacity is well documented. That, combined with the expense and timeframe for a construction project of this scale, warrant consideration of other</p>			

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		<p>options.</p> <p>Sincerely,</p> <p>[Name Redacted] Maryland Program Coordinator Director Clean Water Action Maryland PIRG</p> <p>[Name Redacted] Advocate Director of Smart Growth Maryland Environment Maryland Preservation Maryland</p> <p>[Name Redacted] President State Director Maryland Conservation Council Sierra Club Maryland Chapter</p>			
10/28/2019	Web	<p>I object to the 'range' being limited to Anne Arundel county.</p> <p>A much broader view must be in-play. In the past, some consideration was given to a southern bridge (like Calvert county) as well as to a Northern (near Baltimore) location.</p> <p>To me, those options are most feasible.</p> <p>Current direction will turn Annapolis area into another Wilson Bridge' mess.</p>	<p>Excessive problems with traffic issues (during construction and after) seem apparent with alternatives '7' and '8'. Alternatives outside AA county must be reconsidered.</p>	<p>Reducing congestion, Environmental impacts, Community/Development impacts</p>	
10/28/2019	Web	<p>Anne Arundel County is too congested especially in the Broadneck Peninsula. Home owners here DO NOT additional bridge traffic in our area.</p>		<p>Reducing congestion, Environmental impacts, Community/Development impacts</p>	
10/29/2019	Web		<p>Corridor 8 would be my choice. This route would provide route from 95/495 with feeder from Routes 4,5,301, 50 west, D.C. and southern states. Traffic would exit rt.</p>	<p>Reducing congestion, Engineering/Construction, Community/Development impacts</p>	<p>Focusing on the current Bay Bridge sites as a future bridge site seems it would be most disruptive to communities need Annapolis and those east of Rowe Blvd. So</p>

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

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			50 east of the outlet mall, Rt. 404, Wyemills crossroad and Easton all of which otherwise would need major infrastructure upgrades for any other crossing site.		this site is a waste of funding for such a study. Also, nothing is being discussed about improving Rt. 50 east of Kent Narrows to improve the traffic flow on Rt. 50 east.
10/29/2019	Web	6&7 will not work! There is already too much traffic in AA county. When there is an accident on Rt 50, all the arteries are blocked and congested for hours. We cannot sustain any more traffic. Even 8 looks like it will impede traffic in AA county. Go more south or further north. Signed a homeowner and taxpayer.		Reducing congestion, Environmental impacts, Community/Development impacts	
10/29/2019	Web	Crossing number 8 should never be considered. The only option would be to expand existing Corredor.	Crossing number 8 should never be considered. The only option would be to expand existing Corredor.	Environmental impacts, Community/Development impacts, Cost	
10/30/2019	Web	Good evening, i just wanted to write to voice the ludicrous nature of the mayo peninsula even being considered an option for a bay crossing. I could sit here and list the negative impacts for months however I'll stick with the main points. 1) This will obviously bring a major impact to traffic crossing route 2 and muddy creek road are there plans to build bridges over these roads not to mention the state couldn't get the muddy creek and 214 intersection done correctly. 2) Just take a drive down 214 it's a 2 lane road already short of state standards for EMS response time. 3) While we are on the topic of 214 only being a 2 lane road how many neighborhoods are you going to destroy because 214 is lined with nothing but neighborhoods. 4) While I'm on the topic of 214 being a 2 lane road I'll continue to beat this dead horse, what		Safety, Environmental impacts, Community/Development impacts	

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
		<p>are the plans for relocating all overhead utility lines? The infrastructure is so inadequate we are struggling just as a small community. 5) The environmental impact would not only impact the Bay but the South, Rhodes, and West rivers. That leads me to mention Beverly triton nature preserve park that that state would not only need to purchase from the county but also destroy. I'm not sure who just drew a line on a map but you all are committing a major mistake by not simply driving down 214 to Beverly Triton Park it's not only impossible but absolutely ridiculous to entertain this as remotely possible you will be destroying hundreds of neighborhoods lining 214 not to mention several schools line 214, the infrastructure simply doesn't exist. The best option is route 50.</p>			
10/30/2019	Web	<p>With regards to corridor 8, I am strongly opposed. I live on the Mayo Peninsula and am troubled by new development which is contributing to excessive traffic on a corridor which serves as a "one way in and one way out" emergency evacuation route. I can't count the number of times I've spent 2-4 hours waiting to get onto the peninsula when the road has been shut down by a downed tree or a minor car accident. Building a bridge at the end of the peninsula would exacerbate an already dangerous situation. When I first heard that this was an option being considered, I thought it was a joke and saw no need to take action. I was surprised to learn that this corridor is under serious consideration, and it's laughable.</p>		<p>Reducing congestion, Engineering/Construction, Safety</p>	

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

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10/30/2019	Web	Go with the logical option. Expand the Bay Bridge.	Please do not tear through our community. The Mayo Peninsula is not well suited for the amount of traffic that a bridge would bring. Our local Volunteer Fire Department is already stretched thin with outdated equipment. We do not have the resources in our community as is and building a bridge would be detrimental to us. It would also require the lanes be widened which would displace residents. My home is on [Address Redacted].	Safety, Environmental impacts, Community/Development impacts	
10/30/2019	Web			Environmental impacts, Community/Development impacts, Cost	Please do not consider the Mayo peninsula as a possible location for the bridge. The road is insufficient now for the traffic it bears off and onto the peninsula. Also, the Beverly triton Park is an extremely fragile ecosystem that still has salt water ponds. The costs to upgrade the road would be astronomical. Can't another tier be put on one of the spans at sandy point? Or restructuring the ez pass lanes so that it's not necessary to slow down? They have high speed ones in New Jersey, Virginia, etc. That would definitely help keep the traffic moving.
10/30/2019	Web	I cannot believe anyone would want to add further congestion to an already EXTREMELY congested area in Edgewater! The Mayo Peninsula is not equipped to handle your proposed option in any way shape or form!	Corridor 8 in the Mayo peninsula will negatively impact an already over built and congested corridor! As well as impact the wildlife !	Reducing congestion, Environmental impacts, Community/Development impacts	Who came up with this study and what planet do they live on because they are totally out of touch with the real day to day living on the Mayo peninsula!!
10/30/2019	Web	I am disappointed to see that the Route 4 alternative through Calvert County has been removed. The areas in Anne Arundel County are already extremely congested, and Corridor 8 especially is highly residential.	Corridor 8 is a horrible option. Anyone who has driven down the Mayo peninsula along 214 East would laugh at the idea of putting a Bay bridge alternative in such a residential area. Beyond the South River High School, 214 is extremely narrow with very little shoulder on each side before you are in the front yards of neighbors. We	Safety, Environmental impacts, Community/Development impacts	Remove Corridor 8 from consideration.

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
			already have an extreme amount of congestion due to development, and emergency vehicles already have difficulty responding in a timely manner due to the road restrictions. There is simply no room to create a bigger road or route to another Bay bridge. The environmental impacts in such a delicate area would also be devastating. Corridor 8 should be completely removed from any further discussions.		
10/30/2019	Web		Edgewater/Mayo is already over-run with traffic, the community can not tolerate any more development. #6 makes the most sense for traffic patterns from northern Maryland and VA. It is preposterous that Edgewater was even considered. Our community has been destroyed enough don't ya think?!	Reducing congestion, Safety, Community/Development impacts	Please stop all development in or near the Edgewater/Mayo area. The community is over run with traffic and the natural wooded land is being destroyed. It is not the community it once was, please don't make it any worse. Thank you.
10/30/2019	Web	Only another bridge at the same place as the current ones makes any sense. The Mayo Peninsula is way too fragile already and cannot handle the infrastructure of highway and bridge approach or the traffic. Residential areas and parks would be destroyed. Railroad tracks for commuters and double decker bridge for cars are what are really needed.		Reducing congestion, Environmental impacts, Community/Development impacts	Include railroad tracks for commuters.
10/30/2019	Web		Stay with #7. I oppose #8 because the Mayo peninsula is much too narrow to put a span from the Western shore to Eastern shore. You would absolutely destroy the Mayo peninsula if you choose this corridor.	Environmental impacts, Community/Development impacts, Cost	
10/30/2019	Web	It makes absolutely no sense to put a 3rd crossing through the Mayo peninsula. The current infrastructure already does not support the local traffic. After attending planning		Reducing congestion, Environmental impacts, Community/Development impacts	The most economical and shortest route would be through Calvert County to the Eastern Shore.

