

#	Date	Comment:
1	2/5/2018	The traffic study is flawed. It was conducted before the public was made aware that the parks were FREE! Since then there has been even more traffic. In addition. The study was conducted with no indication of weather conditions. The traffic during the entire days on weekends including Sundays needs to be evaluated on fair weather days when traffic volume counts will actually be accurate. Any other study performed is creating false data so the administration can lie to residents about traffic and safety impacts of increasing access to the peninsula. The tree cutting on Shorham beach road is just an excuse to deforest more of the park so the administration can spend more taxpayer money. There was no need or benefit from these actions.
2	2/9/2018	I've begun reading the Traffic Impact Study website and can't help but shake my head: Are you/the County aware that the SHA is planning to repave Rt. 214 this summer from Rt. 2 all the way to the end in Beverly Beach, WITHOUT any improvements to the many areas where there is no shoulder - deep ditches literally at the white line on both sides - and where there are utility poles inches from the road? The County must be aware that emergency vehicles can't get through many times of day - we don't meet response time standards - and that a young man died walking on the white line on his way home from work, by a hit and run driver. His body was noticed the next morning in the ditch. This is the road you want to carry another 600 vehicles to the parking lots of the over-planned parks???? Thank you for your consideration. I hope I sound perturbed, but not rude.
3	2/14/2018	This study does not include the 1000+ additional homes projected to be built in the area.
4	2/15/2018	Not having a shoulder or a bike lane makes Rt214 very dangerous for children. Ideally children, teens, and families would be able to get to the parks by walking or riding bikes. With the current traffic and lack of a sidewalk, bike lane, or even a shoulder residents would need to drive to the parks. The current road design is woefully inadequate and is not safe. The latest rain showed that the water puddles, floods lanes, and creates icy patches. Money should be spent to improve the road and safety of pedestrians before completing the parks.
5	2/16/2018	After participating in the February 15th meeting on the Mayo Park plan I would like to comment. I live off the Mayo peninsula. I live in Annapolis Roads, a few steps from a community launching ramp and dock into Cat Hole Creek. I am also a member of a sailing club in Eastport which also gives me water access. But I believe that everyone in AA County should have easy water access, the opportunity to see nature, and the opportunity to appreciate our unique natural environment, and that is clearly not the case for most county residents. While many Mayo Peninsula residents would like to either keep the parks close to the public, or essentially have them serve only local residents, that is not fair to the rest of the county. The major resident concern appears to be traffic on Central Avenue/214. But because of this, they object to nearly every aspect of the county park plans. I believe the incremental addition to traffic on Central Avenue/214 from people living off the peninsula using these parks will be trivial compared to current traffic, and will occur mostly at non peak (rush hour during the week during the school year) times. Central Avenue/214 DOES have traffic problems at peaks, but this is a State issue and there is a study going on. As a cyclist, kayaker, and outdoor enthusiast (and water lover), I SHOULD be able to ride my bike safely onto the Peninsula to any of these parks. I cannot due to 214 being overloaded, mostly without shoulders, and EXTREMELY dangerous to cycle on. We need to push the state to fi the road. But this is NOT a reason to resist every aspect of making these parks available to AA County residents.

#	Date	Comment:
6	2/16/2018	As a resident of Anne Arundel County, I am privileged to be able to take advantage of the wonderful parks and recreation opportunities the county offers. In particular, I am very proud of our waterways, the many rivers and creeks that we can explore and enjoy. Public parks are just that, public, and are there for the enjoyment of all of the citizens of the county. Residents who choose to reside along the routes leading to these parks know what they are getting into when they choose that as their residence. Providing parking spaces for example at Beverly Triton is a great resolution to cut down on the number of vehicles that block paths and clog the roads. Putting in safety measures such as traffic calming areas could be another way to ensure the safety of the residents while not denying taxpayers access to our parks. I strongly urge the members of the Mayo Peninsula Parks Advisory Committee to keep open access to these vital recreational opportunities to members of the entire county community.
7	2/16/2018	As an avid kayaker, I believe the broadest use of the county park system is to be encouraged. The county park system should not be held hostage to Not In My Backyard residency issues that detract from public use of public lands. Traffic is being used as an excuse by those that would prefer these parks not be used as intended due to their own parochial interests. Why bother having county parks at all if they cannot be used by the public?
8	2/16/2018	Please continue with the plans to expand the beach access and launches and keep them open to the public. I use your beautiful paces for kayaking and beach going and I really appreciate them. I help with clean-ups on the water and on land and I spend my money at local businesses when I visit. I probably use each site 2-3 times a year as do my fellow kayakers. Thank you again!
9	2/16/2018	I have a paddle board and kayak and have attended numerous meetup trips in the area through Chesapeake Kayak Adventures and Watersedge. We are always careful not to leave trash, follow rules and park in appropriate marked areas. We appreciate the access and hope that it continues.
10	2/16/2018	I'm in favor of improving public access for kayakers, rowers, canoers, stand-up-paddle-boarders. They don't pollute, or make any noise to speak of.
11	2/16/2018	I live an active life with the water as a central point for my activities during the summer. I believe all residents of Anne Arundel Co. should have access to the Mayo Peninsula. For too long, the access has been restricted to just a few nearby residents. I would like to be able to swim and kayak from the beaches.
12	2/16/2018	Please allow public access to Beverly Triton Beach. Our county is so much better when beautiful county land is not blocked by selfish self-serving individuals. Their property value will increase with more access for everyone.
13	2/16/2018	I appreciate that no one wants to have more traffic in their neighborhoods. However, to limit access to kayakers, who are a responsible group and small in numbers, to the extent desired by the community, is truly disheartening for those of us who want to access the water in boats that don't pollute the water. I urge you to consider other points of view in your decision and to recognize that there are many of us who wish to take advantage of the many beautiful waterways in the area, while having a minimal impact on residents of this area.
14	2/16/2018	I'm an avid kayaker and enjoy going to different parks with water access. I encourage every effort to increase public access in public parks. In this case, especially Beverly Triton park.

