

CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5-31-18

Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Telephone: _____ Email: _____

1. SAME CORRIDOR- No Build
 - A. Dedicated high speed EZPass left lane like NJ Turnpike or Montgomery County Inter Co. Connector. Advance signage and possibly rubber pylons delineating left lane from Cape St, Claire interchange.
 - B. Encouraged maintenance of speed limit both directions upgradient with signage and/or possibly strobe lights which might act like the mechanical rabbit at a dog track.
 - C. Have all Ocean City rentals draw or request the beginning day for a weekly rental so that all properties are evenly distributed- i.e. one-seventh are Friday to Thursday, one-seventh are Saturday to Friday, etc. I have been told that NJ ocean resorts have been doing this for years, but I have not verified.
2. SAME CORRIDOR- Build
 - A. Relax wind/rain closures to maintain 3 eastbound lanes by erecting a permanent barrier or a moveable one.
 - B. Build a third bridge floating as in Seattle with a swing span for commercial navigation with limited hours when in use. This bridge is for maintenance of existing traffic when either of the existing 2 bridges needs maintenance. For example, tell the Coast Guard it will be open for navigation from midnight to 6 am during needed existing high bridge work. That gives 18 hours of bridge maintenance. Would need a slightly elevated secondary channel fixed span for recreational/small boat traffic.
3. NEW CORRIDOR
 - A. Since your origin-destination data shows a large percentage originating from the D.C. region, suggest a southern corridor. Propose Plum Point to Governor Run as a study area in Calvert Co continuing to, say, Hudson In Dorchester Co. The crossing could be a floating bridge or a bridge/tunnel. The key to preventing/ minimizing wetland and other environmental impacts as well as development pressure is to absolutely DENY ACCESS. Once you leave Rte 2/4 in Calvert County, there will be no gas or food for x miles. Give them a shoulder and a call box. The idea of this corridor is to get folks to Ocean City not to allow bedroom commuters to the Baltimore-Washington region.

Public comments will be posted on the baycrossingstudy.com website. MDTA will attempt to remove personal information such as names, addresses, phone numbers and email addresses.

Please submit your comments by mail to:

Bay Crossing Study
Maryland Transportation Authority
Division of Planning & Program Development
2310 Broening Highway
Baltimore, MD 21224

RECEIVED
JUN 04 2018

You can also submit your comments electronically on the project's website at www.baycrossingstudy.com or by email at info@baycrossingstudy.com

Check here to be added to the study mailing list

Ms. Heather Lowe
Maryland Transportation Authority
2310 Broening Highway
Baltimore, MD 21224

May 16, 2018

Dear Ms. Lowe;

My comments re; the Bay Crossing Study.

I moved to Kent County several years ago from suburban Philadelphia in order to retire to a rural, small town environment. This area has a wonderful quality of life.

Putting a bridge crossing through Kent county is, quite simply, an act of vandalism.

But unlike graffiti on the side of a building, it can never be cleaned. It will permanently destroy the county's rural, small town nature. And what will be gained? Ten years after the project is completed, the bridge and its associated feeder roads will be congested and Kent county will be graced with its fair share of fast food restaurants, big box stores, convenience stores and strip malls.

I don't wish to sound like a snob. People need to shop and to be employed. Sprawl actually has its place:

But not everywhere.

Please spare Kent county.

Regards,

The signature and contact information are redacted with black ink. The redaction consists of three horizontal bars of varying lengths, completely obscuring the text underneath.

Subject: Blatantly inaccurate graphics used in MDTA Bay Crossing Studies community meetings

Bay Crossing Study Group and constituents;

I was shocked by the graphics depicting traffic flows from and to counties and designated areas effected by the Bay Bridge that were displayed at last week's Bay Crossing Study meeting in Chestertown. I was told by a representative that the graphics were on MDTA's website, but after an exhaustive search of the site, I had to contact MDTA directly for a link to the display panels. I have attached a PDF showing the blatant errors in MDTA's graphics, which seem intended to mislead readers into thinking that the main flow of traffic is between points situated north of the Bay Bridge. The percentages tell a different story. The attached 3-page PDF shows an overview of the problems, the inaccurate graphics, and an alternative, corrected graphic that depicts the real story in both the actual location of effected counties and comparative traffic flows.

