



BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

March 6, 2026

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

Alexander Bienko
Federal Highway Administration
George H. Fallon Building
31 Hopkins Plaza, Suite 1520
Baltimore, MD 21291

Dear Ms. Lowe and Mr. Bienko:

On behalf of the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC), I am writing to provide comments on the *Chesapeake Bay Crossing Study Tier 2 NEPA Draft Environmental Impact Statement (DEIS)*. The advisory committee was established in 1991 by §2-606 of the Transportation Article of the Maryland Code, with the purpose of advising state agencies on bicycle and pedestrian issues. At its quarterly meeting on January 16, 2026, the committee endorsed construction of a shared-use path on the Bay Bridge, as explained in Attachment A. We also decided to review the DEIS when it became available and provide comments in accordance with MBPAC's charter. Today, we voted to send this letter.

The optional shared use path (SUP) described in the DEIS would be a fundamental improvement in our transportation system by connecting--for the first time--the Eastern and Western shores of Chesapeake Bay for those traveling by bicycle or on foot. We commend the Maryland Transportation Authority (MDTA) for listening to the many stakeholders who have pointed out the need for this connection, and your vision for recognizing that the proposed bridges are a once-in-a-lifetime opportunity. Nevertheless, to further strengthen the public support for the proposed Bay crossings and ensure that the DEIS meets the requirements of the National Environmental Policy Act (NEPA), a supplemental analysis of the shared use path is needed, for three reasons:

- The DEIS provides too little information for an informed decision because it quantifies the cost and environmental impacts--but not the benefits--of this path.

- The DEIS says that the decision whether to build the SUP will be based on “financial considerations,” but it does not explain what those considerations are, nor does it provide the basis for the estimated cost of the SUP, making it impossible to provide meaningful comments on the key factor that MDTA will consider in its decision making.
- NEPA requires a comprehensive assessment of major federal actions including reasonable alternatives; but the DEIS does not evaluate reasonable alternatives to the single approach it took in the proposed design of a shared-use path.

1. The DEIS should quantify the benefits of the shared use path.

The DEIS estimates that the shared use path would add more than \$1 billion to the cost of the new bridge spans, and it quantifies in detail the environmental impacts from construction. Yet there is no similarly detailed analysis of the economic and environmental benefits of the path itself. For the public to have confidence in the decision process, the DEIS should show as much thought about the benefits as the costs.

- a. Recreational and Tourism benefits of the path. How many tourists will visit the path? How many of them will be out-of-state tourists? How much will nearby residents use the path? How many people traveling by bicycle or other personal mobility devices will use the bridge? To what extent will this bridge increase bicycle travel on the Eastern Shore? What will be the resulting increase in economic activity, employment, and tax revenues from increased tourism? What is the likely impact of the path on economic activity, employment, and tax revenues? What will be the recreational consumer surplus? See also Attachment B.
- b. Transportation benefits of the path. What is the range of plausible estimates of bicycle commuters using the path by decade? (The DEIS simply asserts that the path will have no impact on the number of motor vehicles crossing the bridge, without providing the detailed analysis of how that conclusion is reached.) How will economic development and land use changes on Kent Island and Broad Neck peninsula increase use of the path for commuting over the decades? How will increased market penetration of e-bikes and other personal mobility devices increase use of the bridge for bicycle commuting and other purposeful trips? What will be the consumer surplus of increased bicycle commuting?
- c. Health benefits of the path. Given the known benefits of exercise on health and longevity, please quantify the health benefits (including reduced health expenditures) from use of the path by tourists and commuters. What is the net economic benefit of the impact on health (including adverse health impacts from driving, in the case of commuters)? What is the mental health benefit from use of the path (e.g. increased attention span or reduced depression from exposure to nature)?
- d. Impact on property values. How might the shared use path increase demand for housing, services, amenities and other activities near the bridge?
- e. Environmental benefits of the shared use path. What will be the reduction in greenhouse gas emissions and other pollution from increased mode share for bicycles and personal

mobility devices facilitated by the shared use path? How will the increased personal contact with Chesapeake Bay enhance environmental stewardship?

- f. Existence and option values. What is the non-market value associated with closing a key gap in our transportation system? What is the value of this option existing to people who do not use it, but feel better off knowing that it is there?
- g. Ancillary benefits from shared-use path for other users of bridge. What is the value of the path for use of emergency and maintenance vehicles, and traffic carrying capacity (e.g., small motor vehicles during emergencies, or intermittent traffic for some designs)?
- h. What are the incremental net benefits of the shared-use path compared to alternatives? Whether or not the shared-use path is built, the state's complete streets policy and Transportation Article §2-602 requires some form of accommodation for bicyclists and pedestrians on major projects. Although the DEIS is not clear about what that alternative accommodation will be, the benefits of that accommodation must also be considered in calculating the net benefits of the shared use path. Different shoulder widths, for example, provide different levels of benefits.

Predicting future usage of a new public works project is inherently uncertain. But dozens of interstate bridges over large bodies of water have shared use paths, with a wide variety of designs, built by agencies with the same practical constraints as MDTA. The DEIS can and should benefit from the accumulated knowledge about optimal design, usage, economic impacts, and best practices.

2. The DEIS should explain the shared use path's cost estimate and the financial considerations upon which the decision to build the path will be based

The DEIS says that “financial responsibility” is part of the purposes and needs for the new Bay crossing, and that the decision whether to include the shared use path will depend on “financial considerations”. But the DEIS does not explain what financial responsibility means in the context of the path. Nor does it say what the financial considerations are for the SUP—let alone how they will be evaluated. Because most of the benefits of the path are not captured by toll revenues, it is especially important for the public to understand how MDTA's view of financial responsibility treats economic benefits such as revenues to business, consumer surplus for both market and non-market activities, and economic concepts such as existence value often associated with environmental and cultural resources, scenic views, and monuments.

Moreover, the DEIS does not provide the basis for the estimate that the SUP would add \$1.2 to \$1.3 billion to the cost of the crossings. Our January 16 letter indicated that we are skeptical about that estimate; but the failure of the DEIS to provide the basis of that estimate prevents us from offering substantive comments on its accuracy or how to develop a more accurate estimate. The DEIS is clear that for the highway, cost is only one of many factors in the choice between alignment alternatives, but cost is the single most important factor in the decision whether to choose an alternative with the SUP or an alternative without the SUP.

NEPA requires that an EIS must provide the public with sufficient information to understand the basis for an agency's decision and to comment meaningfully on how that decision will be reached. (*EDF v Corps of Engineers*, 492 F.2d. 1123, 1136; *Izaak Walton League v. Marsh*, 655 F. 2d 346, 365). For that to be possible, the EIS will have to explain how financial considerations apply to the shared use path and provide the basis for the cost estimate.

Finally, NEPA requires that the EIS provide the basis for estimates of the environmental impacts. The impact of the shared use path on the bottom of Chesapeake Bay depends on whether it would be created following the old approach of simply widening the bridge as if the path will carry truck traffic at highway speeds, or the newer less expensive approach of designing the shared use path to carry bicycles, pedestrians, and an occasional small motor vehicle. The footprint of the new approach is a fraction of the old approach, so evaluating the reported environmental impact requires the DEIS to state the assumed design approach, and the requirement to define the environmentally preferable alternative, 40 CFR § 1502.14(f), would require the DEIS to identify an accommodation with a smaller footprint.