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

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		meetings to improve Rt. 214 to accommodate the expected traffic increases in the next 40 years (WITHOUT a bridge crossing), I learned that even if all the proposed improvements to the road are made (unlikely to happen), the road will be LESS functional than it is now. How can anyone think you could add bridge traffic on top of that?			
10/30/2019	Web	Hurry up and build something	Whichever provides most relief for traffic and can be built the fastest	Reducing congestion, Environmental impacts, Community/Development impacts	Speed this process up! Traffic is overwhelming!
10/30/2019	Web	I believe that Corridor 7 is the best presented option	Corridor 8 is in no way, shape, or form able to accommodate any increase in traffic. Mayo Rd and Central Avenue can't even accommodate the people that live here already! I live off of Mayo Rd and deal with backups daily. The peninsula is over developed and the present roads are inadequate. When there are accidents (which there would be more of if Corridor 8 was implemented), residents cannot get to their homes and have been stranded on 214 for extended periods of time. This would also devastate Beverley Beach. Edgewater and Mayo cannot handle this volume of traffic. If Corridor 8 is implemented, I will have no choice but to sell my home.	Safety, Environmental impacts, Community/Development impacts	
10/30/2019	Web	Option 8 would literally destroy the Mayo Peninsula, which is already overcrowded with homes and traffic. This cannot be considered a realistic option. There are no highways, and there is not enough land to widen the existing roads. This is a BAD idea.		Reducing congestion, Safety, Community/Development impacts	Option 8 would increase traffic on the Mayo Peninsula, which would have the EXACT OPPOSITE intended.

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
10/30/2019	Web	I feel if a bridge needs to be built, it should be expanded at the current location.	If a bridge needs to be built Corridor 7 where there already is a bridge is the most logical choice.	Environmental impacts, Community/Development impacts, Cost	
10/30/2019	Web	Please not in Mayo! Roads are already congested enough and we need to protect this fragile ecosystem! Bridge should be next to existing bay bridge		Reducing congestion, Environmental impacts, Community/Development impacts	
10/30/2019	Web	Build another three lane span just south of the existing 2 lane span. It can be dedicated to eastbound traffic. The existing three lane span can be dedicated to westbound traffic. The existing two lane span can be used for east/west switching depending on time of day/demand.	They all look like at least two bridges will need to be constructed. (Bay and 2nd body of water or land) 7 is the best because it is the shortest. 8 puts it past my house. Route 50 is already built and can handle the traffic. We know it can because we know the bridge is the bottleneck and not the roads leading to/from. Consider adding "at speed" toll collection and moving the cash booths further inland.	Reducing congestion, Environmental impacts, Community/Development impacts	Pick #7. Get it funded. Build. Consider a ferry service from Chesapeake Beach to Cambridge to alleviate further congestion. Model it after the Cape May-Lewes Ferry service.
10/30/2019	Web		If Corridor 8 is used as the bridge crossing it will absolutely wipe out the community of Mayo. It would have devastating effects to residents especially those who have spent their life in this community. This crossing will also DESTROY the environment in the area. Killing off many endangered species and destroying protected lands. It is hard to believe that in an effort to eliminate traffic and inconvenience such a drastic action would be taken against an entire community of tax paying citizens.	Safety, Environmental impacts, Community/Development impacts	
10/30/2019	Web	The traffic in the Edgewater/ Mayo Peninsula is already horrific. Adding more traffic can endanger the lives of people who live here if emergency vehicles are not able to get through. There are many areas where there isnt even a shoulder to pull over on. Please do not go with option 8!		Safety, Environmental impacts, Community/Development impacts	

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
10/30/2019	Web	Only 3 alternatives seems short-sighted for what will be the most major infrastructure project Maryland has attempted in decades. And Corridor 8 is a paper tiger. Should not even be considered for further analysis.	Corridor 8 through the Mayo peninsula should be dismissed from further analysis. The land use, noise, and traffic impact on this small and densely populated residential area would be significant and unacceptable. The residences have little setback from the 2 lane road with no shoulders; the amount of eminent domain required to expand the roadways would be unprecedented and would destroy the Edgewater/Mayo communities that already struggle with local traffic, safety, and emergency services.	Reducing congestion, Safety, Community/Development impacts	Notices of meetings, study availability, and comment periods should be mailed to every landowner within at least 5 miles of the affected corridors, and posted in local newspapers, as not to disenfranchise environmental justice communities and older landowners who do not monitor the internet. Even as agencies transition to electronic publications, most federal agencies still mail notices in hardcopy for infrastructure that may involve takings of private land.
10/30/2019	Web	I notice that there are no alternatives outside of Anne Arundel county ... WHY NOT????????? Your NEEDS STUDY ITSELF IS FLAWED!!! based on FALSE objectives.	If you even have to do it at all, which is HIGHLY DOUBTFUL, Make it a double layer bridge, choice 7. The corridor is already established.	Environmental impacts, Community/Development impacts, Cost	YOU ARE PLANNING ON RUINING OUR COMMUNITY FOR THE SAKE OF MORE BUSINESS IN OCEAN CITY. I hate the establishment for even considering that! I will use any means necessary to protect my peninsula from your inappropriate GREED in this UNecessary taxpayer expenditure. To put that road in, you will basically be WIPING OUT our businesses and homes ... That you would even think that bulldozing our life -- school, general store -- YOU WOULD DEVISTATE thousands of lives and our LAND AND NATURE. The Mayo Peninsula isn't even as wide as what you need in some locations. This makes me sick!!
10/30/2019	Web	The #8, Mayo, crossing is a horrible choice!! This peninsula can NOT handle the traffic and impact. This is not a choice.	#8 the Mayo crossing is NOT a good choice. This area is on a peninsula and does not offer side roads for the locals.	Reducing congestion, Environmental impacts, Community/Development impacts	Take the Mayo selection off of the choice list. It is not viable.
10/30/2019	Web		Plan 8 runs right through Mayo. As it is now, a 10 minute ride to Annapolis can take up to 30 with our current congestion. We have a beautiful, rural area. Introducing so much more traffic and destruction of the environment would be devastating to an area I have grown up in. Please consider using the existing Rt 50,	Safety, Environmental impacts, Community/Development impacts	Mayo needs to stay the small town that it is. Building a major road through it will cut off the communities.

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

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			and build an additional bridge next to the current ones.		
10/30/2019	Web	Corridor #8 is ridiculous. The Mayo Peninsula should not even be considered. This idea would totally ruin the pristine parks that are vital to keeping the bay and estuary healthy. Not to mention that we on the Mayo peninsula would lose our way of life.	Corridor #8 is ridiculous. The Mayo Peninsula should not even be considered. This idea would totally ruin the pristine parks that are vital to keeping the bay and estuary healthy. Not to mention that we on the Mayo peninsula would lose our way of life.	Safety, Environmental impacts, Community/Development impacts	It seems to me that the most rational solution is to enlarge the are ready standing bridges.
10/30/2019	Web	The best choice would be for Corridor 7, where the infrastructure in the surrounding area is already in place to handle to amount of traffic everyday that will use it. Corridor 6 would be the next choice, since traffic from Blatimore should be a main consideration, Corridor 6 being the most northern option.	Corridor 8 is a ridiculous and illogical option, as it goes through the Mayo Peninsula on Rte 214, a tiny 2-lane road. Rte 214 has critical area in some places, and houses right on the road on most of it through the Peninsula. This is a ridiculous proposal. There is NO WAY this Peninsula or Rte 214 can support the amount of traffic a bridge like this would create.	Reducing congestion, Environmental impacts, Community/Development impacts	
10/30/2019	Web			Reducing congestion, Community/Development impacts, Cost	
10/30/2019	Web	It makes the most sense to create another bridge by the current bridges. This would facilitate options for directing traffic to lanes on the other bridges in case of accidents that would mandate lane or bridge closures. Adding a 3rd bridge in a different location would make it impossible to redirect traffic in an efficient manner.	Corridor 8 through the Mayo peninsula is not a viable choice. The peninsula is narrow and heavily populated along the existing route 214. The highway that would lead to a new bridge would necessitate the destruction of many homes as well as an environmental impact on the rivers and of course the Bay.	Reducing congestion, Environmental impacts, Community/Development impacts	
10/30/2019	Web		It would be ridiculous to go with Option 8. Route 214 through the Mayo Peninsula is a one lane road in each direction, with little or no room for expansion. Flooding along the route is frequent. The size of the bridge would be twice that as option 7, therefore the cost would be at least twice as much.	Reducing congestion, Community/Development impacts, Cost	

