

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

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
8/3/2019	Web	<p>Dear Folks,</p> <p>Let me state my strong opposition to the proposed Bay Bridge crossing points 1 through 7 because of the adverse impact that each would have on the environment and infrastructure in. Let the beach goers use corridor 8.</p>
8/3/2019	Web	<p>Please don't build another Bay Bridge in the Kent County area. People appreciate living here because it is NOT a traffic-infested, strip-mall eye-sore area. Please don't ruin one of Maryland's best living areas just for the sake of the almighty dollar. Once ruined, you'll never be able to restore what you lost.</p>
8/10/2019	Web	<p>I live in Anne Arundel county near the Bay Bridge. The traffic this year has been worse than ever. For whatever reason (I don't know if it's Google Maps and Waze or something else) more cars are leaving the freeway in an effort to get to the toll plaza. As a result I am trapped in my neighborhood on Fridays and Saturdays. If one of my neighbors had an emergency that required a police or fire response there would be a significant delay. I know that a new bay crossing is years away but something needs to be done to keep the bridge traffic on the highway. This is ridiculous.</p>
8/14/2019	Web	<p>Greeting,</p> <p>As a resident of Kent County, I am adamantly opposed to a third span of the Bay Bridge linking us to Baltimore and the resulting highway slicing through our homes, agricultural fields, preserved land and historic landscapes. The construction of a major six to eight lane highway through our county would dramatically alter its unique character and upend the quality of life for those of us who have chosen to live here after moving here from more congested areas.</p> <p>I notice that the MDTA has made no mention of a No-Build option which is required by law. Furthermore, rather than spending billions on a new bridge, I urge that serious consideration be given to congestion toll pricing options, requiring only electronic tolls, alternate traffic patterns, and all forms of mass transit, including ferries, coupled with major improvements to the current spans.</p> <p>The destruction of open space, farmland, waterfowl habitat and homes across hundreds of acres to alleviate traffic for 25 days during the summer is unjustifiable. Any student of transportation knows that new roads bring induced traffic and more congestion. The congestion that commuters have experienced since the</p>

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		<p>widening of I 270, the Beltway and many other roads proves that more roads result in more, not less time spent stuck in traffic.</p> <p>Smart, visionary leaders are looking beyond the traditional and failed solution of building more highways to solve traffic problems. The driving patterns and kinds of cars will be dramatically different in 20 to 30 years. While it is impossible to predict the future, using models and surveys from the past is a monumental mistake.</p> <p>A majority of the citizens of Kent County are opposed to a planned third span to and a highway on the Eastern Shore and specifically through our county. I am hopeful that our leaders will listen to the people and plan for our future with a vision to protect our homes, open space, prime farmland, historic landscape and critical habitat for waterfowl.</p> <p>We need to develop a creative and foresighted transportation model and to do that I believe we need your help.</p> <p>Thank you, [Name Redacted]</p>
8/15/2019	Web	<p>Quiet country fields and remote retirement community are primitive thoughts. Kent County is suffering tremendously (economically) from the lack of development. You see this through the lack of medical care in Chestertown. The slow closing of our hospital, medical professionals leaving, to schools being merged, sold and shuttered from lack of population and even the well known Washington College is taking a hit with low enrollment. Small independent businesses open, then close a year later due to low sales. This town cannot and will not survive on a retirement aged population.</p> <p>I see no catastrophic events from putting the bridge in our county. The additional transportation routes will spur employment through job growth, in turn attracting families to settle here. There needs to be a balance in the population between families and retirees.</p> <p>If Kent County votes it out, put it down in Dorchester County, Cambridge. They are booming in economic growth and could use the extra boost as they continue to make a come back with industries.</p>

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8/20/2019	Email	Many people are for a New Bay Crossing . Makes sense to tie in 95, 695 and 301. Why make anymore water crossings or extensive reaches of bridge spans than necessary . Acquiring least expensive flat Farmland on Eastern Shore makes most sense. Route #4 or #5 seem most logical
8/27/2019	Email	I just received your notice about the study and the meetings that will take place in September and October on the Eastern Shore. I would like to know why there are no meetings planned for Kent Island, such as at Kent Island High School, since the main impact of any changes to the corridor will be on Kent Island itself which is already congested by traffic coming from across the bridge. This seems very shortsighted and exclusionary. Thank you, [Name Redacted] [Address Redacted]
8/27/2019	Web	Add one additional lane on the Eastbound side of the Bridge
8/27/2019	Web	I commute every weekend to Sussex county to visit an elderly relative. The drive 7 yrs ago was 3 hrs. its now 4.5 on a good day AND THATS AT 8 PM.. When there is a race in Dover or during peak vacation holidays it can be 6 or more sitting in bumper to bumper from 404 to rt 50 to the bridge to get back . Last weekend it took me 6 hrs just to get from Annapolis to Sussex county. I live in St Mary's county - unfortunately the Calvert and St Mary's politicians do not like to see any improvements in this area When OC has motorcycle, jeep, VW , firemen, or whatever weekends its horrid. Most of the trouble is at the toll booths when you have 10 lanes OPEN funneling down to only two or three to cross and everyone is jockeying to get back in line. If there were more lanes in relation to the toll booths that would help but then again your funneling back to the same number of lanes on the other side of the bridge. I'm in favor of ferries (like Cape May to Lewes) or a bridge closer to Southern Maryland that would take you directly across to the shore points. I have to drive 2 hours north just to cross a bridge and then drive 2 hrs south just does not make sense.
8/28/2019	Web	I received an email from one of my state delegates regarding possible corridors for additional bay crossing bridges. Corridor 6: MD 100 to US 301 would provide access through Mountain Road. I oppose the Corridor 6 option to add a new route and bridge across the Chesapeake Bay. It seems logical that additional road width would be required if the Corridor 6 option were to be selected. I oppose altering Mountain Road for

