

Annapolis Bicycle Master Plan - Recommendations Overview

Draft for July 20, 2011 Public Open House

The Annapolis Bicycle Master Plan will establish:

1. a convenient and attractive network of on-street and off-street bicycle routes for all abilities, ages and skill levels
2. connections to other modes of transportation,
3. ongoing promotion and enhancement of bicycle safety,
4. a lasting bicycle transportation program integrated with Anne Arundel County and the State of Maryland,
5. a financial plan for construction, maintenance, and programming.

Detailed below are the specific actions recommended to achieve the goals of this plan.

[Bicycle Network - Infrastructure Recommendations](#)

To make the Annapolis bike network accessible to all users, a network of on-street and off-street routes are recommended along with specific facilities to connect and support the envisioned bicycle network. The Bicycle Facility Recommendations map indicates the facilities that are recommended as desired and achievable based on stakeholder comment and field analysis.

The Plan identifies phases of projects to be implemented based on prioritization factors including safety, connectivity, cost, complexity of implementation, and community support. Much of the on-street network will be achieved through routine road resurfacing. Other improvements will be made as part of major road rehabilitation projects, new road construction, routine traffic management and maintenance projects, major land developments, and stand alone bicycle facility projects.

Phase One (0-2 Years)

Projects requiring only paint and signage that could be implemented quickly and relatively inexpensively. Shown on the map with pink highlighting.

Phase Two (3-5 Years)

Short but critical capital projects that make key connections in the bicycle network. These projects will require more time and resources to design and implement. Shown on the map with yellow highlighting.

Phase Three (6+ Years)

Large capital projects requiring new construction or roadway reconfiguration.

Institutionalizing Bicycles - Policy Recommendations

Staffing & Operations

One full-time, permanent staff position is needed as the City's point person for bicycle and pedestrian coordination and issues. The job description would include implementation of bicycle programs, development review, capital project management, monitoring and tracking implementation and achievements of the recommendations in this Bicycle Master Plan, and preparing content for annual Comprehensive Plan reports.

The City should consider moving traffic operations and maintenance duties to the Department of Transportation. This transfer would include the establishment of funds and equipment necessary to perform in-house installation and rehabilitation of pavement markings.

Integrate this plan into the land development review process

This Bicycle Master Plan will be adopted as an addendum to the City's Comprehensive Plan. It is recommended that land development projects be required to routinely address the recommendations of this plan as it would any other part of the Comprehensive Plan. In addition, the city code should be modified to clarify the quantities and design characteristics required for bicycle parking.

Clarify and publicize the policy of bicycles riding on sidewalks across the City

It should be clarified and publicized that it is illegal and inappropriate to ride bicycles on sidewalks in the downtown historic district where there is a large numbers of pedestrians. An exception is suggested to allow children under the age of 12 and their accompanying guardians to legally bike on sidewalks.

As the City develops the bicycle infrastructure recommended in this plan, there will be instances where designs may encourage bicycles to use a portion of sidewalk for short sections to safely establish important connections. The design of these sections shall include signage and other pavement markings specifically indicating where bicycling is allowed and encouraged.

Dedicated funding

The City should identify dedicated funding sources to implement and maintain the bicycle programs and infrastructure identified in this plan. Regular potential funding sources include a percentage of parking revenues or a percentage of the overall City transportation budget. The City should also explore bonding options to bundle and implement multiple small bicycle improvement projects that may be geographically scattered across the City at one time.

Recommendations for City-Administered Programs and Activities

Achieve Bronze Level Bicycle Friendly Community Status

The City has set a goal to earn a Bronze Level Bicycle Friendly Community award, administered by the League of American Bicyclists, by 2012 and to earn a Silver-level Community by 2016.

Expand Content for the Existing Bike Annapolis Website

The City's bicycle information website is helpful and functions as a clearinghouse for several important bicycling-related resources.

Register a web address that is easy to advertise, ie. www.bikeannapolis.gov

This recommendation is not to move the website, but to register a web address that is easier to remember, and to link/forward that web addresses to its current location on the City's website.

Update the bicycle route map

The map should include existing facilities as well as informal on-road bike routes that are well connected and comfortable to use as a bicyclist. This map should be designed in a format that is viewable by people using smartphones.