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
10/30/2019	Web	Not in Mayo. We have lovely communities and this would destroy our way if life.	None are good. To close bto current bridge. Should have been more North or south to provide true alternatives.	Reducing congestion, Community/Development impacts, Other: Not in AA COUNTY OR MAYO	Not in Mayo. Should have been more North or South of current bridge.
10/30/2019	Web	Why does Anne arundel county have to be the place to put a new bridge. It won't reduce the traffic unless u widen route 50 and the Severn River bridge. Why can't Calvert county be the place to put the bridge.		Reducing congestion, Safety, Community/Development impacts	
10/30/2019	Web	The assumption of the travel points from 50/301 to Queenstown presents false data/conclusions. Most people traveling on holiday/summer weekend are not stopping at Queenstown, but continuing to points east at the Atlantic Ocean. If Salisbury was the second data point, how would the various corridors rank?	Corridor 8 travels down Rte 214. It is currently a 2 lane road with no shoulder with a failing grade for safety. The peninsula itself at its narrowest point is ~2,000 feet wide. If we can't wedge a 4 lane road plus bike lanes on the peninsula to address existing traffic (see recent study on the road), how is something larger going to fit, short of buying up half the houses to make room? Then, at the end of the Mayo Peninsula are two county owned parks, one of which is supposed to be a Nature Park. It will be hard to keep it nature-centric with a freeway and bridge cutting through it. I hope these environmental considerations alone will drop corridor 8 from consideration during Phase 2 of the NEPA.	Reducing congestion, Environmental impacts, Community/Development impacts	The assumption of the travel points from 50/301 to Queenstown presents false data/conclusions. Most people traveling on holiday/summer weekend are not stopping at Queenstown, but continuing to points east at the Atlantic Ocean. The entire trip to their destination ought to be the metric considered. This would also highlight alternatives farther north and south of the corridors 6, 7, and 8 that could be more viable and reduce traffic volume even more. Not that I wish more ensuing development on any other community, but at least Route 4 through Calvert County is already 4-6 lanes wide.
10/30/2019	Web	I believe alternatives that access Baltimore need to be considered. It would better serve the state & the city to have more people with access to all Baltimore offers - athletic events, concerts, casino, aquarium, museums, historic sites, etc. Not to mention, Baltimore is home to some of the best doctors in the world! Let's give people better access to that!	Please choose the #6 option. First, the approaching road (100) is already built to handle heavier traffic (unlike the #8 option t which is mostly a 2-lane road). Second, it would serve a greater number of people. Being closer to Baltimore & Fort Meade, I think a greater amount of commuters would use this path. Third, the Mayo peninsula suffers from flooding, overcrowding, insufficient infrastructure, and much more. We simply	Reducing congestion, Safety, Community/Development impacts	I hope you spend many rush hours watching the traffic in these places & the areas surrounding them. We don't need any more traffic being added to Mayo. Alleviate the current problems by going where it will do the most good. The #6 crossing or one even further north - that's the way to go.

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
			would be leveled if this new crossing happened here.		
10/30/2019	Web		As a resident of the Mayo peninsula, there does not seem to be a way to make Corridor 8 happen without significantly affecting the community in a negative way. Not only will homes essentially be in the way of a major highway, the peninsular already struggles with traffic on a daily basis. One of the beach parks would likely need to be closed to facilitate a span. Home values would likely significantly drop. Mayo rd/Rt 214 becoming a major highway directly in front of South River Highschool would be a disaster for traffic and the number of children that walk to school from Londontowne. Also, this goes right past Mayo elementary. Corridor 7 already has the roadways in place to support another span (Route 50) with room to widen.	Reducing congestion, Environmental impacts, Community/Development impacts	
10/30/2019	Web	The bridge option for Anne Arundel County would be a horrible choice. There is so much critical area that would be hurt. I think a bridge down south, like Calvert County or next to the 2 bridges already there...Thanks	Next to the existing bridges would be the best choice...Thanks	Safety, Environmental impacts, Community/Development impacts	
10/30/2019	Web	I strongly reject the proposal to run through the mayo peninsula (number 8) . This is a delicate ecosystem and running a bridge with the traffic that it will have will destroy it. In addition, the current route (214) will have to be significantly widened to accommodate the traffic. It really makes zero sense. There are no routes farther north to accommodate many people from Pennsylvania and New Jersey that travel across the bridge nor are there any options for those that are coming from farther into south county	None of these are good options. I am really unsure who decided that these are "THE" three best options while the others were eliminated. Did the people who decided even visit areas 6 or 8? How do any of these help alleviate issues for those coming from the northern areas of Baltimore, Pennsylvania etc? How do any of these help to alleviate the traffic for those that are coming from Calvert or Charles counties or even Virginia? None of these options will help. I think that whomever is involved, needs to go back to the drawing board with respective leaders from the	Environmental impacts, Community/Development impacts, Cost	Why were the communities that you put forward not notified to be part of the planning in the first place. It is much harder to come in after the fact to defend our area then it is to be at the forefront of planning. As mentioned I would strongly encourage those that are planning this project to include individuals from the different community associations to go back to the drawing board and rethink this. Also, why is Anne Arundel County the only area being looked at? Why not Calvert?

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
		(including Calvert County). Why have these been taken out of the equation? Also, cost, while none of these options work towards receiving congestion farther north or south, the most economically feasible option is the one that is right next to the existing bridge. (Number 7)	community associations for all plausible options (not just these three) and go back and re look. No one wants this in their back yard but there are definitely detriments to the environment along with costs that need to be considered.		That would relieve not only congestion from those coming from that region but it would also put traffic much farther up to help alleviate issues with Kent Island. It's ok to admit you made an error and rethink the process. Plugging along just to help save face is unprofessional. Let's go back to the drawing board and include individuals that could potentially be affected.
10/30/2019	Web	I believe that the new crossing should be built north of Corridor 6 from Edgemere to Tolchester. This crossing would be less expensive than the others and would impact fewer people because it would traverse through parkland on the western shore and undeveloped farmland on the eastern shore. I do not believe that your traffic forecasts have fully taken into account future development and future traffic. The road from the beltway through Northpoint State Park should be on pillars so that it will not impact existing roadway or traffic. In addition, the bridge should be built within 5 years. No environmental issues should hold the construction up because the environment will recoup itself after the construction is done.		Safety, Community/Development impacts, Cost	
10/30/2019	Web	There is only one sensible option for an additional span across the Chesapeake Bay, and that is at the existing crossing at Sandy Point. The cost and disruption, and destruction of communities and environment to make way for a new bridge at a new location are unacceptable. The traffic issues are primarily related to weekend travel to Ocean City and other beaches. This is by no means a	Corridor 7, at the site of the existing bridge, is the only reasonable location. The booths for Eastbound traffic should be eliminated at once to ease an obvious bottleneck.	Environmental impacts, Community/Development impacts, Cost	A weekend at the beach is not a priority that should outweigh the potential destruction of the Bay shoreline and longstanding communities.

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

DATE	MEDIUM	COMMENTS ON RANGE OF ALTERNATIVES (Personally Identifying Information Removed)	COMMENTS ON CARA (Personally Identifying Information Removed)	THREE FACTORS MOST IMPORTANT IN SELECTING THE PREFERRED CORRIDOR ALTERNATIVE	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
		priority and should dictate construction that will so negatively affect people, communities and the environment. I am frankly astonished that any other other option the the existing site is being considered.			
10/30/2019	Web	I am in favor of adding a third span to the existing Bay Bridge (Corridor 7). This will by far be the most cost effective and the most efficient solution to the traffic problems we face as a community.	Corridors 6 and 8 do not make sense from a cost control point of view, an aesthetic point of view, an environmental point of view, or an effectiveness point of view. Only Corridor 7 makes any sense whatsoever.	Reducing congestion, Safety, Community/Development impacts	
10/30/2019	Web	Neither 6 or 8 have existing road infrastructure leading up to the each new proposed span. Those would seem to be much more expensive propositions in terms of construction costs and eliminations of residences, businesses and natural habitats.	Number 7 already has major roads in place (Route 50) already and 2 existing spans. Adding a 3rd span with that supporting infrastructure is much more sensible than the other 2 locations.	Environmental impacts, Community/Development impacts, Cost	Adding a span in any location is going to reduce congestion to and from the Eastern Shore. Hence, it really is not a factor.
10/30/2019	Web	Hi there, I'd like to voice my support for either the "No build" option of option 7. Both options 6 and 8 would go directly through small communities and nature that should be protected. As a resident of Mayo, I am particularly concerned about option 8 through the Mayo peninsula and the effect it would have on Beverly Beach Triton park. Additionally, Route 214 is not built to handle bay bridge level traffic, and therefore many homes would have to be seized to build the infrastructure to accommodate a bridge. The best option is Option 7, to build an additional bridge (or perhaps a 2-level bridge) at the site of the current bay bridge. Per the government's study, this option would have the greatest impact on reducing traffic and would be the least intrusive	Hi there, I'd like to voice my support for either the "No build" option of option 7. Both options 6 and 8 would go directly through small communities and nature that should be protected. As a resident of Mayo, I am particularly concerned about option 8 through the Mayo peninsula and the effect it would have on Beverly Beach Triton park. Additionally, Route 214 is not built to handle bay bridge level traffic, and therefore many homes would have to be seized to build the infrastructure to accommodate a bridge. The best option is Option 7, to build an additional bridge (or perhaps a 2-level bridge) at the site of the current bay bridge. Per the government's study, this option would have the greatest impact on reducing traffic and would be the least intrusive to the environment and local residents.	Reducing congestion, Environmental impacts, Community/Development impacts	

