

**Bay Crossing Study Public Comments  
November 1, 2019 – November 30, 2019**

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)
11/1/2019	Web			Safety, Environmental impacts, Community/Development impacts		It needs to be done next to the existing bridge for the least cost and environmental impact. Any other locations would require far too much destruction to the environment with new roads, cutting forest,. Not to mention the cost factor. They should make the current span 4 lanes each way now and get it over with. Adding just one lane is not the answer. Put two additional lanes east bound one on either side of the current east bound span and one additional west bound lane next to the current span. We already have infrastructure in place for this plan.
11/1/2019	Web		Corridor 8 will require the most right of way addition and is the longest route, both will make it much more expensive.	Environmental impacts, Community/Development impacts, Cost		
11/1/2019	Web		We are strongly opposed to Corridor 8 through Edgewater. The Mayo peninsula has already been stretching capacity with the lifting of the building restrictions in recent years. Traffic on the narrow roads often gets congested even with simple everyday life, which is problematic for emergency response; and the main road (214) is routinely flooded. In addition, this Corridor would have to demolish one of the few nature parks in the region. We are all enjoying the forests, ponds, beach, and wildlife in the Beverly Triton Nature Park. There are so few areas like this available anywhere in the region, and this small park is a treasure in the county. We respectfully request that you drop Edgewater/ Corridor 8 from the list of possibilities.	Safety, Environmental impacts, Community/Development impacts		
11/1/2019	Web	All three of the "finalists" are in Anne Arundel county, placing undue burden of additional traffic on one county.	Alternative 7 makes the most sense, as the basic infrastructure already exists, and existing communities will not be destroyed. Absolutely do NOT pick corridor 8, which will destroy an entire	Safety, Environmental impacts, Community/Development impacts		From the meetings, it appears that this was based primarily on transportation data, and not on critical geographic, population and current land use and infrastructure information. All data

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		This is not the most direct place to cross for access to the MD beaches.	peninsula and surrounding critical area that is already underserved and overutilized.			should have been included and those running the study should take the time to become infinitely familiar with the areas proposed. No one would consider options 8 or 6 taking these factors into account.
11/2/2019	Web	Corridor 8 would cause so much more congestion that we already have and would truly be awful for our community. We already suffer from congestion with our immediate community paired with adding the newly built homes that are trying to be shoved in the small amount of land that is left. I can't imagine what the environmental impact would be along with this. We love our home but adding this corridor would probably make us want to leave.	I am highly opposed to the option of a new Bay bridge, and definitely oppose corridor 8. It would be terrible for our community.	Reducing congestion, Environmental impacts, Community/Development impacts		
11/2/2019	Web	I'm not sure if this has been already suggested but just in case it hasn't I would like to suggest the following option. Use the updated I-495 Woodrow Wilson Bridge as a model rebuilding the bridge in the same location. That took a number of years to complete but has worked very well. I commute daily from Edgewater to Washington DC and either drive to the Morgan Blvd Metro via MD 214 or take the commuter bus from Davidsonville. RT 50 cannot reasonably handle any more traffic in either direction during peak hours so significantly increasing the bridge lanes does not make sense. The Wilson bridge did expand but went with "through" and "local" lanes that helps divide the usage, requiring drivers to commit in advance separating local Annapolis and Kent Island traffic from the beach and DC traffic. I also think that consideration	As I stated above I don't adding an additional crossings will resolve the issue. I think rebuilding in the existing location with "local" and "through" lanes and the supporting access lanes on either side of the bridge with the option to add light rail from the Easter Shore to New Carrollton in the future is a good place to start.	Reducing congestion, Environmental impacts, Community/Development impacts		As a resident of the Mayo peninsula, any consideration to add a bridge at the end of MD 214 could only work if MD were willing to build an expressway over the existing RT 214. The environmental and community impact of that would be horrendous. We can't even get shoulders or a bike lane on MD 214. Currently a car accident, or downed tree after Muddy Creek Rd can shut access on or off the peninsula for hours. I realize that all options have to be considered, but this isn't a NIMBY position, we live in a very tight ecosystem here and with the lifting of the sewage moratorium development is already starting to impact the peninsula. These large new houses draw more power and use more water, we are on wells here and the water table is taking hit.

