

Bicycle/Pedestrian Survey Summary

Overview

The comment period for the Chesapeake Bay Crossing Study: Tier 2 NEPA Virtual Transit & Bicycle/Pedestrian Listening Meeting was open from June 13 to July 11, 2023. Two surveys, the Transit Survey and Bicycle/Pedestrian Survey, were available online through the Bay Crossing Study website (<https://baycrossingstudy.com/>) and as a live poll during the meeting on June 27, 2023. Additional comments were accepted through the study website, via email and letter, at community engagement events, and during the June 2023 Virtual Transit & Bicycle/Pedestrian Listening Meeting. These comments are presented separately.

Two-hundred and eighty-two (282) Bicycle/Pedestrian Survey responses were received. The total number of survey responses includes 105 participants in live polling during the June 27, 2023, meeting. Bicycle/Pedestrian responses are summarized in this report by comment form question. There were 9 questions asked in the Bicycle/Pedestrian Survey comment form. Results for Questions 1-8 are included in this summary report. Question 9 invited respondents to provide their contact information to be added to the project mailing list; this detail has not been included in this summary report. All open-ended comments are included following the summary, where appropriate. Ninety-seven (97) open-ended comments were received as a part of the Bicycle/Pedestrian Survey. Comment form questions and links to their location in this report are provided below.

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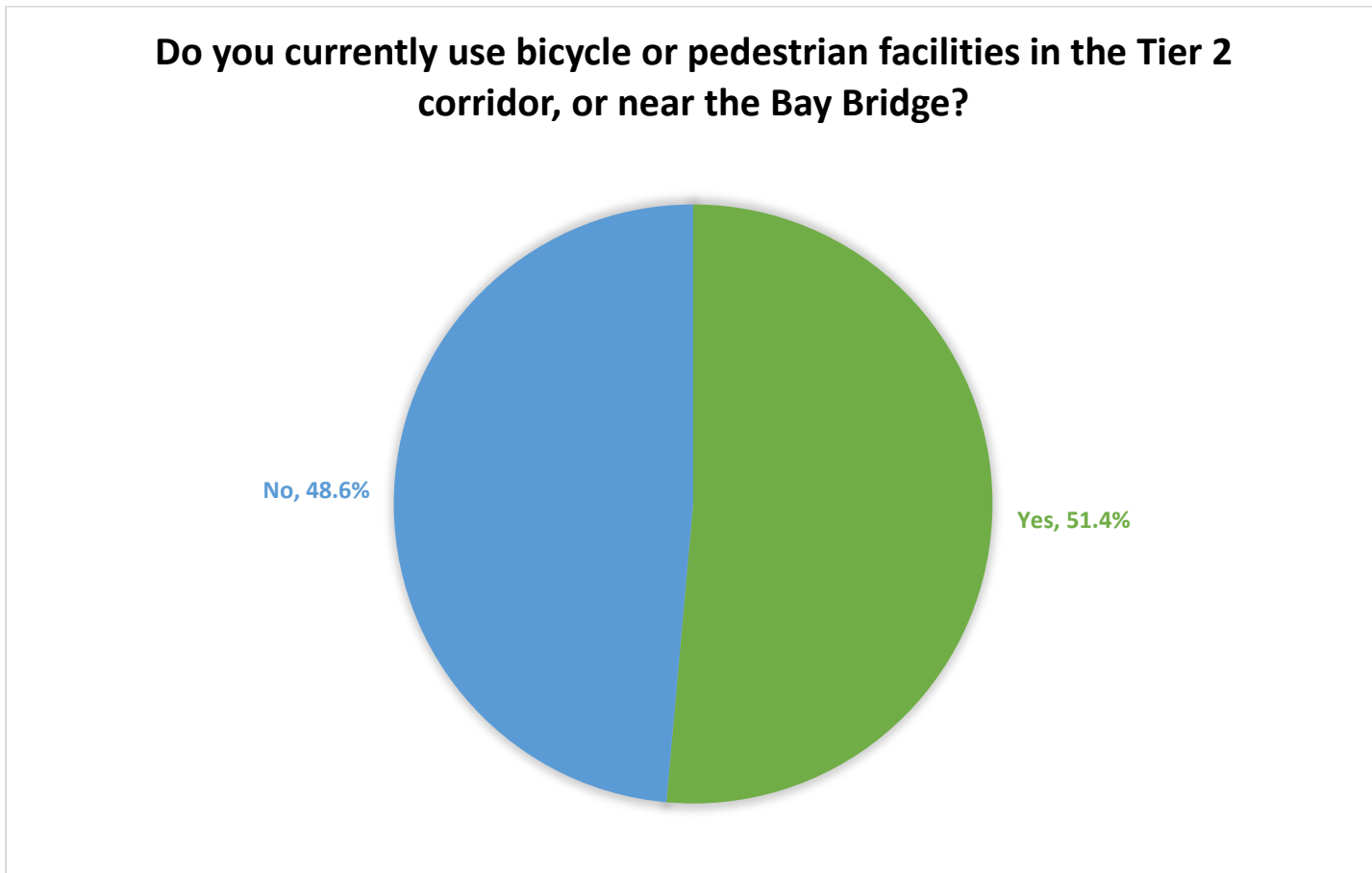
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QUESTION 1

Do you currently use bicycle or pedestrian facilities in the Tier 2 corridor, or near the Bay Bridge?