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

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		to the environment and local residents.			
10/30/2019	Web	I live in the corridor 8 alternative on the Mayo peninsula. There is absolutely no room and it is too densely populated for a highly travelled roadway. The impact on the environment and quality of living in this area would be unbelievable. The only real option in my opinion would be a new bridge next to the existing spans in corridor 7 Or allow Calvert county to carry the burden of the additional traffic. Route 4 has plenty room all the way to Solomons for additional travel lanes without having to acquire huge amounts of residents properties and destroy parkland like in the Corridor 8 proposal.	Corridor 7 is the only choice that makes any sense of the three choices.	Engineering/Construction, Environmental impacts, Community/Development impacts	Corridor 7 is the only choice of the three that makes sense economically in my opinion.
10/30/2019	Web	The most logical option would seem to be Corridor 7; however, knowing many folks would reside on Kent Island I don't think that would be welcome by that community who already has to alter their Thurs-Sun plans from Memorial Day to Labor Day with 'regular' traffic. Given the large influx of PA & OH vacationers to the DE & MD beaches is there no scenario that would work for a bridge span to be developed in eastern Baltimore or Harford Counties?	As someone who lives along the proposed #8 corridor the level of environmental impact as well as the fact that our current roads can't support the uptick in summer travels to our peninsula (as well as the delay our EMT services experience on a regular basis when responding to an emergency) this community can't handle the amount of disruption this new span would create.	Reducing congestion, Environmental impacts, Community/Development impacts	
10/30/2019	Web	The Mayo peninsula is so over crowded already, there is damage being done to quality of life for humans as well as wildlife.	Choice 8 would have a tremendous impact on the environment on BOTH sides of the Bay.	Safety, Environmental impacts, Community/Development impacts	

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

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10/30/2019	Web	I believe option number 7 would be best! Option 8 would be disturbing neighborhoods/communities and environment!	7 is best option 6 is ok But 8 is the worst option.	Safety, Environmental impacts, Community/Development impacts	Please do not continue on with a possibility of option 8 on the plan!
10/30/2019	Web			Safety, Environmental impacts, Community/Development impacts	We live on the Mayo peninsula and this would completely destroy our neighborhood, wetlands, and part of the county park.
10/30/2019	Web	I am opposed to the option of Corridor 8. Currently, the Mayo peninsula does not have the infrastructure to support the large influx of traffic that would occur. Most of our roads are two lane (one each direction) with no shoulders or sidewalks. Resident traffic in this area is routinely congested and to add additional vehicular traffic from non-residents would pose further delays and potential emergency issues.	I am opposed to the option of Corridor 8. Currently, the Mayo peninsula does not have the infrastructure to support the large influx of traffic that would occur. Most of our roads are two lane (one each direction) with no shoulders or sidewalks. Resident traffic in this area is routinely congested and to add additional vehicular traffic from non-residents would pose further delays and potential emergency issues.	Reducing congestion, Environmental impacts, Community/Development impacts	
10/30/2019	Web			Reducing congestion, Environmental impacts, Community/Development impacts	please take some pressure off of the residents that live in Anne Arundel county.
10/30/2019	Web	I feel that all the alternatives will be another nuisance to Anne Arundel County. The amount of traffic that goes through several parts of Anne Arundel County is overwhelming and unfair to the people that live and work here. It's not only beach traffic, now it's traffic on Route 100 because of Arundel Mills and the casino that is starting to look like a mini Vegas. Let another county's water way handle the traffic and pollution and did construction of wildlife/environment. We pay taxes here and have the right to a community that doesn't have	It's my opinion that none of these corridors should have the burden of a bridge. I live in the Mayo area of Anne Arundel county and this small area and the surrounding area can not withstand the additional traffic we already have the Bay Bridge near us and have to deal with that traffic headache. Put the bridge in a different county maybe closer to DC or VA	Reducing congestion, Environmental impacts, Community/Development impacts	I live in The Mayo Peninsula of Anne Arundel County. This area has become so overpopulated with the over building of new home construction. I work in Columbia MD and drive on 100 (a traffic nightmare near Arundel Mills) and 97 another traffic nightmare with travelers heading towards the Bay Bridge. When I exit at 665 Aris T Allen the traffic towards Edgewater and Mayo is just as out of control. A 15 minute ride from the exit to the Mayo area takes me 40 minutes! I can't even imagine what it would be if there would be a bridge built near here. One of the issues is that there is one way in and out. So this means that the tax paying citizens living in the area would

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

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		thousands and thousands of vacation travelers going through it.			have to face even more traffic and pollution and not to mention the destruction of the environment and wildlife which have already suffered from the over building. I moved from Howard County because of the over building and over populated area and schools thinking we were moving to a peaceful area near the water and now that is all be destroyed by greed of the county. Think about your parks and water. This is supposed to be an environmental area. The bottom line is that this area is way to small for all the additional traffic. We already have the Bay Bridge, build another bridge in a different larger location. It's not fair to these small communities to have their neighbors ruined. We pay just as much taxes as anyone else and deserve to have a peaceful and safe neighborhood. Please reconsider other options.
10/30/2019	Web	I oppose option 8 of running a Bay Crossing through Edgewater - do not destroy the peaceful, park environment I enjoy as my home on the Mayo Peninsula!	I oppose option 8 of running a Bay Crossing through Edgewater. The crossing in Edgewater would destroy the quite, serene setting of the Mayo Peninsula. It would run through park land which includes TWO public beach parks and there are very few public beach areas in Anne Arundel County. Building near the existing Bay Bridge, option 7, or reopening discussion of a crossing further North, closer to Baltimore, is what I recommend.	Reducing congestion, Environmental impacts, Community/Development impacts	I think the study made a mistake in not considering options further North of Baltimore.
10/30/2019	Web	This is very critical Bay Area at the Mayo Peninsula, we already have over capacity for traffic and schools. not to mention another 500 homes that will be built our roads can't handle any more. The fire and police have a hard time responding on the narrow roads in our communities. Why not build a local only lanes like the Wilson bridge		Safety, Environmental impacts, Community/Development impacts	They have not driven a road in mayo to see how the roads are

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

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		has to by pass the thru traffic on other lanes. Alongside the east bound lanes			
10/30/2019	Web	MAYO will not be an option... Do the right thing and build a better bridge in the current location or force people to use EZ Pass to cross the Bay Bridge. You would have to buy to many people out and move an Elementary school due to safety concerns.		Environmental impacts, Community/Development impacts, Cost	Study is speculative and not real proven data points.
10/30/2019	Web	There needs to be a 3rd bridge added to current bridge or add a top deck to make the current bridges double decker bridges. Since Route 50 is already built this will not destroy neighborhoods, should not cost as much as plan 6 and 8. Route 50 can be reconfigured so that the Kent Narrows communities can navigate through their areas with impact from beach traffic.	No 8 should be totally out of the question. Where you want to bring the bridge ashore in Edgewater is a neighborhood with tiny 2 lane roads. There is not enough land/space to add a highway to handle the traffic. The roads already on the Mayo Peninsula cannot handle the current traffic with all the homes that are being built. To add a highway to support a new bridge, families would loose their homes, children would loose their neighborhoods. This would most likely cost a lot more than adding to the current bridge.	Safety, Community/Development impacts, Cost	Please think about the children before destroying neighborhoods and communities.
10/30/2019	Web	What a total disaster it would be if there is widening of route 214 and construction of a huge bridge complex on the Mayo peninsula to satisfy traffic concerns getting to Ocean City. Simplest solution is another span where the current Bay Bridge is located. This would ruin Beverly Beach and Mayo Beach parks.		Engineering/Construction, Environmental impacts, Community/Development impacts	
10/30/2019	Web	If needed, expand the current bridges or add another span. Stop impacting the environment and neighborhoods. Putting a highway through Mayo Peninsula and Saint Michaels has various significant impacts not only to the environment but to people, families and neighborhoods. People matter. Nature matter. Ways of lives	Enough damage is already done with 50/301. Keep it contained and expand there.	Engineering/Construction, Environmental impacts, Community/Development impacts	