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		for a light rail track from the Eastern Shore to New Carrollton would provide alternatives for commuters to leave their cars behind or at commuter parking.				
11/2/2019	Web	I honestly hope that Corridor #8 Crofton through the Mayo peninsula is taken out of consideration. There are so many obstacles with this theory. Too many housing developments, businesses and infrastructure issues currently exist. The Country is trying to open up parks for water access for residents, on the Mayo peninsula now, and have yet done anything to correct the issues we have now. Our roads are not large enough for the extra traffic we deal with now, nor are they in good condition. Please reconsider this, and think about the area where the current bridge is or further North of it, or Calvert County.	Consider Areas 6 and 7 only. Or farther South in Calvert County/Southern Maryland.	Reducing congestion, Environmental impacts, Community/Development impacts		
11/3/2019	Web	We have been Kent Island residents since 1995. The alternatives presented are heavily weighted to the northern part of the Bay. Also, it is unfortunate that Gov. Hogan's recent public preference for adding another span to Kent Island pretty much obviates any attempt at objectivity; it has now become patently clear that the next crossing site has become a political football.	None of the three corridors, least of all Corridor 7, address the reality of the impact to population areas near the crossing sites. The study is a sterile text book exercise that completely ignores the big picture and the reality that Kent Island residents are fed up with the traffic delays and gridlock on Rt 50 and local roads where even emergency vehicles cannot properly respond. Who in their right mind would even consider ANOTHER span in the same location? Folks, the big picture here is that there is way too much traffic coming and going, not only from MD jurisdictions but PA, WV and notably, NOVA. It's not only the bridge it's the highway approaches that get choked. A span in a totally different location will allow the luxury of diverting approach road traffic away from a problem or	Reducing congestion, Safety, Community/Development impacts		No, see above

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			<p>construction on a span. Also, did it ever occur to MDTA, MDOT, MSP, US DOT/Federal Highway Administration that three spans in one location presents a huge target for those intent on disrupting commerce and commuting across the Bay?</p> <p>We say, locate the crossing to connect with Dorchester County which provides a more direct route to Ocean City and other Shore destinations. As one of the poorer counties in Maryland, Dorchester would benefit from the certain increase in local businesses, employment and residential development as some folks there obtain access to shorter commutes to Western Shore employers. I guarantee that Kent Island residents will fight any attempt to build another span to Kent Island and for all the right reasons!</p>			
11/4/2019	Web			Reducing congestion, Safety, Community/Development impacts		
11/4/2019	Web	<p>We don't need a bridge access in the Mayo area. Mr. Goldstein, a great Maryland man, suggested that another bridge be built in southern Maryland, giving people in the Washington area and from western Maryland access too the eastern shore. This bridge or tunnel would leave the Prince Frederick area, cross the bay and come out at Salisbury or south of there giving access to Ocean City area. There use to be a plan to move Rt 301 east and call it Interstate 595, which would connect from I 95 in Delaware to I 95 in Virginia, so, you would bring the Beltway traffic down US 50 to I 595 south to, what ever they would call the bridge crossing in southern Maryland to the eastern shore. That make more sense to me</p>	<p>They are all out of line if you look at ALL the people who are either going to loose their homes or live in an area with heavy and noisy traffic.</p>	<p>Reducing congestion, Environmental impacts, Community/Development impacts</p>		

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		than making the bridge crossing using plan 6, 7, or 8. Just my say at this point.				
11/4/2019	Web		Corridor 8 is so beyond thinkable to bring this kind of traffic thru a peninsula with on way in and one way out and then the disruption it would cause to so many property owners - only way I could even think it would be possible is to just buy out everyone currently living on the peninsula- there is just no way this should ever even be a thought.	Engineering/Construction, Environmental impacts, Community/Development impacts		
11/4/2019	Web	I am perplexed by why there aren't more proposals for the Baltimore City Corridor, where most of the traffic seems to be originating and where much of the congestion could be alleviated. It is even more perplexing that one of the 3 options is a corridor down Rt 214, a 2 lane road in some places where pedestrians walk and ride their bikes and with houses directly on the road, and directly thru neighborhoods and Beverly Triton Nature Park. CORRIDOR 8 IS THE MOST ILLOGICAL OF ALL THE OPTIONS AND MUST NOT BE CONSIDERED. The Mayo Peninsula has enough traffic and development issues without putting a adding a bridge corridor directly on it, and it is completely irrational to think that a 2 lane road could (or should) be converted in such a manner.	Corridor 8 is the most irrational of all the options. Rt 214 is a 2 lane road in some places; pedestrians and bikers use Rt 214 and houses border directly on it. Converting it into a major byway and bridge corridor is completely irrational and would make the current traffic and development issues on the Mayo Peninsula exponentially worse. The only logical option is to build onto the current Rt 50 corridor or add an additional corridor north of the Rt 50 corridor.	Safety, Environmental impacts, Community/Development impacts		This study must focus on the current Rt 50 corridor or corridors north of the Rt 50 corridor to alleviate congestion from the Baltimore City area. Corridor 8 (Rt 214) is the most irrational and impractical of all the corridors (previous ones as well) and MUST BE REMOVED.
11/4/2019	Web	The local residents of the Mayo peninsula did not move to the area because of the convenience. Our neighbors enjoy the simple things in life. Our little town with one tiny school and a couple restaurants is already starting to show signs of over development. This bay bridge route		Reducing congestion, Safety, Community/Development impacts		

