Urgent request for extension of MDTA 12/15/17 deadline for public input into Chesapeake Bay Crossing Study Tier 1 NEPA

Please relay the attached letter to Governor Hogan requesting an extension of the MDTA's 12/15/17 deadline for public input into the Chesapeake Bay Crossing Study Tier 1 NEPA. A revised deadline after the holidays will ensure compliance with NEPA's mandate for "meaningful public participation" in this planning process.

Also attached is my referenced submission to the MDTA dated 12/5/17.

Please contact me if you have any problem with these attachments, or if the Governor needs additional information. Thank you for your assistance.

former Delegate, 36th Legislative District

2 attachments

- Bay Crossing Study Tier 1 NEPA deadline extension request to Governor Hogan from [File Size: 220K]
- Chesapeake Bay Crossing Study Tier 1 NEPA comments by [File Size: 273K]
December 5, 2017

Ms. Melissa Williams, Director
Division of Planning & Program Development
Maryland Transportation Authority
2310 Broening Highway
Baltimore, MD 21224

Subject: Chesapeake Bay Crossing Study, Tier 1 EIS / NEPA

Dear Ms. Williams:

I appreciate the opportunity to comment on the Chesapeake Bay Crossing Study recently initiated by the Maryland Transportation Authority (MDTA) and Federal Highway Administration (FHWA).

While serving as Delegate to Maryland’s 36th Legislative District (1995-2010), I represented Kent Countians’ strong opposition to the inclusion of a northern Bay crossing in the State’s transportation planning. Ten years later, the reasons are still valid for opposing construction of a Chesapeake Bay bridge to the shores of Kent County – now shown as an alternative in “Sub-Area 2” and partially in “Sub-Area 1” on the Bay Crossing Study map presented November 15, 2017 by the MDTA.

The 2010 U.S. Census reported Baltimore City’s population as 620,961 and Baltimore County’s as 805,029. A Bay crossing within Sub-Area 2 would directly link these massive metropolitan regions to the open spaces of Kent, the smallest and least populated county (20,107) in Maryland. Adverse consequences would inevitably include unmanageable urban sprawl and non-mitigatable destruction of ecologically sensitive environments at the Eastern terminus.

Preserving Kent County’s rural legacy and historic towns; perpetuating its agricultural fields and carbon-sequestering forests; protecting its wildlife habitats and Chesapeake Bay tributaries – these positive actions are far more essential to the continued well-being of all Maryland citizens than providing another traffic corridor for summer vacationers.

Building a Bay bridge to Maryland’s Upper Eastern Shore is not a responsible, reasonable, nor sustainable method of facilitating seasonal access by motorists from the Western Shore to ocean resort destinations on the Lower Eastern Shore. I therefore respectfully request that the MDTA and FHWA designate any Bay crossing sites terminating in Kent County as “No Build” alternatives.

Thank you for your consideration.  

Sincerely,
cc: Jeanette Mar, Environmental Program Manager
Federal Highway Administration, Maryland Division
10 S. Howard Street, Suite 2450
Baltimore, MD 21201
Jeanette.Mar@dot.gov

Congressman Andy Harris, M.D. (MD-01)
U.S. House of Representatives
1533 Longworth HOB
Washington, DC 20515
Andy.Harris@mail.house.gov

Delegate Jay A. Jacobs (District 36)
Maryland House of Delegates
321 House Office Building
6 Bladen Street
Annapolis, MD 21401
Jay.Jacobs@house.state.md.us

William W. Pickrum, President
Ronald H. Fithian, Member
William A. Short, Member
Board of Kent County Commissioners
100 High Street
Chestertown, MD 21620
KentCounty@kentgov.org

Reference:
link to Federal Highway Administration (Lead Federal Agency) 10/11/17 Federal Register notice
link to Maryland Transportation Authority (Local Project Sponsor) Bay Crossing Study website
December 11, 2017

The Honorable Larry Hogan
Governor of Maryland
100 State Circle
Annapolis, Maryland 21401-1925

URGENT: Need for Extension of Public Input into MDTA Chesapeake Bay Crossing Study, Tier 1 EIS / NEPA. Current deadline 12/15/17; requested deadline 1/31/18

Dear Governor Hogan:

I recently made the attached comments on the Chesapeake Bay Crossing Study initiated by the Maryland Transportation Authority (MDTA). However, many of your constituents affected by this Study and its results will not be granted a reasonable chance to get informed and involved due to the timing of the MDTA’s Tier 1 EIS/NEPA public input period during the holidays.