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

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		matter. Run a ferry system. Washington State does it and it works. People commute to work with the ferry as a part of their daily commute. Be smart.			
10/30/2019	Web		Don't recommend Alternative 8 - over populated communities with major traffic issues already.	Reducing congestion, Environmental impacts, Community/Development impacts	My opinion, there seems there would be less impact to communities, if another bridge was added next to existing bridges.
10/30/2019	Web	Anyone who has traveled on the Mayo Peninsula would never consider it a viable option. There is one lane in and one lane out. There is substantial daily traffic already on the peninsula from residents and people traveling here for school or work. Most importantly in an emergency situation, many people could become stranded and their are no other routes off the peninsula. This poses serious public safety issues. It could even be impossible for emergency vehicles or personnel to get onto the peninsula.		Reducing congestion, Safety, Community/Development impacts	
10/31/2019	Web	Needs to be further south		Engineering/Construction, Safety, Community/Development impacts	
10/31/2019	Web	Fine	The only thing that makes any sense is #7 with the current bridge. Re-routing traffic through neighborhoods is crazy.	Environmental impacts, Community/Development impacts, Cost	
10/31/2019	Web	We are opposed to the option of bay bridge alternative through Edgewater (corridor 8). It will ruin our quiet/serene peninsula. It will create significant traffic throughout our neighborhoods causing challenges in getting to and from our homes as well as difficulties with guest visits. We prefer option 7 parallel to the current bay bridge since this		Reducing congestion, Engineering/Construction, Community/Development impacts	See comments above

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

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		commute/pattern is already accustomed to the volume of traffic.			
10/31/2019	Web	214 is too small and narrow to handle the extra traffic.	#8: Too much traffic on local Rte 214	Reducing congestion, Safety, Community/Development impacts	The additional traffic would be disastrous to Mayo, Edgewater, and Beverley Beach.
10/31/2019	Web	Option 8 should not even be considered. It involves building off the Mayo Peninsula, an area that has been battling increasing traffic and safety concerns for years. There is only one, one lane road on and off of the peninsula. A project of this size would obliterate the quality of life here for residents and the environment.	Corridor 8 should not be an option. Building a bridge here would be catastrophic to the Mayo Peninsula in terms of traffic, the environment and the quality of life for residents. Many homes and businesses would need to be destroyed to accommodate a road bigger than the one, one lane road we now have. It is absolutely absurd that it is even being considered.	Safety, Environmental impacts, Community/Development impacts	Do not pick corridor 8. A third span at the current location is the only reasonable option, assuming that it isn't possible to build a double deck on the current bridges.
10/31/2019	Web	The range seems reasonable considering the limited number of crossing points	Option 8 seems illogical for several reasons. 1. It is by far the longest, deepest and most expensive crossing. 2. It will place no less than 6 public and private schools directly on a major heavily travelled highway. 3. It would significantly and adversely impact the peninsula and disrupt the environment of the Bay by eliminating much of the natural filtration of trees. 4. The peninsula is too narrow to effectively accommodate a 4 or more lane road and the traffic it would bring, as the traffic is already choked by a one lane road. 5. It would render this narrow peninsula uninhabitable, displacing a significant number of the 8000 current residents.	Environmental impacts, Community/Development impacts, Cost	
10/31/2019	Web		Please, please reconsider corridor 8 as a viable option . The communities affected are not equipped to handle such extensive increase in traffic. The environmental implications are also severe in that much of the land is critical Chesapeake Bay swamp land that will suffer greatly from dramatic construction efforts and debris as well as pollution that will occur from steady flows of traffic and the humans driving that will discard trash. The best option to reduce	Safety, Environmental impacts, Community/Development impacts	

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

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			environmental and community impacts would be a third span on the established Bay Bridge.		
10/31/2019	Web	It would seem to make sense to have the bridge farther south, at more of a midpoint between the two existing bridges. I do not understand the reason for having another bridge so close to the existing bridge. I do not see how that would reduce congestion, unless it was alongside the existing bridge to thin out the traffic there. But it does not help those who live midway down the shore to get across the bay.	I can speak on the Mayo peninsula option going down the 214. This is a very environmentally sensitive peninsula, with protected land that you cannot develop on. It is land that is in the critical area, and is vital to protecting the health of the bay. Also, because there is so little width along the peninsula, you would need to displace a very large number of people from their homes. It just seems to make absolutely no sense whatsoever.	Reducing congestion, Environmental impacts, Community/Development impacts	Consider an area that is more at the midpoint between the two existing bridges, that already has roads that can handle the traffic, so fewer forests and homes would need to be displaced
10/31/2019	Web			Reducing congestion, Safety, Community/Development impacts	
10/31/2019	Web	Cost should not be the only consideration in the new bridge placement. The Annapolis area already suffers from bridge traffic - and others could benefit from it being in a different location. Where does not of the BB traffic heading east come from? Heading west? Depending on that, I would go with option 6 or 8.	Cost should not be the only consideration in the new bridge placement. The Annapolis area already suffers from bridge traffic - and others could benefit from it being in a different location. Where does not of the BB traffic heading east come from? Heading west? Depending on that, I would go with option 6 or 8.	Reducing congestion, Environmental impacts, Community/Development impacts	
10/31/2019	Web	I am in shock that the Mayo Peninsula is even being considered as a potential location for the third Bay Bridge crossing. There have been inadequate county and state resources made available to the residents for years and the infrastructure is not in place to handle that kind of traffic. Many people moved to this region for the quiet and nature this area provides and if a Bay Bridge Crossing is implemented, it will take that away and add traffic, construction and chaos to this otherwise peaceful town.		Safety, Environmental impacts, Community/Development impacts	

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

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		I oppose the Mayo Peninsula crossing and kindly that the state not disrupt our beautiful community when there are other viable options including adding a third span where the bridge is already in place.			
10/31/2019	Web	I think Gov Hogan is correct. The only viable additional crossing seems to be expanding the existing bridge. That location is the only area that could even come close to absorbing traffic that would make crossing the bay more efficient. The other alternatives are simply not viable to absorb any amount of volume that would significantly alliviate the current volume over the Bay Bridge.	How would 8 possibly work???? Yesterday a truck broke down on Rte 424 - which would be a major feeder road to the proposed bridge - and traffic was backed up for over 5 miles. Rte 214 would not be able to handle any where near the volume of traffic that would enable the current crossing real relief. And 214 travels exclusively through residential neighborhoods which would be disrupted to extent there would be a public safety issue as emergency vehicles would be significantly impacted during heavy traffic times. The road would need to be widened 6 times what is is today and there are bound to be emminet domain issues along the entire road, not to mention significant disruption to the environment. This is lunacy.	Reducing congestion, Safety, Community/Development impacts	

DATE	MEDIUM	COMMENT
1-Oct	Email	In case you haven't had enough negative response to the suggestion of an additional bay bridge from Mayo/Rt. 214, across the southern tip of Kent Island to Saint Michaels, here is a resounding NO WAY, THAT'S A RIDICULOUS IDEA! Rt. 214 is a windy, 2-lane, already backed-up sub par road with no shoulders, no room for emergency vehicles to get by. It is under water in several places during and after any significant rainfall. Houses line the road - it is entirely a residential area for its length, except for churches, on a narrow fragile peninsula. 214 winds through non-tidal wetlands and a preserved (POS) nature park -- are you really going to elevate the road as Rt. 50 is through Kent Island????????? I hope this was a joke, just make in order to come up with a required 4 possibilities. But a bad joke. [Name Redacted]
2-Oct	Email	MDTA,

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

DATE	MEDIUM	COMMENT
		<p>Below is my comments on the Bay Bridge Study.</p> <ol style="list-style-type: none"> 1. 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? 9. 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?
3-Oct	Email	<p>Greetings: I would hope MDOT would Study a Car Ferry System from Chesapeake Beach, Maryland to Oxford or Cambridge, Maryland.</p> <p>A Ferry could utilized be to help implement Mass Transit (Bus) from Cambridge to Ocean City / People Park, Walk, or Bike on the Car Ferry.</p> <p>A Southern Bay Crossing / Chesapeake Beach-Cambridge Car Ferry would Draw Wash DC & VA Traffic Away from Cape St Clair Bay Bridge.</p> <p>MDOT needs this Study to Not Only Look at a Future Bay Bridge but how to Eliminate Cars from the Highways with Mass Transit Bus to O.C.</p> <p>Look at Models around the country like the Long Island Ferries, Seattle Puget Sound Ferries, Cape May Ferry, & the Cape Cod, MA Ferries.</p> <p>Thanks for Your Attention,</p> <p>[Name Redacted] [Address Redacted] [Phone Number Redacted]</p>
3-Oct	Email	Northern route!
3-Oct	Email	<p>Hello –</p> <p>I'm a reporter at WAMU, NPR's Washington news station. My colleague [Name Redacted] gave me your email.</p> <p>Would you please tell me what you are planning to discuss at tonight's open house?</p> <p>Also, do you have any thoughts on how MDOT can reduce congestion and avoid the hours-long backups on the Bay Bridge?</p> <p>My deadline is today at 2:30. Thank you.</p> <p>Yours,</p> <p>[Name Redacted] Reporter [Phone Number Redacted]</p>