3. NEPA requires a comprehensive alternatives analysis of the shared use path

The National Environmental Policy Act (NEPA) requires an Environmental Impact Statement to prepare a detailed evaluation and analyses of alternatives in any major federal action. 42 U.S.C. §4332(2)(C)(iii) and 40 CFR §1502.14. Because it would cost more than \$500 million, the shared use path by itself would be a major federal action for purposes of NEPA. 23 USC §106. The SUP as proposed is a good way to provide a bicycle and pedestrian crossing, but it is not the only way. The key requirement of NEPA is to “objectively evaluate reasonable alternatives to the proposed action, and, for alternatives that the agency eliminated from detailed study, briefly discuss the reasons for their elimination.” 40 CFR §1502.14. Complying with that mandate requires a careful analysis of a small set of alternatives based on a brief screening analysis of a larger number of possible alternatives, which might include:

- a. Add a standalone shared-use path to one bridge as defined in the DEIS, widening bridge 14 feet.
- b. On one of the bridges, redefine the right most travel lane as a shoulder, and add the shared-use path where the right shoulder is in the current design. The bridge with the shared-use path would have 5 total lanes instead of 6 (including shoulders), that is, 3 travel lanes and 2 shoulders. When necessary, during peak periods, send some traffic to the other bridge with ample capacity or obtain permission to use a shoulder as a travel lane.
- c. Same as (b) except (either in initial construction or at some point in the future) replace the fixed barrier between the shoulder and shared use path with a moveable Jersey barrier, following the approach used by the Richmond San Rafael bridge over San Francisco Bay, so that during peak periods the path becomes a shoulder and what is normally the shoulder becomes a travel lane, but otherwise the shared use path remains available. (A video by the construction contractor shows that path in operation: <https://www.youtube.com/watch?v=4SjnJylAS0w>). Possibly narrow the left shoulder one foot so that the intermittent right lane can still carry buses.
- d. Narrow one of the bridges by 7 feet and widen the other by 7 feet. Narrow the left side shoulders to 6 feet on each bridge, and the right shoulders to 13 feet, thereby gaining 14 feet of

available space on the wider bridge, enough space to add a shared-use path without increasing the total footprint (or approximate cost) of the path.

- e. Same as (d), except use a moveable Jersey barrier instead of a fixed barrier separating the SUP from traffic, so when necessary, an additional travel lane can be provided, i.e., there can be five travel lanes on that bridge during emergencies such as the other bridge being closed.
- f. Same as (a) except on one bridge, left shoulder is only 4 feet, right shoulder 10 feet, leaving 12 feet for a 10-foot path with 2-ft barrier on a 74-foot bridge.
- g. Same as (f) but widen the span 2 ft, allowing right shoulder and path each to be 11 feet. (Narrow left and right shoulders on other bridge to 11 and 13 feet, respectively, if offsetting the costs and impact of greater footprint is necessary.)
- h. Same as (f) but widen span 4 ft, and use a moveable Jersey barrier, so that under normal conditions there will be a 12-foot shoulder and 12-foot path, but when additional throughput is needed, during emergencies, there will be an extra 12-foot travel lane with 8-foot shoulder. (Narrow left and right shoulders on other bridge to 10 and 12 feet, respectively if offsetting the cost and impact of the greater footprint is necessary.)
- i. Same as (a), except reduce structural clear width of the trail to 10 feet and the entrances to slightly less, thus reducing the deck's required dynamic load to that of an H5 truck, partly cantilever the SUP with outriggers, significantly reducing cost and environmental footprint of the shared use path in a manner similar to the Governor Cuomo Bridge, possibly being the "environmentally preferred alternative" design. 40 CFR § 1502.14(f).
- j. When the eastbound bridge is opened, place a Jersey barrier separating the design shoulder from the roadway, to make an interim path. Only open three lanes for automobile traffic under normal conditions so that the right-most lane operates as a shoulder. Remove the Jersey barrier and shift bicycle-pedestrian traffic to the westbound bridge when it opens, regardless of the final permanent accommodation for bicycles and pedestrians.
- k. Shuttle buses only.
- l. Passenger ferry.
- m. No action/no accommodation.

The supplemental analysis necessary to ensure that this environmental impact statement complies with NEPA will take time, but it need not impede the progress of the Bay Crossing Project. The final environmental impact statement can retain the shared use path as an option. Such an approach would enhance NEPA compliance because the more refined engineering may find additional ways to greatly reduce both the cost and the environmental impact of the shared use path, compared to the approach assumed in the DEIS.

We appreciate the opportunity to provide our comments on the draft DEIS for the Bay Crossing Study, and we look forward to seeing the next version of this important analysis.

The Committee would welcome any questions and be happy to discuss any or all of the above further with you or the project team.

A handwritten signature in blue 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, Chairperson



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 two 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 accommodation 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, twenty 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 blue 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 \(Sept 2018\)](#)

Attachment B:

Contribution of
Maryland Office of Tourism
Maryland Department of Commerce

Out of State Visitors to the Eastern Shore

	Year Trip Started					
	Total	2020	2021	2022	2023	2024
Origin State						
Maryland	42.6%	52.2%	27.6%	42.0%	37.2%	46.4%
Pennsylvania	25.6%	20.9%	36.5%	19.8%	26.5%	26.6%
Delaware	11.6%	15.5%	12.5%	11.1%	6.3%	9.6%
Virginia	5.5%	2.7%	4.2%	7.8%	9.1%	6.2%
New Jersey	3.2%	1.8%	4.9%	2.1%	4.5%	3.8%
New York	2.9%	0.7%	7.2%	2.7%	3.5%	2.3%
South Carolina	0.9%	0.0%	2.0%	0.2%	2.7%	0.3%
North Carolina	0.9%	1.5%	0.7%	0.2%	0.7%	0.7%
District of Columbia	0.9%	0.7%	0.0%	4.2%	0.2%	0.1%
Georgia	0.8%	0.0%	0.1%	5.5%	0.0%	0.0%
Florida	0.7%	0.3%	0.3%	1.7%	1.7%	0.2%
Connecticut	0.7%	1.8%	0.3%	0.0%	0.1%	0.4%
Tennessee	0.6%	0.9%	0.6%	1.1%	0.1%	0.1%
Ohio	0.5%	0.0%	1.2%	0.1%	0.2%	1.3%
Massachusetts	0.5%	0.0%	0.2%	0.0%	2.4%	0.0%
California	0.4%	0.0%	0.0%	0.5%	1.9%	0.0%
West Virginia	0.4%	0.0%	0.1%	0.1%	1.7%	0.3%

MarketSight® Crosstab

Weight Variable = Person-Stays Weight, Confidence Level = 95%

Respondents Included = 0%, Filter Applied, "Maryland" excludes Caroline, Cecil, Dorchester, Kent Queen Annes, Somerset, Talbot, Wicomico, Worcester.

