



Annapolis and Anne Arundel County, MD



Award: Bronze | Fall 2023

Award History:

Bronze since 2018.

Annapolis and Anne Arundel County's BFA Program Stats

of Local Bicycle Friendly Businesses: **1**

of Local Bicycle Friendly Universities: **0**

of Local League Cycling Instructors: **1**

Maryland's Bicycle Friendly State Ranking: **#14**

The 5 Es Category Scores	Annapolis and Anne Arundel County	Max Score this round
Engineering	37.56%	79.3%
Education	28.32%	76.3%
Encouragement	42.24%	87.5%
Evaluation & Planning	38.37%	78.0%
Equity & Accessibility	30.30%	70.5%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the Fall 2023 BFC round. See pages 2-3 for your full subcategory points in each Category.

Key Outcomes

Overall Commuter Ridership: 0.2%

Male Commuter Ridership: 0.3%

Female Commuter Ridership: 0%

(Bicycle Mode Share among commuters, according to the Census Bureau's 2022 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 62

Annual Average Bicyclist Fatalities in last 5 years: 1.2

(Crashes and Fatalities both reported by applicant)

Community Profile

Population: 588,261

Area: 414.8 square miles

Population Density: 1418.2 people/square mile

Land Classification:

Mixed Suburban/Urban/Rural

Poverty Rate: 5.8%*

Median Household Income: \$107,823*

Percent of the Population that Speaks a

Language Other Than English at Home: 13.3%*

Percent with Disability: 10.1%*

Percent of Households with No Vehicle Available: 3.4%*

*Source: https://data.census.gov/profile/Anne_Arundel_County_Maryland?q=050XX00US24003

Annapolis and Anne Arundel County's Bike Links

Bike Network Map, if available:

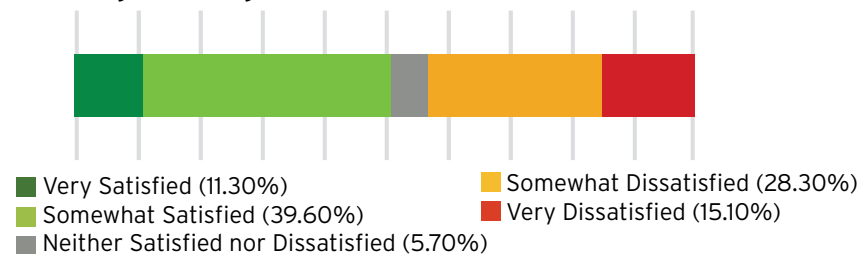
PDF available upon request.

Bike Plan, if available:

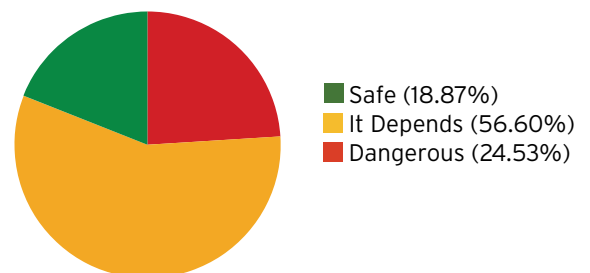
<https://www.aacounty.org/transportation/bicycle-pedestrian-planning>

Fall 2023 BFC Public Survey Response Summary for Annapolis and Anne Arundel County, MD

How satisfied are you with how this community is designed for making bike riding safe? (n = 53)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 53)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 54)

1. More bike paths (48.10%)
2. More bike lanes (20.40%)
3. Improve public decision-making processes for transportation improvements, including bicycling improvements (13.00%)

About this Report Card

The following scores are based on the online application submitted by Annapolis and Anne Arundel County in the Fall 2023 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Fall 2023 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Annapolis and Anne Arundel County earned a weighted score of 37.56% in the Engineering Category. Below is the full breakdown of points that your community earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Engineering Subcategories	Subcategory Points Earned in Engineering
	Policies and Design Standards for the Built Environment	17.8 / 41 pts
	End-of-Trip Facilities	15.5 / 44 pts
	Bicycle Network	28.8 / 128 pts
	Network Maintenance	17 / 32 pts
	Bicycle Access to Public Transportation	13.4 / 23 pts
	Bike Sharing	6.5 / 24 pts
	Other Bicycle-Related Amenities	5.3 / 6 pts
	Regional Coordination	15.8 / 23 pts
Engineering Bonus Points	4.3 / 10 pts	

EDUCATION	<i>Annapolis and Anne Arundel County earned a weighted score of 28.32% in the Education Category. Below is the full breakdown of points that your community earned in each subcategory of the Education section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Education Subcategories	Subcategory Points Earned in Education
	Youth Bicycle Education	10.6 / 68 pts
	Adult Bicycle Education	19.7 / 47 pts
	Motorist Education	12.5 / 28 pts
	Bicycle Safety Education Resources	3.1 / 16 pts
	Inclusive Education	5.9 / 26 pts
	Education Bonus Points	3 / 7 pts

