

Bay Crossing Study Public Comments March 1, 2018 – March 15, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
3/2/2018 13:33	Website	<p>Dear Sir/Madam,</p> <p>I am writing to express my deep concern about the possibility of a new bay bridge to Kent County. Such a bridge would destroy our fertile farmland, natural wildlife habitats as well the rural culture that we cherish. The costs far outweigh the benefits.</p> <p>To alleviate beach traffic problems it would be more cost effective and less detrimental to widen existing bridges/ roads and to add pay tolls where you don't stop (like on toll road 200.) For moving cargo north, improving rail infrastructure should be considered instead of adding more highways for trucks that pollute.</p> <p>Thank you for considering my concerns.</p> <p>Sincerely, [Name Removed] Kent County resident</p>
3/2/2018 13:47	Website	<p>As a resident of Kent County I write to express my adamant opposition to the construction of a new bay bridge from the Western Shore to Kent County.</p> <p>[Name Removed]</p>
3/3/2018 14:51	Website	<p>Hello,</p> <p>Please take Kent County off of the Bay Bridge Crossing proposal. There are other counties that appear to welcome it, but we do not! We prefer to keep our rural character, which is what is so attractive to our tourists. Both my husband's and my livelihood depend upon tourists - another Bay Bridge crossing through Kent would forever alter the landscape and the culture here.</p> <p>Sincerely, [Name Removed]</p>
3/4/2018 0:23	Website	<p>I believe the committee has received numerous form letters that simply reiterate and express the nostalgic views of politicians seeking reelection by defeating this crossing into Kent County and have little to do with</p>

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		<p>benefiting current and future Kent County residents. I am a full time resident and I would like to provide my insight into the positive impacts the proposed bridge could provide.</p> <p>Kent County infrastructure is Grossly outdated and underfunded compared to more populated counties. Our schools, for example, are outdated and underfunded. My son wrestles as a freshman. The program is under constant threat of termination due to low turn out, which is directly related to our dwindling population of youth. Without wrestling my teenage son is on a street corner somewhere (with his teammates) doing who knows what. He is also a football player. There are not enough players for a JV team which puts young kids either on the bench or in the dangerous position of playing against much larger kids. All of this could be fixed with a portion of the tolls from a bridge crossing, or increased youth population, or property tax revenue increases from real estate value increases due to new demand from those across the proposed bridge. It is obvious that the infusion of funding could be exponential across several of these areas as well as many others.</p> <p>The availability of high paying jobs is a serious problem for Kent County as well. those who seek to limit the bridge impacts to Kent county should seriously consider the fact that the economic opportunities the allowed this rural area to thrive in the past are all but gone today. There are no viable waterman's opportunities today, farming opportunities are dwindling as well. In order for our children and grand children to remain in Kent County we will need good paying jobs within an easy commute. The bridge would provide access those jobs, and the direct access to higher education facilities without having those facilities located in our rural area,</p> <p>The day to day conversations I have with my neighbors include the fact this bridge would be a god send to Kent County. We need it to keep our families here into the future. I truly feel the media is highlighting the negative for nostalgia's sake. We can not depend on nostalgia to maintain our infrastructure and properly plan for future generations.</p> <p>Thank You, [Name Removed]</p>
3/5/2018	Email	Please see my attached letter

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		<p><i>Attached letter reads as follows:</i></p> <p>Chestertown, Md 21620 March 5, 2018 To Whom It May Concern,</p> <p>Two years ago we bought a property in Chestertown in Kent County as a place to retire in a few years. We have been working most weekends restoring the house and property. Our reason for choosing this area is simple. There is natural rural beauty here along with peace and quiet. Building another bridge through Kent County would decimate this wonderful pristine and peaceful area.</p> <p>When we are working outside now we see lots of wildlife and only hear the birds, geese and the wind blowing. To replace this with the noise from cars and trucks would destroy this beautiful property. The environmental impact to our county would be detrimental. It would ruin the home of waterfowl, affect hunters as well as destroy farmland. Our unique rural landscape would become congested and littered with fast food chains and stores. Just look at the damage to Kent Island.</p> <p>We would lose control of the growth. We want controlled growth decided by us not out of control growth dictated by non-residents.</p> <p>Using huge amounts of taxpayer money to destroy our county simply to alleviate the inconvenience of western shore residents makes no sense and puts an unnecessary burden on us. There are so few rural, peaceful, small town areas left in the Northeast area of the United States. Why do we have to destroy yet another one?</p> <p>I am strongly opposed to the bridge through Kent County.</p> <p>Sincerely, [Name Redacted]</p>
3/9/2018 0:52	Website	Population growth is south and west of Washington DC. Growth north of Annapolis is stagnant or decreasing. Bridge needs to cross at Rt. 4 to Cambridge
3/9/2018 14:43	Website	I think the priority crossing should be Zone 5 for access and economic reasons.

