

Bay Crossing Study Public Comments
July 1, 2020 – July 31, 2020

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	OTHER	ADDITIONAL COMMENTS (Personally Identifying Information Removed)
7/6/2020	Web		<p>Corridor 6 impact line needs to be extended to route 404/ 50 junction. It will have the biggest impact on the natural environment and local communities on the eastern shore.</p> <p>Corridor 7 is the best option with: a new bridge east and west, new service roads for locals only, lanes for ocean bound traffic only between route 97 and 404 will speed up traffic, have special service/rest areas, in the middle of highway (e.g. Delaware service plaza Inter. 95), eliminate all traffic lights on the shore (e.g. 404). Corridor 7 will have the smallest impact on the environment and local communities.</p> <p>Corridor 8: It appears to be expensive and high impact on the environment.</p>	<p>Reducing congestion, Environmental impacts, Community/Development impacts</p>		<p>A solution has to be made about the traffic issues at the bridge and the funds need to be secured to complete this project. Any project should be completed by 2030, before traffic gets unbearable for all of us.</p>
7/18/2020	Web	<p>I am in favor of corridor 7 Kent Island. The other 2 options would bring unwelcomed traffic, people and development to nature preserved areas. It would change these areas with loss of farmland, new housing developments, and the cultures that exist on this side of the bay. The wildlife in Rock Hall and Talbot County would be at danger.</p> <p>Option 7 would have the least impact on culture and wildlife and property. I would think that cost would also be less.</p>		<p>Engineering/Construction, Environmental impacts, Community/Development impacts</p>		<p>Is this new bridge necessary Or just to reduce the wait times going across the bay. I think we spend too much money sometimes building new roads when the existing roads and bridges need repairs.</p>
7/19/2020	Web	<p>We have just bought a home in Chestertown, MD and am amazed every day of the amount of open space, active farmland and lack of tourist traffic that occurs in Kent County. That is what we bought into by purchasing in Chestertown.</p> <p>Having travelled to the Eastern Shore for over 40 years we have seen the corridor from Annapolis to Easton</p>	<p>Corridor 6 would be disastrous to the northern bay region and Kent County and most importantly, it would serve no purpose for its population. All negative results, no positive gains.</p> <p>Corridor 7 seems the most likely and least disruptive. Go with it, it has received the most investment over the years. Keep it up.</p>	<p>Environmental impacts, Community/Development impacts, Cost</p>		

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		<p>build up and change, but there is no reason to abandon that corridor in moving forward.</p> <p>Not sure there is ever a no-build alternative, but improvements of the existing ROW and Infrastructure seem to be the least costly and least disruptive to a prize resource for the State of Maryland.</p>	<p>Corridor 8 seems to similarly be disastrous to the St Michael's/Miles River Talbot County region and it would also serve little purpose for its population. The impact to the pristine river environment and farmland would be disastrous.</p>			
7/28/2020	Web	<p>Traffic congestion on the Bay Bridge and its approaches will not be mitigated by another crossing without significant negative impact to the environment, local communities, and safety. In fact, it will exacerbate problems with increased traffic from Delaware, Pennsylvania, and New York among other out-of-state drivers. Particularly damaging to Maryland will be the increased truck traffic, already on the rise, that will use MD 301 as alternative to Interstate 95. Dangerous drivers routinely exceed the Bay speed limits and accidents involving trucks have been on the rise. If the goal is to support Ocean City, then strategies to shift some of the rentals away from Saturday to Saturday would accomplish ease of travel as much if not more than a new span.</p>	<p>None of these should be pursued. More roads bring more cars, as any casual study of past road building will confirm.</p>	<p>Safety, Environmental impacts, Community/Development impacts</p>		<p>You need to also address the factors that could mitigate traffic from the no-build alternative such as changing the Ocean City rental schedule. You must also address the indirect costs from all and any of the alternatives and present these for public review.</p>