The MDTA introduced this Study to the public on November 15, 2017 – the week before Thanksgiving; the 30-day public comment period expires December 15, 2017 – ten days before Christmas. Beginning and ending during the year’s busiest season, the MDTA’s outreach is compromised in meeting the NEPA requirement of providing “meaningful opportunities for public participation” in this critical phase of the Bay Crossing Study.

Please advise the MDTA to demonstrate their good faith in effectively enabling Maryland citizens’ fullest involvement by re-opening public input to the Chesapeake Bay Crossing Study’s Tier 1 EIS/NEPA process after these State and Federal holidays, and extending the comment submission deadline to January 31, 2018.

Thank you for your kind consideration, and for your commitment to ensuring fair and transparent government in Maryland.

Sincerely,

cc: Melissa Williams, Director
Division of Planning & Program Development
Maryland Transportation Authority
mwilliams9@mdta.state.md.us
January 5, 2018

Mr. Pete Rahn  
Secretary of Transportation  
P. O. Box 548  
7201 Corporate Center Drive  
Hanover, MD 21076-0548

REGARDING: Broadneck Council's response to MdTA's request for feedback from the November 15, 2017 "Scoping Session" re: the Bay Bridge Crossing

Dear Secretary Rahn:

Happy New Year!

The attached from the Broadneck Council identifies major issues and process questions needing to be addressed in the next few years. I would appreciate your review and comments.

Thank you,

[Signature]

Ed Reilly  
State Senator  
District 33, Anne Arundel County

encl  
ER/kd
BROADNECK COUNCIL OF COMMUNITIES INC. (BCC)
ANNE ARUNDEL COUNTY
SCOPING COMMENTS ON NEPA
BAY AREA CROSSING STUDY, DECEMBER 15, 2017

BACKGROUND

A Notice of Intent (NOI) was published in the Federal Register on October 11, 2017 advising the public and affected local, state and federal agencies that an Environmental Impact Study will be prepared to assess the environmental impacts of addressing congestion at the Chesapeake Bay Bridge which could result in added capacity at the existing bridge or at a new location across the Chesapeake Bay. The NOI indicates this is a Tier 1 Environmental Impact Study (EIS), (with a Tier 2 document to follow if a “build” option is approved in Tier 1). It will be prepared in accordance with the regulations in the National Environmental Policy Act (NEPA) and the most recent Federal Surface Transportation Act (FAST ACT). The Federal Highway Administration (FHWA- U.S. DOT) will be the lead federal agency and the Maryland Transportation Authority (MDTA) will be the Local Project Sponsor. It will involve the public, “cooperating and participating agencies” some having a signatory jurisdiction and “agencies with an interest in the Crossing Study.”

The NOI indicated that “FHWA and MDTA will undertake a scoping process for the Chesapeake Bay Crossing Study that will allow the public and interested agencies to comment on the scope of the Tier 1 EIS. This public outreach effort will educate and engage stakeholders and solicit stakeholders input. FHWA and MDTA will invite all interested individuals, organizations, and public agencies to comment on the scope.....”

In response to the above we are submitting the following comments.

COMMENTS AND QUESTIONS

The Study’s first public presentation was held Nov 15, 2017 in an on-line webinar format with simultaneous presentations at 6 sites, including Broadneck High
School, in the 11 county study area. The presentation was billed as the “Scoping Session,” including a request for comments by December 15, 2017 on the Scoping element and the NEPA required “Purpose and Need” element. The Nov 15 public outreach session at Broadneck HS was attended by at most a handful of the “public.” Because of insufficient local notice more staff was present than public—although staff was not allowed to answer questions. For any questions that were asked we were told to “put them on a comment card and send them to MDTA.” The MDTA video presentation, “On-Line Scoping Meeting,” lasted a little over 13 minutes. The meeting started at 7:00PM and lasted about 15 minutes. There was no discussion, no Q and A, nor any “collaboration” of any kind with the public, although both the video and the NOI both referenced this need.

We do not believe that the Scoping Session on November 15 meets either the spirit or the text described in the NOI to “…to engage stakeholders…” Further to compound this is the request to submit comments by December 15, 2017. The video presentation was held a week before Thanksgiving and comments are requested 8 days before Christmas. This is a very busy time for both Christians and Jews to prepare for and celebrate these family holidays. We hope this was an oversight and not an artificial deadline to limit public involvement. Obviously more time is required to “educate and engage” the public and interested agencies to solicit meaningful scoping comments.

