

Bay Crossing Study Public Comments
October 1, 2020 – October 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)
10/6/2020	Web	I think the range of options is still quite limited. It seems to me that a route much further North would be an option too. Something that would take traffic from Baltimore area to Chestertown area. I really believe the no build option is the best. Ocean City simply cannot handle more people... The Eastern Shore cannot handle more people. Make it painful for the mass amounts of people to go east and perhaps another undeveloped area will become a popular spot and people were flock there.	#8 Makes no sense at all. The length of the route that would need to be over water is way too long! You would be going over 5 miles of the main Bay, then 3 or more miles over the mouth of the Eastern Bay. Then finally over the Miles River. The amount of habitat destruction by doing this would be incredible and devastating. Seems like this is the worst option by far. I don't see it being feasible at all to run the bridge around Bloody Point. The eyesore it would create with a bridge system that long would ruin the Bay.	Environmental impacts, Community/Development impacts, Cost		I believe there is no good answer. This should have been done a long time ago. I am worried about the safety and construction of the existing bridge too. The MD Eastern Shore is known for its pristine environmental aspects. Doing anything other than building another span where the existing one is will destroy far too much habitat and will have devastating environmental effects.
10/12/2020	Web	Is there any plan to rerun the current study to include as primary decision factors?: 1. Safety/evacuation needs for hurricanes, wildfires (least likely in this area), tsunami, nuclear power plant emergencies (Calvert County), etc. Wildfires in CA and hurricanes striking the Gulf coast multiple times in 2020 illustrate where a widespread network of roads (vice funneled to one general exit area) can greatly improve evacuation needs and save lives. 2. Risk/concerns of major accidents or acts of terrorism (sample potential scenarios: large cargo/tanker ship striking bridges in current #7 location, terrorist act causing bridges in #7 to be all severely damaged and unable at once, etc.) that might render bridges unusable 3. Potential economic growth benefit to areas of Maryland with improved networked roads that may help combat poverty in those areas.	Of the current study results, it would appear that #8 would offer the most relief from bottleneck traffic that occurs at the current bridge spans location and provide some needed relief to Annapolis local traffic. It also appears to allow current bridge span users (#7 location) to minimize overlapping traffic with the new bridge users while on the Eastern shore.	Reducing congestion, Safety, Environmental impacts		



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		<p>4. Opportunity for the state to leverage federal funding and/or endorsements from FEMA, NRC, DoD, etc. depending on benefits that may relate to each.</p> <p>I believe these are key, and very critical, factors that were not included in the study that may have significantly impacted the resultant recommendations, which may have provided different outputs.</p> <p>It may also benefit looking at areas with lower development that may offer improved ability to support future alternative rail line service in conjunction with the new span (to/from/across).</p>				