

## Bay Crossing Study Public Comments September 1, 2020 – September 30, 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)
9/2/2020	Web	Ultimately I think the "no build" option is best. The other options will bring all of the negatives of life on the Western Shore to the Eastern Shore. There is no off-setting positives for the Eastern Shore. The bridges ONLY benefit the Western Shore.	Option 7 will have the least destructive impact on the Eastern Shore. Options 6&8 will irreversibly alter the environment and quality of life on the Eastern Shore.	Environmental impacts, Community/Development impacts, Other	Added congestion in areas not currently suffering from this problem.	
9/2/2020	Web			Reducing congestion, Community/Development impacts, Cost		What about a tunnel between the two current spans of the bay bridge? The tunnel would function during bad weather, provide congestion relief to the current spans during peak times and minimize slow downs due to people afraid of heights and sightseeing.  Also I support a variable toll based on commute times and traffic congestion. If a traveler doesn't have a commuter pass, then higher toll rates will be applied to discourage travel during peak times.
9/2/2020	Web	As a life long St. Mary's county resident, many of us have dreamed of alternative 14 becoming a reality. We are unfortunately very far from just about everything in Maryland, and the drive to the eastern shore can be arduous having to travel north for around 2 hours before crossing the bay bridge. With the growing population in the county largely in part due to the naval presence, I can only hope that one day there will be a viable use case for a transportation option from St. Mary's county.  Cheers, [Name Redacted]	Being from St. Mary's county, my understanding of where the primary source of congestive traffic comes from is limited. However, it is my presumption that alternative 8 would further divide the amount of traffic getting funneled to the bay bridge coming from the DC metro area. It likely would not have an impact on my travel time on a day where traffic is light, but I could see it reducing the amount of traffic due to its proximity to the bridge.	Reducing congestion, Safety, Environmental impacts		
9/2/2020	Web	As a resident of Kent Island and formerly Annapolis, I can say an additional bay crossing is needed. Options 13-9 were the best options in	Option 7 will further destroy the quality of life and environment along the annapolis / broadneck peninsula and Kent Island. Not only is this corridor already overburdened	Reducing congestion, Environmental impacts, Community/Development impacts		

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		decending order to provide an alternative for all of the beach traffic coming from VA and southern MD to alleviate the congestion and improve the quality of life, commute times, and safety along the current bay bridge corridor. Option 6 is not a great option and will do little to help improve the actual problems, Option 7 is by far the worst choice for these residents and environment already suffering an increasing burden so we are left only with option 8. Please do not move forward with option 7 or 6 and revisit the options 9-13. Thank you	with beach traffic, there is no room along rt 50 to expand along Kent Island and Kent Narrows especially with rising sea levels. Option 7 will devastate both areas forever. Option 6 makes little sense and will not divert/improve much of the current traffic at all. Of the 3 options, option 8 is the best option but options 9-13 were much better and would be the best options for achieving the goals. I would be in favor of limiting and minimizing the environmental impact and limiting and more construction or development along the new route as well. Thank You			
9/3/2020	Web	Have they ever considered a ferry service across the bay? Lots of people dread driving across it, me included. Thanks for your consideration on a ferry service.		Reducing congestion, Safety, Environmental impacts		Ferry service please
9/3/2020	Web	Hi, I would like to know if any of the proposed alternatives include provisions for a bicycle lane - currently, there is no way to travel across the Chesapeake Bay without a motor vehicle. Bike lanes help reduce traffic congestion by offering commuters an alternative to taking a car, and I'm sure most cyclists would not be averse to paying a toll just as motorists do to use the bridge. A separated/protected lane would be most preferable, but even a painted lane/wide shoulder would be an improvement to what we have now (which is nothing). Could someone from the project please respond and let me know if this has been considered? I'd love to talk with you a bit more about this possibility.	Any would be acceptable to me so long as they include a bike lane	Reducing congestion, Safety, Environmental impacts		