To satisfy the “collaborative” public effort for this first phase; i.e., Scoping, and Purpose and Need, MDTA needs to address, in a Q and A open discussion format the following:

1. What is NEPA? Why is the NEPA process so complex, costly and require so much time?

2. Why use the Tiering approach (Tier 1 and Tier 2) and how does it differ from the conventional NEPA study approach? Are there significant financial and legal differences between the Tiering and conventional approach?

3. Regarding the request for comments on “scoping” how do you define it? Is it scoping for detailed elements of the study such as traffic volume, access roads expansion, critical origin-destination studies, fish and wildlife habit/
protection, Bay navigation requirements)... OR... broader implications to include modal alternatives (high speed or conventional trains, ferries, maglev), tunneling, double deck, development impacts/natural and historic resource impacts/commercial impacts and the like?

4. Are there nearly a dozen Federal and State agencies already involved as “participating agencies” (as one of the graphics in the video would imply)? What is their role? Will the impacted counties (planning, engineering, traffic, and public works, legal) departments be involved in the study? What about community and home owner associations in proximity to the existing Bay Bridge and alternative locations under consideration? Will there be a role for a Citizens Advisory Committee or something comparable?

5. Who is funding this study? Are there sufficient funds to analyze 10 to 15 corridor alternatives, as proposed, and properly compare alternatives (traffic, environmental, cost, land use, economic impacts, etc.)? Are there sufficient funds to complete the Tier 1 study thru the Draft and Final EIS and Record of Decision (ROD)? If not is Federal funding a possibility?

6. What and when are the required “public” review sessions in this Tier 1 effort? How does the public engage and submit its “go” or “no go” comments regarding the various alternatives? How are these comments, and by whom, incorporated into the decision making process?

7. As the project is much more than a bridge crossing, that is it involves approach roads, parallel service roads, maintenance/administrative facilities, water, sewer, lighting, related development and infrastructure requirements, --will this kind of evaluation detail be presented in the Tier 1 effort? If not, how can a single alternative be selected?

8. How definitive will the cost of each of the alternatives be estimated? Will it include the cost of the related approach roads, ramps, intersections, service roads, etc.?
9. Are both Eastern and Western Shore Counties going to be consulted for concurrence and agreement for the selection of span location options for a new bridge?

10. Will a comprehensive range of funding alternatives be explored in this Tier 1 analysis? Will it include tolling, special benefit assessments, public-private ventures, federal, state and local funding alternatives?

11. Are there “go,” “no-go” decision points built into the decision making process in the Tier 1 Analysis? If so, what and when are they?

12. Assuming a Tier 1 is successfully completed, can right-of-way purchases be initiated, or does that require the completion of Tier 2?

13. What if a build option is not approved after completion of the Tier 1 Study? What is the next step or other options to enable movement to the Tier 2 Study?

We thank you for this opportunity for members of the BCC Executive Board to submit, for the record, our response for comments and questions by this December 15, 2017 deadline. We would like to work with you to gain more understanding of this planning process and will invite an MDTA management representative to attend one of our monthly board or quarterly general meetings to respond to these questions and comments. This, we believe, would be consistent with the “collaborative process” described in the NOI and the Scoping video.

Respectfully submitted for the BCC Executive Board,

President-BCC
BCC Director – Transportation

Note: The Broadneck Council of Communities, Inc. (BCC) encompasses the Broadneck Peninsula, which includes the western terminus of the existing Bay Bridge and those homeowner associations (HOA) contained therein. Of the 40,000 people who live in this Peninsula, our HOA members represent over 10,000 voters.
January 26, 2018

Ms. Heather Lowe
Bay Crossing Study
MD Transportation Authority
2310 Browning Highway
Baltimore, MD 21224

Dear Ms. Lowe,

As a native Kent County, I am strongly opposed to a bridge being built over the Chesapeake being built anywhere in the country. We have seen what happened to sleepy Kent Island, MD and also our neighbor to the north — Middletown — “Progress” does not equal “Preservation” or “Protection.” Kent County needs to be preserved as an oasis in a sea of sprawl.