ENCOURAGEMENT	<i>Annapolis and Anne Arundel County earned a weighted score of 42.24% in the Encouragement Category. Below is the full breakdown of points that your community earned in each subcategory of the Encouragement section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Encouragement Subcategories	Subcategory Points Earned in Encouragement
	Encouragement Policies, Programs and Partnerships	3.5 / 17 pts
	Route-Finding Support	5 / 10 pts
	Bicycle Culture and Promotion	50.4 / 91 pts
	Access To Bicycle Equipment and Repair Services	8.4 / 35 pts
	Reducing Work-Related/Fleet VMT	3.4 / 11 pts
	Encouragement Bonus Points	1.4 / 7 pts

EVALUATION & PLANNING	<i>Annapolis and Anne Arundel County earned a weighted score of 38.37% in the Evaluation & Planning Category. Below is the full breakdown of points that your community earned in each subcategory of the Evaluation & Planning section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Evaluation & Planning Subcategories	Subcategory Points Earned in Evaluation & Planning
	Staffing And Committees	15.9 / 35 pts
	Public Engagement for Bicycle Planning	13.8 / 35 pts
	Planning, Funding, And Implementation	13.3 / 46 pts
	Evaluating The Bicycle Network	14.9 / 25 pts
	Evaluating Ridership	3.8 / 20 pts
	Evaluating & Improving Safety Outcomes	18.3 / 42 pts
Evaluation & Planning Bonus Points	4 / 15 pts	

EQUITY & ACCESSIBILITY	<i>Annapolis and Anne Arundel County earned a weighted score of 30.30% in the Equity & Accessibility Category. Below is the full breakdown of points that your community earned in each subcategory of the Equity & Accessibility section, compared to the total points available in that subcategory from the Fall 2023 BFC application.</i>	
	Equity & Accessibility Subcategories	Subcategory Points Earned in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	14.4 / 24 pts
	Equity Data Collection & Goals	9.9 / 27 pts
	Equity & Accessibility Policies & Plans	6.2 / 21 pts
	Equity & Accessibility in Engineering	12.7 / 44 pts
	Equity & Accessibility in Education	6.9 / 52 pts
	Equity & Accessibility in Encouragement	12.6 / 42 pts
	Equity & Accessibility in Evaluation & Planning	16.1 / 51 pts
Equity & Accessibility Bonus Points	2.3 / 9 pts	



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FEEDBACK TO IMPROVE:

To maintain and improve on Annapolis and Anne Arundel County's Bronze-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Congratulations on adopting the recent update to your Pedestrian and Bicycle Master Plan, *Walk & Roll Anne Arundel! (2023)*. This plan will be a blueprint for improvements and has many great recommendations for a more connected network of safe and comfortable bicycle facilities. Ensure that there is a transparent tracking mechanism to show the community your progress in implementing the plan, and that these efforts are supported by specific, measurable goals and dedicated funding for implementation.
- » Continue to expand and improve your low-stress bike network and ensure that your community follows a more strict bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume, to maximize safety and comfort for bicyclists of all ages and abilities. Identify gaps and add new facilities that complete and expand the bicycle network, and work to upgrade existing facilities, such as by converting bike lanes into protected bike lanes, and upgrading roads with sharrows or signed bike routes into dedicated bicycle boulevards.
- » Lower speed limits -- and designed speeds -- on residential streets to 20 mph or less. Introduce road diets and traffic calming measures to ensure compliance. Develop a system of bicycle boulevards, utilizing these quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.
- » Ensure that your Complete Streets resolution is followed for all projects, and that compliance is tracked. Ensuring compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane. If necessary, revisit your Complete Streets resolution and strengthen it to ensure better compliance.
- » Increase the amount of high quality bicycle parking throughout the community, and work to upgrade the quality of existing bike parking. Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near popular destinations, transit stops, and urban activity centers. (See apbp.org/bicycle-parking-solutions)
- » It was great to see new youth educational efforts since your last BFC application! Continue to improve bicycle safety education for students of all ages by incorporating more on-bicycle education opportunities and by expanding the program to all K-12 schools in AAC. Providing bicycles in schools for on-bike education ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household. Work with the school district, local bicycle groups, and interested parents to expand and improve the Safe Routes to School program.
- » Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Adopt a goal for a target level of bicycle use (percent of trips made specifically by bike) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress toward your adopted goal. The general 2040 non-SOV mode share goals set by your 20223 *Walk & Roll Anne Arundel!* Plan are commendable but could be strengthened by adopting interim mode-specific goals, with supported strategies and ongoing data collection to benchmark and track your progress.
- » Encourage Anne Arundel Community College and other colleges in your community to apply to the Bicycle Friendly University program. For AACC, note that BFU application fee discounts are available for community colleges – contact bfa@bikeleague.org for more information.
- » Continue to 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. Annapolis City Hall and other County or municipal buildings could apply to the BFB program as an employer to lead by example among other local employers.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Fa23>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>
- » **The League's Benchmarking Project on Biking & Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **National Bike Month Resources:** <https://bikeleague.org/bikemonth>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>