#	Date	Comment:
15	2/16/2018	<p>I am a full-time resident of Edgewater, MD. In response to the vehement opposition to public access to the five Mayo Peninsula parks under study, I offer the following responses: 1. Parks on public lands that are maintained with public funds must be accessible to the public. Period. 2. Environmental impacts should be considered side-by-side with traffic impacts to prevent degradation to the resources in question. For example, parking for 68 cars at Beverly Triton Park may do more harm than just inconvenience area residents with additional traffic. The potential for 200 people (68 car loads) on Beverly Triton Beach seems not just unsustainable but destructive. In addition, the Mayo Peninsula is already environmentally over-taxed from runoff and septic back-ups, so I would hope that any parking lots constructed on the Peninsula would be 100% pervious. 3. Other options should be considered for mitigating traffic, which has been a complaint of residents on the Mayo Peninsula for some time, quite separate from the traffic involving these parks. For example, if public transportation were available it would reduce daily commuter traffic and therefore reduce the impact on commuters of any additional traffic. Recreational users who are not transporting canoes and other recreational equipment could also use this public transportation. 4. Finally, as the growth history of any city shows, the way to reduce traffic is to reduce the number of cars. This has been done successfully all over the world by reducing parking, expanding public transportation options, increasing car-share and bike-share programs, and various other incentives. The solutions proposed for the Mayo Peninsula (more parking and road improvements, and zero investment in public transportation) is 100% guaranteed to increase the number of cars and their consequential impacts on traffic, society and the environment. Any thinking person should wonder why Anne Arundel County is choosing to multiply these impacts rather than have meaningful conversations about intelligent, healthy growth. The choices you have put before us are unnecessarily dividing us and putting us on the same unsustainable path as D.C., Baltimore, and most other cities in America. I would have hoped for better.</p>
16	2/17/2018	<p>I represent the WatersEdge Kayak club as executive director. We use Beverly Triton Park perhaps twice per year, with 10-15 sea kayakers. We have ZERO impact on local traffic to the Park and POSITIVE impact on local businesses in the area (for example for dinner after paddles). Many of us are Anne Arundel County citizens , and we ALL believe that this park should be open as much as possible for low impact, man powered craft, such as sea kayakers and SUP. I am personally appalled at the negative NIMBY comments from the Park's neighbors expressed at the recent meeting. see our group at https://www.meetup.com/watersedgekayak/</p>
17	2/17/2018	<p>I highly encourage support for plans to improve the park. The success of the county for residents and visitors is directly helped with a vibrant park. We and our friends and family always consider a park in selecting where to live and visit. With a reasonable limit on Park visitors created by the extent of the proposed plans, I can't imagine that the traffic would be more than modestly affected, and the benefit would yield tremendous advantages to the economy of the county as an even more desirable place. We are also avid kayakers. We enjoy nice parks and avoid others. At those that we do launch from, you'll see us quietly enjoying our sport on the water, and afterwards we'll be at local shops and restaurants. Hard to argue that there is a negative impact!</p>

#	Date	Comment:
18	2/23/2018	<p>My comments are related to the intersection of Shoreham Beach Road and Honeysuckle Drive. As you approach that intersection, visual clues tend to send you straight ahead and into the private community of Shoreham Beach, yet the main road goes to the right. The yellow mid-lane marker ceases just before the turn to the right. To reduce mistaken traffic flow into the Shoreham Beach private community, it is recommended that the side white lines of Shoreham Beach and its center line be extended through the turn to the right and down Honeysuckle lane to Mayo Park (the white lines are already recommended in the study report) . That way it will be clearer to drivers that the main road goes to the right, and is likely to reduce the present traffic into the Shoreham Beach community when the park is open. This could be done at very little cost to the county, and should</p>
19	2/26/2018	<p>Traffic Impact Study Deficiencies 1) No study of the traffic blockage/impact at "The Summit School". Morning traffic backups from the 100+ cars that turn left into the school during rush hour and for after school pickup. No shoulder to get around the left turning vehicles. No merge lane out of the school. 2)No study of the traffic impact from road flooding past the Summit School near the old wastewater plant. High water signs, police and DPW personnel required after heavy rain storms. One lane traffic required to ferry through the high water. 3)Triton Beach study only assumes a future 168 vehicles at the park based upon the available parking spaces. Underestimates the additional vehicles that are to be turned away and that will park in the adjacent neighborhood. A separate entrance to get the cars off of the main road is need (example: Sandy Point State Park) 4)Triton Beach Park study fails to address the impact and backups of the park ranger directing traffic in and out of parking areas. Future plans for a ranger gate to collect fees will only add to the delayed access to the adjacent community. Need roadway realignment around parking area into Saunders Point Community. 5)Dead man's curve, Shoreham Beach Rd, Traffic Impact plan only addresses the first curve of the "s" curves. Need second curve plan. Need wider roadway, for pedestrians, on second curve and plans to address the high slope that causes the blind spot in the roadway. 6)page 117 of 145, Muddy Creek Intersection. Map is outdated, old roadway alignment. Need to conduct new study on new intersection alignment. 7)Page 138 of 145, the Triton Beach park entrance is listed as Carvel lane when it in fact an extension of the main Carvel lane roadway. Confusing. Change the name to park entrance or expand the map to show the full Carvel Rd into the adjacent community.</p>