Sincerely,

[Signature]
Ms. Heather Lowe, Bay Crossing Study
MD Transportation Authority
2310 Broening Hwy
Baltimore, MD 21224

January 25, 2018

Dear Ms. Lowe:

I would like to comment on the Bay Crossing Study. Kent County is a beautiful place full of historic, cultural and agricultural landscapes. Creating a new corridor to the ‘Shore would be detrimental to the wonderful qualities of life experienced by those of us who live here. One only needs to look at what happened to Kent Island over the years to imagine the result of an additional bay crossing. What was once a quiet area of farms and historic places is now full of strip malls, fast food, asphalt and bedroom communities. This is not progress, it’s sprawl!

I care deeply about preserving Kent County, and I know that a highway cutting through this landscape is not compatible with that goal. I oppose a new bay crossing.

Sincerely,
Ms. Heather Lowe, Bay Crossing Study
MD Transportation Authority
2310 Broening Hwy
Baltimore, MD 21224

January 25, 2018

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I would like to comment on the Bay Crossing Study. Kent County is a beautiful place full of historic, cultural and agricultural landscapes. Creating a new corridor to the 'Shore would be detrimental to the wonderful qualities of life experienced by those of us who live here. One only needs to look at what happened to Kent Island over the years to imagine the result of an additional bay crossing. What was once a quiet area of farms and historic places is now full of strip malls, fast food, asphalt and bedroom communities. This is not progress, it's sprawl!

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MD Transportation Authority  
2310 Broening Hwy  
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I care deeply about preserving Kent County, and I know that a highway cutting through this landscape is not compatible with that goal. I oppose a new bay crossing.

Sincerely,
January 25, 2018

Dear Ms. Lowe:

Building another bridge to the Eastern Shore is the last thing the Eastern Shore needs. New highways encourage more travelers; more travelers encourage more development; and more development will destroy the very nature of the ‘Shore that attracts people to visit.

As the Baltimore Sun op-ed article said, “Let the Eastern Shore be.” Don’t build a new crossing over the Bay.

Sincerely,
Ms. Heather Lowe, Bay Crossing Study
MD Transportation Authority
2310 Broening Hwy
Baltimore, MD 21224

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I care deeply about preserving Kent County, and I know that a highway cutting through this landscape is not compatible with that goal. I oppose a new bay crossing.

Sincerely,

[Signature]

PS Plus, think how development with non-pervious surfaces adds to Bay pollution!
Ms. HEATHER LOWE, BAY CROSSING STUDY
MD. TRANSPORTATION AUTHORITY
2310 BROWNE HWY
Baltimore MD. 21224

Ms. LOWE

I WOULD LIKE COMMENT ON THE BAY CROSSING. Kent County is a beautiful place full of historic, cultural and agricultural landscapes. Creating a new bridge would ruin Kent County and its way of life. Maryland would lose a gem that could never be replaced. We need to think longer term for future generations. We don't need more gas stations and strip malls.

I care deeply about preserving Kent County and I know that a highway cutting through this landscape is not logical. This is a greedy move for a few at the top.

I oppose a new Bay Crossing.

Sincerely

[Signature]
January 26, 2018

Ms Heather Lowe, Bay Crossing Study
Maryland Transportation Authority
2310 Broening Highway
Baltimore, Maryland  21224

Dear Ms Lowe:

I am a resident of Kent County and I am responding to your request for comments on the Bay Crossing Study.

Do not build a bay bridge into Kent County. I settled in Kent County seeking relief from suburban sprawl and traffic noise endemic to the Washington-Baltimore area.

Kent County can grow economically without the destroying its farms and wildlife habitat. Our taxes that would be spent on a bridge can be better used to promote job growth while preserving the Eastern Shore landscape and lifestyle.

Sincerely
January 26, 2018

Ms Heather Lowe, Bay Crossing Study
Maryland Transportation Authority
2310 Broening Highway
Baltimore, Maryland 21224

Dear Ms Lowe:

I live, vote, and pay taxes in Kent County and I am responding to your request for comments on the Bay Crossing Study.

My message is simple. Do not build a bay bridge into Kent County. I retired to Kent County in 2015 specifically to escape the suburban sprawl and traffic noise endemic to the Washington-Baltimore area, the results of the state’s shoddy planning and low regard for the environment.

Kent County has ample potential for economic growth without plowing up and paving over its agricultural landscape and wildlife habitat. If Kent County residents want more noise and strip malls, we can always visit you in Baltimore.

