



BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

Date: January 16, 2026

To: Kathryn Thomson, Acting Secretary, Maryland Department of Transportation
Bruce Gartner, Executive Director, Maryland Transportation Authority (MDTA)
Josh Kurtz, Secretary, Maryland Department of Natural Resources

From: Maryland Bicycle and Pedestrian Advisory Committee

Subject: Support for MDTA Recommended Preferred Alternative C for the Chesapeake Bay Crossing Study and Recommendation to include the Separated Shared-Use Path for pedestrians and bicyclists

In accordance with the requirement stating the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC) advises the Administration on issues directly related to bicycling and pedestrian activity, the Committee offers the following support of MDTA Recommended Preferred Alternative C for the Chesapeake Bay Crossing Study.

MBPAC offers the following Shared Use Path (SUP) recommendations with respect to Alternative C:

1. The barrier-separated shared-use lane should be a mandatory feature of the new crossing, not a separately priced optional feature. This is no different from other features such as shoulders, lane widths, safety barriers, etc. which can also serve as an emergency or maintenance lane when appropriate.
2. The planning level cost estimate for the SUP seems exceptionally high and should be revisited. The project has upfront costs such as design, right of way, mobilization and such that are shared for the 2 spans. The SUP would then only be an incremental addition to one of the spans. An estimate of approximately 10% of the total project seems exceptionally high.
3. As presented to the MDTA Board, there are existing trail networks on both the eastern and western shores which will be connected by the SUP. This strengthens the local, regional, and national trail networks including the American Discovery Trail (Atlantic to Pacific) and an alternate East Coast Greenway route (Maine to Key West). These trail networks should be shown on briefings and documents related to the study.

Generally, MBPAC recommends that any bridge, overpass, underpass, interchange or similar road improvement construction by a State Department or Agency including MDTA or funded in full or in part by the State require accommodations for pedestrians and bicyclists. In addition, MBPAC's recommendations align with the 2024 Complete Streets policy applicable to all capital improvement projects within Maryland Department of Transportation's (MDOT) right-of-way.

Similar to the proposed 4.3-mile bay crossings, other bridges such as the Governor Mario M. Cuomo Bridge, a 3.6-mile span over the Hudson, 20 miles north of New York City, carrying I-87, includes barrier separated pedestrian and bicycle accommodations. Here in Maryland, both the Woodrow Wilson and

the Frederick Douglass Memorial Bridge (Washington, DC, opened in 2021) accommodate both pedestrians and bicyclists over the Potomac and Anacostia Rivers.

Crossings of natural geographical barriers are built or renovated perhaps once in every other generation. Failure to include bicycle and pedestrian accommodations adversely impacts not only the current citizens of Maryland, but those for the next 50 to 100 years.

Such accommodations can be tourism destinations in and of themselves, as well as links to facilities on either end with longer and multi-state trail networks. The separated bike/ped facility would provide safe access to and from scenic and historic byways on the Eastern Shore, facilitating micromobility transportation to and from communities on both sides of the Chesapeake Bay.

We would be glad to discuss this matter directly with the Study team or members of the Administration at your convenience.

Sincerely,

The Maryland Bicycle and Pedestrian Advisory Committee

A handwritten signature in black ink, appearing to read "Jonathan B. Morrison". The signature is fluid and cursive, with the first name "Jonathan" written in a larger, more prominent script than the last name "Morrison".

Jonathan B. Morrison, Chair

References

- [MBPAC Recommendations for Chesapeake Bay Crossing Study - Tier 2 NEPA](#)
- [Maryland Complete Streets Policy \(MDOT 750\)](#)
- [Maryland Transportation Article §8-901](#)
- [MDOT 701 Practical Design Policy](#)
- [Governor Mario M. Cuomo Bridge \(ny.gov\) – Run, Walk, Bike and Explore](#)
- [The New Federal Douglas Memorial Bridge, DDOT \(Sept 2018\)](#)