

Bay Crossing Study Public Comments September 1, 2019 – September 30, 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)
9/5/2019	Web	I support the NO BUILD option. Building another bridge anywhere along the bay will destroy the local environment and bring more traffic to communities that don't want it. We can't afford to keep building more bridges to accommodate an ever-expanding number of cars. I support spending less money on more sustainable / lower impact transportation options that will carry us into the future. I would like to see our state become a leader in smart, sustainable development.	I support the NO BUILD option. No new bridge anywhere.	Environmental impacts, Community/Development impacts, Cost	
9/8/2019	Web	I agree with the Baltimore Sun's editorial of Aug. 28, 2019, that says the best location for another Bay Bridge is nowhere. Another span across the bay should not be built for all the reasons stated very well in the editorial. And there are several good alternatives to another span mentioned in that same article with which I agree.	Each of these potential options would cause unnecessary harm with no positive benefit.	Environmental impacts, Community/Development impacts, Cost	I hope there is continued study to look at better, less costly alternatives to another span across the bay and really think about what the goals should be of whatever may be chosen in the future.
9/8/2019	Web	I am in favor of the No Build Option. I would propose that the Maryland Transit Administration (MTA) operate express bus service from Baltimore to Ocean City. This new route could charge a reasonable fare such as \$10,00 to pay for the service. Buses could operate every hour or 2 hours and make several stops along the way. Annapolis, Cambridge and Salisbury could be stops. Delaware already offers a similar service to the resort towns during the summer. The Beach Bus. It's time for Maryland to get on board!	No Build. Offer express bus service.	Reducing congestion, Cost, Other: Increased use of public transportation to reduce traffic	
9/8/2019	Web	I believe the best alternative is to not build a new bridge. As a Baltimore resident who vacations on the eastern shore, I do not see a need for this. A new bridge seems outdated and	None of these plans seem right for Maryland. Consider another option, such as peak tolling, ferries, buses.	Environmental impacts, Community/Development impacts, Cost	

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		expensive, that will not solve congestion problems. Rather, it will push bottlenecks further down route 50, which is often 2 lanes on the way to the beaches. What about more affordable, environmentally sensitive options, such as off peak tolling, ferries, or rapid buses?			
9/8/2019	Web	The recent Baltimore sun editorial made a convincing argument for a "No Build" option. Given the high cost of another bridge span and resulting negative impacts on the Eastern shore I believe a no build option should be an explicit part of this study so that all constituents can weigh the costs/benefits of all that approach with the three under consideration.		Environmental impacts, Community/Development impacts, Cost	
9/9/2019	Web	Number 7 is the only option	Number 7	Reducing congestion, Environmental impacts, Community/Development impacts	It s a no brainer, build a 3 span
9/9/2019	Web	Vehicle travel should be expanded to electric buses with park/rides to reduce volume. Lewis DE does fine with ferry to Cape May, why not resurrect the Baltimore to Betterton/Rock Hall ferry to serve the northern part of the eastern shore? Adjust toll rates to attract people to travel at non-peak times. Coordinate with DelMarVa ocean resorts to offer Weeks starting Friday, Saturday or Sunday as well as availability of rental housing at different times to spread traffic. The only improvement in my view is Option 8 that gets people to Easton easier/faster from southern points on the main shore & then 50 to shore points.	Above.	Reducing congestion, Safety, Cost	
9/10/2019	Web	Building a 3rd span on the Broadneck peninsula will only create more congestion. Route 50 is 3 lanes in both directions in this area and will not be		Reducing congestion, Safety, Other: Effect on property value	

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		able to handle the traffic increases created by this 3rd span. Traffic noise, congestion, lower property values and other consequences already have a considerable effect on the quality of life in our neighborhoods and these issues will just be become worse under this alternative. This expansion on the Broadneck peninsula will result in more traffic and more congestion in our neighborhoods.			
9/10/2019	Web	I support the no-build option over corridors 6,7 and 8. The proposed corridors would harm Anne Arundel County's Environmental sensitive areas. [Name Redacted] [Address Redacted]	Corridor 6 would do more harm to Anne Arundel County. Corridor 7 would be extremely harmful to Anne Arundel County. Corridor 8 is unfeasible.	Environmental impacts, Community/Development impacts, Cost	
9/12/2019	Web	Being a resident of Kent County, I am well aware of the need for a additional Bay crossing to alleviate the congestion entering & exiting the Bay Bridge. The congestion on Rte 50 / Kent Island & Annapolis is a constant and not only in the summer. A 3rd span added to the current Bridge will not resolve the problems, but a new Bridge in Kent County & new & expanded infrastructure will. It will also allow the County to grow, inviting new businesses, new jobs & families to revitalize an aging County.		Reducing congestion, Safety, Community/Development impacts	
9/12/2019	Web	No build alternative, please	No build alternative, please	Environmental impacts, Community/Development impacts, Cost	Don't build. Rather, explore alternatives such as bus rapid transit, ferries, demand-based tolls
9/12/2019	Web	I think more areas need to be considered. Anne Arundel county already has more traffic than its area can handle with constant backup and traffic jams. Other counties need to be reconsidered as options.	Corridor 6 is a ridiculous idea. Mountain Rd. is already inundated with traffic and this would ruin Pasadena. Many houses would be surrendered for eminent domain and it would ruin the community as it exists. Also, Downs Park would be destroyed as the calm park would become part of a major highway. Corridor 7 is the	Reducing congestion, Environmental impacts, Community/Development impacts	Reconsider current corridors. Only one seems to be a reasonable option and doesn't seem to be the best option we can come up with.

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			only plan that makes sense without destroying current communities.		
9/14/2019	Web	Please, no more bridges!!! We can live very well without this addition to Maryland. It will just bring more traffic and disruption to many. Study alternatives to a bridge.	All would be too disruptive	Environmental impacts, Community/Development impacts, Cost	
9/15/2019	Web	Corridor 8...traffic now at existing is heavy daily at all times during the day. Congestion is horrible and those living on Kent Island should not be subject to more traffic jams. * is a bit further down the bay. Why wasn't a Bay Bridge/Tunnel thought of like the one in the lower bay that Va. has.		Reducing congestion, Engineering/Construction, Safety	
9/17/2019	Web	As a Professional Engineer and concerned citizen of Maryland, I support the "no-build" option. Adding an additional bridge will actually induce traffic by providing more lanes of volume. Spending massive amounts of money on vehicle infrastructure will also increase Maryland's carbon footprint in a state that will be hit hard by rising sea-levels. Climate change needs to be considered here in a big way.	No-build.	Environmental impacts, Community/Development impacts, Cost	
9/17/2019	Web	NO BUILD OPTION!!	Against all of the build options! Save our environment!	Environmental impacts, Cost, Other	Eliminate tolls that require cars to stop and pay!! This will immediately significantly reduce back ups. Use toll collection like on the ICC.
9/18/2019	Web	The State should have explored a third bridge in the current location with the addition of a thruway from the intersections of route 50 and US 301 on both the eastern and western shores, approximately 36 miles. It would be similar to the thruway section of I-95 north of Baltimore, but considerably longer. Such a thruway would be a	The corridor 6 option would destroy the Mountain Rd. Peninsula, both socially and ecologically. It would almost certainly require the destruction of Wood Rd. Athletic fields, Downs Park, CHS High School and Middle School, Galilee Lutheran and Our Lady of the Chesapeake churches and hundreds of homes. It would add many acres of impermeable surface and destroy millions of trees and undergrowth that clean the air and reduce run off.	Reducing congestion, Environmental impacts, Community/Development impacts	This page was very hard to find. It should have been available by link from the Bay Bridge web page. Also the locations for the meetings are poor. There should have been a meeting on the Mountain Rd. Peninsula, either at the library or High School. Since one of the proposals would destroy our homes and

