

## Bay Crossing Study Public Comments March 16, 2018 – March 31, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
3/16/2018	Web	<p>I wish I could believe the rosy scenario put forth by proponents of a third Bay Bridge terminating in Kent County.</p> <p>I wish they had convinced me with their statistics and growth trends that once the four or six lane highway connecting the bridge to wherever it is built, Kent County would not become another Middletown, Delaware where big box stores and chain restaurants are popping up faster than you can count.</p> <p>I wish I could believe that it will not bother me to see the homes and farms of family, friends and neighbors taken by the state through the use of eminent domain and destroyed in order for supporters to get to Baltimore 45 minutes faster.</p> <p>I wish I could believe that watching beautiful farmland ripped up, top soil carted away and carbon released into the atmosphere was a fair price to pay for what they call progress or growth.</p> <p>I wish I could believe that good jobs for all would magically appear and that the county could control the pressure from developers and land speculators once our land use ordinances have been overridden by the state.</p> <p>I wish I could believe that the hundreds of millions of dollars allocated for this project could not be better spent on schools and teachers, rural health care, improving existing infrastructure and efforts to clean up the Bay.</p> <p>But I can't. I do, however, believe that Kent County is not sentenced to doom and gloom if we prevail and prevent a bridge terminus at Kent County's shoreline and a massive approach road to Route 301.</p> <p>In fact, I believe the conversation between supporters and opponents provides an opportunity to focus on what we can do now to improve the circumstances of all of us who live in Kent County without sacrificing our unique characteristics and qualities of life. Without waiting 10 to 15 years for the promises of the yellow brick road.</p> <p>The way to address our core challenges and opportunities is through the hard work of community</p>

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		<p>development. More encompassing than economic development, community development is not as alluring as a new road, but is more effective in making decisions that our grandchildren will be proud of.</p> <p>In community development, where people are the most important resource, strategies for success are driven by local vision (our county comprehensive plan), are proactive and future oriented, embrace change, and assume risk, rather than wait for trolling developers.</p> <p>Rather than bank on the unlikely reality that the proponents assumptions are correct, we should look at our assets and capitalize on our competitive advantage.</p> <p>Kent County is home to a respected college campus, beautiful waterfront, an abundance of natural resources, a historic downtown, prominent cultural and heritage sites, a multitude of recreational activities, hubs of small business activity, high speed internet access, the most progressive farmers in the country and a trove of talented and dedicated citizens who want to make Kent County even better.</p> <p>It is clear that Kent County is well suited to be a model for rural development. A rapid influx of people and unconstrained development from a third span of the Bay Bridge would thwart these efforts and overwhelm our community. Let the Eastern Shore be. That is what I believe.</p>
3/19/2018	Web	<p>I anyone looking at the option of a tunnel from the cove point area to a point east of the Blackwater Wildlife area?</p> <p>Pros:</p> <ul style="list-style-type: none"> <li>- diverts much of the D.C. &amp; PG County traffic from Rt 50 Bay Bridge and traffic nightmare and allows the current Bay Bridge to handle the northern Maryland/Baltimore/Annapolis traffic.</li> <li>- Minimizes environmental impact in the Cove Point and Blackwater Wildlife areas.</li> <li>- Traffic on the Eastern Shore is also split into northern and southern routes spreading the impact to local communities and producing better overall access to the Ocean City area.</li> <li>- Minimizes hazards to commercial and recreational marine traffic</li> </ul>

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		<p>Cons:</p> <ul style="list-style-type: none"> <li>- greater initial cost</li> <li>- ?greater maintenance costs?</li> </ul> <p>Please consider it, run the numbers and see. If not a tunnel then maybe a bridge.</p>
3/20/2018	Web	<p>Thank you for the opportunity to submit comments on the Bay Crossing Study. Somewhere between the "no bridge" and a "new bridge" decision matrix should certainly include consideration of a ferry crossing connecting the Eastern Shore and the Western Shore of Maryland. While ferry crossings have certainly been a historic part of the discussion, new infrastructure developments create new angles and opportunities that deserve a second look. The recent inauguration of the Cove Point Liquefied Natural Gas (LNG) Terminal presents an interesting opportunity to use domestic, safe, and cleaner natural gas as a marine transportation fuel for ferry vessels. The LNG compression and distribution infrastructure already exists for export and could be adapted for fueling. The technology for using LNG in a marine transportation setting already exists. Cove Point to an appropriate point in Dorchester County is naturally narrow crossing across the Chesapeake. Natural gas combustion is among the lowest in emissions and would open possibilities for RNG (Renewable Natural Gas) as these sources become more available. Regional air quality could be a net positive compared to either a "no" (longer transit and idle) or "new" (cumulative traffic increase) bridge option. Natural gas engines are quieter than diesel and would promote a more pleasant ferry experience. Ferry schedules can be increased or decreased based on seasonal travel demands. The wait times inherent on land and on the vessel could be leveraged to provide alternative fueling (both CNG and EV) to vehicles. CNG is a byproduct of LNG evaporation and many EV charging strategies require wait times. These alternative fueling capabilities could themselves promote greater alternative fuel usage. My experience with natural gas fueling comes from logging nearly 110,000 miles on two NGVs since 2014 and I have conducted feasibility studies of incorporating CNG usage into business operations. In summary, overall costs and construction schedules for ferry service would be a fraction of those required to complete a bridge, providing a less expensive and quicker solution to the root problem.... another means to cross the Chesapeake Bay. Sincerely. [Name Redacted].</p>
3/20/2018	Email	<p>Dear Mr Kevin Reigrut:</p> <p>I read with interest an article in today's Washington Post about your being receptive to consider any and all possible alternatives for a new bridge location.</p>

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		My suggestion is to put a tunnel between the two existing spans instead of another bridge. Just my unprofessional opinion.
3/22/2018	Web	As Eastern Shore residents who commute over the existing Bay Bridge for work daily and who sit for hours to cross after work, we fully support the 3rd span initiative. We believe it makes logical operational sense and would greatly improve both safety on the current spans and quality of life for commuters. Additionally, putting the span in an area such as Rock Hall would create a powerful positive economic impact.
3/29/2018	Web	Please consider light-rail, passenger rail or dedicated bus-only lanes as options. These options would offer local commuting residents quick access to job centers, offer local residents traffic congestion relief during the peak spring and summer tourist season and offer quick access for those looking to reach Maryland vacation destinations thereby helping local businesses.