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9/4/2020	Web	I live right off of corridor 8. This is a horrible idea. It would destroy hundreds of homes just by what would be the required land to build a highway through one of the last quite areas. It would also congest Edgewater beyond reason. For those like myself and thousands others on the Mayo Peninsula, the route would tank the entire area's value and make it near impossible to live in the area. Further, you'd destroy a state park as your corridor goes right through it. In the end, you will destroy land, homes and land peoples lives. I urge you to not go forward with corridor 8 and look for a solution that will not uproot parks, wildlife and peoples homes as we all know the government will force people out at unreasonably low payouts. This is all very wrong and shouldn't even be a consideration.	I am in corridor 8. This is a horrible plan. It will destroy property value, peoples homes, lives and the park that you plan to push through. The peninsula is one of the last few quite areas and this route would destroy the entire peninsula, not to mention St. Michaels which is a popular tourist destination. The influx of traffic would destroy that area as well. I don't know who plans these ideas, but they are horrible.	Environmental impacts, Community/Development impacts, Other	Not destroying peoples homes to do this. Not destroying one of the states parks. Not congesting one of the few quite areas left in the state.	Corridor 8 is a bad idea.
9/9/2020	Web		Option 8 has several problems. MD 214 is in several places only one lane in each direction with no room to widen. There are significant flooding issues at multiple points along MD 214. The Mayo peninsula has only one egress, making traffic there a significant issue, and this plan will make it worse. There will also be significant environmental impact.	Reducing congestion, Environmental impacts, Community/Development impacts		
9/17/2020	Web	As a person who has used the Bay Bridge innumerable times, the only backup has been before getting on to the bridge. I have never experienced a backup upon having finished crossing the bridge. Therefore the only corridor that makes sense is along side the present bridge where the approach roads are already present. Three bridges there would give the flexibility	Please see my comment on the range of alternatives I would reiterate the same comment.	Environmental impacts, Community/Development impacts, Cost		Corridor 7 on the map is the shortest which I would necessarily think would be the most cost effective route to construct and yield the most direct congestion relief for the Bay Bridge.

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		to have 2 in one direction at maximum traffic times.				
9/26/2020	Web			Reducing congestion, Safety, Community/Development impacts		It seems to me that no matter where you place a new bridge, the backups will not be addressed. Another bridge only enables more cars to be on the roads contributing to the already existing backups. The backups are caused by the traffic lights along the way to the beaches. Why has there been no entertainment of a plan for an overpass to avoid the lights instead of a third bridge? The bypass around Salisbury seems to have been a great idea. Just wondering if someone could study that aspect?

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9/1/2020	Email	Thank you for your email - please take note I have changed my email address from [Email Address Redacted] to [Email Address Redacted]  [Name Redacted]
9/1/2020	Email	Hello~I'm confused by this notification.  I thought that the Tier 1 study had been completed in October of 2019 and that either 6, 7, or 8 corridors had already been determined to be the possible location of the new crossing?  What am I missing here and what is the latest, please?  Thank you, [Name Redacted] [Email Redacted]
9/1/2020	Email	How about no bridge at all. We don't need to spend tens of millions so some people can go to the beach a little faster a few months out of the year. SAVE the money ,this country is in debt now . By the time it is built ,we won't be driving cars .
9/1/2020	Email	Just my 2 cents, but Rt 50 eastbound after the bridge is congested and slow during those peak congested times, and adding any more traffic to that area will just increase the original problem. The main idea is to provide traffic relief from the bridge area (the reason for the study), and in order to alleviate that problem, you need to offer alternative ways to get to the beach other than Rt-50 at kent island. It's a choke point issue on both sides of the current bridge, and unless you provide an alternative to that particular area, you will continue to suffer long weekend backups and traffic congestion. Sure would be nice if southern Maryland had a bridge similar to the chesapeake bay bridge tunnel in Va.
9/1/2020	Email	Those three options make no sense. You cannot stream that kind of traffic safely or sensibly through the St Michaels corridor. Besides, there is too much money in that area for it to ever happen so scratch that nonsense now. Rock Hall infrastructure will not work plus will not alleviate the QAC traffic nightmare already in place. Kent Island cannot continue to maintain the crazy traffic being forced through there already. Residents are prisoners all Summer long and that is criminal. Option 11 is really the only viable and logical choice and how it was eliminated is beyond comprehension.  Back to the drawing board. This time, listen to the people that live through this every day!
9/2/2020	Email	those ideas you wrote about are ridiculous! We need something mid Delmarva peninsula going across to the Western shore. That will reduce the traffic on the Bay bridge as well as the tunnel, and those of us who live on mid Delmarva should not have to drive two and a half hours North or South just to get off this damn peninsula!
9/3/2020	Email	As a lifelong resident of Talbot County, who resides in St Michaels, there is nothing I can put into words that would accurately depict the amount of disdain everyone I know has for CARA Alternative #8. It would completely destroy the entire community from Claiborne to Easton. We live here to avoid the nonsense from the Western Shore, and we pretty much despise Baltimore. It's bad enough we have to suffer traffic through Easton, please don't destroy the community we have spent hundreds of years celebrating.  [Name Redacted] [Phone Number Redacted] [Email Redacted]
9/8/2020	Email	Hi MDTA,  I was reading the Tier 1 NEPA study this morning and I was hoping to receive a higher-detailed map from you all depicting especially Alternative 8 of the Corridor Alternatives Retained for Analysis. Specifically, I would like to know what route from exit 16 is being considered. Can you please point me in the right direction?  Thanks in advance, [Name Redacted]  Sent from my iPhone
9/21/2020	Email	what a waste