

## Bay Crossing Study Public Comments April 1, 2019 – April 30, 2019

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
4/3/2019	Web	I am opposed to have a bay bridge that comes into Kent county. I live on the Eastern shore because I love the quiet and the rural atmosphere. A bridge will ruin that. A whole way of life will be lost.
4/3/2019	Web	If you have ever experienced crossing the Bay on Thurs-Mon in the summer then you know that constructing another bridge in the Annapolis-Kent Island corridor is CRAZY! Since most of the people are traveling either from Washington DC and points West, wouldn't it make COMPLETE SENSE to construct a new bridge south of the Annapolis area....ie; corridors 10 through 14?? Rt. 50 East does NOT need more traffic in the Annapolis-Kent Island area. Baltimore/PA people should be traveling south through the Shore and the DC people should be traveling down the Western Shore to Southern MD. Isn't that just plain ole' COMMON SENSE???
4/4/2019	Web	Hello I wanted to say that I support a bridge to Kent. Out county is slowly dying and those with money and important positions don't care. Our schools are closing and jobs are few. I work over 40 minutes away from my home in Kent because there are no decent paying jobs. My family would love the opportunity to work across the new bridge and still live my my hometown. I also would like to see Kent revitalized with business and entertainment. I think that the new bridge would be a step in the right direction. Thanks for considering our county.
4/5/2019	Email	<p>I recently moved to Camden-Wyoming, DE from VA. Taking into account that I am not a longtime resident, my opinion may not matter as much as those who have longtime roots in the area. However, I strongly feel that something needs to be done to improve the drive to/from Dover, DE to the Chesapeake Bay Bridge.</p> <p>The 35-40 minute drive is dangerous and essentially frightening at dawn/nightfall. The DE/MD infrastructure on Rt. 13 leading to Rt. 301 lacks proper lighting and little to no phone reception. In the event of car trouble or if an accident occurs, calling for assistance would be nearly impossible - let alone the dangers associated with sitting on the side of the road -- in the dark.</p> <p>I would like to know if this issue was put on the table at last year's Chesapeake Bay meeting.</p> <p>I understand that the longtime residents want to preserve the agricultural beauty and benefits that DE offers, but I hope careful consideration will be made for those of us who have very serious concerns about traveling to and from the Bay Bridge during times of low visibility.</p> <p>If another thoroughfare is not approved, please, at least consider better lighting and cell towers that will</p>

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		<p>improve the safety of drivers who travel that route.</p> <p>Thank you.</p>
4/5/2019	Email	<p><a href="https://www.baltimoresun.com/news/maryland/dan-rodricks-blog/bs-md-rodricks-column-ferries-0310-story.html">https://www.baltimoresun.com/news/maryland/dan-rodricks-blog/bs-md-rodricks-column-ferries-0310-story.html</a></p> <p>Dear Ms Lowe,</p> <p>The above link to Dan Roderick's article on ferries needs to be considered for a variety of reasons, not the least of which are:</p> <ol style="list-style-type: none"> <li>1. shorter capital construction schedule</li> <li>2. reduced capital expenditure</li> <li>3. the ability to control the traffic flow thru ferry scheduling</li> <li>4. the potential for more than one debarkation point on the eastern shore to route traffic properly</li> <li>5. the pleasure of experiencing a stressless bay crossing at water level</li> <li>6. much less car pollution generated</li> </ol> <p>I could go on but you get the picture. This process has been flawed from the start. It should have begun with determining 'the best means of transporting beachgoers to the Atlantic', not 'which is the best place for a bridge span.' The drive from Baltimore across the Bay Bridge to Lewes Delaware is 2.5-3 hrs (without traffic). Imagine what it might be with this alternative.</p> <p>As an architect, I am aware of how easily these types of projects unfold and go awry due to faulty assumptions, then get set in stone. Please, given the projected 20yr tenure for a project such as this, you have plenty of time to return to those assumptions and start anew.</p> <p>Thank you, [Name Redacted] QA13 Architects [Address Redacted]</p>
4/6/2019	Email	<p>Ms. Lowe:</p> <p>As a resident of Kent County, I am adamantly opposed to a third span of the Bay Bridge linking us to Baltimore and the resulting highway slicing through our homes, agricultural fields, preserved land and</p>