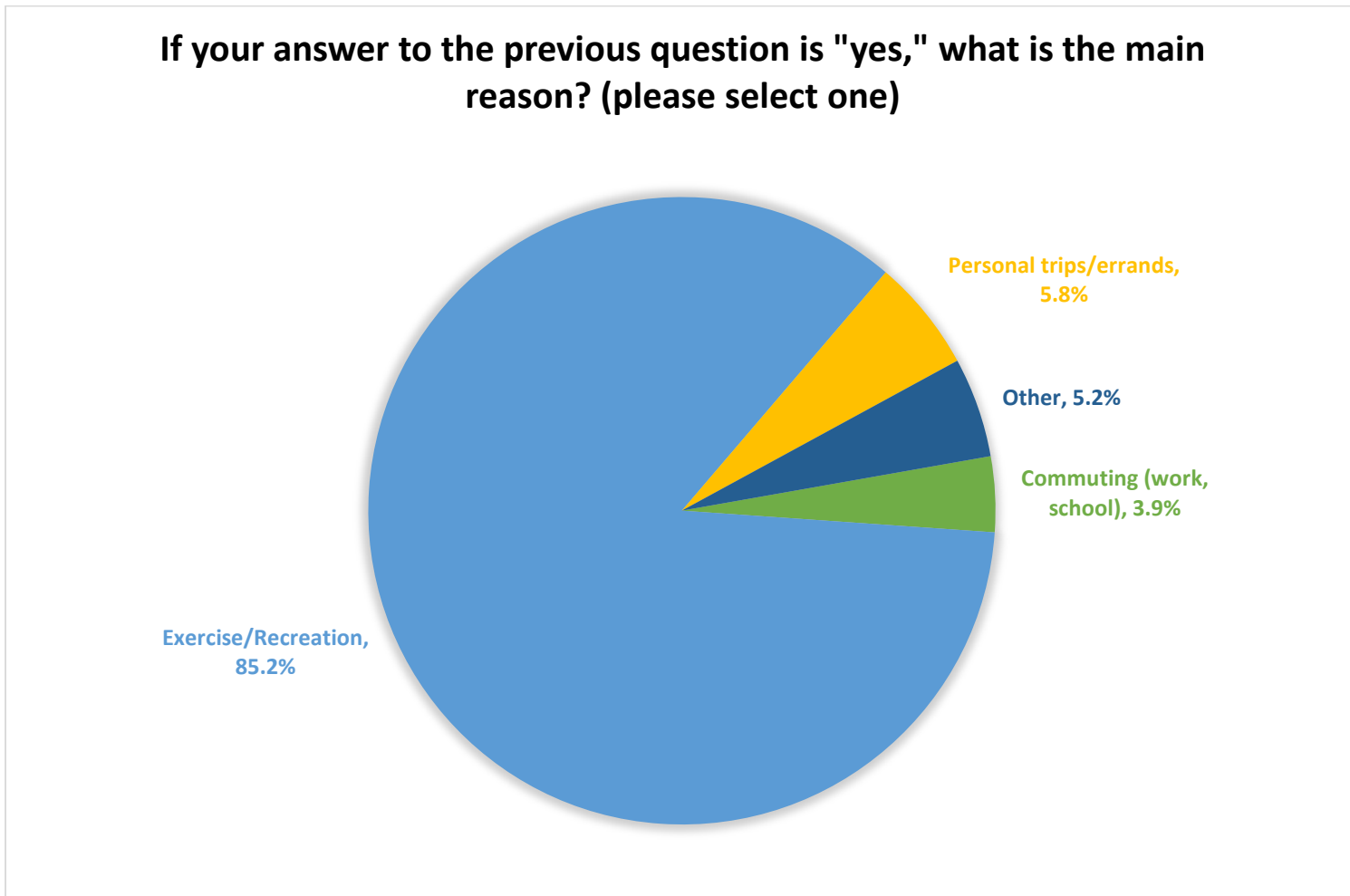


Answer Choices	Responses	
Yes	51.4%	144
No	48.6%	136
	Answered	280
	Skipped	2

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QUESTION 2

If your answer to the previous question is "yes," what is the main reason? (please select one)

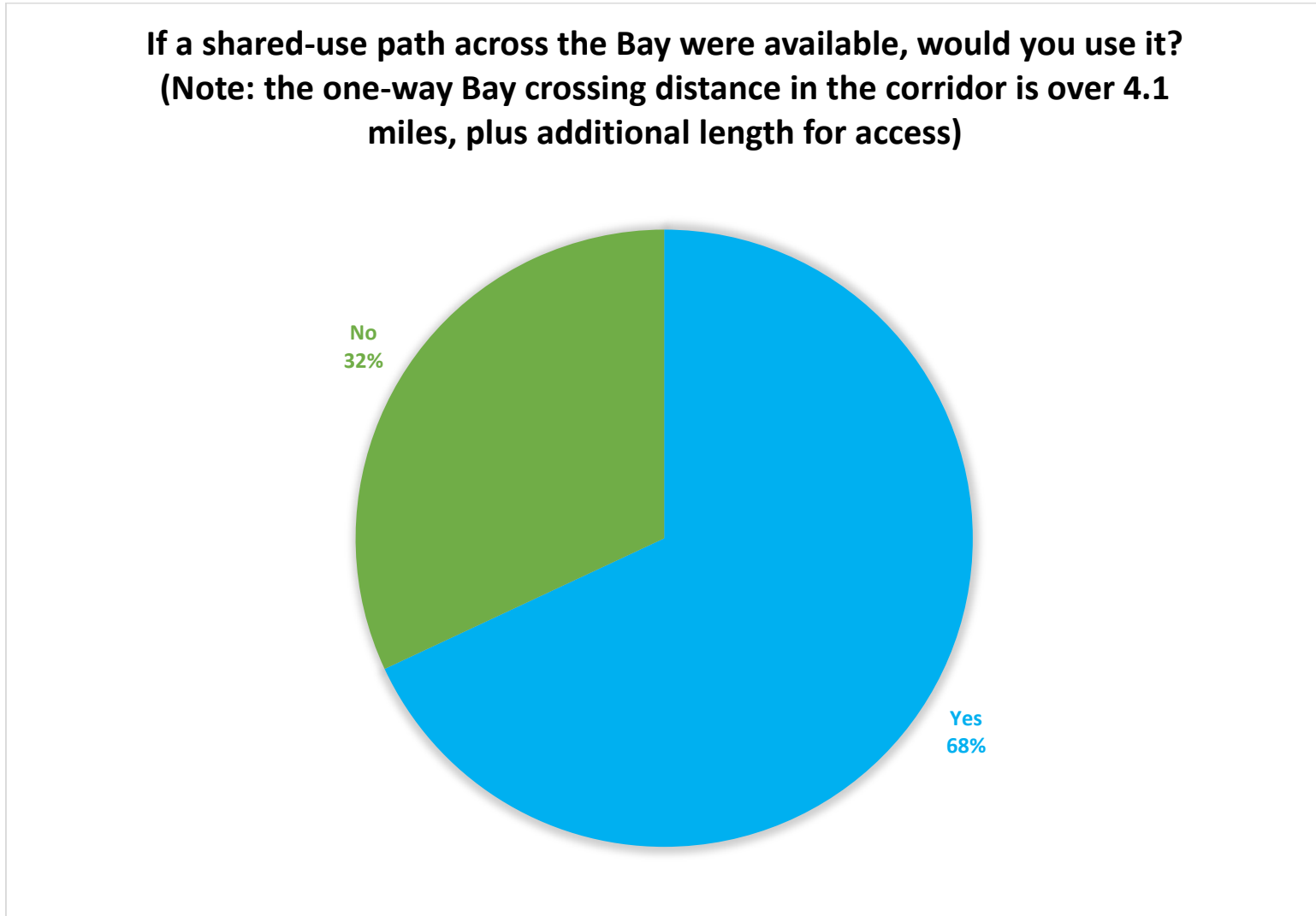


Answer Choices	Responses	
Commuting (work, school)	3.9%	6
Exercise/Recreation	85.2%	132
Personal trips/errands	5.8%	9
To get to transit (rail or bus)	0.0%	0
Other	5.2%	8
	Answered	155
	Skipped	127

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QUESTION 3

If a shared-use path across the Bay were available, would you use it? (Note: the one-way Bay crossing distance in the corridor is over 4.1 miles, plus additional length for access)