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		plan for the future rather than too little too late.	Moreover, it would not be a long term solution to the growth in traffic much of which does not come from north of route 100. The State should instead construct a thruway from the intersections of route 50 and US 301 on bth the eastern and western shores. Eastbound, there would be two entrances: Bowie and I-97; westbound there would be only one entrance: Queenstown. There would be only one exit other than Bowie and Queenstown: eastbound no re-entry at Cape St. Clair. The thruway, including the 3rd bridge, would separate local and commuter traffic which would use the current bridges and road, from thru traffic. It would reduce the pressure on both Kent Island and communities 36 miles of the thruway and the existing bridge and bridges. Tolls would be collected using the same technology in place on the IIC and the tolls for the thruway would be collected regardless of where the vehicle entered, would be collected in both directions and would be substantial, but not so high as to be a deterrent. There would be gated authorized user exits/access that usable only with electronic passes on authorized vehicles. A Chesapeake Bay Thruway would be a plan for the future, instead of too little too late as would be any of the current proposals.		community, it would seem that the least you could do would be to provide a meeting in a location that is not difficult to get to during rush hour traffic. The AACC meeting will draw from several affected communities and is likely to be attended by so many people that not all can be heard. Or perhaps minimizing public comment from those of us who would lose our homes is exactly what you want.
9/18/2019	Web	It's time to encourage alternate transportation, not more building of bridges to maximize vehicle bandwidth. Take care of our existing aging bridges and road surfaces. Long distance commuting by cars should be discouraged. Increase tolls for cars to pay ahead to future transportation needs while maintaining fees for buses	See previous comment.	Environmental impacts, Cost, Other	Time to move from solving traffic problems to social engineering and environmental solutions. This may include higher taxes on gas and licensing.

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		and other means to reduce traffic and environmental impact.			
9/18/2019	Web	Why does the state keep trying to make a bigger mess of Mountain Road. I've lived here for 46 yrs, and the traffic is always bad down here. We have been though this before with them trying do do a bypass. twice . Please take this problem to someone who can do it to their road without destroying their whole community. We are putting up with our own problems down here with traffic. Don't put us through this problem again. I moved for the country life not to have city traffic in our already crowded area. [Name Redacted] Thank You		Safety, Environmental impacts, Community/Development impacts	
9/19/2019	Web	Corridor 8 is the best option.	Corridor 8 looks like the best option to relieve traffic for daily commuters and summer beach traffic. Being that route 50 is the way to the beach. Daily commuters that cross the bridge for work can use the existing bridge or corridor 8. Corridor 7 will only relieve traffic on the existing bridge but not our communities. Same goes for corridor 6.	Reducing congestion, Environmental impacts, Community/Development impacts	Corridor 8 would allow cities like Easton and Cambridge to grow.
9/19/2019	Web		Corridor 7 would be the easiest and least change to the existing roadway infrastructures on both sides of the bay.	Reducing congestion, Environmental impacts, Community/Development impacts	Build a 3 lane span on the south side of the existing eastbound span. Use the new span for normal everyday eastbound traffic. Use the existing east bound span for two way traffic when needed. Tie the new span into the existing roadway out of the toll plaza utilizing the property where the old ferry terminal is located. On the east side, tie the new roadway into the existing roadway of the current eastbound span. The current roadway setups can accommodate the switching of the existing eastbound span for two way traffic if needed.

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					Should reduce backups on both sides by having 3 lanes in each direction all the time with a possible 4th lane when needed. Minimal roadway changes on both sides keeping residents happier. Just a thought.
9/20/2019	Web	<p>The existing traffic flow from current bridges already stress Kent Island local service roads; another bridge at this location (option 7) will further congest Rte 50 as anticipated traffic from all points east and west increases over the upcoming years. Further, beyond Kent Island, on Rte 50, both east and west sides of the Bay will only increase traffic gridlock without first addressing the absolute need to add traffic lanes along the full length of Rte 50.</p> <p>On the Eastern Shore side, traffic tie ups/build ups at numerous traffic signals from Queenstown, Rtes 213, 404;</p> <p>Easton, Cambridge and other locations will increasingly get worse without expanded lanes and/or elimination of hindering traffic lights: A Rte 50 bridge connection (opts 6,7 or 8) will not rectify the traffic congestion to the DE & MD beaches unless it includes a prior commitment to address the entire rte 50 traffic flow problem! None of the three rte 50 plans should not be considered unless Rte 50 can accommodate the anticipated increase in traffic. A bridge further south (or less effectively, north,) would ease traffic on the existing rte 50 infrastructure. I'm not sure why those other options were eliminated without further consideration, not withstanding</p>	See above for my comments that address the alternative bridge locations and corridors issues that, in my view, cannot be separated.	Reducing congestion, Environmental impacts, Community/Development impacts	See my full comments above.

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		obvious important issues like infrastructure costs, eminent domain, environmental considerations, etc. Yes, it would take much longer to achieve the final goal but fast speed ferry services along the bay could be used as an interim way of easing traffic on the existing bridges (a ferry system should be used as a supplemental transit method even after a bridge is completed): my gosh, the Chesapeake Bay is a major body of water near 2 major U.S. metropolitan areas with only one route (rte 50) to handle such traffic volume. Without addressing Rte 50 issues, a third bridge will only ease the traffic flow over the 4 to 5 miles over the bay; it won't solve the daily traffic problems on either side of the bay.			
9/20/2019	Web			Reducing congestion, Environmental impacts, Community/Development impacts	I have yet to see incontrovertible proof that a 3rd bridge is needed, cost effective, or wanted by residents of Anne Arundel County or the Eastern Shore. As a 36 year resident of Annapolis, I have seen many times when the Bay Bridge is disruptive to local traffic. I believe that providing buses, using variable tolls, and creating affordable housing near jobs should be explored. I have also repeatedly seen Governor Hogan subvert the will of the people (the legislature and general population) by diverting funds from their intended purpose or changing policy in Education or Public Transportation to benefit Ocean City Real Estate Developers. Hogan's actions in the past have been inappropriate, unprofessional, and not in Maryland's best interests. These actions have served to help a tiny, rich minority rather than the majority of Marylanders.