I am hoping that this was an accident, but the fact that there are circles on the map where Anne Arundel and Queen Anne's Counties are actually located, while different circles, placed far away from the actual locations, have been added and labeled as those counties makes MDTA's presentation look very suspicious. I find it hard to believe that this happened by accident.

Please reply as to how this blatantly inaccurate representation of the facts was approved and presented as factual to attendees at Bay Crossing Study community meetings.

Thank you.

[Redacted]

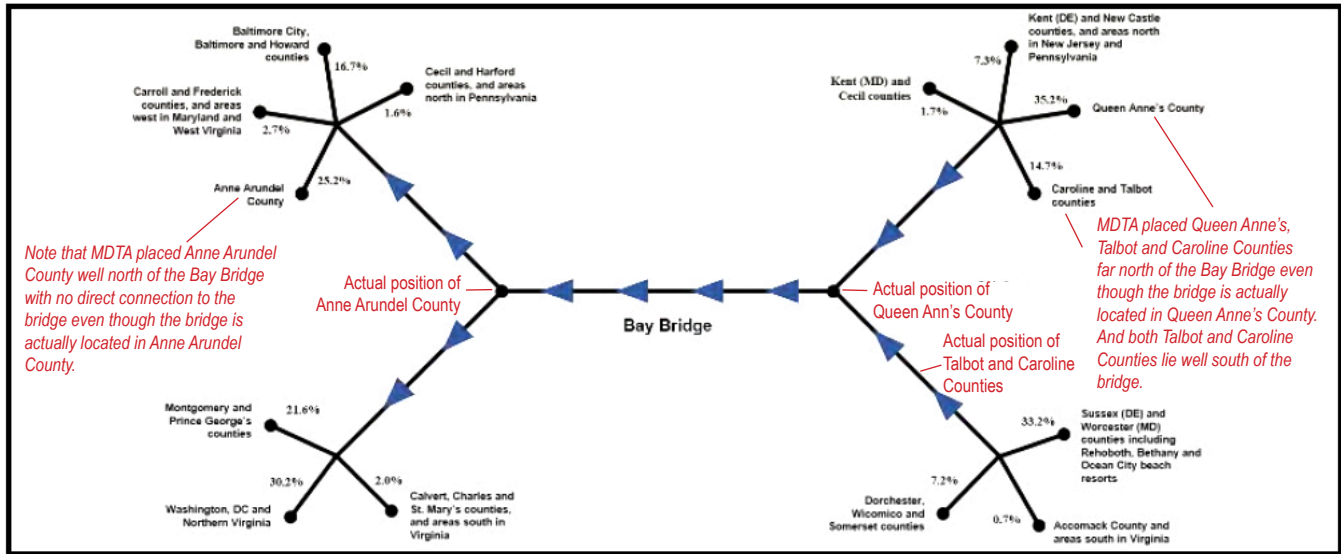
[Redacted]
[Redacted]
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[Redacted]

Blatantly Wrong!

Below is one of two traffic-flow graphics currently shown at the public information meetings being held by the Chesapeake Bay Crossing Study conducted by the Maryland Transportation Authority (MDTA).