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

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		[Email Redacted] wamu.org WAMU 88.5 American University Radio We're live. We're local. We're Washington's NPR news station.
3-Oct	Email	I just reviewed the slides and noticed the following bullets for Corridor 6... Question – how exactly can corridor 6 NOT relieve congestion on non-summer weekdays, yet also reduce backups on non-summer weekdays? Those 2 statements are in direct conflict. Which is it? Will corridor 6 help relieve congestion/backups on non-summer workdays or not?
3-Oct	Email	[Name Redacted]: The attached letter appeared in the Easton Star Democrat newspaper last week. <div style="text-align: center;"> <h3 style="margin: 0;">Why not open military tunnels?</h3> <p style="font-size: small; margin: 0;"> stardem.com/print/lettereditor/why-not-open-military-tunnels/article_f7b2e583-bbeb-59f7-abb5- </p> <p style="text-align: right; margin: 0;">September 4, 2019</p> </div> <p>Conspiracy! In the current discussion over a new Bay Bridge, I'll never understand why the State of Maryland doesn't petition the Defense Department to open the fabled Chesapeake Bay Military Tunnels from the Calvert Cliffs Nuclear Power Station to Taylors Island, integral to President Eisenhower's National Defense Highway System (the "Interstate"). Excavated and built in the late '50s, it was considered by both Ike and President John F. Kennedy as too critical to military defenses, and so was kept secret and never opened to the public. This gem of engineering features bi-directional tunnels, each having three lanes, high enough to accommodate transports carrying the enormous missiles of their day — which could make possible double-decker reconstruction for six automobile lanes in each direction per tunnel. With such a plan, passenger bus, truck and commercial semi-trailer traffic could be confined to the existing Bay Bridges. I am aware, of course, of exemptions necessary from the National Park Service to extend such a highway through excess saturation properties in the Blackwater Preserve, but am sure President Trump would have no objection. But aye, here's the rub: The Defense Department is loathe for any recollection of the tunnel to eke out. Elder journalists have admonished me to be wary of my simple proposal, recounting visits to their doors by unnamed intelligence service personnel during their heyday. Could it be the Defense Department, indeed the military industrial complex, is hiding unknown laboratories and unimaginable WMDs in the tunnels? What unknown monstrosities lurk beneath the waters of our beloved Bay? I say it is time for an accounting, and for us to proceed with the reconstruction of the renamed Chesapeake Bay Island Holiday Tunnels. As I am a simple retired priest, the economic bonanza lay beyond my wildest imagination. Modesty constrains me.</p> <p style="text-align: center;">THE RT. REV. JOEL MARCUS JOHNSON</p> <p style="text-align: center;"><i>Easton</i></p>
3-Oct	Email	Bay Bridge Crossing Study: The attached letter appeared in the Easton Star Democrat newspaper last on October 11, 2019. If access can be obtained from the Federal authorities, \$ Billions could be saved if a third Bay Bridge need not be built. Please see attached article from the September 11th Star Democrat newspaper. [Name Redacted], [Address Redacted] Please pass on to Governor Hogan. [Name Redacted]

DATE	MEDIUM	COMMENT
		<p align="center">Why not open military tunnels?</p> <p align="center">  stardem.com/print/lettereditor/why-not-open-military-tunnels/article_f7b2e583-bbeb-59f7-abb5- </p> <p align="right">September 4, 2019</p> <p>Conspiracy! In the current discussion over a new Bay Bridge, I'll never understand why the State of Maryland doesn't petition the Defense Department to open the fabled Chesapeake Bay Military Tunnels from the Calvert Cliffs Nuclear Power Station to Taylors Island, integral to President Eisenhower's National Defense Highway System (the "Interstate"). Excavated and built in the late '50s, it was considered by both Ike and President John F. Kennedy as too critical to military defenses, and so was kept secret and never opened to the public. This gem of engineering features bi-directional tunnels, each having three lanes, high enough to accommodate transports carrying the enormous missiles of their day — which could make possible double-decker reconstruction for six automobile lanes in each direction per tunnel. With such a plan, passenger bus, truck and commercial semi-trailer traffic could be confined to the existing Bay Bridges. I am aware, of course, of exemptions necessary from the National Park Service to extend such a highway through excess saturation properties in the Blackwater Preserve, but am sure President Trump would have no objection. But aye, here's the rub: The Defense Department is loathe for any recollection of the tunnel to eke out. Elder journalists have admonished me to be wary of my simple proposal, recounting visits to their doors by unnamed intelligence service personnel during their heyday. Could it be the Defense Department, indeed the military industrial complex, is hiding unknown laboratories and unimaginable WMDs in the tunnels? What unknown monstrosities lurk beneath the waters of our beloved Bay? I say it is time for an accounting, and for us to proceed with the reconstruction of the renamed Chesapeake Bay Island Holiday Tunnels. As I am a simple retired priest, the economic bonanza lay beyond my wildest imagination. Modesty constrains me.</p> <p align="center">THE RT. REV. JOEL MARCUS JOHNSON</p> <p align="center"><i>Easton</i></p>
3-Oct	Email	Please see attached letter which appeared in the October 11, 2019 Easton Star-Democrat newspaper. Perhaps our Maryland Congressional delegation could affirm or refute this story. [Name Redacted], [Address Redacted]

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		<p align="center">Why not open military tunnels?</p> <p align="center"><small>stardem.com/print/lettereditor/why-not-open-military-tunnels/article_f7b2e583-bbeb-59f7-abb5-September 4, 2019</small></p> <p>Conspiracy! In the current discussion over a new Bay Bridge, I'll never understand why the State of Maryland doesn't petition the Defense Department to open the fabled Chesapeake Bay Military Tunnels from the Calvert Cliffs Nuclear Power Station to Taylors Island, integral to President Eisenhower's National Defense Highway System (the "Interstate"). Excavated and built in the late '50s, it was considered by both Ike and President John F. Kennedy as too critical to military defenses, and so was kept secret and never opened to the public. This gem of engineering features bi-directional tunnels, each having three lanes, high enough to accommodate transports carrying the enormous missiles of their day — which could make possible double-decker reconstruction for six automobile lanes in each direction per tunnel. With such a plan, passenger bus, truck and commercial semi-trailer traffic could be confined to the existing Bay Bridges. I am aware, of course, of exemptions necessary from the National Park Service to extend such a highway through excess saturation properties in the Blackwater Preserve, but am sure President Trump would have no objection. But aye, here's the rub: The Defense Department is loathe for any recollection of the tunnel to eke out. Elder journalists have admonished me to be wary of my simple proposal, recounting visits to their doors by unnamed intelligence service personnel during their heyday. Could it be the Defense Department, indeed the military industrial complex, is hiding unknown laboratories and unimaginable WMDs in the tunnels? What unknown monstrosities lurk beneath the waters of our beloved Bay? I say it is time for an accounting, and for us to proceed with the reconstruction of the renamed Chesapeake Bay Island Holiday Tunnels. As I am a simple retired priest, the economic bonanza lay beyond my wildest imagination. Modesty constrains me.</p> <p align="center">THE RT. REV. JOEL MARCUS JOHNSON</p> <p align="center"><i>Easton</i></p>
3-Oct	Email	But btw, what about first trying full speed epass and license plate scanners to ease the traffic backups.
3-Oct	Email	GO NORTH!
3-Oct	Email	HARFORD COUNTY!
3-Oct	Email	<p>MDTA, Your response to my comments was:</p> <p>“We have identified a reasonable range of corridors to be evaluated further using broad-scale engineering and environmental information. Data indicates that three preliminary corridor alternatives could have a positive impact on traffic and are the only corridors to sufficiently meet the purpose and need in accordance with the National Environmental Policy Act (NEPA). The study also looks at modal and operational transportation methods including ferry service, bus rapid transit, rail transit and transportation systems.”</p>