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9/22/2019	Web	The eastern shore is now overwhelmed with development. There is a need for another bridge. The environmental impact will hurt the entire state. Please don't build. Invest in renovating communities.	None. No bridge	Environmental impacts, Community/Development impacts, Other	I have lived in Delaware and saw first hand the over development and the sale of family farms. there is no need for additional paving roads and taking open land away. Please do not build. The environmental impact will be devastating
9/23/2019	Web	The corridors at old Sparrows Point in Baltimore County and at Cove Point in Calvert County would appear to better serve the north and south sides of the western shore wishing to cross the bay.	The corridors 6 and 8 almost appear to be poison pills so that 7 is selected. I can barely imagine the number of condemnations that would be required for corridors 6 and 7 on the west side of the bay.	Environmental impacts, Community/Development impacts, Cost	
9/23/2019	Web		My question revolves around the type of traffic that is being addressed - is it destinational, i.e. business or recreational traffic coming TO the Eastern Shore; or is it pass through traffic, or traffic just passing THROUGH the shore? If it is destinational, then I question the three northern routes chosen. The biggest impact to be had is on traffic from the south - Northern Virginia, DC and Southern Maryland. A more southern route would cut time and miles off their trips. Rt 4, a wide open and seldom used highway to basically nowhere that already exists lends itself to a southern crossing. There would be some impact to the Dorchester marshes, and that has to be taken into consideration, but the impact of less miles traveled, and therefore less pollution and gas usage begins to balance that. Traffic coming from the north and west would see little impact from a new northern route. It's still the same distance to the shore for them. Now if it's pass through traffic that is being looked at, then the chosen routes make much more sense. It gives those travelling the northeast corridor another choice for travel. I welcome destinational travel. It encourages growth and boosts the economy of the Shore. Pass through traffic	Safety, Environmental impacts, Other: Economical impact to the Eastern Shore	

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			brings nothing to the shore but destruction of farmland, noise, pollution, and safety issues. I am not willing to see my property values plummet and get nothing in return. I live 3.5 miles from 301, and I hear my town's volunteer fire company rushing to the highway to clean up another accident almost daily. I think the planners need to speak with local fire companies and rescue squads to see what the impact more traffic will bring to an already dangerous road as far as accidents and traffic deaths. What will a trucker used to traffic on 95 do when confronted with slow-moving farm equipment? Deer? School busses? Please think about the safety of the local citizens.		
9/25/2019	Web	Number 8 is the only route that makes sense because it connects existing corridors of traffic. But the need for a new span has not been proven. Summer traffic to the beach is not a valid reason to spend that much money.		Reducing congestion, Environmental impacts, Cost	
9/26/2019	Web	The range of alternatives is expected. There is only so many locations a crossing can be constructed. I disagree that all of those choices are in Anne Arundel County. You have Washington and Southern Maryland population to the south and Baltimore and Baltimore County to the North which supports a huge population and major feeders. Makes no sense to squeeze everything thru Anne Arundel County where our roads are at capacity now.	As a former Engineer that produced Traffic Impact Studies and Bay Bridge Commuter, adding a 3rd span at the current bridge crossing solves nothing. All the major feeders from both East and West directions impact Rte 50 and beyond currently. The capacity issue is with Rte 50 before commuters and travelers reach the Bay Bridge. Traffic continues to grow with thousands of housing being constructed on Kent Island and beyond. A new span at a different location is desperately needed. I really don't understand why all traffic needs to be funneled thru Anne Arundel County to accomplish this task.	Reducing congestion, Engineering/Construction, Cost	This study and studies like it have been going on for years with no clarity or direction. This needs to move along and start making a difference as we begin siting in back up after back up during bridge re-decking.

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9/26/2019	Web	<p>Al Gore wrote an op ed in the New York Times on September 20, 2019. One of his points is that in 2019 technologies are progressing much faster than predicted even in 2014. One of the examples is that fact that electricity form solar and wind was cheaper than coal and gas in about 1% of the world. in just 5 years, it is cheaper in 66% of the world.</p> <p>My point is technologies in 2040 may make a new bridge crossing foolish.</p> <p>I hope the designers are looking outside the box in this pursuit.</p> <p>Thank you</p>	If there has to be a third crossing - it should be #7 as the environs are all ready disrupted and the focus of smart growth would have one pursue any development where development has already occurred and not take prime farmland and open spaces.	Engineering/Construction, Environmental impacts, Community/Development impacts	
9/26/2019	Web	Any alternative crossing than Queen Anne's County, you have destroyed our communities, roads and property....take if elsewhere	8 or no-build is preferable. No one wants this routed to their county	Reducing congestion, Environmental impacts, Community/Development impacts	Redirect traffic to other routes than across the existing bridges.
9/28/2019	Web			Reducing congestion, Community/Development impacts, Other: Other alternative, ie. tunnel	Why is the subject of building a tunnel not even part of the discussion??
9/28/2019	Web		The only word I can think of for the Corridor 6 proposal is INSANE. The current travel conditions on Mountain Road, especially from Lake Shore to Downs Park, is already overly congested - with the center lane known as "suicide lane."	Reducing congestion, Safety, Community/Development impacts	
9/28/2019	Web	We've got to build a second span. 50 cannot handle the volume of traffic that crosses on any given summer weekend. Waze and Google maps have	8 would best mitigate the large volume of extra weekend traffic coming from the south.	Reducing congestion, Engineering/Construction, Community/Development impacts	