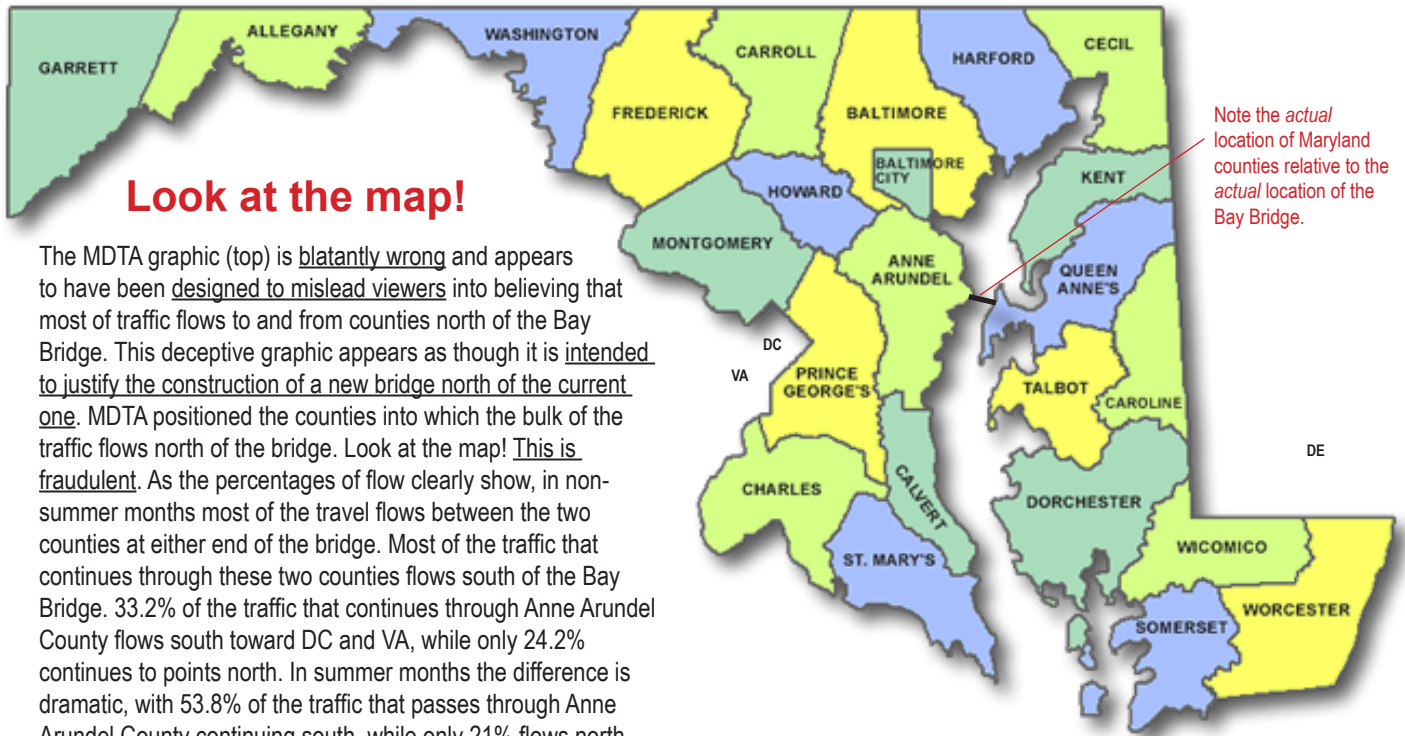
(Note the callouts added to the graphic in red.)

Summer Weekend Eastern Shore to Western Shore 2017 Average Daily Westbound Summer Sunday Traffic