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		<p>historic landscapes. The construction of a major six to eight lane highway through our county would dramatically alter its unique character and upend the quality of life for those of us who have chosen to remain where we were born and raised or moved here from more congested areas.</p> <p>I notice that the MDTA has made no mention of a No Build option which is required by law. Furthermore, rather than spending billions on a new bridge, I urge that serious consideration be given to congestion toll pricing options, requiring only electronic tolls, alternate traffic patterns, and all forms of mass transit, including ferries, coupled with major improvements to the current spans.</p> <p>The destruction of open space, farmland, waterfowl habitat and homes across hundreds of acres to alleviate traffic for 25 days during the summer is unjustifiable. Any student of transportation knows that new roads bring induced traffic and more congestion. The congestion that commuters have experienced since the widening of I 270, the Beltway and many other roads proves that more roads result in more not less time spent stuck in traffic.</p> <p>Smart, visionary leaders are looking beyond the traditional and failed solution of building more highways to solve traffic problems. The driving patterns and kinds of cars will be dramatically different in 20 to 30 years. While it is impossible to predict the future, using models and surveys from the past is a monumental mistake.</p> <p>A majority of the citizens of Kent County are opposed to a planned third span to and a highway on the Eastern Shore and specifically through our county. I am hopeful that our leaders will listen to the people and plan for our future with a vision to protect our homes, open space, prime farmland, historic landscape and critical habitat for waterfowl.</p> <p>We need to develop a creative and foresighted transportation model and to do that I believe we need your help.</p> <p>[Name Redacted] Real Estate Salesperson and Administrative Assistant The Hogans Agency, Inc.</p>
4/9/2019	Web	<p>I support a second bay crossing. My job is located in Baltimore and it is not unusual for me to spend 2-3 hours commuting one way in bad weather or if there is a traffic incident causing congestion. Further, Kent County is not immune to growth. We cannot remain stagnant. The county is losing population and resources. Another Bay crossing will stimulate growth, provide a broader tax base, provide a larger customer base for local businesses, and create the need for more, rather than less, health care services. The county should consider this an asset rather than a liability.</p>

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		<p>Until we improve the job market in Kent County residents will have to keep traveling across the already overcrowded bay bridge to more available jobs on the Western shore or move to a location closer to their work. Most people move. Job opportunities are very limited in Kent County. A second crossing will open up more opportunities for residents.</p> <p>We need a second bay crossing.</p>
4/18/2019	Web	<p>As a resident of Kent County [Address Redacted], I earnestly urge the commission to exclude my county as a bridge location option. We are an agricultural area, and the ecology in this area would be destroyed by all the development and pollution. We are an outstanding example of what rural Maryland is currently like and should remain. Please feel free to contact me and tour my beautiful area at any time to discover the beauty and lifestyle of Kent County.</p>
4/22/2019	Web	<p>My wife &amp; I live in Rock Hall, Md. and fully endorse a new bay bridge access and would prefer routes 4, 5 or 6 for the new bridge. We believe that any of these crossings would greatly help to eliminate the log jamb on the current Bay Bridge crossing by funneling the Baltimore traffic to the new crossing, as well as bring new commerce &amp; opportunities into Kent &amp; Queen Anne's counties.</p> <p>Proposed crossings 8 thru 14 would, seemingly, have little impact to the bridge traffic issues as they would not eliminate any Baltimore traffic and would only minimally affect the DC traffic flow.</p>
4/23/2019	Web	<p>1. Option 7: IS the Best Option for a third bridge: This is the best option to minimize environmental impact and preserve the local way of life on the eastern shore and southern Maryland. Do the following: eliminate the toll plaza at bay bridge, build a third bridge (next to the 1952 bridge), new overpasses at 213/50 and 404/50 (this must be done anyway), a new bypass around Easton, and a new bridge/tunnel in Cambridge (to east of town) would remove any bottleneck effect on traffic.</p> <p>2. Option 1-6: Since the population of Central Maryland has shifted west and south of Baltimore, I don't see a third bay bridge option at 2-6 (north of present bay bridge) as practical. Option 1 is a little interesting if you can get a road directly to Highway 1 in Delaware.</p>

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		3. Options 8-14: Only 11 and 12 would really work if it the third bridge goes south, that would do the least amount of environmental damage.
4/24/2019	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>
4/26/2019	Web	<p>Hello! I would like to know if something can be done with the traffic around the the bay bridge. I crossed it today and traffic backed up from Annapolis through the bridge. We need a larger bridge with more lanes going to the Eastern Shore. We also need more toll booths. Thank you</p>