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		motorists driving through local roads and almost every weekend local residents must battle hour plus traffic just to get to the grocery store. Enough is enough. Look at the traffic just the first days of the current span construction. Even normal weekdays have traffic at a standstill. Span 8 makes the most sense because much of the weekend increased volume is DC plates and from cars further south/west.			
9/28/2019	Web	Any where but near this area! We cannot take any more traffic! The STUPIDITY in all of this... You continue to build a Bike Trail costing millions of \$\$\$ and the dang cars can't even get down the road! It's obvious, whom ever is in charge of doing this does not live here they're only making a bank roll for themselves!!! The natural Wildlife can't even find places to go! It NEEDS TO STOP!		Reducing congestion, Safety, Environmental impacts	Yes! Just drive down College Parkway! It's Grid Lock! It should never take 65 minutes to drive from Severna Park to Mago Vista Rd!
9/28/2019	Web	The Broadneck Penninsula can not support more traffic. The side roads that locals use are already gridlocked with what we have. Given the land restrictions it would be impossible to build enough infrastructure to keep the traffic flow up while allowing the local roads to be open for citizens.	If much of the current traffic is coming from Virginia then option 8 should be utilized. It appears to be the best option. Option six seems hard to implement with an already over capacity Mountain Road. That road needs work to accommodate existing traffic. You have to factor in the affects on the existing communities, their quality of life and property values.	Reducing congestion, Environmental impacts, Community/Development impacts	It is important that action be taken. We can wait no longer. Each option has issues and the residents aren't going to be happy. Yet it is time to move forward, growth is not waiting it is only getting worse.
9/28/2019	Web	We have lived on the Broadneck Peninsula for 47 years and traffic has NEVER been as bad as it has been this year! It starts on Thursdays and goes through Sundays. We are held prisoner in our homes instead of venturing out to go anywhere in the congested traffic. Build another bridge, but NOT in this area! Waze and other GPS systems	Build it in Corridor 8 or Corridor 6, but NOT another bridge from the Broadneck Peninsula to Kent Island!	Reducing congestion, Community/Development impacts, Other: Relieve stress in the lives of Broadneck Peninsula residents because of the ridiculous amount of traffic every weekend fro	We have lived on the Broadneck Peninsula for 47 years and traffic has NEVER been as bad as it has been this year! It starts on Thursdays and goes through Sundays. We are held prisoner in our homes instead of venturing out to go anywhere in the congested traffic. Build another bridge, but NOT in this area! Waze and other GPS systems are taking people through our

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		are taking people through our communities and this is not acceptable. Build it South to accommodate people from DC and Virginia! Build it North to accommodate people from PA and Baltimore.			communities and this is not acceptable. Build it South to accommodate people from DC and Virginia! Build it North to accommodate people from PA and Baltimore.
9/28/2019	Web	As a citizen living in Arnold, MD the gridlock surrounding our schools and homes is unacceptable. We carry the burden for the state and beyond, with no benefit. Place the bridge outside of our community, I beg you. We are considering relocating out of state due to the gridlock, concerns about it only getting worse, and detriment to the quality of life.		Reducing congestion, Safety, Community/Development impacts	Share the burden that our Broadneck community has withstood.
9/28/2019	Web			Reducing congestion, Environmental impacts, Community/Development impacts	I live in Pendennis Mount East, we have become prisoners in our neighborhood on Fridays & Saturdays. The traffic has become exponentially worse in the 9 years I lived here, with this last summer becoming unbearable. St Margaret's Rd is backed up, traffic is coming through our small community and negatively impacting the quality of our lives & community. It certainly can't be helping our property values either.
9/28/2019	Web	Do not build another Bay Bridge in AA County or QA County. A better alternative is south in Calvert County.		Reducing congestion, Safety, Community/Development impacts	
9/28/2019	Web	It is absolutely disastrous to build another bridge in Annapolis! We, along with Kent Island, are stuck in traffic nightmares every weekend in the summer. Now thanks to construction on the current bridge, we will be suffering even more for the next two years! Waiting till traffic backs up to I97 before anything is done is insane! By then traffic all over Anne Arundel	NOT 7 EVER!!!!	Reducing congestion, Community/Development impacts, Other: I only care about the traffic nightmare I am currently living in!	It is insane not to consider locations north or south of Anne Arundel County!

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		County is at a stand still. The state needs to build north or south of Annapolis and even better NOT IN ANNE ARUNDEL COUNTY at all!!!			
9/28/2019	Web	Living on the Broadneck peninsula has gone from pleasant in 2001 to horrific due to traffic jams Fridays-Sundays on Rt. 50 and College Parkway. A 40 minute morning commute to work in Baltimore becomes 2 hours on Friday nights even before they closed a lane last night for the construction project. Make the new bridge crossing south of the current crossing. Folks north are using I 95 to avoid the bridge. We must divert traffic south of Anne Arundel County and the current crossing. Rather than a bridge, make it an eight-lane tunnel. Trucks could then use the passage during high-wind days. Raise tolls on the current bridge, put tolls on College Parkway Friday-Sunday for all but local residents to pay for the tunnel.	I oppose any new bridge crossing in Anne Arundel County.	Reducing congestion, Environmental impacts, Community/Development impacts	Why was a tunnel not considered?
9/28/2019	Web	AACo should not be an option for an additional bridge. The ripple effects of the flood of traffic are innumerable impacting businesses, schools, and families in AACo & Queen Anne's Co. The idea should be to ease the burden on these communities.	While all the options have their cons the northern option would have the least long term negative effects in my opinion.	Reducing congestion, Environmental impacts, Community/Development impacts	
9/28/2019	Web	Please don't not just expand the current bay bridge! There need to be alternative bridges in other areas besides annapolis. Our area is so congested due to the bridge traffic! I drive 6 miles to work, and yesterday it took me 45 minutes to get home! This needs to stop!!		Reducing congestion, Safety, Community/Development impacts	

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9/28/2019	Web	None of these options are feasible as the traffic in Anne Arundel county has become out of control. We as residents cannot go anywhere Thursday through Sunday well into October now. For example the 10 mile back up yesterday. Utilize one of the southern alternatives or you will begin to lose residents in AACO and lose your tax base!	Absolutely none of them!	Reducing congestion, Community/Development impacts, Other	It's unbelievable that you idiot politicians that are going to cram another bridge in AACO rather than move traffic SOUTH!!!!
9/28/2019	Web	Having lived my entire 50 plus years in Anne Arundel County, I am completely depressed about the over development of the Broadneck area over the past decade. Getting to and from our home for simple errands has become a nightmare. The outrageous amount of traffic through the area every day is shocking. I have family living off mountain Road and I cannot see any possible way to expand it to provide access to another bridge. That road is already overwhelmed with local traffic. Please reconsider a location south of Annapolis.	6 - Not likely to be accepted but better than 7 7 - Would add to existing problems 8 - Most likely to actually relieve original Bay Bridge of traffic	Reducing congestion, Environmental impacts, Community/Development impacts	
9/29/2019	Web	As a resident of Cape St Claire I will not support Alternative 7. The traffic from the Bay Bridge currently is completely out of control and adding additional stress to the area not only hurts residents on the Broadneck Peninsula but home values. I would support traffic being moved or split with Option 8.	Option 8 relieves the traffic conditions from the Broadneck Peninsula.	Reducing congestion, Environmental impacts, Community/Development impacts	
9/29/2019	Web	If 7 is at the current location that makes the most sense. The State owns land there on both sides of the bay. Obviously there would be major infrastructure changes necessary and there is plenty of easement space on both sides for that. A new bridge at the current location will provide for better	7	Reducing congestion, Safety, Community/Development impacts	Yes...start building ASAP