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		My second recommendation is to build the additional span parallel to the two existing bridges in zone 3 but with consideration to a much more inclusive high speed network of road and light rail.
3/9/2018 18:00	Website	<p>The solution for the traffic woes of Annapolis/Kent Island/Queenstown on the summer weekends is to reduce the amount of cars converging on the existing Bay crossing. If there is agreement on this fact, the question becomes, "Where do we add a crossing?"</p> <p>The new crossing which makes the most sense to me is a southern crossing from Route 2 on the Western Shore to Route 16 on the Eastern Shore; somewhere near Calvert Cliffs to somewhere near Taylors Island. This would draw the majority of DC/PG County/Northern Virginia people away from the existing crossing. I am confident you have the results of traffic studies which provide the origin of the vehicles crossing the existing span on any given weekend. A southern crossing onto Taylors Island brings the traveler into Dorchester County and onto Route 50 near Cambridge, well on their way to Ocean City and Fenwick Island. The problem with this is how to get these people to the Delaware resorts of Bethany and Rehobeth. Route 54 in Maryland takes care of this problem, though it may need some upgrades in both Maryland and Delaware.</p> <p>A northern crossing, in my opinion does very little to reduce traffic converging on the existing Bay Bridge. Again, you have the numbers. I am confident a northern crossing used by Baltimore/Harford County would not remove as many cars from the existing span as the southern crossing I discussed above. And I suspect many of the people in Harford County already avoid the existing Bay Bridge by going up and around.</p> <p>My solution does not look at the financial or environmental issues related to this study. In my opinion, the decision on solving the traffic issues of the existing crossing must be made first on what option gets us to the desired results. Then, once we have made this decision, we can work to address the environmental and financial issues. Any solution arrived at is going to have a mountain to climb with the finances and environment.</p> <p>I am 58 years old. Lived in the Annapolis area for most of my life and now live on the Eastern Shore. I still enjoy going to Oriole games and visiting friends and relatives on the Western Shore. My travel plans, like everyone else in the mid-section of Maryland, are centered around what will we find when we get near the Bay Bridge. Something needs to be done, though I suspect anything that is to be done will not be completed</p>

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		<p>in my lifetime.</p> <p>The worst thing we can do is nothing. The traffic congestion surrounding the existing Bay crossing is only going to get worse if we do nothing. Kicking the can down the road does not resolving anything. Enough studies have been done. Let's make a decision now and move on to making that decision a reality!</p> <p>Thank you for your attention to my opinion. Thank you for tackling this issue. And, hopefully, I can offer my thanks for acting on your hard work.</p> <p>[Name Removed]</p>
3/10/2018 22:25	Website	Building another bridge across the bay is not in the best interests of the area. If you are concerned about traffic needs, then get serious about sustainable public transportation solutions. Continuing to bend fragile ecosystems to accept more cars in this day and age is an irresponsible and irrational decision.
3/11/2018 11:58	Website	<p>NO!</p> <p>I watched my childhood town, a small and rural area very much like Kent County, become gobbled up in metropolitan sprawl and become just more suburban blight overrun with strip malls and housing developments. I have watched Kent Island over the past 35 years, an area once filled with quiet natural beauty and rich in wetlands and wildlife, explode from unrestrained development. And they didn't get anything more than a new bridge to replace an antiquated drawbridge. I can only imagine what Kent County will look like. My home is directly in the path of one of the proposed crossings through the county. Will I be paid a fair market value when the state takes it? I'm sure not.</p> <p>There are other sites on the Eastern Shore that are better suited for a crossing. Some, such as the lower shore, are begging for it. Don't destroy Kent County.</p>
3/14/2018 16:00	Website	New crossing should be in zone #5
3/15/2018 3:59	Website	Hello. I'm [Name Removed] [No comment received]

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DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
3/15/2018 16:25	Website	<p>We in Kent County read that interest has reached fever pitch among those who depend on the bridges, specifically: where exactly a new bridge will be built. In addition to the resources assigned to the study and expended by advocates for and against various locations, Annapolis legislators are holding standing-room-only hearings on bills that would alter the present planning process. These include a proposal to prevent anyone on the Eastern Shore from having a vote in any decision as to where the bridge is located (HB0560 and SB34) and a proposal that would disallow any crossing to terminate in Kent County (HB1199). Residents of the Upper Shore jammed into the firehouse in Chestertown last month to express their concern that a crossing terminus on the Upper Shore would permanently alter the rural character of the area.</p> <p>In the past 70-80 years, increasing automobile traffic has compelled public officials to build more roads, which have drawn more cars, which require more roads, etc., etc. This cycle is not sustainable, nor is it necessary in this new age. A third bridge at all is a twentieth century solution to this decades-old traffic problem. In Thank You for Being Late, author Thomas Friedman notes that the advances in technology have snuck up on us very fast. Remarkably, for the past fifty years computational power has doubled every two years. He quotes Ray Kurzweil, inventor and director of engineering at Google: Because of the explosive power of exponential growth, the twenty-first century will be equivalent to 20,000 years of progress; organizations have to be able to redefine themselves at a faster and faster pace.</p> <p>Maryland policy-makers need to consider that, by the time a bridge location is determined and agreed upon, and funds are approved at multiple levels, and construction starts, we will likely not be driving our cars at all. Algorithms will be developed to transport vehicles across the Bay evenly and at speeds that will make toll lane backups history. Cars will be driverless. Revolutions in technology may make it cost-effective to take vehicles across the bay by ship, by high-speed rail, or by other means that are over the horizon.</p> <p>Our leaders must accept the ongoing technological acceleration and adapt to the times. The current study should be the end of discussion of a third Bay Bridge anywhere.</p>