

To Whom it may concern,

I am writing to offer advice and opinion concerning the proposed Chesapeake Bay crossing. While nearly all of the public and private conversations regarding the new crossing of the Bay seems focused on the idea of a bridge I don't think that is best for the Chesapeake Bay, the people of the Eastern Shore, or the people of Maryland. While I do not support a new Bay Bridge, I understand that a new crossing of the bay is, at times, needed. To that end I would propose a ferry system. For many reasons a system of ferries could solve Maryland's transportation issues while offering the most benefits to the State as a whole.

- Ferries could be built in Maryland, by Marylanders. Any bridge would involve the state sending taxpayer dollars out of state.
- By having a system of five ferry crossings the traffic would be spread out. Saving the state the cost of heavily expanding road systems to accommodate the increase in traffic.
- This would also save the state money by not needing to purchase nearly as much land for the new highways.
- Ferry schedules can be modified based on need. Meaning that a ferry system would not need to be in full operation at all times. This would save the state money by being able to shut down unneeded ferries in the off season, i.e. fewer trips mid week in the summer and perhaps shutting some ferries down during the winter.
- While ferries and bridges are both expensive to build and maintain ferries have the benefit of being hauled out of the water during maintenance periods where as a bridge is over the water at all times.
- Building ferries and bridges both create jobs. However, once the bridge is built the number of high paying jobs will drop drastically. Ferries will provide good paying jobs for crew and staff.
- Ferries to the middle and lower Eastern Shore would help to grow the economies of those counties. These ferries would also offer housing opportunities for the western shore workers who could now live on the Eastern Shore and commute to the western shore for work.
- Captains and pilots of container ships would have one less obstacle on their way to and from the port of Baltimore.

An example of a proposed route would be a crossing from the Herring Bay area of Anne Arundel County to the town on Cambridge on the Eastern Shore. Route 50 runs right through Cambridge and so the ferry terminal could be built within easy access. Herring Bay is in close proximity to Route 2 and for the same reason road access would be minimal. Two 100 car Ferries

operating from 6am to midnight could make between 16 and 32 one way trips per day, depending on the type of ferry build and weather conditions. This would represent a capacity for this one crossing of 1600 to 3200 cars per day. This could be replicated at four of five locations up and down the bay creating a pressure relief valve for the current bridge and its associated infrastructure, diverting between 8000 and 16000 cars per day. Representing a drop of some 13 -26% over the current 60000 cars per day that cross the bridge. Shorter ferry crossings (Baltimore to Rock Hall for example) would have the potential to make even more trips per day. Each ferry crossing could also have its capacity doubled or tripled with the addition of more ferries.

Half of all beach traffic originates in DC. More southern crossings could take this traffic not only off the bridge but out of Annapolis and the route 50 corridor, leaving this route open for trucks and other commercial traffic that could not be accommodated by the ferry's size or schedule. This plan would also leave open the option of a new bridge at the site of the current bridge. According to a February 2018 article in the Baltimore Sun, this would cost half of what a new bridge with new crossing points, associated land acquisitions, and highway construction would cost.

Thank you for taking the time to read and consider this idea and I hope that Marylanders are not disappointed by the faith they have placed in their government.

[REDACTED]

RECEIVED
MAR 02 2018
BY: _____

[REDACTED]

February 27, 2018

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

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 lands, ruining our thriving farm economy, and destroying historic sites and the peaceful beauty of our county.

I love living here, 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 they should implement more innovative toll collection, variable toll rates, and disincentives to travel at high peak times rather than spend massive amounts of taxpayer money on a new corridor.

Best regards,

[REDACTED]

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BY: _____

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March 5, 2018

To Whom It May Concern,

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.

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.

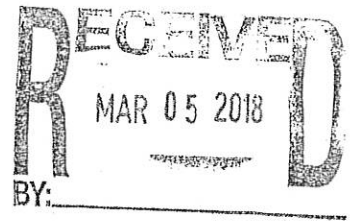
We would lose control of the growth. We want controlled growth decided by us not out of control growth dictated by non-residents.

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?

I am strongly opposed to the bridge through Kent County.

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.

Sincerely,



Plus: It will be much more cost effective
for the State to add to the current Bay Bridge!

I Am a Baltimore woman born and raised, moved
to the Shore 2005 and have 'Never' looked back. A
Bridge through Kent County will Result in development
Resembling Kent Island... No Thank You!

I would Encourage you to take a plane ride
over Kent County to visually see the County is Mostly
Agricultural and its diversity is one of its strengths.

Thank You

[REDACTED]

March 8, 2018

Bay Crossing Study
Maryland Transportation Authority
2310 Broening Highway
Baltimore, MD 21224

Dear People:

At a time when we should be doing everything in our power to reduce pollution and slow the rate of global warming, the proposal to construct a third Chesapeake Bay bridge is at base morally indefensible. Not only will the increased traffic—anticipated to consist mainly of heavily polluting freight traffic—be disastrous to air quality, but the accompanying toll of construction, noise, urban blight spread, destruction of agricultural and historic lands will cause irreparable environmental damage. Not restorable. Destroyed, presumably for short-term financial gain.

Surely the promoters of a third Bay crossing realize the enormous negative impact of this proposal on an agrarian Kent County and its colonial towns and byways.

Why aren't rail solutions being considered? Aren't we well past the day when we should be relying on trucks and more and more highways to handle commerce?

My husband and I implore you to reconsider any recommendation to build a new Bay bridge to Kent County. If you conclude—and it would be a deeply irresponsible conclusion—that another bridge is needed, at least locate it in a setting where it would not have the ruinous effects it would have on Kent County. Please let us preserve a quality of life we value and that is increasingly rare.

Sincerely,

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