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

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		<p>But your study doesn't answer future traffic problems to Anne Arundel County. Example: Your email mentions the NEPA to meet the purpose and need for the "three preliminary corridor alternatives". I say that these corridors will NOT alleviate the traffic problems that already exists in Anne Arundel County (AAC) today and not long term solution to traffic problems in AAC. So will Marylanders pay for other crossing now or pay for the crossing later? THINK FUTURE Chesapeake Bay crossing and not short term solutions. 😞🗨️</p> <p>[Name Redacted] [Address Redacted] [Phone Number Redacted] Sent from my iPhone</p>
3-Oct	Email	<p>Dear MDTA, In my community Pasadena corridor 6 you want to put a bay bridge. This doesn't seem environmentally friendly because you are destroying a park that has over 200 acres of land. On a regular day we can't handle traffic. There is always a car accident or traffic and a bridge would make it even worse. This means our area will not handle traffic. You would destroy homes and businesses. Our community does not like the idea at all. You will destroy the church I go to. This is not right. You should add on to the existing bay bridge maybe even make it a double decker bridge. It will also impact my school Bodkin Elementary where I am a 4th grade student by causing the buses to be late. This means Corridor 6 is not a good place to build a bridge.</p> <p>Sincerely, [Name Redacted] [Email Redacted]</p>
5-Oct	Email	<p>How do I get a copy of Corridor 8 map?? I do not see one on your website.</p> <p>Thank you . [Name Redacted]</p>
7-Oct	Email	<p>QAC Commissioners:</p> <p>The attached letter appeared in the Easton Star Democrat newspaper on or about October 11,2019. Perhaps Rep. Andy Harris or Senators Cardin and Van Hollen can check out this rumor. I asked the Star-Democrat newspaper which published the attached letter to check out the attached tunnel story; haven't heard anything. If such a tunnel does exist, perhaps access can be obtained from the Federal authorities, \$ Billions could be saved if a third Bay Bridge need not be built. Please see attached article from the September 11th Star Democrat newspaper. [Name Redacted], [Address Redacted] Please pass on to Governor Hogan. [Name Redacted]</p>

DATE	MEDIUM	COMMENT
		<p align="center">Why not open military tunnels?</p> <p align="center"><small>stardem.com/print/lettereditor/why-not-open-military-tunnels/article_f7b2e583-bbeb-59f7-abb5-September 4, 2019</small></p> <p>Conspiracy! In the current discussion over a new Bay Bridge, I'll never understand why the State of Maryland doesn't petition the Defense Department to open the fabled Chesapeake Bay Military Tunnels from the Calvert Cliffs Nuclear Power Station to Taylors Island, integral to President Eisenhower's National Defense Highway System (the "Interstate"). Excavated and built in the late '50s, it was considered by both Ike and President John F. Kennedy as too critical to military defenses, and so was kept secret and never opened to the public. This gem of engineering features bi-directional tunnels, each having three lanes, high enough to accommodate transports carrying the enormous missiles of their day — which could make possible double-decker reconstruction for six automobile lanes in each direction per tunnel. With such a plan, passenger bus, truck and commercial semi-trailer traffic could be confined to the existing Bay Bridges. I am aware, of course, of exemptions necessary from the National Park Service to extend such a highway through excess saturation properties in the Blackwater Preserve, but am sure President Trump would have no objection. But aye, here's the rub: The Defense Department is loathe for any recollection of the tunnel to eke out. Elder journalists have admonished me to be wary of my simple proposal, recounting visits to their doors by unnamed intelligence service personnel during their heyday. Could it be the Defense Department, indeed the military industrial complex, is hiding unknown laboratories and unimaginable WMDs in the tunnels? What unknown monstrosities lurk beneath the waters of our beloved Bay? I say it is time for an accounting, and for us to proceed with the reconstruction of the renamed Chesapeake Bay Island Holiday Tunnels. As I am a simple retired priest, the economic bonanza lay beyond my wildest imagination. Modesty constrains me.</p> <p align="center">THE RT. REV. JOEL MARCUS JOHNSON</p> <p align="center"><i>Easton</i></p>
7-Oct	Email	This has to end!!! I can't go ANYWHERE ANYDAY!! Please figure something out because I can only be late to work so many days. This is affecting our residents so harshly. It's unfair to all of us that you did not have a plan for traffic. We are hurting. Please fix this situation.
7-Oct	Email	<p>Hello -</p> <p>I'm sure the actual study goes into further detail than what has been made public, but I am curious about the assumptions that were made on how a new bridge, connecting directly to the Baltimore beltway, would affect regional traffic patterns, not just traffic volume at the Bay Bridge. How much interstate traffic diverts to Rt. 301 to avoid heavy traffic on I-95? Would increasing the Bay Bridge capacity encourage more traffic to divert from I-95? Where is does the beach traffic come from. The selected alternatives seem to assume that it comes from central AACo. Are there national security issues that should be considered with centralizing the Bay crossing at a single point?</p> <p>Simply adding more lanes to the existing bridge will not solve the problem. An expanded bridge with 8 lanes still needs to narrow back down to the 6 lane highway that feeds it on either end. The Bay Bridge is not the only bottleneck on Rt. 50.</p>

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

DATE	MEDIUM	COMMENT
		<p>The Severn River bridge is even worse. I don't think the engineers fully understand why traffic backs up at that bridge. The vertical profile of the Severn River Bridge is steep enough that the site distance is reduced to almost nothing at the crest, causing drivers to instinctively slow down and adjust to the shorter site distance at the top. This has a wave effect in moderate to heavy traffic and is the true cause of the backups in Annapolis. The Severn River Bridge needs to be rebuilt in a manner that improves the site distance across it, either with a flatter vertical profile or a curved horizontal alignment, in order to improve site distance and facilitate steadier traffic flow. The recent improvements to the Severn River Bridge are barely sufficient for current traffic volumes. Adding lanes to the Bay Bridge without correcting the deficiencies of the Severn River Bridge will be a disaster.</p> <p>Thank you.</p>
7-Oct	Email	<p>I am unable to attend the meeting tonight about the Bay Bridge plans for expansion. It has seemed obvious to me that a third span was needed since moving here in 2003. I can't imagine why it has taken the MDOT so long to figure this out. And, Kent Island being the most narrow spot ---- also, seems to make the most sense. Since it will take years to complete ---- why are they delaying and prolonging the inevitable?</p> <p>And,,,,,in the meantime, making the lanes and EZ Pass process more efficient and less bottle neck would be where efforts should be spent.</p> <p>Let's get a little common sense going!!</p> <p>[Name Redacted]</p>
8-Oct	Email	<p>Hi, I vote for corridor 7 or 8.</p> <p>[Name Redacted]</p>
9-Oct	Email	<p>Ok, so Route 50 thru Annapolis has taken the brunt of all this forever. It's time to consider another option to divert traffic from either Baltimore or DC.</p> <p>Give the people a break!</p>
9-Oct	Email	<p>I cannot find it on your bay crossing study website. What is Anne Arundel County Government's public position regarding the corridor option that adds bridge next to existing two? County positions should be posted on your website. I found Kent and Talbot's.</p>
10-Oct	Email	<p>Good day,</p> <p>I went to the Open House last evening at Kent Island High School. I am interested in reading the completed, entire 35page Tier 1 study. I was given a postcard and told it was available to view and print on-line at BayCrossingStudy.com. That is not true. The study has either been taken down or moved to another location, since I was able to view it in it's entirety approximately 3 weeks ago on-line.</p> <p>Can someone PLEASE email the study to me or email me the link to it, as I would like to read it again.</p> <p>Thank you, [Name Redacted] [Email Redacted]</p>
11-Oct	Email	<p>Probably won't due a bit of good, that bridge project is so far behind that you should be talking about a third bridge. You guys need to get your act together</p> <p>Sent from my iPhone</p>