Points of Interest

File created on: 3/4/2026 5:41:10 PM

POI Analysis

Chesapeake Beach



Sample Size: 637

Start Date: January 01, 2025
 End Date: December 31, 2025
 Point of Interest: Chesapeake Beach
 Dwell Filter: 0

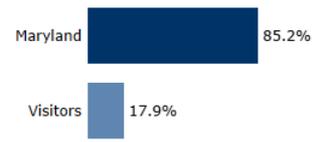
75.0%
Overnight

37.5%
New Visitors

*Overnight and New Visitors info based on visitors staying 4+ hours, non-commuters, live at 50+ mile distance and visited the POI.

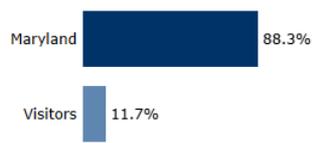
Visitor Breakdown

Unique Visitors



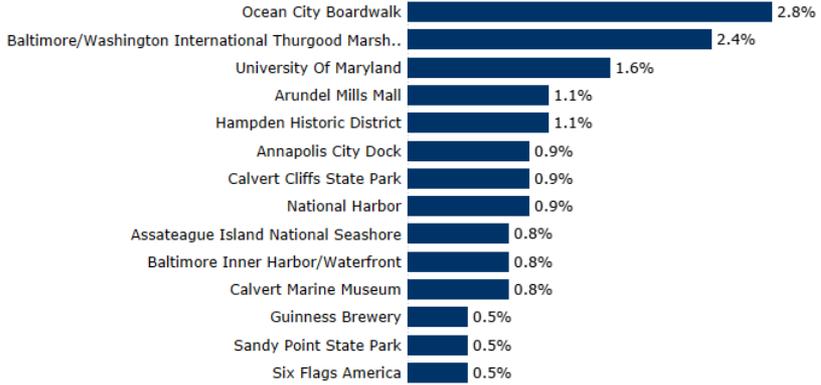
Visits Breakdown

Total Visits



Top Cross-Visited Points of Interest

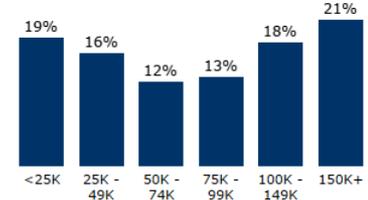
who visited Chesapeake Beach



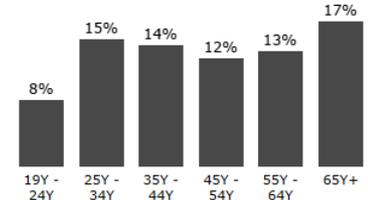
Demographics

Domestic Only

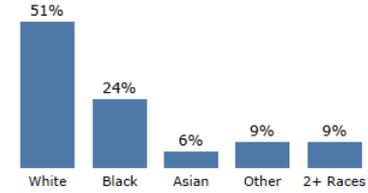
Household Income (in USD)
 Median: \$88.2K



Age

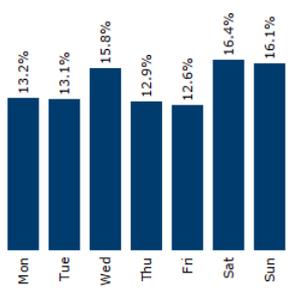


Race



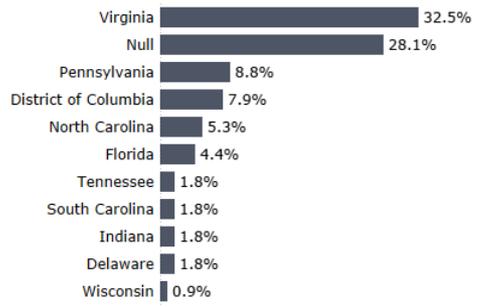
Visits Breakdown

Total Visits



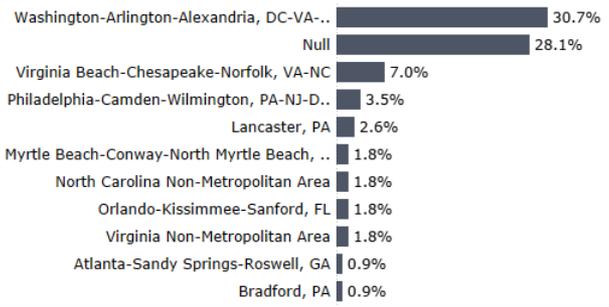
Top Origin Market by State

Unique Visitors, Domestic Visitors Only



Top Origin Market by MSA

Unique Visitors, Domestic Visitors Only



Source: Azira and US Census Bureau

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POI Analysis

Annapolis City Dock



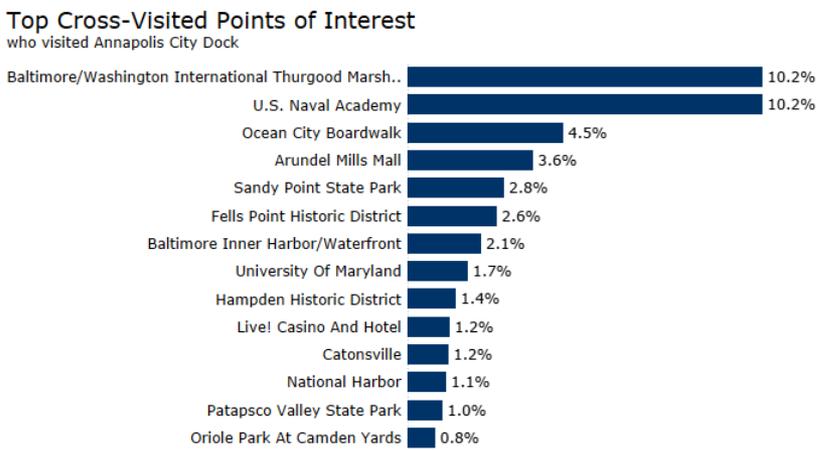
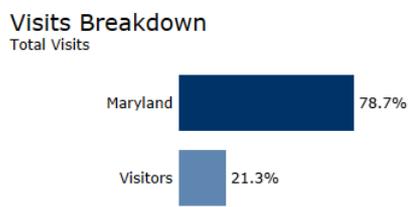
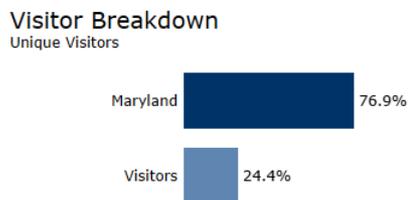
Start Date: January 01, 2025
 End Date: December 31, 2025
 Point of Interest: Annapolis City Dock
 Dwell Filter: 0