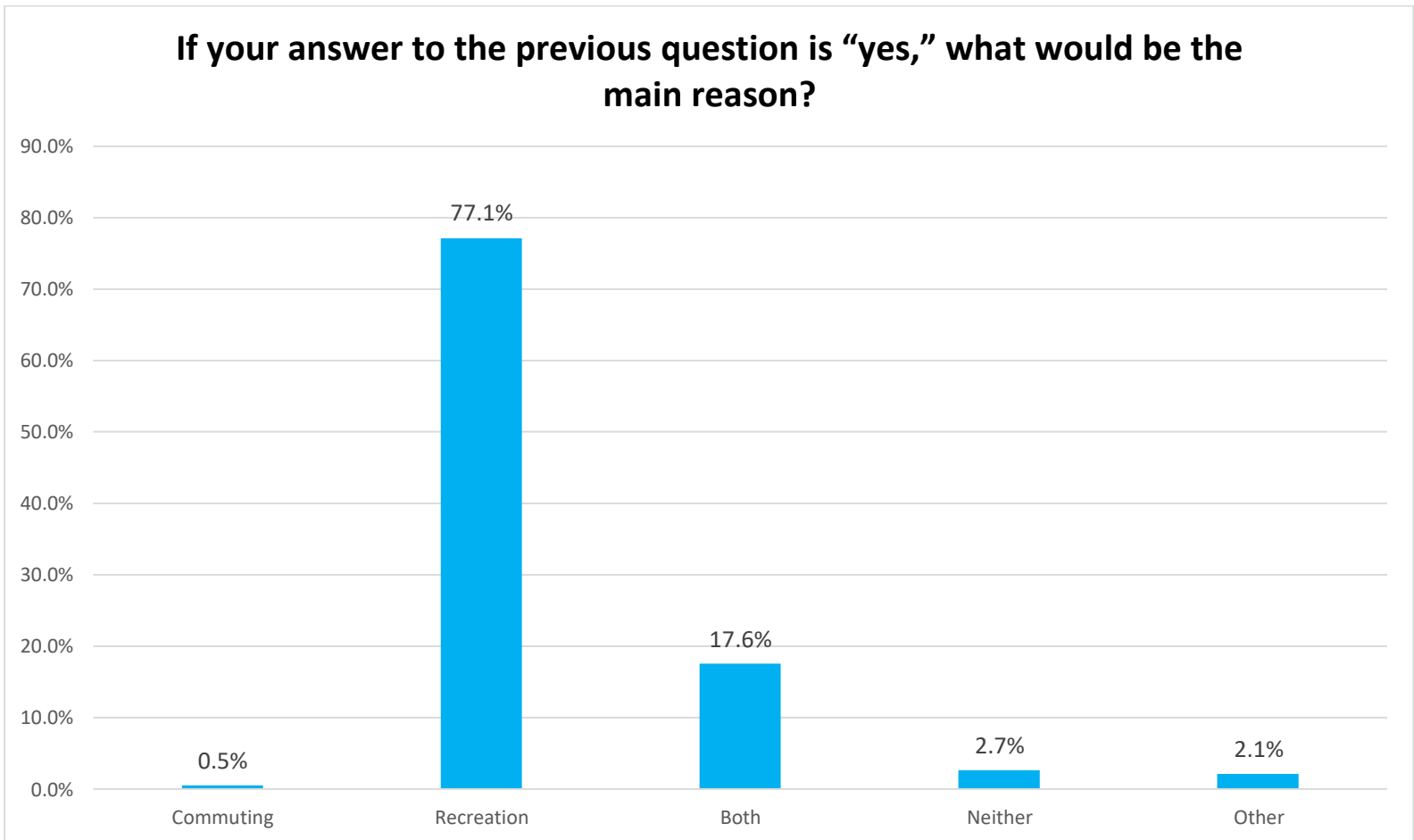


Answer Choices	Responses	
Yes	68.0%	181
No	32.0%	85
	Answered	266
	Skipped	16

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QUESTION 4

If your answer to the previous question is “yes,” what would be the main reason?