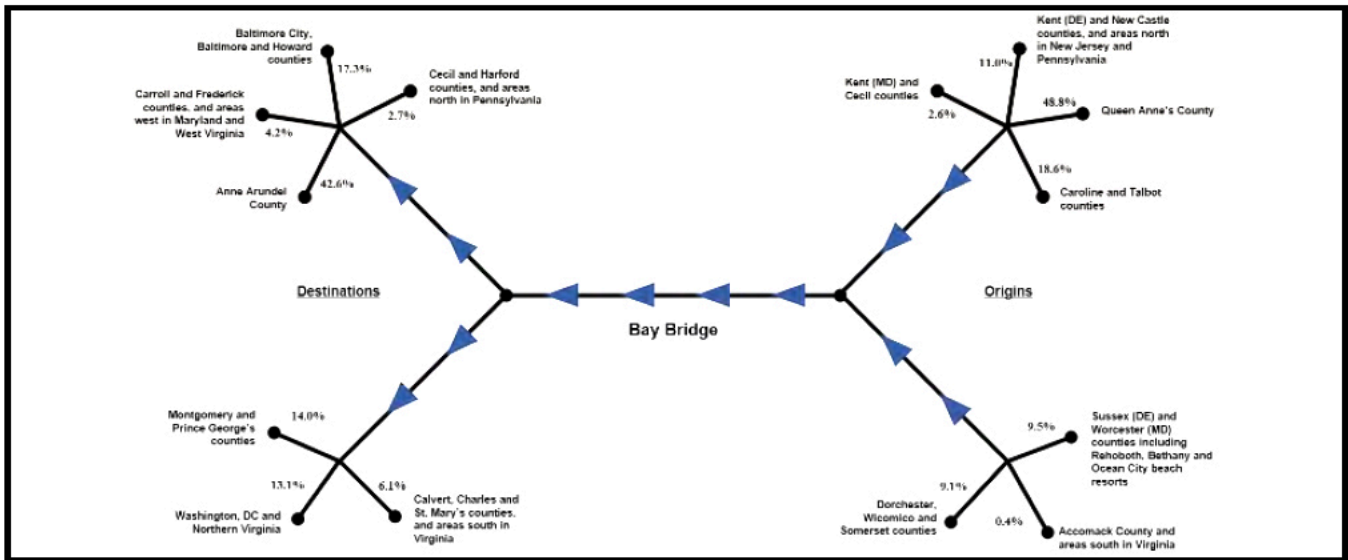
Look at the map!

The MDTA graphic (top) is blatantly wrong and appears to have been designed to mislead viewers into believing that most of traffic flows to and from counties north of the Bay Bridge. This deceptive graphic appears as though it is intended to justify the construction of a new bridge north of the current one. MDTA positioned the counties into which the bulk of the traffic flows north of the bridge. Look at the map! This is fraudulent. As the percentages of flow clearly show, in non-summer months most of the travel flows between the two counties at either end of the bridge. Most of the traffic that continues through these two counties flows south of the Bay Bridge. 33.2% of the traffic that continues through Anne Arundel County flows south toward DC and VA, while only 24.2% continues to points north. In summer months the difference is dramatic, with 53.8% of the traffic that passes through Anne Arundel County continuing south, while only 21% flows north. The differences would likely be much greater if the studies had been made on weekends rather than weekdays, since the greatest flow of westbound traffic in summer occurs on Sundays. By far, the largest percentage of motorists passing through Anne Arundel and Queen Anne's Counties in summer are traveling between points located south of the Bay Bridge.