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		from mayo (8) would ruin the area that I love so much. Opening up this route would turn our neighborhood into a rest stop. This route would also ruin our home values. I purchased a home a few years ago in this area because of the parks, the peace of quiet and the schools. This new bridge would scare people away from purchasing homes in this area and turn my once unrealistic goal of owning a home into a terrible investment. Please don't make me regret the largest investment of my life by building a bridge right through our quiet little neighborhood.				
11/4/2019	Web		<p>A new Chesapeake crossing, as currently being evaluated by the Maryland Transportation Authority (MDTA), has significant potential to reverse positive water quality trends by increasing pollutant loading in our rivers from both construction of the bridge and secondary effects from development.</p> <p>ShoreRivers monitors scientific water quality parameters at approximately 150 locations throughout the mid and upper Eastern Shore, and recent trends show slow but steady improvement in water quality. Threats to improved water quality from construction and the inevitable development induced by increased traffic capacity include stormwater runoff, septic and sewage, air emissions, and litter. In particular, Corridor 6 through Kent County and Corridor 8 through Talbot County would create catastrophic impacts to waterways, wetlands, forests, oysters, prime farmland, protected lands, and other environmental resources.</p> <p>Significant changes in the transportation</p>	<p>Environmental impacts, Community/Development impacts, Cost</p>		

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			industry such as high speed tolling, transit options, telecommute options, driverless cars, and transportation alternatives, which may obviate the need for a new bridge crossing, should be taken into consideration by MDTA . State and local planners should also focus on creating economic and employment opportunities on the Eastern Shore through mixed use development and enhancing existing town centers to alleviate the need to commute across the bridge. For these reasons, ShoreRivers is gravely concerned about a new Bay crossing's negative impact on local water quality.			
11/4/2019	Web	<p>The Beverly/Triton infrastructure is already not supportive of the traffic that exists and could not in any way support the traffic that would be generated from a.bay bridge crossing. It is a one way in/one way out peninsula and there are significant environmental impacts that are brought up every time a significant project is proposed. In addition to the infrastructure/environmental issues, putting another crossing this close to the existing bay bridge does nothing to help</p> <p>Maryland (and residents of AA county in general) deal with the amount of out of state traffic. A crossing to the north to help ease the strain of commuters from PA/NJ would make much more sense or consider a crossing to the south to deflect from Virginia. Anne arundel county is strained enough with the bay bridge. Please consider taxing the resources of other counties or do more to</p>	<p>The Beverly/Triton infrastructure is already not supportive of the traffic that exists and could not in any way support the traffic that would be generated from a.bay bridge crossing. It is a one way in/one way out peninsula and there are significant environmental impacts that are brought up every time a significant project is proposed. In addition to the infrastructure/environmental issues, putting another crossing this close to the existing bay bridge does nothing to help</p> <p>Maryland (and residents of AA county in general) deal with the amount of out of state traffic. A crossing to the north to help ease the strain of commuters from PA/NJ wouldmake much more sense or consider a crossing to the south to deflect from Virginia. Anne arundel county is strained enough with the bay bridge. Please consider taxing the resources of other counties or do more to improve the flow of traffic with the existing bridge.</p>	Safety, Environmental impacts, Community/Development impacts		<p>Please do more due diligence. This is a big decision that impacts the real lives of everyday people. Please consider whether continuing to build and destroy environments and communities to ease traffic is even a sustainable way to approach the overpopulation and overcongestion. There are probably other ways to incentivize people to travel more efficiently/off peak for something that for the vast majority of seasonal travelers is a completely voluntary thing.</p>

