



Section 3: Action Plan

This section provides an overview of recommended actions and programs that will be needed in order to meet the visions and policies set forth by the Anne Arundel County Pedestrian and Bicycle Master Plan.

The Anne Arundel County Pedestrian and Bicycle Master Plan provides recommendations for specific actions, responsibilities, policies and procedures for future bicycle and pedestrian projects. The following is a description of each recommendation.

3.1 Recommendations

Recommendation 1:
Build for success – begin construction of key on-road bicycle and pedestrian projects throughout the County.

In order for Anne Arundel County to make this Plan a success, a variety of bicycle and pedestrian projects must be designed and built. The efforts to implement these improvements will require additional coordination between the County and State Highway Administration (SHA) District Offices. In addition to the County’s ongoing sidewalk and trail construction projects, the following goals have been set for pedestrian and bicycle facility construction:



Type of improvement	During Years 1-5	During Years 6-10	During Years 11-15	Total Years 1-15
Bike Lanes/Shoulders	20 miles (4mi./yr.)	+75 miles (+15 mi./yr.)	+120 miles (+24 mi./yr.)	+215 miles
Pedestrian Safe Intersections ¹	40 intersections (8./yr.)	+60 intersections (+10./yr.)	+60 intersections (+10./yr.)	+160 intersections

Action 1: Work with SHA, Anne Arundel County Department of Public Works (DPW) and Office of Planning and Zoning to identify already scheduled road improvement projects, both in the private and public sectors, which may be modified to include pedestrian and bicycle facilities. This should include improvements for pedestrians and bicycles whenever feasible.

¹ There are many intersections in the County with dangerous conditions for pedestrians. These will require special studies either in conjunction with roadway improvement projects or as independent projects to determine better design treatments for pedestrians.



Action 2: Look for opportunities to re-stripe existing roadways (during resurfacing) to include bike lanes.

Action 3: Evaluate the current sidewalk system within one mile of every school and one and one-half miles of every secondary school to ensure that the Anne Arundel County Public School Transportation Policies are being met. For those areas that do not meet the Transportation Policies, improvements should be given high priority. The condition of the existing routes should be evaluated for safety.

Action 4: Ensure that new storm drains and storm drain retrofits on all County roads are bicycle safe.

Action 5: In addition to bikeways and sidewalks, ensure that developers provide other necessary support facilities for people who walk and bike to work and other destinations, such as secure bike parking, shower and changing facilities, etc.

Action 6: Update this Plan as facilities are built. It is estimated that updates will be needed every three to five years in order to show achievements and to adjust for future improvement goals.

Recommendation 2:

Build on the success of the trails program in Anne Arundel County – increase access to off-road trails.

Anne Arundel County's existing trail network is one of the best in the country. It is recommended that the trails network should continue its expansion, particularly in areas that are more heavily populated or are under development pressure. An expanded trail network will provide viable transportation alternatives and enhance recreational opportunities in the County.



Action 1: Maintain momentum on construction of proposed off-road trails.

Action 2: Continue to acquire land and do necessary planning for additional off-road trail developments.

Action 3: Encourage private developers to construct and connect residential trail systems to the overall County trail network, as well as provide dedicated on-road bicycle connections to the trail network.

Action 4: Make connections between trails and on-road bikeways a priority for roadway improvement projects.

Action 5: Encourage schools and libraries to construct links to nearby off-road trails where available.



Action 6: Continue to provide opportunities for volunteers to become involved with trail construction, maintenance, beautification, and events (the B&A Trail is a national model in this respect).

Recommendation 3:

Integrate bicycling and walking as a standard part of new development and transportation projects.

Anne Arundel County residents are clearly in favor of improving conditions for walking and bicycling. This will require significant changes to current policies and practices, both on the part of county and state agencies with jurisdiction over transportation facilities in the County. A full set of recommendations for bicycle and pedestrian-related policies and procedures are found in Section 6. The objectives of the recommendations are to:



Action 1: Integrate pedestrian and bicycle issues more fully into all levels of the planning and development process.

Action 2: Ensure that planners, designers, engineers and reviewers consider the full range of design elements that are important in the creation of pedestrian and bicycle-friendly communities and places.

Action 3: Improve the content and organization of regulatory requirements so that pedestrian and bicycle considerations are incorporated at all levels of decision making.

Please refer to Section 6 for detailed policy recommendations and specific actions.

Recommendation 4:

Establish new sources of funding for pedestrian and bicycle improvements.