Sample Size: 28,344

79.4%
Overnight

51.3%
New Visitors

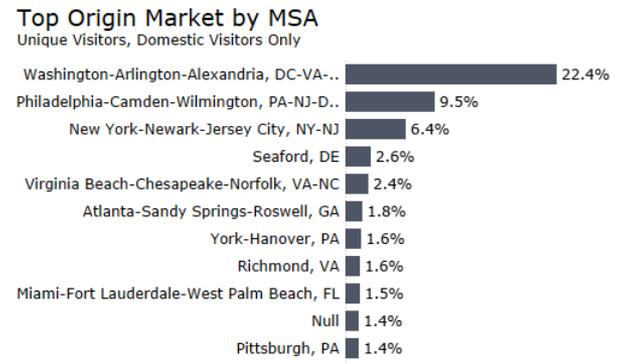
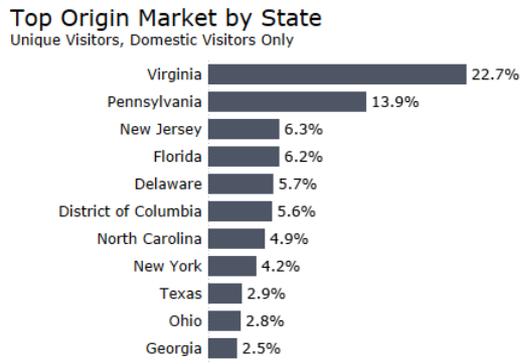
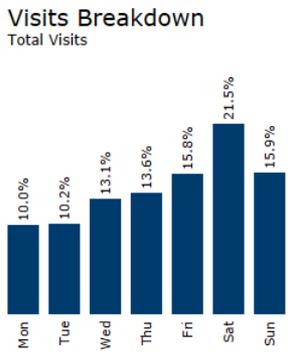
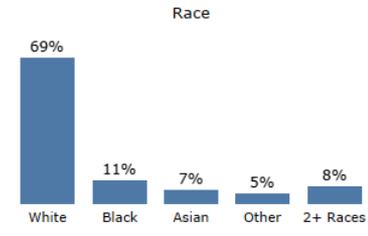
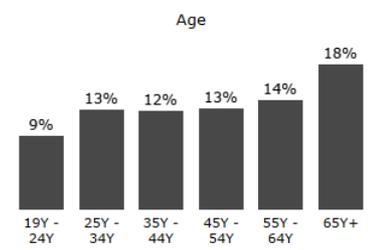
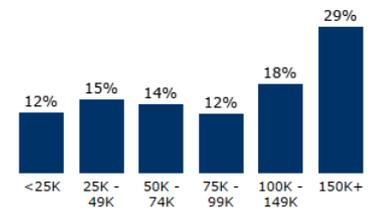
*Overnight and New Visitors info based on visitors staying 4+ hours, non-commuters, live at 50+ mile distance and visited the POI.



Demographics

Domestic Only

Household Income (in USD)
Median: \$107.4K



Source: Azira and US Census Bureau

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Sample Size: 364

POI Analysis

Annapolis Maritime Museum & Park

Start Date: January 01, 2025
 End Date: December 31, 2025
 Point of Interest: Annapolis Maritime Museum & Park
 Dwell Filter: 0

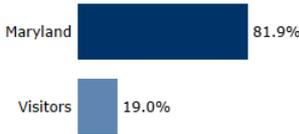
96.1%
Overnight

35.3%
New Visitors

*Overnight and New Visitors info based on visitors staying 4+ hours, non-commuters, live at 50+ mile distance and visited the POI.

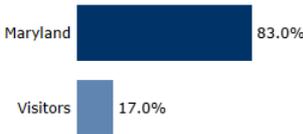
Visitor Breakdown

Unique Visitors



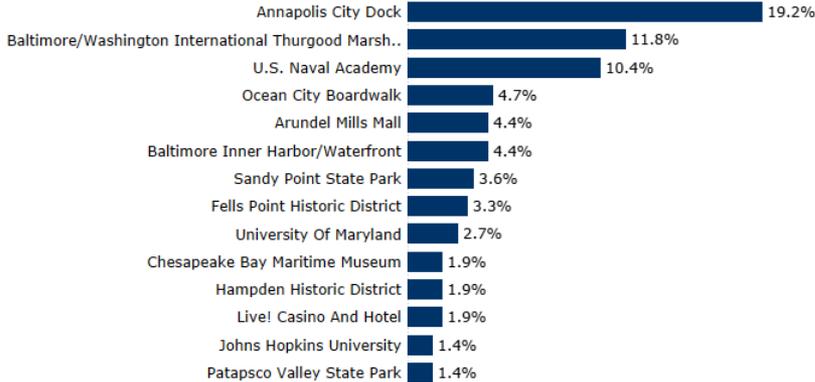
Visits Breakdown

Total Visits



Top Cross-Visited Points of Interest

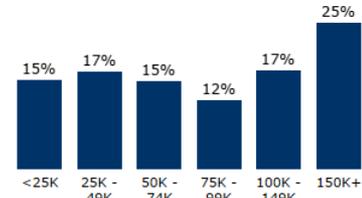
who visited Annapolis Maritime Museum & Park



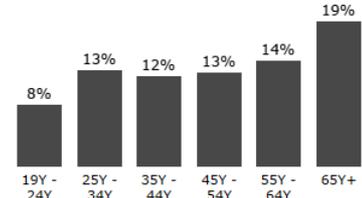
Demographics

Domestic Only

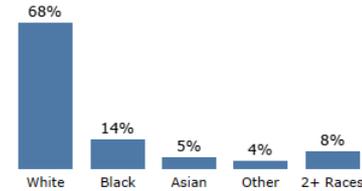
Household Income (in USD)
Median: \$97.8K



Age

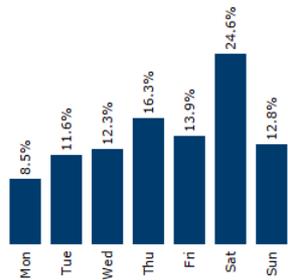


Race



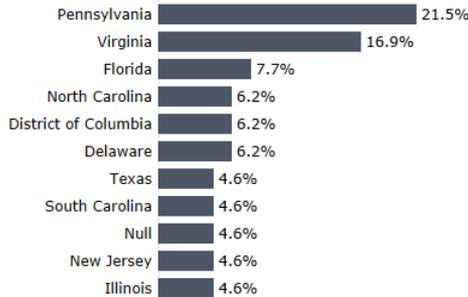
Visits Breakdown

Total Visits



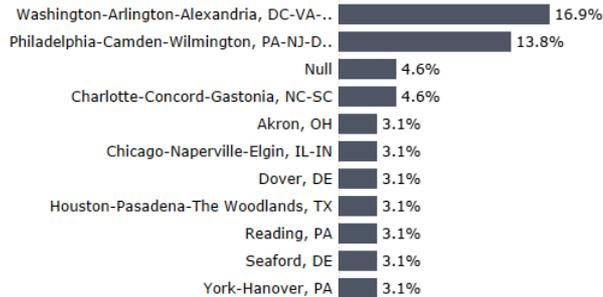
Top Origin Market by State

Unique Visitors, Domestic Visitors Only



Top Origin Market by MSA

Unique Visitors, Domestic Visitors Only



Source: Azira and US Census Bureau

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POI Analysis

Sandy Point State Park



Start Date: January 01, 2025
 End Date: December 31, 2025
 Point of Interest: Sandy Point State Park
 Dwell Filter: 0

Sample Size: 29,968

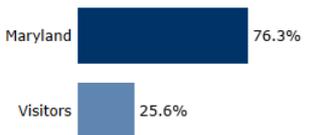
63.5%
Overnight

36.3%
New Visitors

*Overnight and New Visitors info based on visitors staying 4+ hours, non-commuters, live at 50+ mile distance and visited the POI.