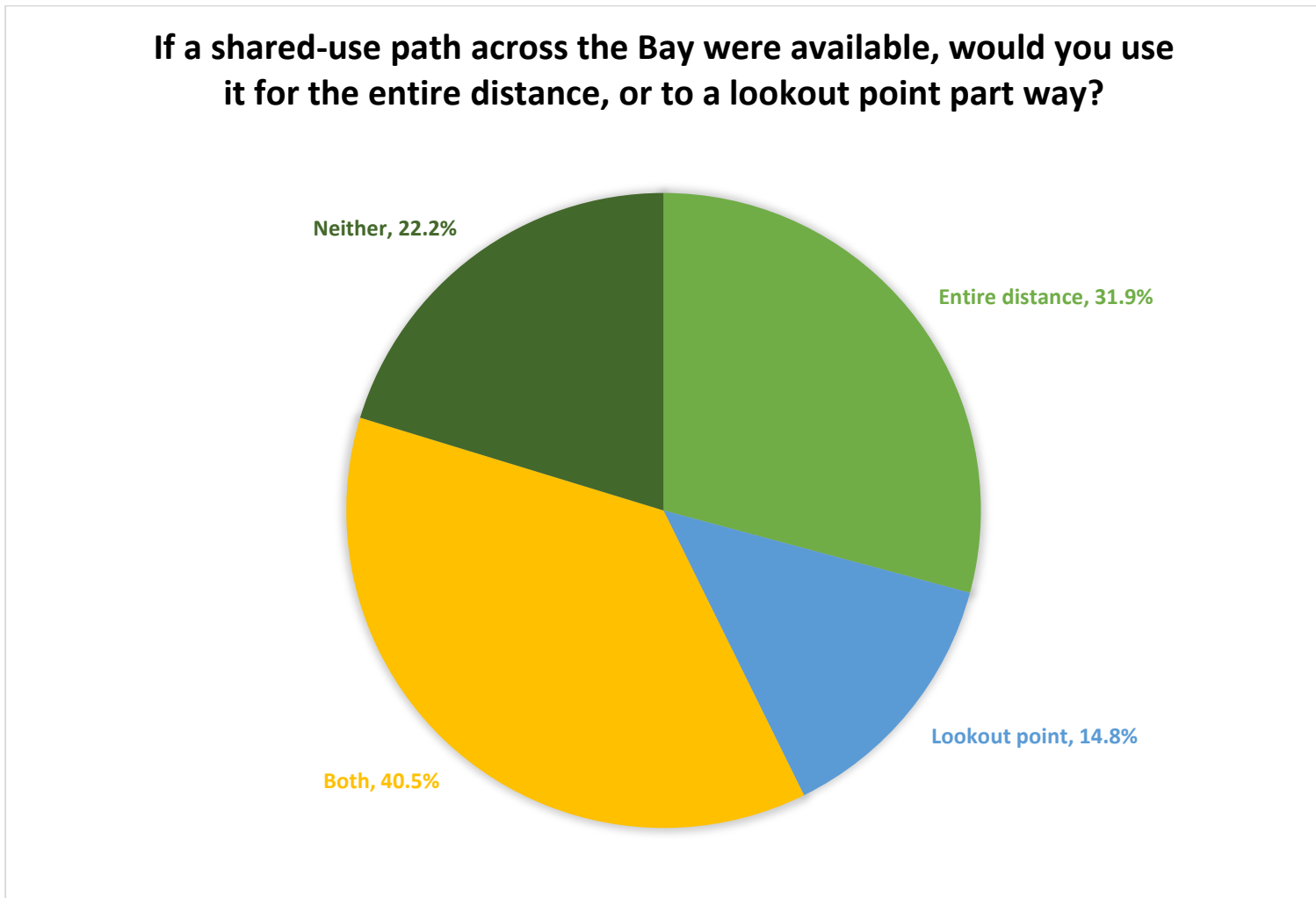


Answer Choices	Responses	
Commuting	0.5%	1
Recreation	77.1%	145
Both	17.6%	33
Neither	2.7%	5
Other	2.1%	4
	Answered	188
	Skipped	94

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QUESTION 5

If a shared-use path across the Bay were available, would you use it for the entire distance, or to a lookout point part way?

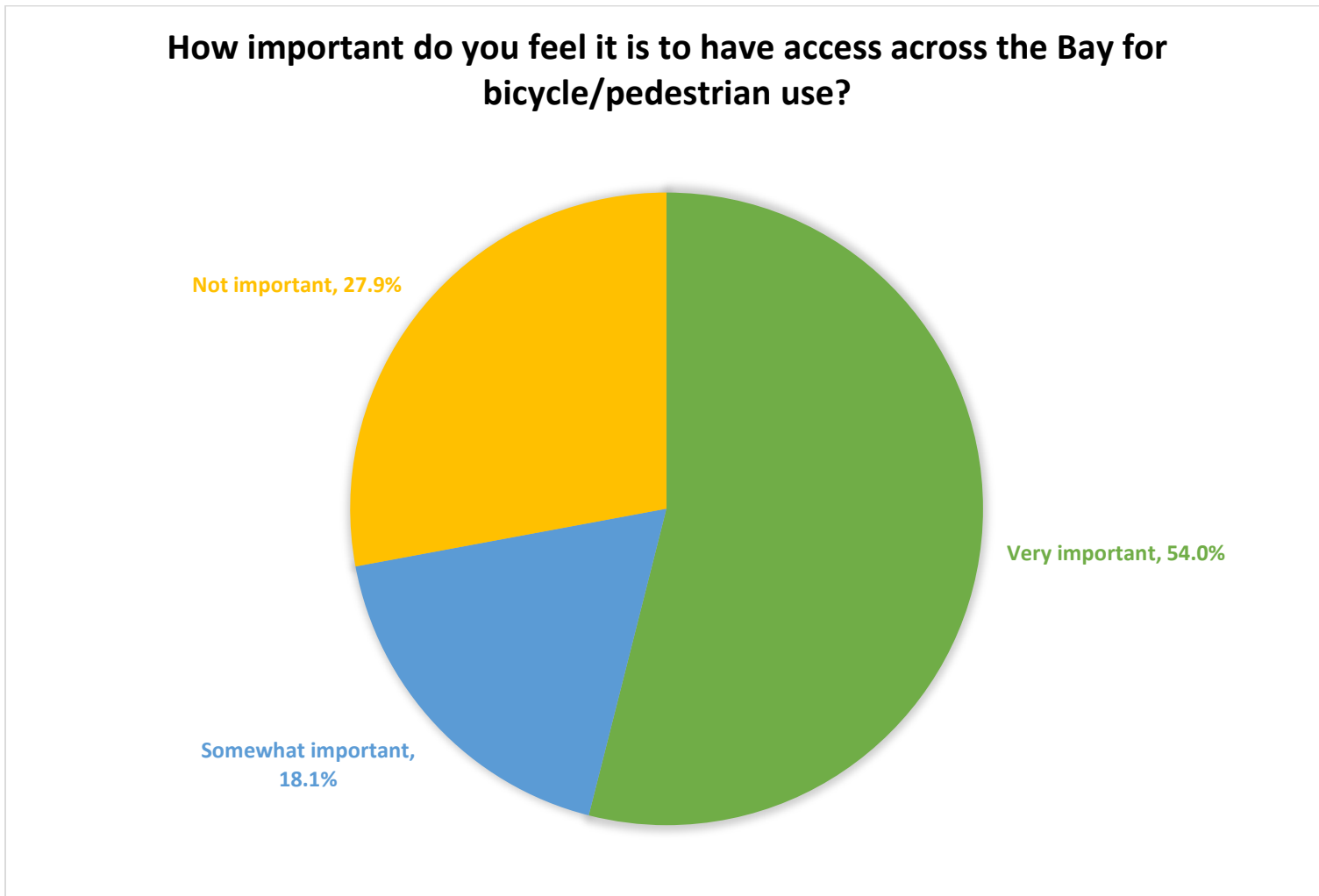


Answer Choices	Responses	
Entire distance	31.9%	82
Lookout point	14.8%	38
Both	40.5%	104
Neither	22.2%	57
	Answered	257
	Skipped	25

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QUESTION 6

How important do you feel it is to have access across the Bay for bicycle/pedestrian use?



Answer Choices	Responses	
Very important	54.0%	143
Somewhat important	18.1%	48
Not important	27.9%	74
Indifferent on whether access is there or not/would not use	0.0%	0
	Answered	265
	Skipped	17