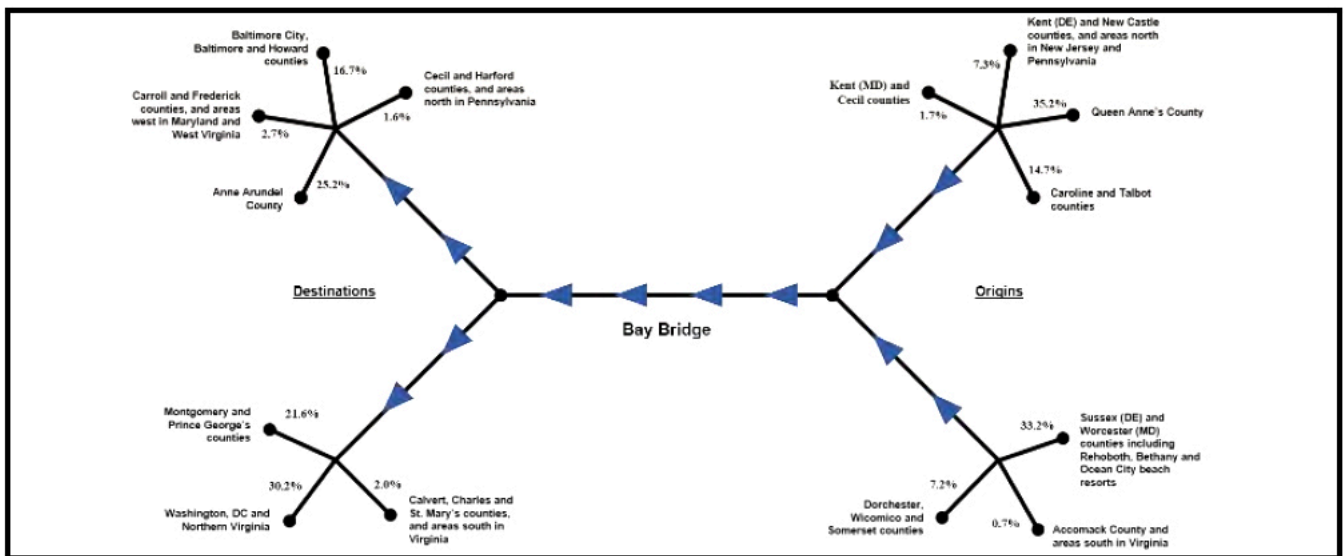


Below are the inaccurate graphics currently being shown at the public information meetings being held by the Chesapeake Bay Crossing Study conducted by the Maryland Transportation Authority

Non-Summer Weekday Eastern Shore to Western Shore 2017 Average Daily Westbound Non-Summer Weekday Traffic

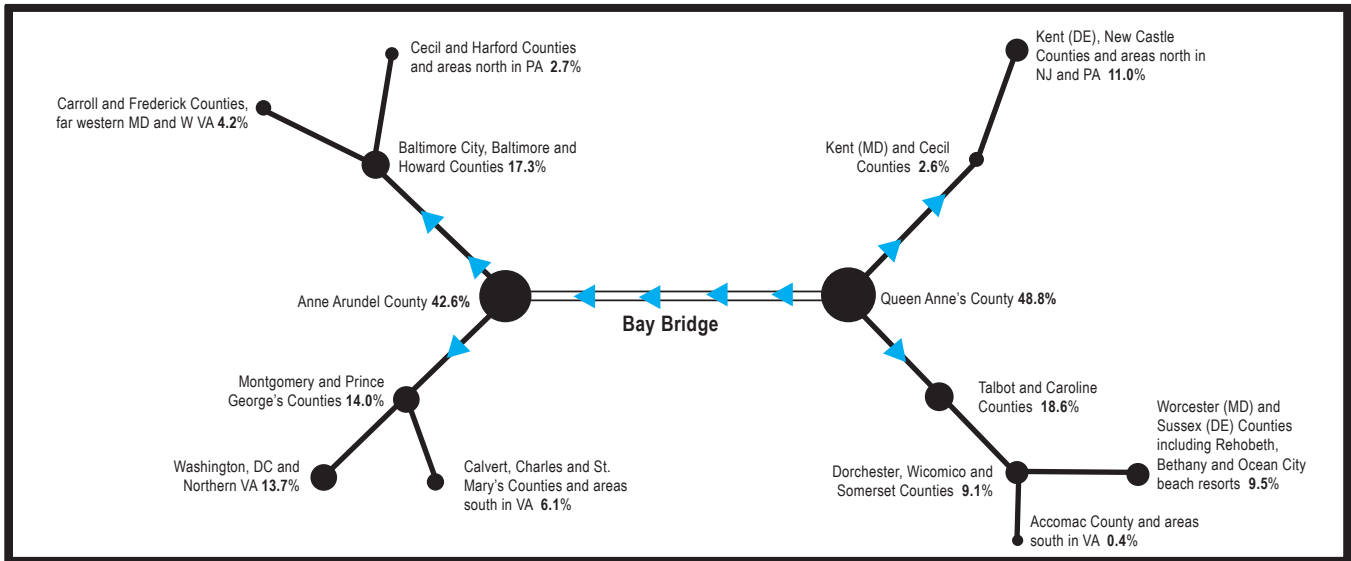


Summer Weekend Eastern Shore to Western Shore 2017 Average Daily Westbound Summer Sunday Traffic



The corrected maps below show Maryland counties accurately located in their relationship to one another and to the Chesapeake Bay Bridge. The size of each circle indicates the relative percentage of traffic flowing to that county or designated area.

Non-Summer Weekday Eastern Shore to Western Shore 2017 Average Daily Westbound Non-Summer Weekday Traffic



Summer Weekend Eastern Shore to Western Shore 2017 Average Daily Westbound Summer Sunday Traffic