Visitor Breakdown

Unique Visitors



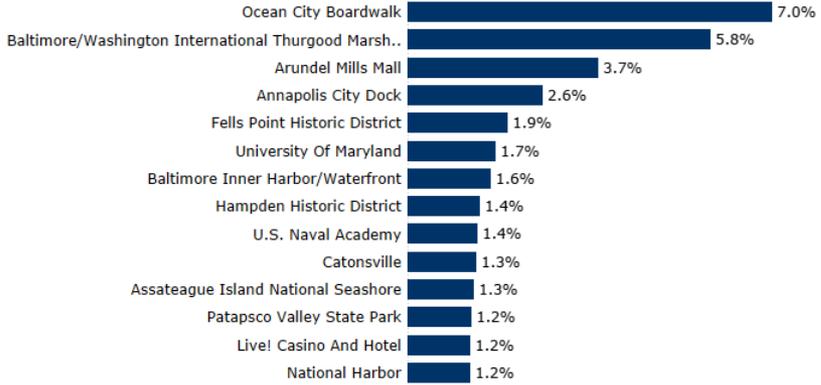
Visits Breakdown

Total Visits



Top Cross-Visited Points of Interest

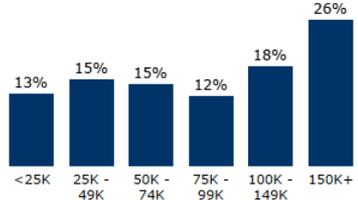
who visited Sandy Point State Park



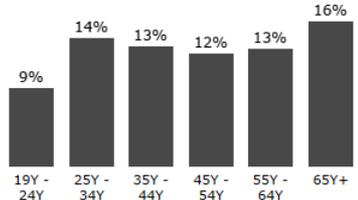
Demographics

Domestic Only

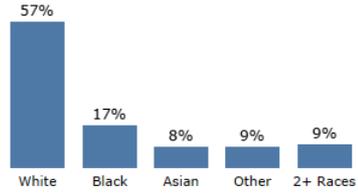
Household Income (in USD)
 Median: \$100.1K



Age

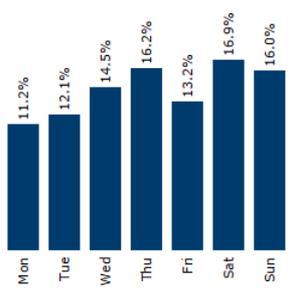


Race



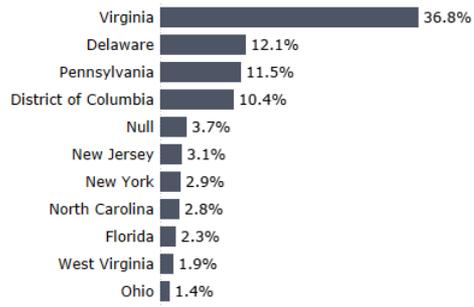
Visits Breakdown

Total Visits



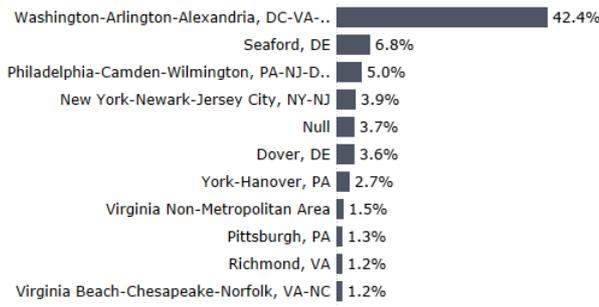
Top Origin Market by State

Unique Visitors, Domestic Visitors Only



Top Origin Market by MSA

Unique Visitors, Domestic Visitors Only



Source: Azira and US Census Bureau

Powered by Symphony | Tourism Economics

POI Analysis

Baltimore Inner Harbor/Waterfront

Start Date: January 01, 2025
 End Date: December 31, 2025
 Point of Interest: Baltimore Inner Harbor/Waterfront
 Dwell Filter: 0

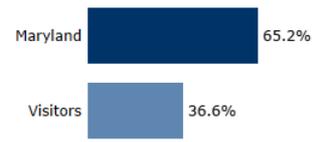
76.2%
Overnight

52.2%
New Visitors

*Overnight and New Visitors info based on visitors staying 4+ hours, non-commuters, live at 50+ mile distance and visited the POI.

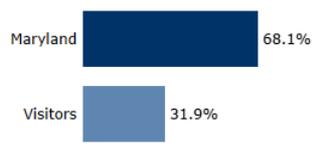
Visitor Breakdown

Unique Visitors



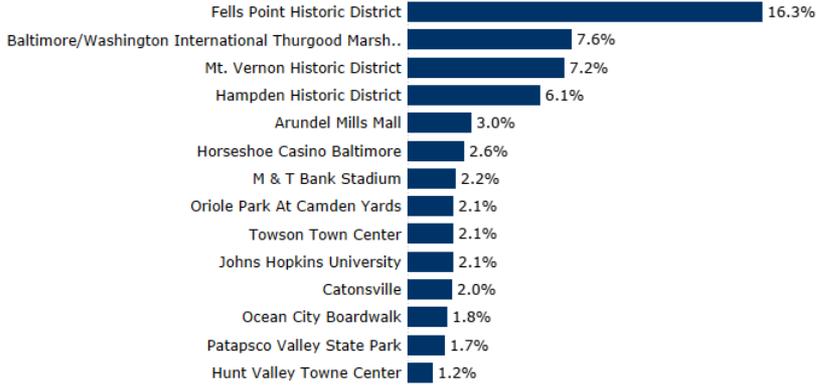
Visits Breakdown

Total Visits



Top Cross-Visited Points of Interest

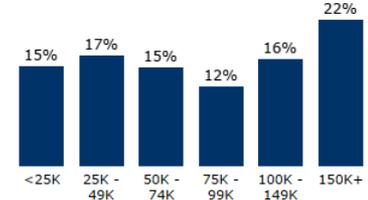
who visited Baltimore Inner Harbor/Waterfront



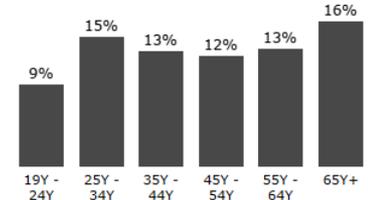
Demographics

Domestic Only

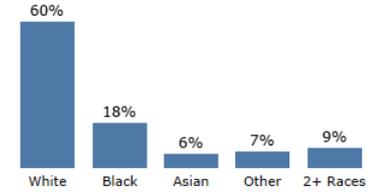
Household Income (in USD)
Median: \$89.5K