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QUESTION 7

Please provide any additional comments

Answered	97
Skipped	185

Question 7: Responses	
1.	It would be a great asset for the region recreationally and economically.
2.	Although I would not currently use one, it think there's should be a bike/ped path a cross the bay.
3.	If this becomes available, I will want to give it a try even though I do not reside in the corridor.
4.	I don't think this is a good idea - more deaths unless you can create it where it is not shared with vehicle traffic, like below or above travel lanes - not next to them.
5.	This is definitely a if you build it they will come (with their wallets) situation. It would be a glorious walk/bike ride across the bridge.
6.	Would like more transit across bridge to beach
7.	It would be a nice connection for the Cross Island trails to Sandy Point State Park and beyond.
8.	Build the shared use path on the bridge.
9.	This is a much needed infrastructure project for multiuse planning for commuters and recreaters.
10.	Being able to cross the Chesapeake Bay without motorized assistance is very important to long-distance bicycle tourists. We are but a tiny fraction of the population, but there are hundreds of people who cycle coast-to-coast every year, and providing this link would encourage more of them to finish via the Delmarva region. Additionally, there are plenty of people in the Washington, DC, area like me who would enjoy cycling from home to Eastern Shore destinations. Finally, I would really, really like to be able to enjoy the view of the Bay from the bridge, something I cannot do while driving a car.
11.	Traffic is already a nightmare at times, adding bikes to mix will simply worsen the problem.
12.	This is the single dumbest idea and waste of tax money ever. Whoever even considered this to even be questioned should be fired.
13.	We do an annual ride to the beach and either have to get transported across the bridge or start in Stevensville.
14.	That there hasn't been pedestrian and micromobility access across the Bay to this point is an outrage. Let's get this bridge redesigned so it's for all PEOPLE, not just for those in motor vehicles.
15.	It is critical that you include a high-quality pedestrian/bicycle path, completely separated from traffic, using sound-deadening barriers of at least a 15ft wide, that has easy access from either side. A lookout in the middle would be fantastic, and an amazing opportunity for special moments. Please do not miss this once in a lifetime opportunity to create this amenity that will serve many different functions. I'm already looking forward to hearing the tales of how many hours were saved biking over the bridge rather than sitting in beach traffic.
16.	It will open a pathway to the Eastern shore that does b Not.exist for cyclist and it would be pretty cool
17.	It would irresponsible and immoral to not safely and effectively accommodate bicycling and walking in this project. A shared-use path on this bridge would serve multiple purposes, including bridge maintenance and the emergency evacuation of motor vehicle occupants.
18.	Could open up all kind of events and bring revenue to both sides of the bridge.
19.	stupid idea! it is dangerous enough crossing the bridge in a car or truck because most people drive way over the speed limit and sometimes while passing you they are still in your lane!
20.	Traffic across the bridge is slow enough without having to stay clear of walkers and bicycles.
21.	I have ridden for 48 years, globally. Those long exposed spans wether on a bridge or an open road really do not make for a pleasant riding experience. By unpleasant I mean concerns for safety in light of varing winds. This is one of those things that sounds like a nice idea but in practice it does not work.
22.	This is a once in a generation opportunity. Bike lanes must be included
23.	Would make it easy to make more frequent trips to the eastern shore
24.	I would be thrilled to have this opportunity to cycle the eastern shore, and programs like bike across america may have interest, and economic benefits, too
25.	We need to reduce traffic and give people viable opportunities to commute and get across the bridge. We used the bike trail in Stevensville and given the opportunity would bike across the bridge.
26.	Just build a large tunnel and stop waisting time and money on studies. With a tunnel there is no rubbernecking, no weather issues, no jumpers, no runoff pollution, less of an eyesore, less environmental impact and no repainting every 5 years.
27.	Connecting the Bay bridge to existing trails that connect Annapolis, DC and Baltimore and other surrounding areas would be a boon to access and recreation. Many people do short commutes across the bay and especially with the popularity of ebikes it's more accessible than one would think for commuting, 5-10 miles is a very pleasant ebike commute on a dedicated cycle path with no road crossings, I would rather have that than my current commute which involves cars and traffic lights and poorly designed roads around Annapolis.
28.	It is important and I support the idea and think it would be a great resouce but will not solve the gridlock and dangerous traffic jams we experience. The main issue/concern is the influx of traffic to/from the beach, not residents or our regular commuters.
29.	are you nuts ? walkers and bicycles on the bay bridge; this is crazy, your just asking for more accidents, medical emergencies and jumpers
30.	More important than bike or pedestrian access across the Bay is meaningful bike or pedestrian access THROUGHOUT Kent Island, when overflow traffic approaching the bridge utterly gridlock our community for most afternoons/evenings on summer weekends, effectively keeping us homebound.
31.	Please don't repeat the travesty of the 301 bridge and not include a pedestrian and bike path on the bridge. This should connect to the Cross island trail and create a great bicycle route to increase tourism to Kent island.
32.	too dangerous
33.	Hoping this will be included in the current plans.
34.	Must be safe and convenient! And cost effective for the taxpayer