Sincerely
Ms. Heather Lowe, Bay Crossing Study
MD Transportation Authority
2310 Broening Hwy
Baltimore, MD 21224

January 25, 2018

Dear Ms. Lowe:

I am a resident of Kent County responding to your request for comments on the Bay Crossing Study. I do not want a bay bridge crossing into Kent County, creating a massive scar on our pristine agricultural and historic lands, ruining our thriving farm economy and destroying historic sites. I have lived here all my life and turning my home into a noisy, polluted corridor for people to reach the beaches is a totally flawed idea. I am strongly opposed to the destruction of our small county in order to alleviate the inconvenience some vacationers may experience on a few summer weekends. Perhaps more innovative toll collection, variable toll rates, and disincentives to travel at high peak times should be put in place rather than massive amounts of taxpayer money be spent on a new corridor.

Sincerely,
January 19, 2018

Ms. Heather Lowe, Bay Crossing Study
MD Transportation Authority
2310 Broening Highway
Baltimore, MD 21224

Dear Ms. Lowe:

I have been a resident of Kent County, Maryland, for ten years. I carefully selected my current home based upon the value that the County places upon its farms, waters and the rich heritage of the watermen and local history. The farms aren’t considered to be nuisances but sources of fresh foods and good lands for rearing animals. The farms, marshes and rivers draw visitors to see the waterfowl and enjoy those sites that are no longer available to them in the more populous areas. We have elected not to have the conveniences of big box stores in order to preserve what we value. Wind farms would have provided added energy but put the bird migrations and lovely scenes that tourists seek in jeopardy. We successfully worked to help others understand that wind farms are not appropriate for this county.

The possibility of ruining what we all value with a bridge crossing is upsetting. I grew up in King of Prussia, PA, that originally contained farms and open spaces when we moved there but the confluence of two new highways turned it into a macadam nightmare in only a few years. Middletown, DE, is another example of how a new highway (Route 1) linking with others can take a little town and develop it to the point where the only way to deal with it is to build a bypass! I don’t want to see that happen to Kent County, Maryland.

When I travel across the Bay Bridge, I notice that Route 301 is usually full of traffic eastbound, much of it speeding, heading North. When I reach Route 50, however, I am always relieved to see most of it turn off at this intersection. They all want to head further South on Route 50 – especially during the summer months when the seashores are very active. How would it make sense to build a highway that directs them North of that area? They would only then need to backtrack.

Needless to say, I am strongly opposed to ruining an asset – Kent County, Maryland – that so many people enjoy – both residents and visitors. It is a refuge from what is available elsewhere – heavy commercialism, traffic, reduced air quality, noise and all of the other costs of development that I deliberately moved away from.

Thank you for your consideration of my concerns.
Ms. Heather Lowe, Bay Crossing Study
MD Transportation Authority
2310 Broening Hwy
Baltimore, MD 21224

January 25, 2018

Dear Ms. Lowe:

I would like to comment on the Bay Crossing Study. Kent County is a beautiful place full of historic, cultural and agricultural landscapes. Creating a new corridor to the ‘Shore would be detrimental to the wonderful qualities of life experienced by those of us who live here. One only needs to look at what happened to Kent Island over the years to imagine the result of an additional bay crossing. What was once a quiet area of farms and historic places is now full of strip malls, fast food, asphalt and bedroom communities. This is not progress, it’s sprawl!

I care deeply about preserving Kent County, and I know that a highway cutting through this landscape is not compatible with that goal. I oppose a new bay crossing.

Sincerely,
Ms. Heather Lowe, Bay Crossing Study  
MD Transportation Authority  
2310 Broening Hwy  
Baltimore, MD 21224

January 25, 2018

Dear Ms. Lowe:

I am a resident of Kent County responding to your request for comments on the Bay Crossing Study. I do not want a bay bridge crossing into Kent County, creating a massive scar on our pristine agricultural and historic lands, ruining our thriving farm economy and destroying historic sites. I have lived here all my life and turning my home into a noisy, polluted corridor for people to reach the beaches is a totally flawed idea. I am strongly opposed to the destruction of our small county in order to alleviate the inconvenience some vacationers may experience on a few summer weekends. Perhaps more innovative toll collection, variable toll rates, and disincentives to travel at high peak times should be put in place rather than massive amounts of taxpayer money be spent on a new corridor.

Sincerely,

[Signature]

[Stamp: Jan 29, 2018]
Comment Form

Date 1-27-18

Name: 
Address: 
City: 
State: 
Zip: 

Telephone: 
Email: 

To whom this may concern,

Kent County is not a good location for the second bay bridge span for so many reasons. Most importantly because it would destroy some of the most productive farmland in the U.S. It would also disrupt several small towns since this would have to funnel through towns such as Chestertown which need major infrastructure renovation or more bypasses.