Age

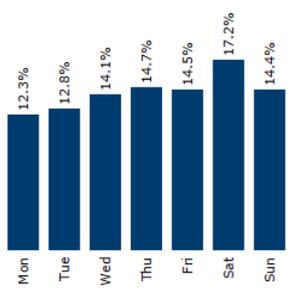


Race



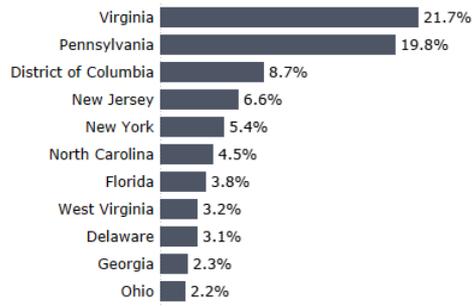
Visits Breakdown

Total Visits



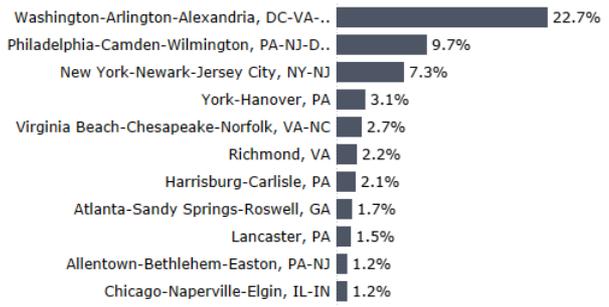
Top Origin Market by State

Unique Visitors, Domestic Visitors Only



Top Origin Market by MSA

Unique Visitors, Domestic Visitors Only



POI Analysis by Category

Downtown Baltimore

Start Date: January 01, 2025
 End Date: December 31, 2025
 POI Category: Downtown Baltimore
 Dwell Filter: 0

0.5%
of visitors visited Downtown Baltimore at least once

*Based on visitors staying 4+ hours, non-commuters and live at 50+ mile distance

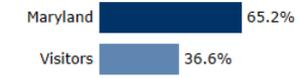
POI Split

Unique Visitors



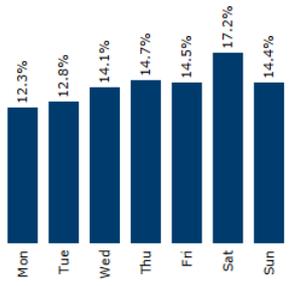
Origin Breakdown

Unique Visitors



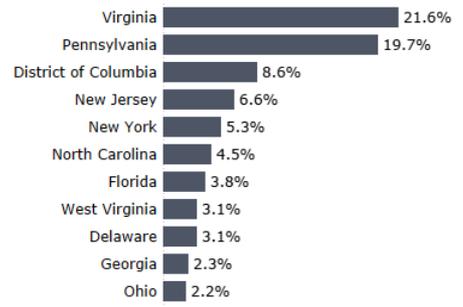
Visits Breakdown

Total Visits



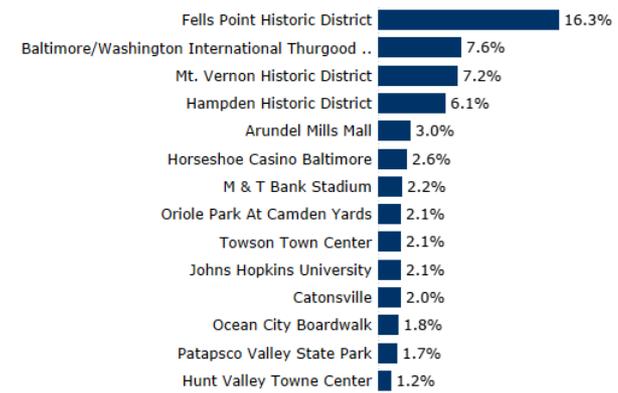
Top Origin Market by State

Unique Visitors, Domestic Visitors Only



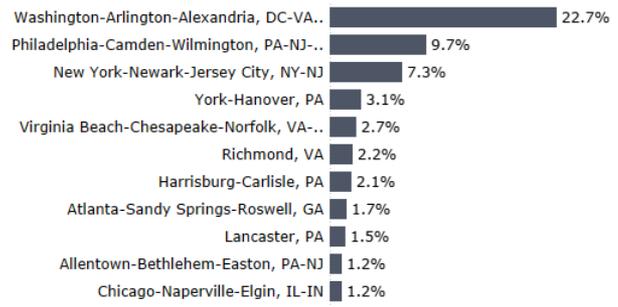
Top Cross-Visited Points of Interest

who visited any Downtown Baltimore POI



Top Origin Market by MSA

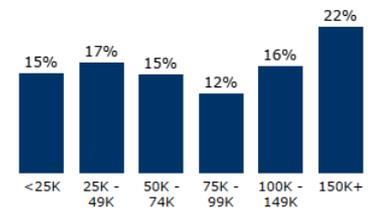
Unique Visitors, Domestic Visitors Only



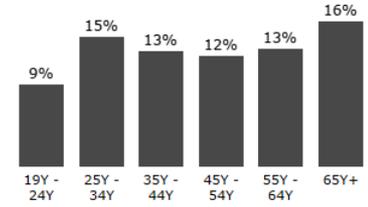
Demographics

Domestic Only

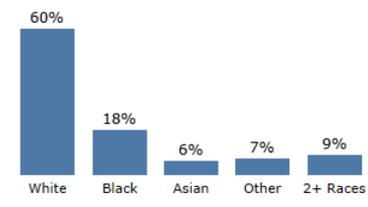
Household Income (in USD)
 Median: \$89.5K



Age



Race



Source: Azira and US Census Bureau

POI Analysis by Category

Beach

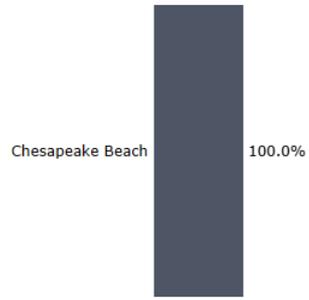
Start Date: January 01, 2025
 End Date: December 31, 2025
 POI Category: Beach
 Dwell Filter: 0