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35.	I had the opportunity to ride across the bay bridge during cycle across Maryland and it was amazing! I feel it would add a great deal of interest and tourism \$ to the area
36.	I would not want to see a Bike/Pedestrian Pathway across the Bridge. Reason - Emergency access, More access to Bay Bridge Jumpers. Height is extreme. Accidents from distracted vehicles as on-lookers. Cost severely out ways the benefits and use of Taxpayers dollars. This is an incredible High Risk to the State and MDTA!
37.	Too long of a distance and could potentially increase the number of people jumping off the bridge, thus causing more traffic delays
38.	Several states have these types of accesses and I have used them successfully. I would love access across the bridge on my bike instead of my car.
39.	Providing an option to bike will open up lots of recreational tourism potential
40.	The more bike lanes are added the more I bike. I am happier and healthier now because bike lanes near me opened up. I had no idea I could easily bike 30 miles.
41.	Would love to be able to bike to the eastern shore instead of driving to Kent Island and biking from there. Would allow for some great cycle trips that would be beneficial to the businesses in that area since I like to stop and eat at local restaurants
42.	Bridges are chokepoints for access, and thus the existence or lack of a bike/ped crossing affects the ability to offer long-distance routing which has economic impacts on the area. I have now ridden on the Nice-Middleton bridge and frankly, the "accommodation" is not suitable for 95% of potential cyclists. I would use a cyclist crossing at Annapolis for a number of trips to destinations on the Eastern Shore and a rural route to Wilmington/Philadelphia and nearby areas.
43.	A bike/ped option for crossing the bay *with safe connections on either side* would become, in itself, a tourist destination. Especially with the increasing access to e-bikes, it could very much drive active/eco-responsible tourism to the area.
44.	Bikes and pedestrian access should not be close to any vehicular activity. It is simple too dangerous. In addition, the pollution from the vehicles is a health hazard.
45.	On either side of the bay bridge there are two parks and trail systems. Sandy Point and Baltimore/Annapolis Trail on the west and Terrapin and Cross Island Trail on the east. Connecting these two parks and segments would create immense value for both commuters or residents/visitors looking for outdoor recreation and tourism. Considering the enormous levels of traffic, having an alternative form of mobility would help reduce traffic somewhat and allow more equitable access.
46.	It was VERY disappointing when MD eliminated the bicycle/pedestrian separate lane from the final "Nice" bridge on US-301 over the Potomac River. For the bay replacement bridge it would be even a bigger mistake, considering the plethora of activities and facilities on both sides of the bridge, and the very long lifespan of such a bridge. Hopefully MD won't be "penny wise & pound foolish" again this time.
47.	I, as part of the Annapolis Bicycle Club, would welcome the chance to do rides from Annapolis across to the Eastern Shore. This could also become our version of the Golden Gate Bridge, and a real tourism draw for bike and pedestrian use.
48.	This is the most ridiculous idea yet. The pedestrian/bicycle crossing would only benefit those closest to the bridge. If you evaluate the traffic closer, you'll see many commuting to/from DE, NJ, NY, VA, PA. There really needs to be an alternative to Corridor 7.
49.	Pedestrian/bicycle access on the Chesapeake Bay Bridge would provide a once-in-many-lifetimes opportunity for people to witness the beauty of the Chesapeake Bay, as well as connect two sides of this waterway in a hugely impactful way.
50.	Excessive cost for minimal benefit for very few
51.	There should be public use jet skis for people to use when crossing...need to be EV. Or some sort of pulley system that people could use to cross with their paddle board. Also peddle dragonboats
52.	Could a simple shuttle bus also serve the bay crossing purpose? Additionally, enhanced and purpose-built pedestrian and bike paths connecting Annapolis to Sandy Point would greatly enhance the quality of life to those most likely to be impacted by additional traffic and infrastructure encroachment into their communities.
53.	We need this feature!
54.	Whatever means we can take to reduce the carbon footprint and provide healthy alternatives should be adopted. Especially important for such a long-range plan
55.	Please understand that the more we can take people out of their cars and minimize energy use and maximize healthy exercise, the better the population is. Most modern bridges in populated areas have included pedestrian capability..Tappan Zee, Woodrow Wilson, Sydney Harbor, etc. Modern steel technology means that the new bridge will still be here 100++ years from now. The corridor is heavily populated on BOTH sides of the Chesapeake Bay. Pedestrian capability is essential. Let's do it right for benefit of the next 100 years. Tourism, people, the environment will all be beneficiaries. Thank you, [Name Redacted], Arnold, MD
56.	Bike/ped access on the bridge is unsafe and not necessary. This should not be part of the project.
57.	I fully support the Bike AAA position on a protected bicycle/pedestrian lane on any new Bay crossing. I live in Annapolis and cycle about 3000-4000 miles per year, some of it on the Eastern Shore. A future bicycle crossing would enable a safe and scenic route to the Eastern Shore and something I would utilize once or twice a month.
58.	Moving to AA County in 2010, it always amazed me that there was no pedestrian crossing for the bridge. The ability to link the eastern and western shore via bike lane is essential for this corridor, would save thousands of car trips, and would link these two amazing areas.
59.	Please separate pedestrian and bike traffic.
60.	This would be revolutionary! It connects the western shore folks to eastern shore riding and the amazing trails on the eastern shore. I love visiting and riding on the eastern shore, but on Sundays I'm burdened by the beach traffic. This would be a great way to easily connect to eastern shore riding and promote healthy habits!
61.	It's too dangerous and I CAN NOT BELIEVE YOU PEOPLE ARE EVEN WASTING TAX PAYER'S MONEY ON THIS NONSENSE. BICYCLIST ALREADY HAVE TOO MANY RIGHTS OR PRIVILEGES ON THE ROADS THEY SHOULD NOT BE ON. CONSTRUCTION ZONES ARE NOT FOR PEDESTRIANS OR BICYCLISTS!! NEXT THEY WILL WANT TO BE ABLE USE TUNNELS

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	What you should be focusing on is Ferry terminal crossings either North, South or both of the Chesapeake Bay Bridge. You should still also be looking at places for new bridge crossings along the Chesapeake Bay.
62.	In my view the original two-lane bridge, which has some historical value since it was once the world's longest continuous over-water steel structure, should be maintained as a hiker/biker bridge. Some (probably minor) contributions to maintaining the bridge for that purpose could be generated from the biking and hiking community. The newer three-lane bridge should be maintained for bus rapid transit and emergency vehicles. The proposed new bridge could then be dedicated to normal traffic.
63.	Any money spent on bicycle/pedestrian access is a waste. Virtually no one could possibly use it for daily commuting and there are plenty of safer existing areas for recreational use.
64.	Adding pedestrian traffic to the bridge is of no benefit to bridge manpower staff or the tax payer's funding.
65.	A dedicated traffic-separated multiuse trail on any new Bay Crossing structure would not only link with the existing Cross Island Trail at Terrapin Nature Park, immediately north of the westbound span of the existing Bay Bridge east of the Bay, but will also connect with the under-development extension of the Broadneck Trail at Sandy Point State Park at the western end of the existing Bay Bridge. Furthermore, the existing Bay Bridge is on the route of the American Discovery Trail, a designated national trail extending from Cape Henlopen, DE to Point Reyes, CA. Unfortunately, due to the lack of bicycle and pedestrian facilities on both existing spans, this crossing must be made by taxi or private vehicle. A dedicated traffic-separated bicycle and pedestrian facility would be a major improvement to the ADT route, would encourage longer distance recreational riding and commuting on both sides of the Chesapeake Bay and could provide a feasible route for the cross country Great American Rail-Trail to be extended from its present eastern terminus in Washington, DC to the Atlantic Ocean.
66.	When I crossed the Bay Bridge a few months ago a couple of motorcycles passed my car between the lanes and between my car & the concrete rail. They did it in such a way as to endanger me my passengers and the other cars around us. This was entirely illegal passing. If there was a bike lane I would be concerned that other motorcycles would use this as a passing lane in order to achieve high rates of speed. That would endanger anyone who might be using this lane. It was a miracle that I did not kill one of those bikers.
67.	People already jump from the bridge and there is NOT an easy way for them to get there. Having a walking/bike path is just asking for more of the same! BAD IDEA!
68.	Non-car traffic lane could connect to the Cross Island Trail, which would be the start of a direct bicycle/walking connection to Annapolis.
69.	The bay bridge is not for pedestrians or bicycles. People will use it to jump off.
70.	There is no reason to have bicycle or pedestrian on this bridge because it's used for work commutes to central Maryland and Beach access from central Maryland. Both are too far for the regular use of bicycles.
71.	I am concerned that the pedestrian portion of a crossing might encourage more jumpers.
72.	We support providing access to the bridge for bicycles and pedestrians. Though with appropriate study, it might be more appropriate to have available "on demand" transport (with no fee) - Since adding the special lanes could be costly.
73.	Sounds terribly dangerous for everyone!!
74.	Infrastructure without multimodal accommodations is incomplete. It would be an incredible missed opportunity to make a major investment without creating new linkages for people using other modes of travel. You want less traffic? Give us more options to bike, walk, and use transit!
75.	More traffic lanes are needed over a pedestrian path
76.	A bike lane and pedestrian lane is NOT going to make a dent in traffic that is backed up for miles in the Summer. This is an utter waste of time. My 65 + year old body and all the other seniors living on Kent Island are not jumping on our bikes when we have a medical emergency and need to get to AAMC in Annapolis. We need a bridge built that alleviates the traffic. A bike lane is not going to help. Bikes and pedestrians do not belong on a bridge. Just more opportunities for the mentally ill to jump off. NO NO NO nothing good about this whole idea. I strongly object to this whole concept.
77.	I feel it is not safe and a huge risk for accidents and death.
78.	Using the Golden Gate Bridge as a model certain safeguards would need to be in place to avoid "jumpers". Currently no system is in place for the existing bridge in spite of it being an issue. On a more positive note this path would allow for connections between Kent Island (and beyond in the future), reduce carbon admissions (standard or e-bikes), and promote tourism to the region (which would help the local economies).
79.	<p>Anyone who travels the Chesapeake Bay Bridge at any time and during the Spring, Summer, and Fall months will know how dangerous a bike or walking path would be.</p> <p>Plus, we currently don't have enough lanes or room on the bridge, or anywhere from the I97 and 50 interchange, over the Chesapeake Bay Bridge, and to the routes where 50 and 301 split by the Queenstown Outlets.</p> <p>This corridor is hazardous as it is, especially three-fourths of the year when the Spring, Summer, and Fall traffic hits us.</p> <p>I cannot imagine a bicycle or a walking path anywhere along this route.</p> <p>We already have major traffic problems, don't make it worse.</p> <p>If there would be any money allocated for such a frightful plan, it should be used to make more room for automobiles and trucks and to do more safety checks on the bridge.</p> <p>So much traffic, it's just unbelievable that such an idea to make room for bikers and pedestrians along this crowded route could even be considered.</p>
80.	<p>1. I believe adding a Bicycle/Pedestrian lane, even if it were separated from traffic, will cause some problems. People with mental health issues already try to jump over the current bridge. What measures will be taken to prevent events like this from happening?</p> <p>2. Drivers on the bay bridge can easily get distracted by trying to see people walk or ride their bikes. This will cause even more delays or accidents.</p> <p>3. The bay bridge is way too long to have people walk or ride their bike. What will they do when they reach the end of the bridge? There are no side walks or bike lanes for people to use on either side (Kent Island or Annapolis).</p>