Please submit your comments by mail to:

Bay Crossing Study
Maryland Transportation Authority
Division of Planning & Program Development
2310 Broening Highway
Baltimore, MD 21224

You can also submit your comments electronically on the project's website at www.baycrossingstudy.com or by email at info@baycrossingstudy.com

[ ] Check here to be added to the study mailing list
January 25, 2018

Dear Ms. Lowe:

Building another bridge to the Eastern Shore is the last thing the Eastern Shore needs. New highways encourage more travelers; more travelers encourage more development; and more development will destroy the very nature of the ‘Shore that attracts people to visit.

As the Baltimore Sun op-ed article said, “Let the Eastern Shore be.” Don’t build a new crossing over the Bay.

Sincerely,
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MD Transportation Authority
2310 Broening Hwy
Baltimore, MD 21224

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MD Transportation Authority
2310 Broening Hwy
Baltimore, MD 21224

January 29, 2018

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I do not want a bay bridge crossing into Kent County, creating a massive scar on our pristine agricultural and historic lands, ruining our thriving farm economy and destroying historic sites. I have lived many years and turning my home into a noisy, polluted corridor for people to reach the benches is a totally flawed idea. I am strongly opposed to the destruction of our small county in order to alleviate the inconvenience some vacationers may experience on a few summer weekends.

Perhaps more innovative toll collection, variable toll rates, and disincentives to travel at high peak times should be put in place rather than massive amounts of taxpayer money be spent on a new corridor.

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MD Transportation Authority
2310 Broening Hwy
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I care deeply about preserving Kent County, and I know that a highway cutting through this landscape is not compatible with that goal. I oppose a new bay crossing.

Sincerely,

[Name]
Ms. Heather Lowe, Bay Crossing Study  
MD Transportation Authority  
2310 Broening Hwy  
Baltimore, Md. 21224

January 28, 2018

Dear Ms. Lowe,

I have been a member of the Chestertown Town Council for the last ten plus years. Never have I had a constituent express to me that they were in favor of a bridge crossing coming from the western shore to Kent County, but many have expressed their disfavor of the idea that such a bridge might be built. They are truly concerned of the detriment that such a bridge would have on the area. Foremost in their disfavor is the congestion, pollution and crime that will follow as and that our population will grow extensively. They have expressed grave concern about a bridge coming across to Kent County. Please do not force it upon a population that has no desire or need for such a bridge.

Sincerely,

[Signature]
Mauritz Stetson  
Fourth Ward Council  
Chestertown Town Council

RECEIVED  
JAN 31 2018  
BY:
Ms. Heather Lowe, Bay Crossing Study  
MD Transportation Authority  
2310 Broening Hwy  
Baltimore, MD 21224

January 25, 2018

Dear Ms. Lowe:

I would like to comment on the Bay Crossing Study. Kent County is a beautiful place full of historic, cultural and agricultural landscapes. Creating a new corridor to the ‘Shore would be detrimental to the wonderful qualities of life experienced by those of us who live here. One only needs to look at what happened to Kent Island over the years to imagine the result of an additional bay crossing. What was once a quiet area of farms and historic places is now full of strip malls, fast food, asphalt and bedroom communities. This is not progress, it’s sprawl!

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Sincerely,
Ms. Heather Lowe, Bay Crossing Study
MD Transportation Authority
2310 Broening Hwy
Baltimore, MD 21224

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Building another bridge to the Eastern Shore is the last thing the Eastern Shore needs. New highways encourage more travelers; more travelers encourage more development; and more development will destroy the very nature of the ‘Shore that attracts people to visit.

As the Baltimore Sun op-ed article said, “Let the Eastern Shore be.” Don’t build a new crossing over the Bay.

Sincerely,

[Signature]

[Stamp] JAN 3 1 2018
January 27, 2018

Ms. Heather Lowe, Bay Crossing Study
MD Transportation Authority
2310 Broening Hwy
Baltimore, MD. 21224

Dear Ms. Lowe,

Building a bridge to Kent County on the Eastern Shore will cause the ruination of our county. New highways encourage more travelers; more travelers encourage more development; and more development will destroy the very historical and bucolic nature the attracts people to visit and live here.