0.0%
of visitors visited Beach at least once

*Based on visitors staying 4+ hours, non-commuters and live at 50+ mile distance

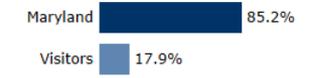
POI Split

Unique Visitors



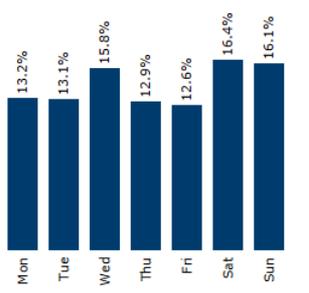
Origin Breakdown

Unique Visitors



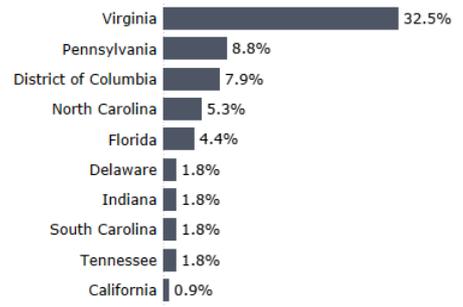
Visits Breakdown

Total Visits



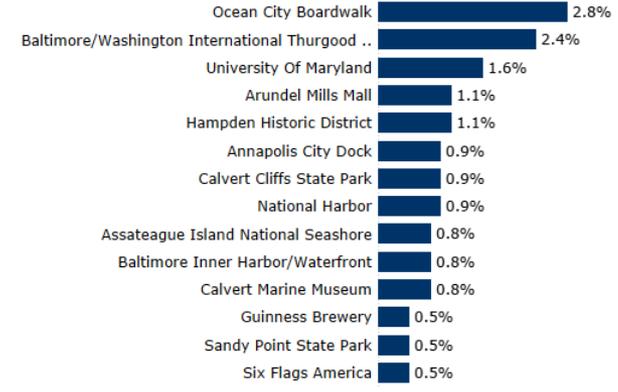
Top Origin Market by State

Unique Visitors, Domestic Visitors Only



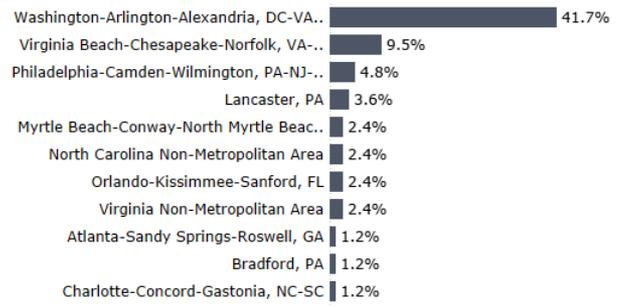
Top Cross-Visited Points of Interest

who visited any Beach POI



Top Origin Market by MSA

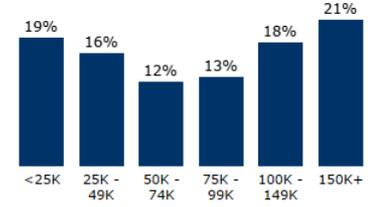
Unique Visitors, Domestic Visitors Only



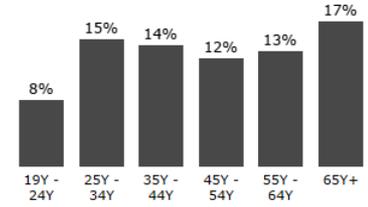
Demographics

Domestic Only

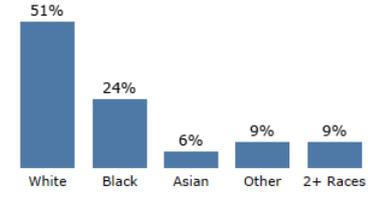
Household Income (in USD)
 Median: \$88.2K



Age



Race



POI Analysis by Category

Hiking Trail

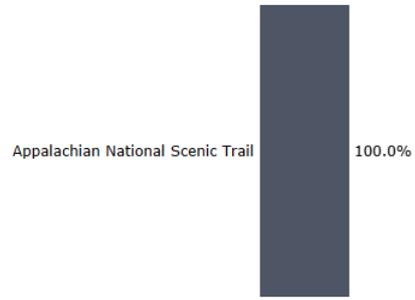
Start Date: January 01, 2025
 End Date: December 31, 2025
 POI Category: Hiking Trail
 Dwell Filter: 0

0.0%
 of visitors visited Hiking Trail at least once

*Based on visitors staying 4+ hours, non-commuters and live at 50+ mile distance

POI Split

Unique Visitors



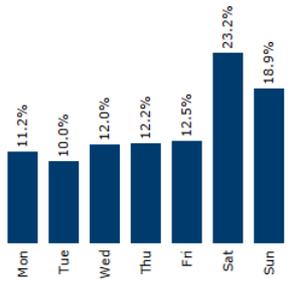
Origin Breakdown

Unique Visitors



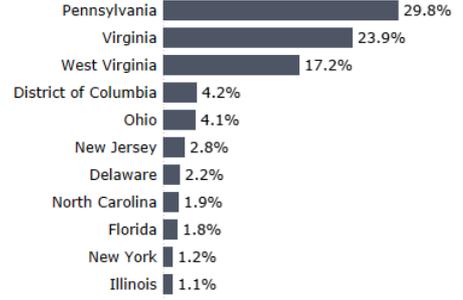
Visits Breakdown

Total Visits



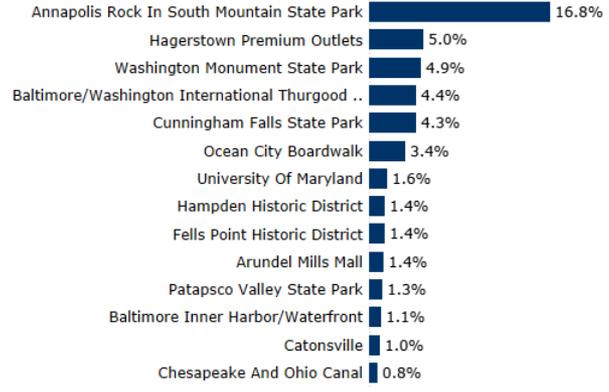
Top Origin Market by State

Unique Visitors, Domestic Visitors Only



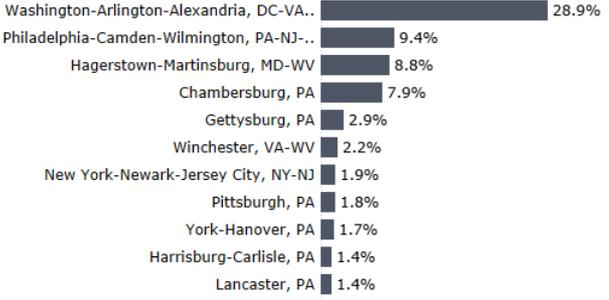
Top Cross-Visited Points of Interest

who visited any Hiking Trail POI



Top Origin Market by MSA

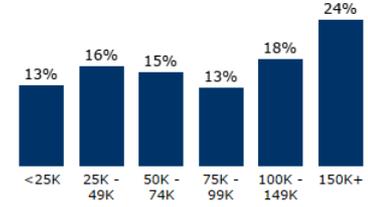
Unique Visitors, Domestic Visitors Only



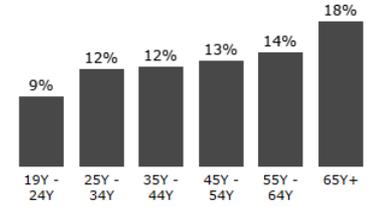
Demographics

Domestic Only

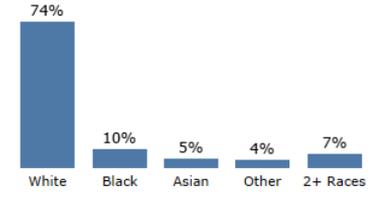
Household Income (in USD)
 Median: \$96.9K