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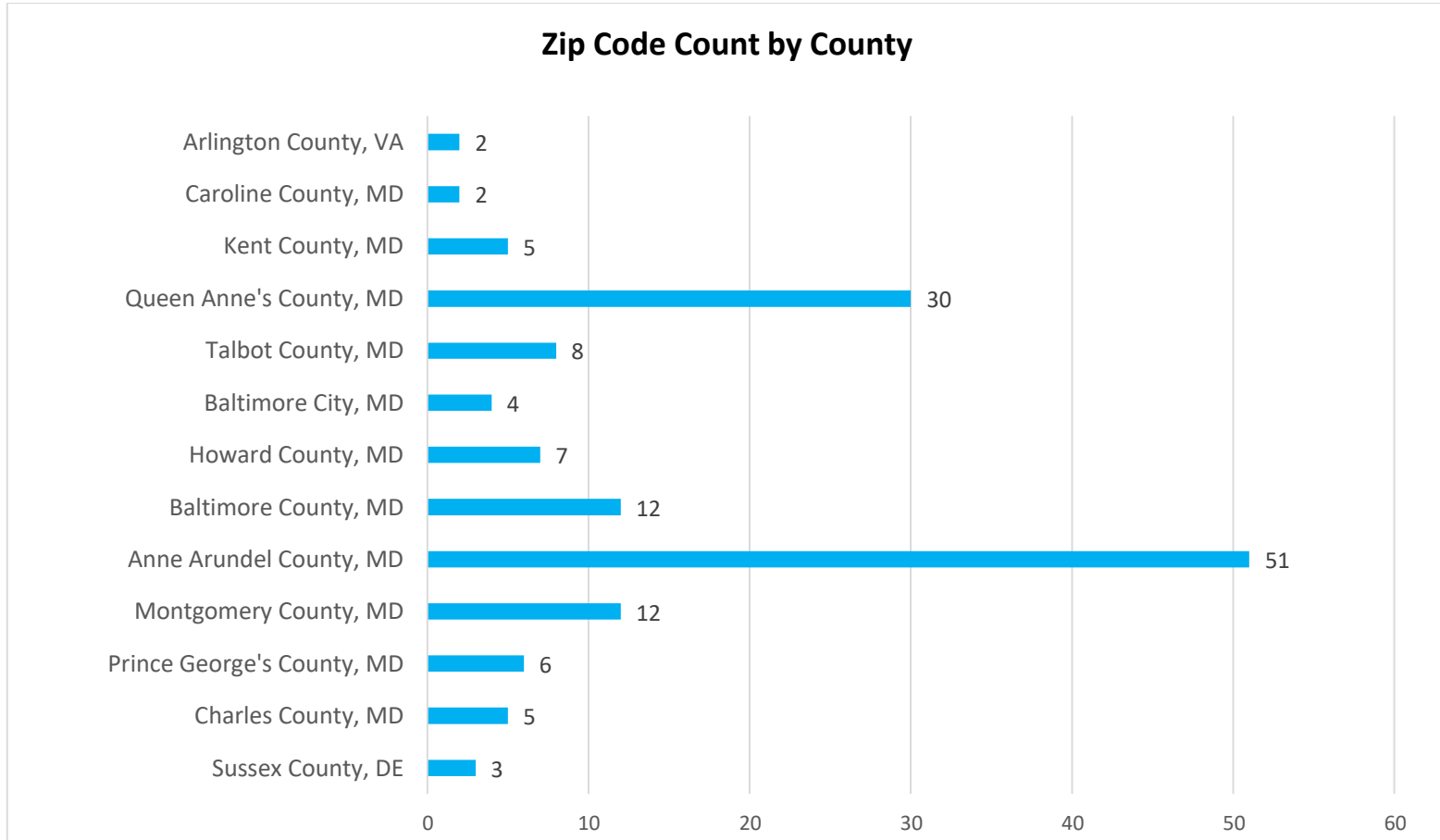
	4. If a Bicycle/Pedestrian lane is added, will you charge people to once they reach Kent Island (like you currently do for vehicles)? If so, how will this process work?
81.	Way too long of a distance to be bicycle necessary, plus my origin-destination points will almost always be outside the limits of the corridor as currently defined
82.	Worry about drivers being more distracted, enough accidents and jumpers now. A shoulder for emergency vehicles is more important on both directions of the bridge to get to accidents or hospitals
83.	Will just add more distraction to drivers and there's enough accidents now on the bridge. Coaxing more people access to jump off ?
84.	The amount of traffic needs to be reduced. Allowing pedestrians or bicycles on the Bay Bridge would increase traffic, impede flow and cause a major safety issue. Look at the massive increase in standing traffic in downtown Salisbury as to what bicycle lanes can cause. It should not take 15-30 minutes to get through there but thanks to lanes being taken away for bicycle lanes that are not used you have effectively created a parking lot. If you do the same to the Bay Bridge it will lead to 20+ mile back ups in both directions.
85.	It is critical to support bicyclist, runners, and walkers on any crossings. Our culture is too sedentary and we shouldn't have to take our lives in our hands to try to increase our levels of physical activity. The bay is beautiful and if I could ride across it every day safely, I would.
86.	This is an opportunity to connect the Breakneck Peninsula Trail with the KI Cross Island Trail and to provide cyclists a reasonable accommodation for crossing the Chesapeake Bay. The disaster with how the Nice/Middleton Bridge was handled does not give me hope that MDTA takes the needs/safety of pedestrians and bicyclists seriously. The option to provide a separated safe option at that crossing was blown up and the "acceptable" alternative is to provide bicyclists restricted access during extremely limited times. (Starting June 10, 2023, bicyclists will be allowed to cross the Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge (US 301) over the Potomac River between Newburg, Maryland and Dahlgren, VA from dawn to dusk on Saturday, Sundays and State holidays.) The MDTA's commitment to Vision Zero, Complete Streets and other ped/bike safety initiatives has not been evident in highly visible opportunities thus far. People who do not (cannot) drive cars deserve the same rights to transportation infrastructure as drivers - for a fraction of the cost that we spend on infrastructure for private vehicles. Transportation involves moving people not vehicles. Please include that in your planning.
87.	The separated path on the Wilson Bridge and 14th street bridge in DC get large usage. New bike trails exist on both sides of the Bay Bridge and would link into a larger system
88.	Having no cycling access across the bridge has been a significant obstacle in my 20 years in the area. I often had to drive a bike across by car or arrange some other transportation. The ability to ride Kent Island and Sandy Point Park is a real plus. Connecting to a safe way to cross Hwy 50 near the Queenstown Outlets would even be better. We have a group of riders who ride regularly from the Annapolis area to the Eastern Shore. A large group often rides from DC & Baltimore to the beaches in Maryland in August but they have to hire motor coaches and cargo trucks to complete that ride because of the bridge.
89.	This is a great opportunity to reduce congestion on the bridges. Kent Island and the Eastern shore have many nice parks and bicycle trails that would be nice to access from Annapolis. Build the trails and create destinations for people. I would much rather bike to Ocean City than drive.
90.	The bay bridge is dangerous now with two or three lanes of vehicles. Adding a pedestrian/bike lane is ridiculous.
91.	The new bay bridge must have a bike/ped separated path. It should connect to the Broadneck Trail on the Westside and the Cross Island Trail on the Eastside.
92.	it is very important for the East Coast Greenway & American Discovery Trail
93.	A shared use path across the Bay Bridge would be a boon for both local and long-distance cyclists and runners. It would fill in both a critical link in trail networks as well as creating a "destination" for tourism. I have used trails and roads for biking and walking on both sides of the Bay Bridge and would love the chance to cross the Bay itself. There are views that can't be fully captured and appreciated any other way than walking or biking. Automotive traffic must move quickly and focus on the road. Boats are at water-level. But a trail, particularly with widened viewpoints, would create a new iconic landmark for Maryland that would draw people far and near to experience. Proper design to enhance separation from traffic is critical, as well as barriers to jumping/falling. Bridges such the Wilson Bridge do this well, creating a safe, comfortable crossing. The Golden Gate Bridge similarly accommodates pedestrians and cyclists and is a major tourist attraction in addition to transit link. Cross-country bike routes would unquestionably align to a Bay Bridge trail, enabling true coast-to-coast rides that would cross the Eastern Shore rather than ending in DC (i.e. The Great American Rail Trail) or routing south to Virginia (i.e. The TransAmerica Trail), with the accordant tourism boost for Maryland communities. It would also provide alternative and cheaper commuting options from the Eastern Shore to Annapolis - particularly with the growing adoption of ebikes. As such, I strongly support the inclusion of a shared-use path on a new Bay Bridge span.
94.	Dumb idea
95.	You are only asking cyclists? What about people contending with them? This is the worst idea ever. The bridge is already congested and hazardous enough without staying behind or passing bikes. And emergency response complications?! The bridge over spa creek in Annapolis has pedestrian and cycle traffic: exhibit A. They act like they own it and make bad traffic worse.
96.	I live in Cape St Claire. None of the residents I've discussed this with have any additional interest in walking across the bridge, as they can already do so once a year for the experience. As for bicycles, there are already many locations available in the area for cyclists to use. As it would be unsafe for pedestrians and cyclists to use the same lanes, the increased cost of additional cycle lanes is far too expensive when compared to the additional costs involved.
97.	non vehicle use of the bay bridge should be prohibited. This would cause more back ups and traffic congestion, especially when there is a pedestrian accident. It would encourage jumpers.

