



Date: January 4, 2021  
To: Planning Advisory Board  
From: Jon Korin, President, Bicycle Advocates for Annapolis & Anne Arundel County  
Re: Recommendations and Support for Plan2040

Traffic consistently comes up as a top issue for residents and transportation is consistently a top-3 challenge among lower income residents. Our Land Use and Transportation plans must tightly align to address this. We cannot road-widen our way out of congestion. That only brings more traffic. Plan2040 must create more places where people can live, work, learn and play without daily use of a car.

The approved *Move Anne Arundel!* plan sets very specific and measurable goals for improving the safety, reliability, affordability and equity of multimodal transportation in Anne Arundel County over the next twenty years. The plan was unanimously approved by the County Council in November, 2019. These quantified goals will dramatically improve transportation choices and reduce congestion through various strategies including a shift in mode away from the reliance on single occupant vehicles. This transformation will improve the quality of life for residents, provide more equitable and affordable mobility choices and make the county more attractive to businesses while also protecting our environment and improving population health. These quality of life and transportation goals cannot be achieved unless Plan2040’s land use goals, strategies and policies are tightly aligned with *Move Anne Arundel!*

Our review of *Plan2040* finds that these transportation goals and strategies are only partially embraced and tend to be confined to portions of the Built Environment section. We also find that while *Move Anne Arundel!* has quantified performance metrics to measure achievement, the Plan 2040 goals tend to be soft and incremental. For example, *Move Anne Arundel!* has specific quantified goals for a shift in transportation mode for the county overall and more aggressive targets for the town centers and these should be prominent in Plan2040.

<b>Objectives:</b>		
» Provide practical transportation choices throughout the County.		
» Increase non-single occupant vehicle mode share for commuter trips to and from Town Centers.		
<b>Performance Measure</b>	<b>Baseline</b>	<b>2040 Target</b>

Countywide non-single occupant vehicle mode share for commute trips	15%		20%			
	<b>Odenton</b>		<b>Glen Burnie</b>		<b>Parole</b>	
	2017	2040	2017	2040	2017	2040
Drove Alone	79%	71%	82%	74%	79%	71%
Walk, Bike, Transit, Carpool, Work from Home	21%	29%	18%	26%	21%	29%



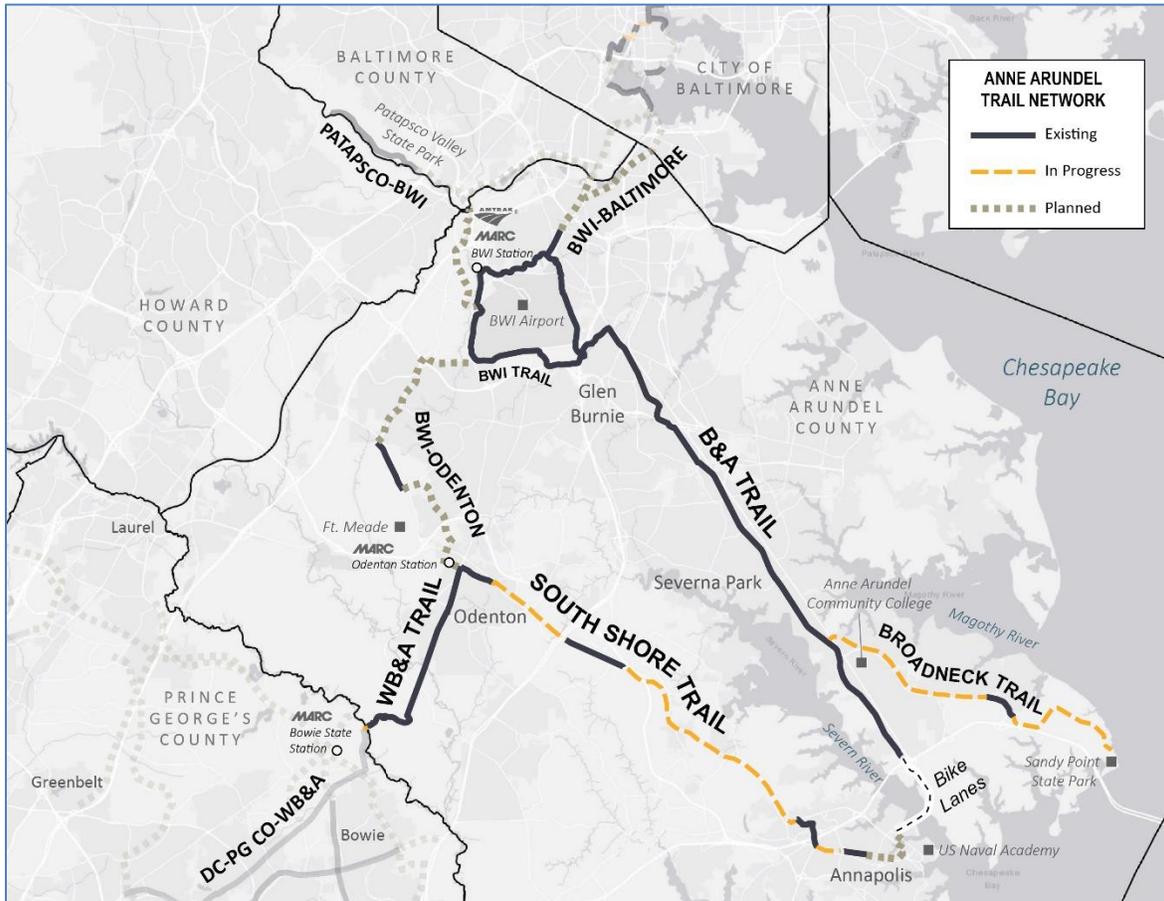
We offer the following recommendations for *Plan2040* to recognize the role that transportation plays in all aspects of the plan:

1. ***Plan2040* should create places where people can “Live, work, learn and play without daily car use”. This is especially true in the town centers and we should be explicit about that.**
2. Directly embrace and include the Move Anne Arundel transportation goals, quantified performance metrics and strategies
3. Quantify all of the goals for *Plan2040* such as growth, density, congestion, transportation modeshare, air/water quality, affordability, etc.
4. Include transportation in all of the plan sections where it matters rather than confining it to a few parts of the Built Environment. For example:
  - a. Natural Environment: Transportation is now the largest carbon-emitting sector. Add a goal in the Natural Environment section that specifies the role of transportation in protecting and improving our air and water quality.
  - b. Affordable Living: Transportation is typically the second greatest expense after housing for most families, especially those with lower incomes. By creating places where people can safely and conveniently walk, bike or use transit without a car, their household cost of living is reduced.
  - c. Healthy Communities: Add a goal and strategy related to safe walking and biking as a healthier and more equitable mode of transportation, especially with access to healthy food sources, healthcare, employment, education and recreation.
  - d. Healthy Economy: We must provide more transportation options, especially to attract employers who will be hiring millennials. We will not be economically competitive without transportation choices that reduce automobile reliance. Would Amazon2 have located in a place without access to transit, biking and walking?
5. The PAB should assure that *Plan2040* is implemented including ordinances, policies, budgets and processes. Among these are Complete Streets, Vision Zero, APF for Multimodal Transportation, Design Manual updates, Frontage Improvements, Development Reviews, Pedestrian/Bicycle Master Plan update.
6. The Anne Arundel Trail Network vision was developed by BikeAAA in collaboration with the Anne Arundel County Bicycle Advisory Commission. It is a great example of how safe walking and biking can reduce traffic, protect our environment, connect us with nature, improve population health and make us more economically competitive.

We are pleased with the process and community engagement that OPZ has utilized to develop *Plan2040*. OPZ has engaged regularly with the AAC Bicycle Advisory Commission and Transportation Commission. We look forward to continuing to work with county staff to make Anne Arundel County a safe, healthy, attractive, affordable and equitable place to live with less dependence on automobile travel.



## Anne Arundel Trail Network



The Anne Arundel County Trail Network will be a world-class network of multi-use trails that equitably connect residential, employment, education, recreation, cultural and natural areas within the county and to the greater Washington and Baltimore trail networks. The trail network will transform public life by providing healthy, low-stress access to open space and safe active transportation and recreation for people of all ages and abilities.

- Safe transportation on foot or bike through the denser areas of the county
- Equitable and affordable mobility option for those without a car
- Traverses the town centers -Parole, Odenton, Glen Burnie; and Annapolis
- Access to rail transit – MARC, Light Rail and Amtrak
- Access to employment centers including Ft. Meade, BWI, Annapolis & Baltimore
- Access to schools including K-12, 3 AACC campuses, USNA and St. Johns
- Access to parks, recreation and natural areas
- Connections in redevelopment areas including Glen Burnie and Brooklyn Park
- Funded largely by federal and state grants