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		handling of the existing traffic. It will keep commuters off of the side roads. It also allows leeway for necessary repairs to the two older spans.			
9/29/2019	Web	<p>Of 14 choices I'd pick 9 or 5 as most of beach traffic comes from Baltimore or DC. Never #7. We can't wait much longer it needs to be built at both of these locations ASAP. Rt50 and Broadneck Peninsula are a mess Thurs and Fri. And I lived in ACo for 16 yrs. Now been in QAcO 14 yrs. and Kent Island are is a mess Sat and Sun nites as beach rentals come back home. I drive 52 miles to work at Ft Meade each M-F and it takes an hour and a half most times each way. Had one accident on bridge with an RV coming over and thought I was going to be pushed off. This past Fri — no accidents it took 3 hours to get home. Other counties need to step up and help people get to Atlantic beaches and travel east coast...and get them and trucks out of our commutes. 8-9-10 would be helpful and/or 4-5-6..people need jobs on the shore too, we love to go to Middletown DE to movies and shopping tax free pulls people to outlet malls. Agriculture and local farms all need the customers but they need to get shipments to DC and Balto. too. Funneling 11 lanes down to 2 or 3 at toll booths is dumb. Only 2 or 3 lanes should funnel to each bridge lane. Where do ambulances and rescue vehicles go or babies/moms in childbirth — plan next bridges better! Maybe double decker options like Oakland Ca. Easy pass is great for us and many commuters have them. All the cone moving is too dangerous for bridge workers and two-way headon</p>	<p>Never #7 already clogging all arteries in AACo making buses late to schools and people late to work. 8 top pick for me. Most of southern Md and Va Dc can get to shore better this route. 6 is better than 7 for Balto and northern Md. Then they don't have to drive south down 2 and 97.</p> <p>Only 2 lanes should merge into each bridge lane make people pick a lane and stop changing and jockeying and bullying and butting in front of nice folks because they are late for whatever...babysitters, parties, concerts. Road rage starts at sandy point and racing to beach is quite visible. Trucks need own lanes or hours that are not during rush hours for 6-9am and 4-7pm. Build it fast maybe 6 and 8 have a race between builders infrastucture challenge we need both. All counties need to share the pain and gain. Why Governor Hogan wants all to go through Annapolis is beyond me? He did a lot of good lowering tolls but maybe he should spread the money around the state and everyone needs jobs and easy access to hospitals and getting to family events. We need some wealthy builders to keep the shore and the bay clean and smart builders to keep the wetlands safe and our grandkids safe and happy. Try beach traffic weekends with cranky kids who want to get there. 8 is my first choice 6 is my second choice never #7. It's already doing its part and needs relief. All side roads in Arnold, college parkway, Sandy point, St Margaret's road, Navy bridge, Kent narrow, RT 18, Stevensville CANNOT HANDLE ANY MORE.</p>	Reducing congestion, Safety, Environmental impacts	<p>Taking too long. Federal government needs to speed this up and spread out to other counties besides just Anne Arundel/ Queen Anne. Why does all travel to beaches need to go thru sandy point !!!! We've seen this highway overused for years. Kent and Talbot seem to have plenty of land too and need someone to make them help.</p>

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		<p>driving on such a scenic bridge is deadly, don't switch back and forth</p> <p>If west bound all lanes should go west bound all the time. My grandson has soccer we attend in AAcO and it's only 35 miles but we never know how long that will take on weekends if beaches have music festivals or car shows. Sorry but you can add ferries that would pollute the bay and buses but people need their cars to get to final personal destinations, weddings, showers, camping, family. Some are not even going to beach just life, school and work.</p>	Try them you'll see with some drone videos!		
9/29/2019	Web	They are not good and need to be rethought . We have a very unsafe traffic problem. Something must be done.	A new bridge needs to go somewhere else. Broadneck cannot handle anymore.	Reducing congestion, Safety, Environmental impacts	Your study needs a new study. Your plan will not work
9/29/2019	Web	<p>Please listen! Build a new bridge, build it now, and build it elsewhere from Anne Arundel/Queen Anne County. Our AACO communities are suffering from too much congestion. Corridor 7 is unacceptable - we are already bridge traffic prisoners.</p> <p>We are trapped in a Waze App (and other navigational programs) detour nightmare on our major and side streets of Cape St Claire/Annapolis. Navigational apps have drivers weave through our streets and clog our major roadways (most notably College Parkway and St Margaret's road) that we need for daily life. Current bridge and toll traffic has created a huge Hwy50E traffic jam heading through toll booths to the Eastern Shore.</p>	Corridor 7 will cripple our AACO community's quality of life with exponentially more congestion to our already congested major and minor roadways.	Reducing congestion, Environmental impacts, Community/Development impacts	Too many cars are routing through AACO to access the Eastern Shore, which is causing congestion on all of our roadways, not just 301/50.

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		<p>Highway 50's Exit 29B into our community has become a massive traffic clog (all the way back to Exit 24 in Annapolis), so the Waze App routes Eastern Shore drivers into our community roads. Cars looking for a faster way onto the Hwy 50 traffic jam are now speeding through our small community streets or crawling along a new traffic jams created on our major roadways, putting our families at risk.</p> <p>These frustrated drivers cause more accidents and merely have their eye set on accessing the bridge, without any consideration for those in our community with emergency transportation needs or the needs of families just wanting to be together after a full day of work or school. School and community busses are trapped in traffic jams on College Parkway, especially on days when accidents have occurred on Hwy 50 because more drivers seek out alternative routes. Emergency vehicles have trouble squeezing through the clogs and families traveling to help sick or dying loved ones are out of luck, stuck in traffic.</p> <p>Please, build a bridge, build it now, and build it elsewhere from Anne Arundel/Queen Anne County. We need relief from this congestion!</p>			
9/29/2019	Web	I presume that #7 means expanding the already existing Bay Bridge? Forget	#6 & #8	Reducing congestion, Community/Development impacts, Cost	Please do something quickly and stop dragging your feet! The residents of the

