



A Safe Interconnected Bicycle Network Is Vital to Anne Arundel County's Economy and Quality of Life

FY16 Anne Arundel County Budget

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Bicycle Advocates for Annapolis & Anne Arundel County ([BikeAAA](#)) is an all-volunteer 501c3 organization promoting safe bicycling for transportation, recreation & fitness throughout the County. We originated as a project of the [Leadership Anne Arundel](#) Flagship 2013 program and now represent over 500 county cyclists. We partner with County Police, Recreation & Parks, Planning & Zoning, Public Works, Health, Schools and Executive Office to educate drivers and cyclists; promote cycling; and plan, design and build a safe interconnected network of trails, on-road and separated bike lanes.

Why is Bicycling Important for Anne Arundel County (more on back page)

- Health – Active transportation addresses the county's #1 health issue: obesity
- Economic Growth - Increases commerce, tourism and property values
- Competitiveness – millennials and new businesses seek alternative transportation modes
- Environment – Reduce traffic, parking, air & water pollution
- Tourism – Attract day and multi-day cycle tourists including events and clubs from distant areas

BikeAAA's Recommendations for the Anne Arundel County FY16 Budget

1. Reinvigorate the county's commitment to **Complete Streets** including the established Working Group and following through on adjustments to policy, procedures and funding. Bicycling and walking must be part of the county's transportation vision.
2. Launch the County **Bicycle Commission** to recommend project funding priorities. This will consist of county staff, i.e., P&Z, DPW, R&P, PD, Health, and community members similar to the Maryland state level (MBPAC) and many counties. Use the **2013 Ped/Bike Master Plan** as a guide. Don't let it sit on a shelf.
3. Create a position, full or part-time, for a **Bike/Ped Coordinator**. Howard County just did and Prince George's County is in the process of hiring a Bike/Ped Coordinator. This position can bring the county far more in state and federal grants than it costs.
4. **Focus on KEY CONNECTORS** – Connect existing **trails and on-road bike lanes** with employment, schools, retail and tourism. Much can be done inexpensively with striping and signs, especially during road maintenance. A safe, **interconnected** bicycle network is critical to moving people from cars to bikes.
5. 30 year financing is appropriate for projects that have long lives and **bring long-term ROI** to the county. Bicycle trails and lanes become a permanent part of our transportation network and yield higher property values, reduce health/environmental costs, and stimulate economic growth (see next page).

STRATEGIES & BENEFITS

Complete Streets

BikeAAA supports the commitment to Complete Streets by the state of Maryland and more recently by Anne Arundel County. Complete Streets assures that investment in new roads and maintenance/renovation of existing roads will address the needs of multiple transportation modes including cars, trucks, bicycles and pedestrians. This nationally recognized strategy provides safe transportation options **at little incremental cost**. Safe bicycle and pedestrian routes to work, school, shopping, recreation and other destinations reduces traffic, protects the environment, stimulates the local economy and addresses Anne Arundel's #1 health issue – obesity. It prepares us for the transportation demands of the current and next generation.

Economic Growth – Commerce & Tourism

Bicycling brings a significant boost to Anne Arundel's economy for residents and businesses. Across the country, cities and states find when bicycle lanes are installed, sales and revenue increase. After New York City installed protected bike lanes businesses along that street saw a **49% increase in retail sales** while businesses in the rest of Manhattan saw a 3% increase. Bicyclists are competitive consumers and spend more on average at most businesses. Maryland has major trail systems including the Great Allegheny Passage, the C&O Canal, and the [East Coast Greenway](#) which runs through Anne Arundel, but has yet to realize its potential as a premier bicycling destination. A 2008 economic impact study on the Great Allegheny Passage rated its benefit to local communities by providing over **\$40 million in direct trail revenue** benefit to towns such as Cumberland, Hancock, Williamsport, Sharpsburg, Brunswick, and Point of Rocks. Travelers on multiday trail systems spend twice what day users spend. Bicycle tourism means economic prosperity for Maryland.

Economic Growth - Competitiveness

Many American cities are competitively attracting businesses and a younger workforce by developing bicycle infrastructure. A Portland, Oregon survey found that **62% of new residents cited the city's bike-friendliness as a factor in their decision to move there**. Property values along bicycle infrastructure and trails increase, because they are attractive to residents. Businesses find the millennial generation wants to be able to bicycle and will relocate to states and cities that provide this cheap amenity. Major companies have discovered that their employees prefer active transportation and want to bicycle to, from, and at work. Anne Arundel County's major employment centers such as Ft. Meade, BWI area and Arundel Mills; as well as tourist destinations like Annapolis and South County, need safe, interconnected bike routes.

Health Benefits, Especially Obesity

According to the CDC, 27.1% of adult Marylanders are obese and 65.4% overweight. By 2030 Maryland health care costs could climb by 21.3% due to high levels of obesity. Studies show that community based physical activity interventions are cost effective, and it is three to four times cheaper to teach a sedentary adult to integrate moderate intensity physical activity in their life than to enroll in a structured exercise program. Of the **ten most common causes of death in the United States, seven are affected by transportation**, including all of those caused by a sedentary lifestyle, air pollution, and traffic crashes. Research shows that those who commute by car daily are more likely to gain weight than those who do not, even if they are physically active at other times. Bicycling is beneficial to county health, especially when it is used for transportation to work, school, shopping and recreation.