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		improve the flow of traffic with the existing bridge.				
11/5/2019	Web	I think you need to look at more options further south of Annapolis or further north. You need to divert traffic away from the Annapolis area, traffic in the summer is already too bad.	I think corridor 8 is a terrible option. This goes down to a small two-lane rural road with small businesses and homes and does not even have shoulders. Once there was a house fire on that road and it was closed for 5 hours. School busses stop on the road and the traffic is already horrible. Rt 214 through Mayo is on a Peninsula, it's the main road in and out -- when there is an emergency it strands homeowners for HOURS. We cannot handle more traffic, nor do we want more traffic! Corridor 7 makes the most sense because you already have Rt 50 built to support the Bay bridge traffic.	Reducing congestion, Environmental impacts, Community/Development impacts		Use Rt 50 and interstates that are already available. Build the bridge without destroying more forests and land. Consider the impacts on small communities and keep development to a minimum
11/5/2019	Web	It seems to make the most sense to expand the current bridge location. I am unfamiliar with Corridor 6 and the access in that area. Corridor 8 is a congested 2 lane road with minimal room for expansion. Increased traffic in this area would be a detriment to the community, safety on the roads, and the environment.		Reducing congestion, Safety, Environmental impacts		
11/6/2019	Web	Corridor 8 in Edgewater seems to be the worst of all alternatives. 214 into mayo already cannot support it's infrastructure. There is no room for proper road expansion to support the projected traffic. Would also be destroying any barley existing forestry.	8 Corridor is the worst alternative. Building on the exiting bridge is the best option.	Safety, Environmental impacts, Community/Development impacts		Before a final decision is made all parties involved should physically view these options to properly understand where and what is being proposed and what will be effected!
11/6/2019	Web	See below. Our community believes that Corridor 7 is the only feasible choice	My name is [Name Redacted]. I am a long time resident of Gibson Island, Maryland. Our community's Board of Directors asked me to submit the following comments on the Chesapeake Bay Crossing Study (Tier 1 NEPA ) being conducted for the Maryland	Reducing congestion, Environmental impacts, Community/Development impacts		

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			<p>Transportation Authority and the Federal Highway Administration. Specifically, I will comment on the choice of Corridor 6 for the new bridge.</p> <p>There are many hundreds of residents and employees who either live or work on Gibson Island. We are united in our opposition to a third Bay Bridge span being built in Pasadena on Corridor 6. It will surely have a very adverse and irreversible impact on residents, businesses, employees, visitors and service providers who live and work in Pasadena and Gibson Island.</p> <p>Gibson Island is a small island community of about 200 homes in Anne Arundel County located on a peninsula at the mouth of the Magothy River just south of Pasadena. The island consists of about 1000 acres nearly 400 of which are undeveloped and highly likely to remain as a virgin forest forever. The island is managed by a homeowners association, Gibson Island Corporation, a stock corporation controlled by island residents. This Corporation operates a police force, a real estate office and performs necessary maintenance services for residents. The Corporation is responsible for maintaining the island's roads, shoreline, and natural resources.</p> <p>The island is also home to Gibson Island Club, a family oriented club offering golf, tennis, sailing, dining, and other amenities for about 600 families, most of whom do not live on the island. The club operates a marina for its members, a full service boatyard and lodging facilities, and plays host to visiting golfers, boaters, tennis players, swimmers and other guests from across the region throughout the</p>			

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			<p>year. Combined, the Corporation and Club employ over 200 individuals in the peak months, with monthly employment averaging about 125 individuals. Most employees are residents of Anne Arundel County.</p> <p>The Club, Corporation and island residents require a considerable amount of service to operate and maintain their respective facilities and homes. Despite the community's small size, annually nearly 170,000 vehicles travel onto the island, including residents, club members, guests, and commercial traffic which consists of vendors, suppliers, contractors, professional service providers and construction and utility equipment. Every one of those vehicles has to travel down Mountain Road, the one and only road providing access to Gibson Island. Given the legendary traffic backups that already occur regularly on Mountain Road, it should be to easy to understand why extending Route 100 another 6 miles or so through Pasadena to the Bay would require the removal of hundreds of homes and businesses along Mountain Road. Three public schools will also be adversely affected. The Pasadena community and Gibson Island will be eviscerated. We can't imagine a worse location than Corridor 6 for the proposed third span across the Bay. If the new bridge is to be built, Corridor 7 is the only feasible route.</p>			
11/7/2019	Web		<p>For Rts. 6 and 8, the surrounding roadway infrastructure simply doesn't exist to support a multi-lane bridge across the bay. The only route then that seems to work unless a massive overhaul is budgeted is Rt. 7</p>	<p>Environmental impacts, Community/Development impacts, Cost</p>		