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		it!!! You cannot possibly do that without extensive expansion of Rt 50.			Broadneck Peninsula and commuters on Rt 50 are drowning in traffic.
9/29/2019	Web	They are horrible. It doesn't alleviate any traffic. Is just runs the traffic through the same area! Go north or south with a new bridge.	I have never seen a more idiotic plan than putting a high traffic bridge through a small, one lane, dead end, already overcrowded, street such as Mountain Road.	Reducing congestion, Safety, Community/Development impacts	Find someone else to run your study if they thought using Mountain Rd was a good idea.
9/29/2019	Web	The new bridge crossing needs to lessen the amount of traffic passing through the rt 50 corridor in Arnold. Another span in the current location will mean a continual increase in the traffic headed through Arnold where our backroads are consistently experiencing gridlock EVERY weekend. There is so much traffic in Arnold we can't live our lives. A 2 hour drive to AND from the grocery store is not sustainable... and this much traffic is flat out dangerous. A woman missed the death of her father on home hospice because the 3 minute drive to her sister's house took 45 minutes. We cannot live like this.	It's laughable to say the only viable options are all in Anne Arundel County. If a third span is built in corridor 7 broadneck peninsula residents will protest in front of the toll booths every weekend and NO ONE will be going to Ocean City any more.	Reducing congestion, Safety, Other: it needs to be a long term solution (not another bandaid like the Severn river bridge expansion), that means it needs to reduce the number of cars driving the rt 50 corridor in Arnold.	Yes... why do you hate Anne Arundel county residents SO MUCH?!?!?
9/29/2019	Web	The Broadneck Peninsula and Kent Island have suffered from gridlock for years. Another span will only increase the number of cars that come. Our streets and communities can NOT sustain any more. There are only so many roads leading to the bridge and residents live along them. You are not taking into consideration the impact on resident's lives. Please put the new bridge in someone else's back (or front) yard! We have had enough!		Reducing congestion, Safety, Community/Development impacts	Go south. Use Rt. 4 out of DC as the new route and build a bridge in northern Calvert County over the Cambridge. It will be closer to Ocean City so people will use it and relieve congestion on the current bridge.
9/29/2019	Web	More options should have been retained for consideration, including one to facilitate traffic from 95 North and 70 West. This should be routed	Inadequate options.	Reducing congestion, Environmental impacts, Other: It would be extremely prudent to facilitate traffic from Baltimore as	The bullying tactic of the governor, implying Broadneck or nothing, is reprehensible.

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		through Middle River to Chestertown. Further burdening the Broadneck peninsula is unacceptable.		well as Pittsburgh though a more northerly corridor. Option 6 is the closest to accomplishing this, but is not far enough north.	
9/29/2019	Web	I am against building a new bridge where the current bridge exists. This will only add to the current Route 50 traffic problem. Build anywhere else!	6 or 8 are great. No 7	Reducing congestion, Safety, Community/Development impacts	I live on the Broadneck Peninsula, and traffic is a nightmare. I have lived here for 11 years, and it has never been as bad as it has been lately. It has adversely effected our quality of life tremendously. It commonly takes my husband 45 minutes to do his 4 mile commute. Our neighborhood street (Broadneck Rd) is routinely bumper to bumper traffic! One of our neighbors sat in traffic on Friday, and could not get to her father's bedside to be with him when he passed.
9/29/2019	Web	Something needs to be done in regards to locals and the side roads. The congestion to get home is out of control.		Reducing congestion, Safety, Community/Development impacts	
9/29/2019	Web	The study should include a crossing outside of Anne County. Anne Arundel County residents are held hostage in their homes each weekend during summer. Just days into construction on the existing span, 13 mile backups and grid lock on residential side roads. The existing conditions PLUS the impact of a decade or more of construction for a	Option 7 is not sustainable. The Broadneck Peninsula can not carry the entire burden of travel to the EasternShore. Waze user have clogged the access roads, side roads, and even one lane residential streets. We can not sustain construction of another span or the added volume it will bring.	Reducing congestion, Safety, Community/Development impacts	

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		new span would be an undue burden to this area.			
9/29/2019	Web	The two options that takes traffic away from Annapolis.	6 would hopefully take Baltimore traffic away from Annapolis.	Reducing congestion, Safety, Environmental impacts	
9/29/2019	Web	Anne Arundel county does not have the infrastructure to withstand another bridge. If you take the bridge through Pasadena (option 6), Mountain Road is already a mess and a one way road with very little way to increase the lanes to deal with the traffic increase. Taking the new bridge through Annapolis (option 8) has the same issues as stated above. Adding a 3rd span (option 7) is not an alternative either. On top of the county roads (all the side roads from Annapolis to Severna Park through the Broadneck Peninsula) can't handle the volume we already have. As a resident of the Broadneck Peninsula, something needs to change. Since school started, I've watched high school games be postponed due to the other team not being able to get to BHS on time (9/5) I've seen rec games get canceled since the other team couldn't make it in time (9/27 @ Bay Head Park). My average drive time from work in Annapolis (by stadium) to home in Arnold has tripled since school started which makes it harder and harder to get my children to their events. Please find another option outside of Anne Arundel County.	See above...	Reducing congestion, Community/Development impacts, Cost	
9/29/2019	Web	Get the traffic away from the Broadneck peninsula. It is absolutely out of control now.	Any alternative other than the current bridge area is acceptable. Someone needs to load balance the bridge traffic just like we do with technology.	Reducing congestion, Community/Development impacts, Other: Grid lock	

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9/29/2019	Web	Why, why, why do all the options go through Anne Arundel County? Traffic to the current bridge is intolerable and diverting traffic to a location closer to where much of it is coming from (northern Virginia) to where much of it is going (Ocean City) makes much more sense.	Bringing a bridge through Kent County will ruin it. The current Bay Bridge location cannot handle the current volume of traffic. Of the three options a southern bridge makes the most sense. A no bridge option is also a terrible idea. A new bridge should have been built 20 years ago!	Reducing congestion, Community/Development impacts, Other: Avoid funneling all Bay crossings over the same corridor.	Options outside of Anne Arundel County should have been considered.
9/29/2019	Web			Reducing congestion, Safety, Community/Development impacts	Should not take 2 hours to go 5 miles.
9/29/2019	Web	Ok	#7 will be even more destructive to my local area!	Reducing congestion, Environmental impacts, Community/Development impacts	What will these options do to decrease congestion in the neighborhoods around the Broadneck Peninsula? Sometimes we literally cannot get to work or home for hours!
9/29/2019	Web	Hello, please don't build another bridge in AA county. I live in St. Margaret's Landing which is behind Whitehall Shopping Center. There are approx. 200 homes behind the shopping center and we have become prisoners to our homes. This is no longer a community we can enjoy because of all of the traffic. Our kids can't get home from school on Friday afternoons because the access roads are jammed up. At the very least please keep traffic off of the access roads so we can get our kids to and from sports, home on time from school and go out and about in our community that we once enjoyed. The access road is the only way in and out of our community. Emergency responders could not reach us if needed. We have literally become prisoners to the traffic in this area.		Reducing congestion, Environmental impacts, Community/Development impacts	Please have the police keep the access roads open to local residents only on Whitehall Road!

