

Bay Crossing Study Public Comments October 15, 2022 – October 31, 2022

Date	Medium	Comment
10/17/2022	Web	As a homeowner/resident near the existing Bay Bridge, would be happy to a solution to the frequent backups that occur on eastbound route 50 approaching the bridge. At the same time have two major issues with this project. First Sandy Point State Park is one of the very few water access points and beaches available to the public in the greater VA/DC/MD metro area. Would very strongly urge that any construction be done to the south of the existing structure so as to not impact on Sandy Point State Park. Yes there are some buildings on the south side but their functions can be relocated....the park has no alternative/replacement. Secondly, expanding the capacity of the bay bridge without addressing the feeder routes will simply push the backups "upstream". Today, during peak traffic periods, running 3 lanes of traffic in the busy direction typically reduces the delay at the bridge but not upstream at the Severn river bridge which, while already 4 lanes eastbound still backs up. What are you going to do about that?
10/21/2022	Web	Hello. I attended the public awareness display at the Stevensville American Legion hall, and was very impressed with the presentation. It is obvious that the State of Maryland has done it's homework. The current and next phase of the study is more detailed than I had envisioned. By the time it comes around for the engineering study and the actual construction, I will most likely no longer live in the area. That being written, I see no other viable alternative to the proposed replacement and addition of the current William Preston Lane Jr. Memorial Bridges. The impact on the area surrounding the current facilities will be profound enough. Placing a new Chesapeake Bay Crossing Complex anywhere else would be strongly opposed by the people directly impacted, environmentally sensitive and cost prohibitive. The travel corridor is currently overburdened and will probably remain so even after the construction of a newer gateway through Queen Anne's County. I see no other viable alternative. Good luck
10/28/2022	Web	The Tier 1 NEPA was flawed by not considering the viable alternative of a tunnel as a Bay Crossing method. The Tier 2 NEPA must look into the tunnel alternative as a means of reducing traffic congestion near the Bay eastbound and westbound, and as a method with much lower risk of travel considering weather and other above ground anomalies. Look into the Paris-London Chunnel or the Fehmarnbelt Fixed Link tunnel for economic/environmental analyses. Also consider the benefits of pre-fab tunnel component construction using Baltimore manufacturing.