The most common method for funding bicycle and pedestrian projects is to combine local, public sector and private sector funds with funds from state, federal and additional private sector sources. Many communities involved with bicycle, pedestrian and greenway implementation projects are choosing to leverage local money as a match for outside funding sources – something Anne Arundel County has done successfully in the past, and can improve upon in the future. Anne Arundel County needs to actively pursue innovative ways to obtain funding for pedestrian and bicycle improvement projects. (More details on this topic is found in Section 8)





Action 1: Continue to fund sidewalks and bikeways through the Capital Improvement Program. Maintain a funding program that provides matching funds for state roadway retrofit projects, and establish a new revolving funding account for retrofitting county roadways with pedestrian and bicycle facilities.

Action 2: Increase local funding amounts that are set-aside on a yearly basis to serve as a match for other state transportation funding programs (such as Enhancements, National Recreational Trails Funds, Neighborhood Conservation Assistance, and others).

Action 3: Incorporate funding for pedestrian and bicycle facilities into the budgets of existing capital roadway projects. Incorporating pedestrian and bicycle access will increase the cost of these projects; therefore higher funding levels will be needed.

Recommendation 5:

Provide increased opportunities for children and adults to become educated on safe riding, walking and driving behaviors.

Education and awareness efforts are key ingredients to building a transportation system and community that encourages walking and bicycling. Education and awareness efforts also contribute to making the two modes safer and more enjoyable. In order to continue to improve the overall physical network, effective support and education programs need to be developed.

Action 1: Work with the Maryland Office of Highway Safety to implement Maryland's new Bicycle and Pedestrian Curriculum for elementary school students (release expected in 2003). This will require the support of volunteers as well the Department of Education.

Action 2: Establish an education and safety task force to monitor and promote education initiatives throughout the County.

Action 3: Provide for senior pedestrian safety education in coordination with the County's Department of Aging.

Action 4: Apply for community grants for pedestrian and bicycle education, safety and injury prevention (see Sections 7 and 8 of this Plan for details). A continued effort to apply for community funding will ensure the longevity and effectiveness of proposed safety education programs.

Action 5: Offer effective cycling instruction courses for adult riders through regional advocacy groups, bicycle clubs and local colleges.

Action 6: Encourage colleges and universities in Anne Arundel County to develop a "Guide to Bicycling" publication for distribution each year to new students.





Action 7: *Promote and support the development of a pedestrian and bicycle component of the driver's education training program and manual in order to help educate new drivers on pedestrian and bicycle awareness (activity would be undertaken by the Maryland Motor Vehicle Administration).*

Action 8: *Conduct a public awareness campaign to reach out to motorists regarding pedestrian and bicycle use on roadways.*

See Section 7 of this Plan for more detailed information and recommendations for education and safety programs.

Recommendation 6:

Create an organizational structure within the County to implement bicycle and pedestrian programs and projects.

It will be necessary to assign staff members to implement the recommendations set forward in this Plan. A staff liaison within the Department of Public Works should be assigned to work closely with an inter-agency Pedestrian and Bicycle Workgroup to oversee various implementation activities, including the pedestrian and bicycle components of roadway improvement projects. This person should also be designated as the public point of contact on bicycle and pedestrian issues. Staff from other departments (including Planning and Zoning, Recreation and Parks, and others as appropriate) should be assigned implementation responsibilities through the DPW/OPZ work program.



The Pedestrian and Bicycle Workgroup will serve to coordinate the variety of programs and activities that result from this Plan, including construction projects, education initiatives, volunteer efforts, etc. The Workgroup could also help coordinate the efforts of local, county, and state agencies to improve conditions for walking and bicycling. The Workgroup should work with designated county staff members to establish a volunteer program for a variety of education and promotional events. This workgroup will be comprised of representatives of Anne Arundel County's various staff departments, as well as citizen representatives.

Action 1: *Set goals and milestones for the Inter-Agency Workgroup.*

Action 2: *Prepare a quarterly newsletter with updates regarding bicycle and pedestrian improvements, education and funding initiatives.*

Action 3: *Establish a program to encourage the involvement of volunteers in various bicycle and pedestrian activities, including promotional events (such as Walk-A-Child-to-School Day, Bike to Work Day, etc), the elementary school-based education curriculum (see Recommendation #5), and other programs in Anne Arundel County.*

Action 4: *Conduct an update of this Master Plan on a regular basis (every 5 years) to assess progress and establish new priorities.*