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

DATE	MEDIUM	COMMENT
11-Oct	Email	Bunch of [Offensive Language Redacted]. Youve had 25 years to study the obvious. The bridge needs to go from St. Marys to Cambridge. End of story. [Name Redacted] [Phone Number Redacted]
11-Oct	Email	this does NOT answer my request for a link to the FULL 35page study, and if by any chance it does, where is it to be found, please??
14-Oct	Email	Why not a tunnel, the new ones can last a 100 years with little maintenance
15-Oct	Email	Hello, Thanks for the presentation at Kent Island HS last week. I'm looking for the files of study info at the website . . . although can't find them. They are available for download, yes? Thank you, [Name Redacted] [Address Redacted] [Email Redacted]
23-Oct	Email	Help...please click the link you have just sent me (https://www.baycrossingstudy.com/) and see where it takes you. Then please tell me where at that site to find/open/read the 35page completed study?? The open houses are basically over, so the schedule doesn't help and I've already attended one. Thanks!
28-Oct	Email	I currently live on the Eastern Shore, and travel frequently over the Bay Bridge when traveling to Annapolis, Washington DC, and Baltimore. I often sit in slow downs, or see them going the other way. While some people suggest the best option is to do noting, I find that alternative unacceptable. If another crossing isn't built over the bay, people aren't suddenly going to stop going to the beach, or DC or Annapolis. Instead what is currently a four mile back-up will become a twelve mile back-up. So I support adding another crossing over the bay. However I feel this should be done in conjunction with a ferry system that is run by the state. As a resident of Rock Hall, there would be a lot of benefits to the town, as well as to residents. A ferry would add an easy and convenient way to cross the bridge, and would increase tourism to Rock Hall as well as Kent County. A ferry would also add a manageable number of cars/ people, so additions to the infrastructure should be minimal. In addition, the ferry could become an attraction itself, with concessions, a buffet, and seats for passengers to enjoy the view. A ferry would allow for flexible destinations, with additional runs added in the busy summer months. I've seen some studies where is has been stated that a private ferry system wouldn't be viable, but I feel that is an unfair comparison. Would the DC Metro system be viable if it was run by a private company, or the Baltimore light rail? But can you imagine traffic in those cities if mass transit didn't exist? There are many successful ferry systems across the country and around the world, and almost all of them are run by a public entity (i.e. Cape May-Lewes Ferry, ferries in Seattle, Sydney, Australia, etc.). Every car/passenger on the ferry is one less car crossing the bay bridge, so it is a win-win by all. Ferries are also a popular and viable means of transportation. Usage of the Lewes-Cape May Ferry has steadily increased, and in 2015 there were over 1 million passengers! (75% were pedestrians). One of the roles of government is to provide for transportation needs. Private companies cannot successfully build roads or public transportation, they need government subsidies.

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

DATE	MEDIUM	COMMENT
		<p>I urge the state of Maryland to take this balanced approach, adding another crossing over the bay to prevent future gridlock, AND instituting ferry service which would also increase tourism and help curb pollution.</p> <p>[Name Redacted] [Address Redacted]</p>
29-Oct	Email	<p>Hello Ms. Lowe,</p> <p>Has there been any thought given to making the new Bay Bridge a double-decker, i.e. SFO/Oakland CA; Verrazano-Narrows, NY; George Washington, NY? I'm certainly not an engineer, but it would seem, if done correctly and safely using all of the newest technologies, that a double-decker may have less of an environmental impact at either end of the structure, as well as be capable of carrying more lanes of traffic in both directions??</p> <p>As for the required, new traffic patterns needed for entrance and exit at both ends, maybe the designers/builders of the above-mentioned bridges would, if they could, make changes in that regard if they were building today. However, these bridges are located in some of the busiest traffic corridors in the US. We did build a space ship to take astronauts to the moon and back and if we're spending lots of tax payer dollars, maybe a double-decker bridge, even with it's additional challenges, could be explored?</p> <p>Although, it may not happen in my lifetime, this is just a thought from a concerned 'Kent Islander' in the path of a likely corridor 7 choice for the new bridge.</p> <p>Respectfully, [Name Redacted] [Email Redacted] [Address Redacted]</p>
29-Oct	Email	<p>Seriously. If it is a real study, you must come to the Mayo Peninsula to see all that will be displaced. This is a backward and ridiculous idea. Certainly more progressive plans can be made. This is thoughtless and destructive to all areas being considered. Even the ancient George Washington Bridge was able to add an upper level half a century ago. The Mayo Peninsula is an area of communities where families thrive. There is no place for this kind of planning</p> <p>Sent from my iPhone</p>
29-Oct	Email	<p>I am writing in response to a bridge to be built off route 2. I do not agree with this making your top three spots. As a Mayo resident I believe the traffic is terrible now with one main road in and out. We have sat in traffic a few times in the last few years where there was a accident and road was shut down. Or fire that had road shut down? Once was for like 7 hours. Another 4. Sending more traffic this way is going to make it worse! Not to even mention the environmental impact this will make to beaches that your so desperate in making public! I think further south would be more ideal considering it's not as built up in some areas like the Edgewater Mayo area. I hope that you truly do your investigating further south so traffic could cross to the shore instead of coming up further.</p> <p>Thank you for your time, Belt residents of Mayo Md</p>
29-Oct	Email	<p>Hi,</p> <p>I attended the public forum in Annapolis last night and would like to thank you very much for providing excellent information. I visited the project website this morning and am wondering if you could please provide some additional information. Specifically, I'm interested to see the Street Light Data, Inc. Origins / Destinations charts for Thursday and Friday summer traffic from 12:00 noon to 5:00 PM, and Saturday summer traffic from 10:00 AM to 5:00 PM. If those specific time frames aren't available, would you kindly provide whatever Origin / Destination data you might have for Thursday, Friday, and Saturday summer traffic?</p> <p>Please feel free to give me a call if you'd like to discuss my request. Would you kindly confirm that you've received this e-mail too please?</p>

**Bay Crossing Study Public Comments
October 1, 2019 – October 31, 2019**

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		Thanks very much, [Name Redacted] [Address Redacted] [Email Redacted] [Phone Number Redacted]
30-Oct	Email	I live in Loch Haven, just off 214 and the path of the proposed new bay crossing. I am very concerned about the amount of new traffic this bay crossing would generate. The recent improvements to 214 have greatly improved the traffic flow, but 214 can just barely handle the amount of traffic we already have. We live on a narrow peninsula, and it seems as though there is not room to build a highway to accomodate the new traffic. What is the plan to move cars along the peninsula to the new bay crossing?
30-Oct	Email	I urgent you to not consider using route 214 as a corridor to crossing the Chesapeake Bay. Not only would this add considerable traffic to an already congested area, it would cause safety concerns for the residents of the area, stormwater management issues and environmental issues. Please do not ruin the charm and family friendly atmosphere of the Mayo Peninsula area. Thank you, [Name Redacted]
30-Oct	Email	To Whom it May Concern: I am a resident of the Mayo peninsula in Edgewater. I am shock to think that the Rt. 214/Mayo peninsula is even being considered as an possible location for the 2nd bay bridge. We cannot even get a passing grade for responses from emergency response vehicles. There are thousands of homes on the peninsula and the environmental impact would be horrendous. I am vehemently opposed to this plan. [Name Redacted] Loch Haven Resident
30-Oct	Email	Not through Mayo.
30-Oct	Email	Hi, It's clear we need another crossing by 2040 or there will be massive traffic congestion based on your analysis. The existing corridor (#7) seems to be the most logical choice as there would less impact to the affected area's by expanding the corridor and putting up a new crossing. The other two Anne Arundel crossings would require new corridors that would be very disruptive to those two western shore communities not to mention the eastern shore residents on the other side. How about ferry service at multiple locations? One north of the existing corridor and one south? Thanks [Name Redacted] [Address Redacted] Sent from my iPad
30-Oct	Email	Hello,

Bay Crossing Study Public Comments October 1, 2019 – October 31, 2019

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		<p>I am writing to express concern over the potential corridor option 8. This would direct traffic down MD214 which is already strained. Minor collisions on MD 214 in Mayo already result in complete gridlock until resolved. Instances where pedestrians have been struck or when gas utility leaks have happened have completely cut access for the residents for hours. I understand that AACO is in the processes of evaluating options to improve 214 on the Mayo Peninsula, but those efforts would be overwhelmingly negated by the selection of this as a site for the new bay bridge span. There already exists the infrastructure to handle mass movement of vehicles along the US-50 (option 7) Corridor. Please build an extra span at the current bay bridge site to expand capacity where it is needed most and where it can be supported best by the existing infrastructure.</p> <p>Thanks, [Name Redacted]</p>
30-Oct	Email	<p>Thanks Heather. Yes I reviewed that document and saw page 13 that references Sunday Summer Travel. I'm looking for more data, specifically Origins / Destinations charts for Thursday and Friday summer traffic from 12:00 noon to 5:00 PM, and Saturday summer traffic from 10:00 AM to 5:00 PM. Can you provide that to me please?</p> <p>Thank you,</p>
31-Oct	Email	<p>I would like to voice my concern with the suggested corridor 8 option for the future bay bridge crossing. Suggesting bringing more traffic through an area that already cannot handle its own needs is absurd. The land and homes that would need to be taken to make any sort of highway would be a waste of tax payer money. An option in Calvert County should have been considered as to not draw all of the bay crossing traffic to one location. A connection should be made from Rt 4 Lusby to Rt 16 Taylors Island to 50 Ocean city.</p> <p>[Name Redacted] Project Manager REW Group [Phone Number Redacted]</p>