Add a link to the City's online "report a problem" webpage

Annapolis has an existing mechanism for the public to report problems with City infrastructure. Placing a link on the Bicycle webpage will help the bicycle community formally submit problems and suggestions.

Add a calendar showing bicycle events

Posting events on a monthly calendar would help the bicycle community learn about upcoming events including those that are sponsored by other departments, agencies and public groups that have bicycling events in or near Annapolis.

Cross-post bicycle-related volunteer opportunities

Cities can always use help from volunteers. Whether the job is to help distribute flyers or to report debris on a trail, there are simple jobs that enthusiastic citizens can perform. The City should cross-post any advertised volunteer opportunities that relate to bicycling on the bicycle page.

Cross-post bicycle-related activities and programs

Cross posting the efforts of other City agencies and departments with impacts on bicycling in Annapolis will make for a more convenient experience for the web user, and will promote cooperation and joint program development across City administration.

Expand the Coexist Give/Get program

The Coexist program was started by the City to educate drivers and bicyclists of their rights and responsibilities. The tone is cooperative, emphasizing that both modes need to be aware and respectful of each other on the road. The program's goals and approach create an opportunity to comprehensively strengthen and package the City's roadway safety programs and should also extend to include pedestrians in their messages. Below are additional activities that should be marketed under the umbrella of an energized Coexist program.

Create a brand for the Coexist Program

Creating brands that can be applied on all new materials will help spread awareness and maintain a consistent message.

Provide Bicycle education for all law enforcement officers

It is important for officers to fully grasp the rights and responsibilities for all modes. Bicycle legislation enforcement training for all officers should be given the same attention that vehicular legislation receives.

Expand the Police bicycle fleet

Expanding the fleet's rounds from the downtown to also including neighborhoods, schools and trails will have the benefit of increasing accessibility to pedestrians and bicyclists and will also model safe bicycling behavior.

Progressive/Educational ticketing

With progressive ticketing, officers offer educational materials, and then warnings before issuing citations and fines. Offering this grace period allows drivers time to adjust to new laws.

Support distracted driving campaigns

Enforcing Maryland State laws that prohibit hands-on cell phone use while driving will emphasize the City's commitment to ensure safety for all modes. The City can also adopt a policy that increase fines specifically for those caught using hands-on cell phone devices while driving in school zones.

Crossing stings

As a part of integrating pedestrian safety into the Coexist program, plain clothes police officers attempt to cross the street when cars are approaching. If cars do not stop in the appropriate time and distance, the drivers are issued educational materials and warnings, which may lead to tickets for repeat offenders.

Linking biking to health/recreation programs

Critical partnerships would be between the Recreation and Parks, Transportation, and Public Works Departments. As a part of this plan, recommended infrastructure projects that connect to trails and parks are given higher priorities.

[Recommendations for Partnership Programs and Resources](#)

Market the City as an “Active Vacation” destination

Promoting Annapolis as an active vacation destination will promote economic development, increase the number of bicyclists, promote safety awareness for all modes, and give greater weight to bicycle infrastructure projects.

Explore bringing a bike share program to the City

The City should continue to explore partnerships to create a bike share program that would make bikes available at all hours and at stations located throughout the City. Ideal future locations would be near employment centers, retail and parking garages.

Expand the reach of the Safe Routes to School Program

To support pedestrian education, the City should adopt the NHTSA Pedestrian Safety Curriculum as part of the school physical education annual curriculum.

Provide youth bicycle safety education program/bicycle rodeos

Continue to partner with the City police department to offer regularly scheduled bicycle rodeos at elementary schools. Expand the number of events to coincide with other City-sponsored events such as the annual TRI-iT festival or the Safe Cycling event.

Advertise adult and university student safety classes

The City should promote adult bicycle clinics offered by the League of American Bicyclists and the Annapolis Bicycle Racing Club on the bicycle calendar of events. Additionally the City could provide classroom space for bicycle safety workshops.

Facilitate and Promote group rides

The City’s role in this strategy can be to provide resources and materials on planned group rides by including events on the bicycle calendar page and including a list of future rides on the announcement pages. The City can also link to other groups that produce how-to materials for organizing group rides or bicycle trains to school.

Encourage friends of the trails programs

Friends of the Trails program can help to provide eyes on the trails and report issues that cannot be solved by volunteers on the site such as dumping, fallen trees, or damaged bridges.