My husband and I retired to Chestertown 9 years ago to get away from the hustle and bustle and pollution on the Western Shore. Building a new bridge from Baltimore will bring sprawling development, box stores, and strip malls such as have sprung up on Kent Island and recently in Middletown, Delaware. Friends have chosen to move here from England when they heard that Chestertown is the only town that that has been able to keep Walmart out.

Please do not build a new bridge across the Bay to Kent County so that we can preserve the splendor of this place.

Sincerely,
Ms. Heather Lowe, Bay Crossing Study  
MD Transportation Authority  
2310 Broening Hwy  
Baltimore, MD 21224

January 25, 2018

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[Signature]

[Stamp: JAN 31 2018]
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January 25, 2018

Dear Ms. Lowe:

I would like to comment on the Bay Crossing Study. Kent County is a beautiful place full of historic, cultural and agricultural landscapes. Creating a new corridor to the ‘Shore would be detrimental to the wonderful qualities of life experienced by those of us who live here. One only needs to look at what happened to Kent Island over the years to imagine the result of an additional bay crossing. What was once a quiet area of farms and historic places is now full of strip malls, fast food, asphalt and bedroom communities. This is not progress, it’s sprawl!

I care deeply about preserving Kent County, and I know that a highway cutting through this landscape is not compatible with that goal. I oppose a new bay crossing.

Sincerely,
Ms. Heather Lowe, Bay Crossing Study  
MD Transportation Authority  
2310 Broening Hwy  
Baltimore, MD  21224

January 25, 2018

Dear Ms. Lowe:

I am a resident of Kent County responding to your request for comments on the Bay Crossing Study. I do not want a bay bridge crossing into Kent County, creating a massive scar on our pristine agricultural and historic lands, ruining our thriving farm economy and destroying historic sites. I have lived here all my life and turning my home into a noisy, polluted corridor for people to reach the beaches is a totally flawed idea. I am strongly opposed to the destruction of our small county in order to alleviate the inconvenience some vacationers may experience on a few summer weekends. Perhaps more innovative toll collection, variable toll rates, and disincentives to travel at high peak times should be put in place rather than massive amounts of taxpayer money be spent on a new corridor.

Sincerely,
Ms. Heather Lowe, Bay Crossing Study
MD Transportation Authority
2310 Broening Hwy
Baltimore, MD 21224

January 25, 2018

Dear Ms. Lowe:

Building another bridge to the Eastern Shore is the last thing the Eastern Shore needs. New highways encourage more travelers; more travelers encourage more development; and more development will destroy the very nature of the ‘Shore that attracts people to visit.

As the Baltimore Sun op-ed article said, “Let the Eastern Shore be.” Don’t build a new crossing over the Bay.

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MD Transportation Authority  
2310 Broening Hwy  
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Sincerely,
Date: January 28, 2018

Name: [Redacted]
Address: [Redacted]
City: [Redacted]  State: [Redacted]  Zip: [Redacted]
Telephone: [Redacted]  Email: [Redacted]

Hello,

We have resided in Kent County for 23 years and work 'on the Bay' as a marine mechanic/carbon maker. We strongly oppose the Kent Co. Bay Bridge Crossing as it will negatively impact our way of life - people come here for the quiet, gentle way of life to escape the Western shore. Our pristine anchorage will be no more due to the operating nature of the migration. Our farmland will be destroyed.

Please send the Bay Bridge to Deechester, when it is wanted by the people there.

Please submit your comments by mail to:
Bay Crossing Study
Maryland Transportation Authority
Division of Planning & Program Development
2310 Broening Highway
Baltimore, MD 21224

You can also submit your comments electronically on the project's website at www.baycrossingstudy.com or by email at info@baycrossingstudy.com

[X] Check here to be added to the study mailing list
Ms. Heather Lowe, Bay Crossing Study
MD Transportation Authority
2310 Broening Hwy
Baltimore, MD 21224

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Sincerely,

[Signature]

January 29, '18
Ms. Heather Lowe, Bay Crossing Study  
MD Transportation Authority  
2310 Broening Hwy  
Baltimore, MD 21224

January 25, 2018

Dear Ms. Lowe:

I would like to comment on the Bay Crossing Study. Kent County is a beautiful place full of historic, cultural and agricultural landscapes. Creating a new corridor to the 'Shore would be detrimental to the wonderful qualities of life experienced by those of us who live here. One only needs to look at what happened to Kent Island over the years to imagine the result of an additional bay crossing. What was once a quiet area of farms and historic places is now full of strip malls, fast food, asphalt and bedroom communities. This is not progress, it's sprawl!

