



ANNAPOLIS AND ANNE ARUNDEL COUNTY, MD

TOTAL POPULATION

537,656

POPULATION DENSITY

936

TOTAL AREA (sq. miles)

588

OF LOCAL BICYCLE FRIENDLY BUSINESSES

1

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

Average Silver

Annapolis and Anne Arundel County

	Average Silver	Annapolis and Anne Arundel County
High Speed Roads with Bike Facilities	35%	44%
Total Bicycle Network Mileage to Total Road Network Mileage	48%	19%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS EVERY TWO MONTHS
Bicycle-Friendly Laws & Ordinances	GOOD	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 269K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3.5 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3.4 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.2 /10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.7 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.1 /10

KEY OUTCOMES

Average Silver

Annapolis and Anne Arundel County

RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.35%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	831
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	10.7



KEY STEPS TO SILVER



- » Ensure that your Complete Streets policy is followed for all projects, and that compliance is tracked. If necessary, revisit your Complete Streets policy and process to ensure better compliance.
- » Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient, APBP-compliant bike parking available.
- » Continue to expand the bike network and increase connectivity through the use of different types of bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas), rather than relying on paved shoulders to provide rideable areas for bicyclists. In slower speed areas such as quiet neighborhood streets, develop a system of bicycle boulevards that create an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels.

- » Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools.
- » Expand bicycle education opportunities for adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns.
- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » Continue efforts to improve data-driven road safety operations and Vision Zero activities. Work with neighboring jurisdictions to develop a coordinated and comprehensive Vision Zero program.

LEARN MORE » WWW.BIKELEAGUE.ORG/COMMUNITIES

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