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11/7/2019	Web	I live in Mayo and think that Plan 8 will be the costliest and most disruptive path for the Bay crossing. I hate to be a not-in-my-backyard person. Plan 7 has all of the infrastructure already in place and having a bridge or tunnel in that location would, in my opinion, be preferable. Actually a tunnel, though costlier, would be great because it would negate any wind warning traffic restrictions. Plan 6 would be a closer option for those coming from Baltimore and points north.	I live in Mayo and think that Plan 8 will be the costliest and most disruptive path for the Bay crossing. I hate to be a not-in-my-backyard person. Plan 7 has all of the infrastructure already in place and having a bridge or tunnel in that location would, in my opinion, be preferable. Actually a tunnel, though costlier, would be great because it would negate any wind warning traffic restrictions. Plan 6 would be a closer option for those coming from Baltimore and points north.	Reducing congestion, Engineering/Construction, Community/Development impacts		Actually, a crossing in the Middle River area seems like a better choice than Plans 6, 7 or 8.
11/9/2019	Web	The new bridge should have been built by now. Still 2 years to go in Tier 1 and Tier 2 is not funded. The bridge is needed now not 15 years from now. I think there were an excessive number of corridors wasting money. Get the studies expedited and build the bridge sooner rather than later. President Trump is in favor of expediting environmental studies	<p>1. Why did we spend all this money when the deck was already stacked to put the third bridge in the same location? I favor a crossing from Southern Maryland to Cambridge and see that many folks are commenting likewise. I attended both open houses. Quite frankly, I question many of their traffic count projections. Speaking with the folks at the Kent Island meeting, they kept talking about models. My thought is there is too much reliance on models that may or may not be correct. I suggest that the engineers need to spend more time on the ground on the Eastern Shore and Anne Arundel County to get first hand knowledge of the traffic issues and congestion. Any thought of putting the bridge in 6, 7 or 8 requires a total package of the road infrastructure on both sides of the bridge not just a bridge location.</p> <p>But you need to abandon this corridor and go to a southern route and get this project moving. Why take input and blow off the residents. Cost is important but not the most important consideration.</p>	Reducing congestion, Safety, Community/Development impacts		EXPEDITE THIS PROJECT AND GET A BRIDGE BUILT SOMEWHERE OTHER THAN THE CURRENT LOCATION.

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11/12/2019	Web	Needs to stay north #6 where most of the traffic comes from BALTIMORE. Why can't you build a bridge next to the current one. The infrastructure is in place with roads, etc. You only issue is you squish everybody down to two lanes therefore it becomes a bottleneck so build another bridge way bigger than the current one so that lasts at least 20 or 30 years Why disturb all those other areas we are going to have to build roads and infrastructure and fight with people to get in take their houses and land that seems insane	See my comment above - I think you need to be right next to the current bridge where you already have an infrastructure —and you just make a bridge to handle the traffic for up to 30 years. The Woodrow Wilson bridge between Virginia and DC on 95 was a cluster for many years fighting about what to do and they were smart to make a bigger bridge in the same location. If you have to pick one of these —six since the majority of the traffic comes from BALTIMORE	Reducing congestion, Environmental impacts, Cost		
11/12/2019	Web		My bet is corridor 7 would be least expensive and have the least environmental and community impact. Corridor 8 would be the most expensive and have the most impact.	Environmental impacts, Community/Development impacts, Cost		
11/12/2019	Web	I oppose a bay crossing on, through or near the Mayo peninsula. Thank you. [Name Redacted]	I oppose a bay crossing on, through or near the Mayo peninsula. Thank you. [Name Redacted]	Reducing congestion, Safety, Community/Development impacts		
11/21/2019	Web	Growing up in Southern Maryland I had always hoped that a connection to the Eastern Shore would arrive one day to make the ocean more accessible. Alternative 9 or 12 would certainly go a long way towards spreading the development of our congested state.	As a resident of the Mayo Peninsula, option 8 would be devastating to our bucolic community. The noise, traffic, burden on our fragile water systems and displacement of residents would be catastrophic. I hope that the length of the disturbance, bridge and adjacent highway construction will make option 8 unviable.	Environmental impacts, Community/Development impacts, Cost		With 2 bridges at the current location I'm not sure why planning for incident or maintenance is so highly valued in the tier one study. To truly plan for the future we need to connect land masses.
11/23/2019	Web	See below	The traffic in our area is a quality of life issue, a life safety issue, and an economic issue that affects the state.  Quality of life is affected by long commutes or delayed departures from and arrivals to home. It affects family and friends. It controls our schedules for around 20 weeks of the year. Late arrivals	Reducing congestion, Safety, Other	Impact on quality of life on the Broadneck Peninsula	Some of the data strains credulity. For example, the number of weekend days that have a backup heading east across the bridge was absurdly low. That could be caused by the arbitrary mileage used as the cutoff for that statistic. There are many days where the travel time from Parole to Whitehall is more than doubled due to traffic.