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		<p>any purpose, especially one that would increase traffic volume on Mountain Road. I oppose upheaval to the properties bordering Mountain Road, and the loss of the quality of life that now exists since Mountain Road is a dead end road. Use of Mountain Road as a pass through to the Eastern Shore would certainly degrade the rural-feeling character of the neighborhood. I have previously opposed widening Mountain Road beyond three lanes. The three-lane option was created to manage movement on Mountain Road during high volume traffic times, and it is working. Noting the three proposed corridor options, it appears Corridor 6 would require a longer bridge than the Corridor 7 option. Costs would surely increase with a longer span. Increased traffic on MD 100 would also be detrimental to traffic flow. Please do not include Corridor 6 as an option for an additional bay crossing. Significantly concerned, [Name Redacted]</p>
8/28/2019	Email	<p>Hello,</p> <p>I read yesterday's WAMU article about the bay bridge study and as a lifetime Maryland and DC resident, I want to encourage greater consideration for public transit options as opposed to more car infrastructure.</p> <p>As Anne Arundel County Executive Steuart Pittman said, bridge traffic can be better addressed with the forward-looking public transit options. As a DC resident, my millennial peers and I would love options to get to the Eastern Shore and Maryland beaches without using our cars and sitting in traffic.</p> <p>I hope that more bus options are considered in this plan.</p> <p>Thank you, [Name Redacted]</p> <p>[Name Redacted] [Contact Information Redacted]</p>
8/28/2019	Email	<p>You have got to be kidding. All the other information meetings are being held at high schools -- facilities large enough to hold hundreds of people. WE get the meeting at the Community Center – SMALL meeting rooms!!!! MOVE THE MEETING TO SOMEWHERE that is appropriate for a county with 36,000 residents. If the Easton Volunteer Fire Department LARGE HALL is not available on October 3 -- the do it on a different date. Same thing related to Easton High School.</p>

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		<p>Lastly, the parking situation at the Talbot County Community Center stinks for those of us who NEED handicapped parking!!!!</p> <p>PLEASE LET ME KNOW THAT YOU READ THIS MESSAGE. THANKS.</p>
8/28/2019	Email	<p>Why is it proposed to waste money on studying crossings 6 and 8 when it is clear that the total cost and benefit of crossing 7 improvement is the odds on right choice? Clearly the no-build is laughable but for budget considerations dragging this out longer, but NOT completely derailing the effort for improvement in the long run. The Easton area – given state law – also seems dead set against option 8, so why study it further? You have enough to go on to know it’s a “no go.”</p> <p>It seems pretty plain that building a third span to the south of the current original span of at least three lanes, and then converting the original span to a reversible bridge for high volume impact times, and taking it out of use during low volume times to lengthen its shelf life, is the way to go. It would not involve the need for significantly new traffic corridors that options 6 and 8 require, and would only require increasing capacity on US 50/301 probably from the Anne Arundel County line to the Bridge and on I-97 from Route 3 to US 50/301, with a midstep further increase in capacity from Route 2 (and probably north up Route 2) to the bridge. On the Eastern Shore, capacity from the bridge to the US 50/301 split would need enhancement, and then again from there to Route 404 would need to be increased, with a probable step down in improvement from 404 to OC. Route 404 itself would need improvement from where it currently reverts to 2 lanes east of Denton all the way to the state line, with a possible intersection improvement (overpass) at Route 16 east (and realignment to a place where the Federalsburg highway and Route 16 east would meet). Hopefully, you can get Delaware on board to improve Route 16 and 404/US 9, too!!</p> <p>I’m in favor of proposed improved access, but wasting money to study clearly non-starter corridor options is just wrong.</p> <p>[Name Redacted]</p> <p>*****</p> <p>[Name Redacted]</p>

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		<p>[Address Redacted] [Phone Number Redacted] [Email Redacted] *****</p> <p>This electronic message may contain attorney-client, work product, or other privileged information. If you believe you have received this e-mail in error, please delete this and any attachments from your computer and advise me by reply e-mail or telephone call to [Phone Number Redacted] that you did so.</p>
8/28/2019	Email	<p>Has there been any studies to include Calvert county connections to the Cambridge area? That would be directly in the middle of the bay bridge and the Virginia bridge into the Eastern shore. I'm no expert, just looking at the maps, but everyone south of Annapolis and parts of PG county travel upwards of 4 hours to OC. Not knowing the volume it may not be worth it from the States perspective but may be able to have an increased toll that vacationers would pay, and cut down on being in the mix of daily commuters and those traveling from the northern areas.</p>
8/30/2019	Email	<p>THANKS FOR THE AUTOMATIC reponse saying I should come ot</p> <p>one of the meetings ---well the point of my email was that the place</p> <p>you all are holding the Easton, meeting is WAY TOOOOOOOO small.</p> <p>And impossible for persons with disabilities in such a crowded place.</p>
8/30/2019	Email	<p>Thank you very much for this information!</p>