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9/29/2019	Web	Please do NOT consider adding another span at the current site (option 7). We are already prisoners in our homes from the traffic off Rt 50 on the Broadneck peninsula. It took 1.5 hours from my husband to bring my daughter home from school last Friday - 8 MILES away in downtown Annapolis.	Option 6 will hopefully reduce the insane amount of traffic on route 2 and 50. It's a terrible back up daily.	Reducing congestion, Environmental impacts, Community/Development impacts	Please do NOT choose option 7. The traffic is already terrible here, and it isn't sustainable. Why continue to funnel people through the same area when they come from elsewhere? Tourists from elsewhere will be happier to have an option to avoid the Broadneck and so will its residents. It will also bring business to other parts of eastern MD.
9/29/2019	Web			Reducing congestion, Safety, Environmental impacts	The ecosystem must be taken into consideration when planning a solution. Enough damage has already been reaped in the bay.
9/29/2019	Web	The pasadena route would ruin this wonderful town, traffic during the summer is already extremely heavy.	Pasadena only has mountain rd after 100 and for much of the way it has 2 lanes. Putting g the bridge at the end of a peninsula community would cause congestion more than I could imagine.	Reducing congestion, Safety, Community/Development impacts	
9/29/2019	Web			Reducing congestion, Safety, Community/Development impacts	
9/29/2019	Web			Reducing congestion, Environmental impacts, Community/Development impacts	
9/29/2019	Web		Number 6. Less traffic on Route 2, College Parkway and Route 50. All are jammed already.	Reducing congestion, Safety, Environmental impacts	
9/30/2019	Web			Reducing congestion, Safety, Environmental impacts	My concern is another span at the existing location is going to do nothing to address the delay over the Severn river bridge. Very often the Severn River Bridge in and of itself leads to a significant delay.
9/30/2019	Web		The Broadneck Peninsula cannot handle additional traffic. Traffic during the summer season and beyond is ridiculous. So many drivers jump off 50 to use our local roads,	Reducing congestion, Safety, Environmental impacts	

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			and impede local residents from getting home.		
9/30/2019	Web	<p>Route 50 is overcrowded. The next bay bridge should be built to keep traffic off route 50. From Annapolis to the east, maximum capacity has been exceeded! Of the 3 options presented, option 8 is the least onerous, but other options should not be off the table.</p> <p>Something needs to happen regarding the backups during repairs occurring now. A normally 15 minute trip home from work in Annapolis to Arnold took 45 minutes on Friday. We were then unable to go back out from home due to the incredible traffic nightmare out there for the rest of the night.this hurts businesses , restaurants, individuals, property values, high school athletics, and citizen morale!</p>	8 is best.	Reducing congestion, Safety, Community/Development impacts	
9/30/2019	Web	Who came up with these CARA Proposals(CARAP)? This is the best we can do after 20 years of study?	Of the 3 shown 8 is best of the worst. Keeping traffic off 50 is key to the livability of the broadneck peninsula. Other alternatives promise long delays, reduced quality of life, death of businesses and reduced tax revenues, risk of loss of life due to inability of emergency personnel getting to people in a timely fashion.	Reducing congestion, Safety, Community/Development impacts	
9/30/2019	Web			Reducing congestion, Environmental impacts, Community/Development impacts	We live in Annapolis. When the mall was developed they killed Weems Creek with mud. When they did the Exit 29 interchange they killed Whitehall Creek with mud. Wa are sick and tired of destroying Annapolis so that rich DC and VA folks can get to their Ocean City vacation houses.

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9/30/2019	Web			Safety, Environmental impacts, Community/Development impacts	Please just use the area where the bridge already is. The Pasadena option is only congested an already overly.congested area.
9/30/2019	Web	Analysis of projected need must take into account the impact of climate change and technology advances, as both may reduce traffic flow and congestion. Current modeling of projected traffic does not take either into account, meaning estimates of need could be inflated. Additionally, less costly measures, such as no tolls, high speed tolls, blinder fences to eliminate view from bridge causing slower speeds, etc should be implemented before decision on new bridge is made.	#7 appears to be the only viable option as infrastructure and collateral costs are too high for any other option.	Reducing congestion, Environmental impacts, Community/Development impacts	
9/30/2019	Web	Provide barriers dividing lanes one local, one thru lane 2 lanes east bound. One lane westbound. Right lane local only, at least to kent island bridge. Should use for locals. Service road locals. State ticket by camera inforced on service roads. As for future. Xtra lane/span. Use service rd to northrup grumman's, build local rd. Free style floating bridge that hangs in air supported by present bridge. Also I heard long ago. It's not the bridge that's dangerous it's the concrete beneath the water. That's deteriarratting. (Friend of friend worked on bridge stated concrete issues. Has anyone checked that. Paving and maintaining what's above the water is good. But not if the concretr supports are deteraitng. The idea of holding traffic while one clears up is not good idea. Whose making these stupid decisions anyway		Reducing congestion, Engineering/Construction, Safety	Listen listen. To the people that live on both sides that are affected. Gather all census, ideas and than do the greater. Let the people decide. Not meat! And put another bridge south st Mary's. Build over the wildlife refuge.

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9/30/2019	Web			Reducing congestion, Environmental impacts, Community/Development impacts	The Broadneck Peninsula is already a parking lot! We do not need more traffic through this area, it is becoming unlivable on the weekends. What was a 10 minute trip to the store on a Saturday is now a 2 hour journey! QUIT TURNING MARYLAND INTO NORTHERN VIRGINIA!!!!
9/30/2019	Web	Whatever the state decides, it needs to be done fairly soon and it needs to be sustainable. CE Pittman has ideas to last that don't involve expanding the bridge. We need to think outside the box and find alternative and innovative ways to make traveling better. We need to get with the times and do electronic tolls or have one lane for cash and double the cost!	Number 8 comes down central avenue. It is already one way in and one way out with not much room for a bike lane let alone 2 more lanes. At the end of Central Ave is a beautiful park which would have to be torn down. This option is not acceptable or sustainable.	Reducing congestion, Safety, Environmental impacts	
9/30/2019	Web	The traffic congestion this past Friday (September 27, 2019) throughout the entire Broadneck Peninsula, from Benfield Boulevard/I-97, MD-2, College Parkway and ALL of the through streets in our residential neighborhoods is unacceptable. There was a long line of vehicles cutting through the Anne Arundel Community College just following Waze and other apps hindering those of us the live on the Broadneck. Waiting for the backup on eastbound US-50 to reach 12 miles before relaxing the toll requirement is simply not enough. At 3:30 in the afternoon it took me two hours and thirty minutes for what should have been a 35 minute drive from BWI to my home near Cape St. Claire.	The wide scale infrastructure simply cannot be expanded nor will it support increased capacity for Option 7.	Reducing congestion, Safety, Community/Development impacts	