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QUESTION 8

Please provide your Zip Code.

Answered	159
Skipped	123



Counties with One Occurrence	
New Castle County	DE
Washington	DC
Prince William County	VA
Fairfax County	VA
St. Mary's County	MD
Harford County	MD
Washington County	MD
Frederick County	MD
Carroll County	MD
Worcester County	MD
Wicomico County	MD
Other	

States and Counties	Count of Zip Codes
Maryland	149
Charles County	5
La Plata	2
Port Tabacco	1
Waldorf	2
Prince George's County	6
Accokeek	1
Bowie	1
Hyattsville	2
Laurel	2
St. Mary's County	1
Mechanicsville	1
Montgomery County	12
Bethesda	1
Damascus	1
Gaithersburg	2
Potomac	1
Rockville	1
Silver Spring	5
Takoma Park	1
Anne Arundel County	51

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Annapolis	24
Arnold	7
States and Counties	Count of Zip Codes
Crofton	1
Crownsville	1
Davidsonville	1
Edgewater	3
Gambrills	2
Millersville	1
Pasadena	3
Severna Park	8
Baltimore City	4
Baltimore	4
Baltimore County	16
Catonsville	4
Cockeysville	1
Halethorpe	1
Mays Chapel	2
Perry Hall	1
Pikesville	1
Towson	2
Howard County	7
Columbia	3
Elkridge	1
Ellicott City	3
Harford County	1
Jarrettsville	1
Talbot County	8
Easton	5
Oxford	1
Saint Michaels	2
Queen Anne's County	30
Centreville	3
Chester	10
Church Hill	1
Grasonville	4
Queenstown	4
Stevensville	8
Kent County	5
Chestertown	3
Rock Hall	1
Worton	1
Caroline County	2
Henderson	1
Ridgely	1
Washington County	1
Hagerstown	1
Frederick County	1
Point of Rocks	1
Carroll County	1
Sykesville	1
Worcester County	1
Berlin	1
Wicomico County	1
Hebron	1
Delaware	4
New Castle County	1
Townsend	1
Sussex County	3
Lewes	1
Millsboro	1
Milton	1
Virginia	4
Arlington County	2
Arlington	2
Prince William County	1
Manassas	1
Fairfax County	1
Herndon	1
Washington, D.C.	1
Washington, D.C.	1

Bicycle/Pedestrian Survey Summary

Other	1
Grand Total	159