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Ms. Heather Lowe, Bay Crossing Study
MD Transportation Authority
2310 Broening Hwy
Baltimore, MD 21224

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Sincerely,
Ms. Heather Lowe, Bay Crossing Study
MD Transportation Authority
2310 Broening Highway
Baltimore, Maryland 21224

January 26, 2018

Dear Ms. Lowe:

All of my life I have had a Chestertown, Maryland address, living in both Kent and Queen Anne’s Counties. Please consider this letter a response to your request for comments on the Bay Crossing Study. I do not want a bay bridge crossing into Kent County, creating a massive scar on our pristine agricultural and historic lands, ruining our thriving farm economy and destroying historic sites. I do not want my home turned into a noisy, polluted corridor for people to reach the beaches. I am strongly opposed to the destruction of our small county in order to alleviate the inconvenience some vacationers. Perhaps the number of toll booths should match the number of travel lanes thereby eliminating the spread of traffic through the tolls and then trying to get back into three lanes. People could pay their toll and stay in the same lane, no bottlenecks. You might also explore a crossing into a county that would benefit from it.

Sincerely,
Kent County, MD has some of the most productive farm land/soil in the state. It is against American principles to destroy prime farmland.

Why not make 95 North twice as wide - double the size and avoid disturbing the Bay?
Ms. Heather Lowe, Bay Crossing Study  
MD Transportation Authority  
2310 Broening Hwy  
Baltimore, MD 21224

January 25, 2018

Dear Ms. Lowe:

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Sincerely,

[Handwritten note: Kent County, MD has some of the most productive farm land/soil in the state. It is against American principles to destroy prime farm land/soil. What about "Save The Bay"? Widen 95 to get the trucks North]
January 25, 2018

Dear Ms. Lowe:

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Sincerely,

Wilderness is being sold off, oil drilled from oceans & quiet place—Do Not Destroy this lovely piece of the World—We need Internet Not a Bridge

RECEIVED JAN 31 2018
Date 1/29/2018
Name: 
Address: 
Telephone: 
Email: 

NO Bridge in Kent County to destroy the largest % of agricultural lands in area.
Bridges encourage more traffic, gas stations, Quick food - NOISE. Pollution - we need Internet.

Not Bridges - we need people to come to live. Not speed through to the Beach.

Please submit your comments by mail to:
Bay Crossing Study
Maryland Transportation Authority
Division of Planning & Program Development
2310 Broening Highway
Baltimore, MD 21224

You can also submit your comments electronically on the project's website at www.baycrossingstudy.com or by email at info@baycrossingstudy.com

☐ Check here to be added to the study mailing list
Ms. Heather Lowe, Bay Crossing Study
MD Transportation Authority
2310 Broening Hwy
Baltimore, MD 21224

January 28, 2018

Dear Ms. Lowe:

I am a resident of Kent County responding to your request for comments on the Bay Crossing Study.

I have lived here all my life and am opposed to the destruction of our small county in order to alleviate the beach and commuter traffic. Putting a bridge crossing into Kent County is a bad idea. Not only will it create a massive scar on our agricultural and historic lands, it would harm our thriving farm economy and would destroy our historic sites. A new bridge and all the roadways required would also create a huge cost in maintenance and upkeep. It also would not fix the issue, in stead ing turning the estimated 14-mile back up on one bridge into two 7-mile backups on two bridges.

We need a better solution, and a new bridge would only provide a small fix and would cost more than 20 billion dollars. Instead we should invest money into a new transportation system, one that can handle the increase in population for the state, help vacationers get to Maryland Beaches, a bridge into Kent County would help more people get to Delaware beaches, help commuters, and would create a long term solution to road congestion.

I understand this is a difficult process and decision to make, but this is a really opportunity to build a new transportation system in Maryland. One that would include light rail, buses, and fairies.

Sincerely,
Dear Gov. Hogan,

Please don't spend any more tax dollars on plans to provide increased Bay crossing capacity. Our coastlines are changing, and investment must move inland or support coastal resiliency. Increased ease of access to the Eastern Shore would bring increased development, and impact an economy which relies on clean water and rural lands. Such impacts would damage the very reasons for seasonal throngs to the Shore. Summer bottlenecks and back-ups are as much a Maryland tradition as Natty Boh and Old Bay. Please leave them be.

Sincerely,