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9/30/2019	Web		7 area is already too congested!!!!	Reducing congestion, Engineering/Construction, Community/Development impacts	SHOULD HAVE BEEN DONE LONG AGO! QUIT BUILDING NEW DEVELOPMENTS, QUIT TURNING ANNE ARUNDEL COUNTY INTO NORTHERN VIRGINIA!!!!
9/30/2019	Web			Reducing congestion, Safety, Community/Development impacts	
9/30/2019	Web	The traffic that we experienced on Friday, Sept 27th on the Broadneck peninsula was unacceptable. We can't continue to funnel people into this peninsula and expect that the current bridge situation isn't going to get much worse before it gets better. We need an alternate crossing that's not in the current location. We also need to figure out a way to handle the traffic from this re-surfacing project, closing down lanes is not acceptable.	No to Corridor 6!	Reducing congestion, Safety, Community/Development impacts	
9/30/2019	Web			Reducing congestion, Community/Development impacts, Other: Emergency vehicle time and traffic	I work on the open heart surgery team and the traffic is a problem for employees to get to emergency on call situations in both directions. It is my hope that the bridge construction in another area will relieve the traffic.

DATE	MEDIUM	COMMENT
9/3/2019	Email	Thank you so much for talking with me today, Melissa. The League of Women Voters of Queen Anne's County is an organization devoted to bringing non-partisan information to our citizens. We would like to set up a Voter Registration information table outside the auditorium at your community Open House at Kent Island HS on October 9. There would be 2 or 3 of us, with voter registration forms and other information about voting in Queen Anne's county, prepared to answer questions and hand out forms and pamphlets. Thank you again, for considering this.

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9/3/2019	Email	<p>After reading Kent News about study, I went to the study website trying to glean some clarity (map and numbered studies in article is confusing and illegible. Disappointed to find no ability to discern info on your site also.</p> <p>Hoping for transparency and engagement not subterfuge and disengagement.</p> <p>Please send appropriate links and info.</p> <p>I am a supporter of bridge construction that positively impact pro development in Kent County.</p> <p>Thanks! [Name Redacted] -- I appreciate your friendship and this email.</p> <p>"Creation is trembling, quaking, waiting expectantly for the stewards to arrive" Romans 8:20</p> <p>[Phone Number Redacted]</p>
9/16/2019	Email	<p>Subject: 3rd Bay Bridge Dear Sir: Below is an excerpt from a letter I wrote to our local papers in February when the many 3rd Bay Bridge options first came out. "My next comment concerns us in Talbot County. I have no idea where a road/roads serving a new Kent County bridge might go. If it goes inland and skirts Talbot County, traffic on Route 50 might actually go down for a while. I doubt this would be the case 60 years after the 3rd bridge opens. Heaven help us if a widened 213 connects to the present Route 50. Perhaps 50 will be widened to 6 or 8 lanes. Or elevated going through Easton. Or a bypass around Easton like Salisbury (then 309 or 328 or 331 can develop like Route 13 in Salisbury – a mess). Also, would it stimulate more development than would otherwise occur? But wait, don't options 8, 9, and 10 noted in the State study cross the Bay into Talbot County and connect to Route 50 in or near Easton. Unimaginable! Our County would be ruined." Now, 5 months later, the MDOT study has been narrowed to three build options, one actually goes ashore in Talbot County, one in northern Queen Anne's and, the route favored by Governor Hogan is a 3rd bridge parallel to the present two bridges. What do all three have in common besides astronomical cost to the taxpayer? They all pour traffic down Talbot County and thorough Easton. Plainly, these solutions are all unacceptable to our County and will ruin its rural character. There has got to be a better solution to steadily growing traffic than just building another bridge and more roads. The NO BUILD option is the only option. Sincerely, [Name Redacted]</p> <p>Cc: Robert Willey, Mayor of the Town of Easton Cory Pack, President of the Talbot County Council [Name Redacted], President, Eastern Shore Land Conservancy [Name Redacted], Executive Director, ShoreRivers</p>
9/17/2019	Email	<p>Is there a reason that the full-speed-allowed overhead cameras/ezpass readers are not installed on the Bay Bridge? We are in the dark ages. The evening rush hour/summer weekend backups would be so lessened. And we Anne Arundelians would not be trapped in our homes.</p> <p>And if there needs to be an additional bridge, and the first one is past its time, why not rebuild it as a double-decker? Why isn't that option at least discussed? See Tappan Zee bridge.</p>

Bay Crossing Study Public Comments September 1, 2019 – September 30, 2019

DATE	MEDIUM	COMMENT
		[Name Redacted]
9/22/2019	Email	<p>Regarding the letter to the editor of Sept. 4, 2019, in the Star Democrat: Believe It? Is the retired Rev. Joel Marcus Johnson hallucinating, or delusional, regarding his recollection of the Chesapeake Bay Military Tunnels that run from the Calvert Cliffs Nuclear Power Station to Taylors Island. He suggests converting them into the 'Chesapeake Bay Island Holiday Tunnels'. Do these tunnels really exist? I am astounded that I have not seen any follow-up Letters to the Editor regarding this 'proposal' of the Reverend's. Better yet, why are they not being considered for public access to the East? Someone enlighten me.</p> <p>[Name Redacted] [Address Redacted] [Phone Number Redacted]</p>
9/24/2019	Email	<p>it appears you guys figured this one out already, check out the Tappan Zee Bridge idea, the highways are already there, you just widen them, good luck trying to get St Michaels or Rock Hall to accept any options that will turn their areas into another Kent Island.</p> <p>if you make the third span wide enough, maybe you can turn the original span into a railroad bridge for a high speed rail or MagLev (?) link from DC or Baltimore to OC?</p> <p>but hurry up before OC and the DE resorts get washed into the Atlantic J</p> <p>[Name Redacted] [Address Redacted]</p>
9/30/2019	Email	<p>I am against adding more traffic into the already full RT 50 area. I live off whitehall road and can not eave my house friday evening, sat after 1pm. I can't entertain guests - they can't get here. what is worse, apps like WAYZ route members off Rt 50 onto back roads and thru neighborhoods so they (app subscribers) don't have to sit in traffic on Rt 50. People who live in Cape St Clair can't get home. Is it going to take a fire or someone to die because emergency vehicles can't get to them. The police say they can't help us. The access road after Angler's is clearly marked, Local Traffic only; yet I see many cars continuing on after Anglers and Whitehall lane. They are clearly going to the beach. DO NOT give us more traffic. Relieve our roads.</p> <p>[Name Redacted] [Email Redacted] [Personally Identifying Information Redacted]</p>