Age



Race



POI Analysis by Category

NHP - Hiking & biking trails

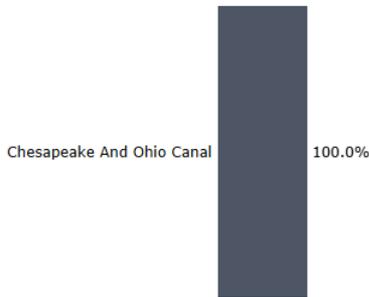
Start Date: January 01, 2025
 End Date: December 31, 2025
 POI Category: NHP - Hiking & biking trails
 Dwell Filter: 0

0.0%
 of visitors visited NHP - Hiking & biking trails at least once

*Based on visitors staying 4+ hours, non-commuters and live at 50+ mile distance

POI Split

Unique Visitors



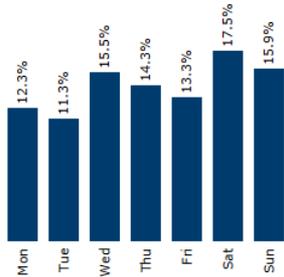
Origin Breakdown

Unique Visitors



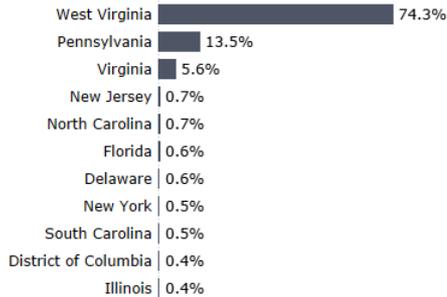
Visits Breakdown

Total Visits



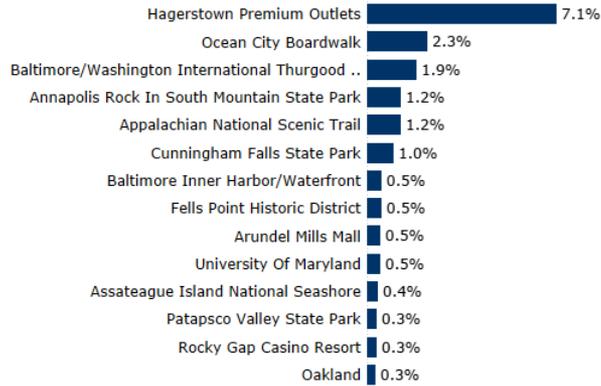
Top Origin Market by State

Unique Visitors, Domestic Visitors Only



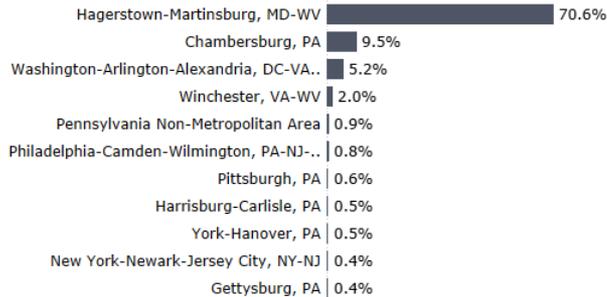
Top Cross-Visited Points of Interest

who visited any NHP - Hiking & biking trails POI



Top Origin Market by MSA

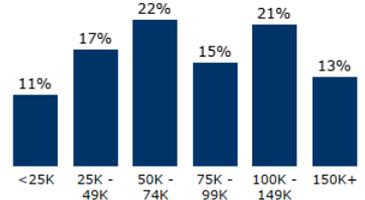
Unique Visitors, Domestic Visitors Only



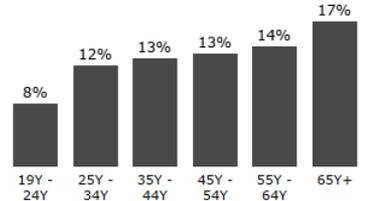
Demographics

Domestic Only

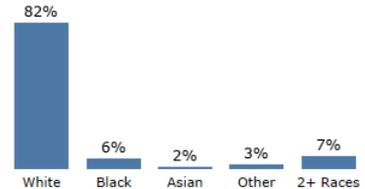
Household Income (in USD)
 Median: \$80.6K



Age



Race



POI Analysis by Category

Airport

Start Date: January 01, 2025
 End Date: December 31, 2025
 POI Category: Airport

Dwell Filter: 0

1.8%
of visitors visited Airport at least once

*Based on visitors staying 4+ hours, non-commuters and live at 50+ mile distance

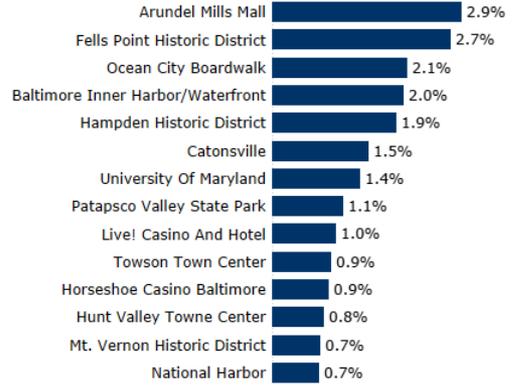
POI Split

Unique Visitors



Top Cross-Visited Points of Interest

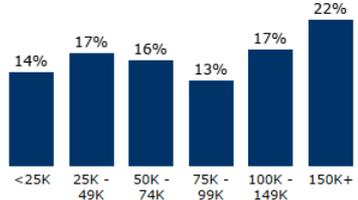
who visited any Airport POI



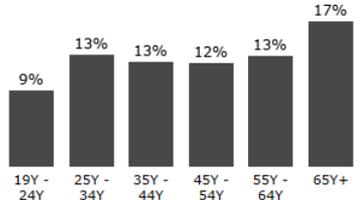
Demographics

Domestic Only

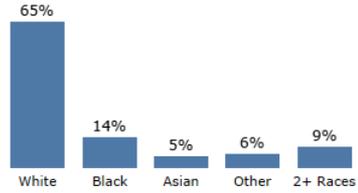
Household Income (in USD)
Median: \$90.7K



Age



Race



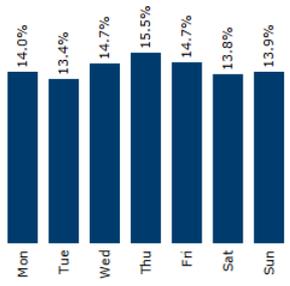
Origin Breakdown

Unique Visitors



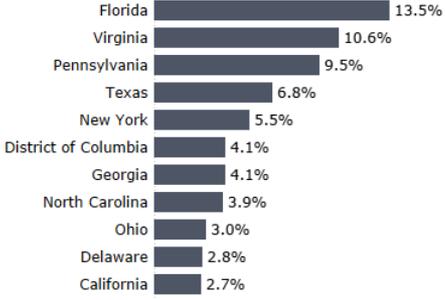
Visits Breakdown

Total Visits



Top Origin Market by State

Unique Visitors, Domestic Visitors Only



Top Origin Market by MSA

Unique Visitors, Domestic Visitors Only