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			<p>home affect our children and pets. Stress caused by the problems affects our health and well-being.</p> <p>Life safety is affected by longer response times in case of emergency caused by the constant traffic backups.</p> <p>The state and businesses feel the economic effect of chronic traffic as residents are less likely to want to go out for any discretionary outings, reducing economic activity. My wife and I both run businesses and can testify to the impact of employees who are delayed due to the traffic, or late arrivals at business meetings that reflect negatively on our business capabilities.</p> <p>If electronic tolling would help, why isn't it already done? It seems like a fairly quick solution vs. the process of adding lanes across the bay.</p> <p>After reviewing the data at your session we strongly object to #7, adding a 3rd span in the present corridor, unless that plan includes significant lane increases from the Route 50/I-97 interchange to the 301/50 Split in Grasonville. We have lived in Whitehall for 7 years and have daily knowledge of the problems in the existing corridor. We feel the best solution is an alternate corridor across the bay to distribute the traffic across more than one corridor, and allow for diverting between those two corridors should there be a severe problem in one of them. We all know the biggest problems are when weather or an accident closes lanes or prevents the lane reversal on the westbound span. If there was an alternate corridor the impact of these events would be greatly reduced. The alternate corridor</p>			

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			<p>would also reduce the pressure on the span of road between the Bay Bridge, across the Severn River bridge, and up I-97. The cost of the alternate corridor could be offset by the fact that less money would need to be spent expanding the capacity of the existing Route 50 corridor between I-97 and Grasonville.</p> <p>It seems like corridor 6 would offer the best alternate route for all of the traffic the moves between the area north of Route 50 on the western shore and any location on the eastern shore.</p> <p>Thank you for your consideration.</p>			

DATE	MEDIUM	COMMENT
11/16/2019	Email	<p>Dear Ms Lowe:</p> <p>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.</p> <p>Could there be a way to use the existing corridor by enhancing it, updating, and expanding the existing roadways. I was reading that there would need to be updates to the current bridge by 2020. Why not update, enhance and expand EXISTING roadways and bridges. It would seem to me that using the monies to review new corridors could be better spent to improve these existing architectures instead of adding funds to consultants, and government staff. Studies have already been done, and have given direction for enhancements.</p> <p>Speaking for me, the quiet area of farms and historic places, and scenic views are why I am in this area. Coming from an area that continues to be developed, by greed and the pursuit of money, I have seen what happens to beautiful agricultural property. There is no turning back once it is started, some may say it can be, however, they are fooling themselves.</p> <p>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.</p> <p>Sincerely, [Name Redacted] [Address Redacted]</p>
11/18/2019	Email	<p>There are days when there are wind restrictions and even closures due to weather. My own analysis - limited at best - indicates that the further south of the current crossing location the alternative is, the more likely it is to be affected by inclement weather conditions. I think it is important to investigate the impact of weather on the capacity of the alternative crossing site.</p> <p>[Name Redacted]</p>
11/30/2019	Web	<p>Why not strengthen the newest existing bay bridge and add another deck under or on top? Done in other cities. Makes great sense since the primary travel routes are already in place.</p>