

## MOBILITY: VEHICULAR AND TRANSIT



**Goal: Formalize inter-jurisdictional cooperation with the mission of having shared design guidelines, complete streets development, public transit improvements, and investments in new technology that helps improve road capacity.**

#	Principal Solution	#	Action Item	Responsibility	Timeframe
3.3.1	Revise the current City traffic study procedures and traffic adequate public facilities requirements to include assessment of multi-modal trips and non-vehicular mitigation, as well as other items described in Appendix D..	9	<u>Amend Transportation Adequate Facilities Ordinance (APFO) and Traffic Impact Analysis Guidelines.</u> Develop and adopt amendments to the City's transportation APFO and the Traffic Impact Analysis Guidelines to assume a multimodal, complete street approach to traffic analysis. Coordinate with the County's current multimodal transportation legislation.	Planning & Zoning	Near-Term
3.3.2	Establish complete street standards for the City and require all future city street improvements to address all modes of travel in their improvements.				
#	Supporting Solution	#	Action Item	Responsibility	Timeframe
3.3.3	Plan for low-scale transit-oriented infill along the corridor and at the two opportunity sites to better support greater transit use.	5	<u>Updated Greater Annapolis Area BMC Model Runs Update.</u> Rerun and view the traffic model with updated City land use data when available.	Planning & Zoning	Near-Term
		4	<u>Land Use Database.</u> Institute a regular process of monitoring and updating land use changes in the City. Include information on the types of jobs and of household size.	Planning & Zoning	Near-Term
3.3.4	Work with the County and the State to further improve the Fairfax Road/Chinquapin Round Road/Bywater Road segment.	6	<u>Coordinated Transportation Planning.</u> Work with County and State to communicate the transportation implications of the City's new database and travel behavior findings as a part of ongoing local and regional transportation planning to ensure that County and regional transportation planning and funding better understands and reflects Sector issues. Offer the Corridor as a demonstration project for new initiatives.	City and Anne Arundel County	Near-Term

#	Supporting Solution	#	Action Item	Responsibility	Timeframe
3.3.5	Support at the City-level use of new technologies and business models that reduce the number of daily trips city households need to make in private vehicles through ridesharing, driverless vehicles, etc.	9	<u>Amend Transportation Adequate Facilities Ordinance (APFO) and Traffic Impact Analysis Guidelines.</u> Develop and adopt amendments to the City's transportation APFO and the Traffic Impact Analysis Guidelines to assume a multimodal, complete street approach to traffic analysis. Coordinate with the County's current multimodal transportation legislation.	Planning & Zoning	Near-Term
3.3.6	Envision the City as a series of Pedshed-scaled neighborhoods and districts that measure about one mile across.				
3.3.7	Improve City bus service in the Forest Drive Corridor—strive for more frequent, inexpensive and efficient service.				
3.3.8	Improve City services with routing and span-of-service info at bus stops and improved bus boarding accessibility.	13	<u>CIP Phasing and Near-term CIP Improvement Projects.</u> Plan for phased implementation of priority road improvements with funding for feasibility assessment, engineering design and construction. Implement near-term city road and environmental projects in the sector.	Planning & Zoning	Near-Term
3.3.9	Review the location of the well-used Robinwood bus stop pair to address safety issues. Either relocate it to allow pedestrians to cross Forest Drive at the planned traffic signal nearby or add a mid-block pedestrian crossing to improve visibility and warnings.				
3.3.10	Improve other local street grids to create network redundancy and route choices.	11	<u>Skippers Lane.</u> Require development applicants in this area to plan for extension of this street as part of a grid network, as it passes through the various parcels to achieve a full link from Bywater Road to Spa Road. The street should include streetscape treatments and on-street parking.	Planning & Zoning	Near-Term
3.3.11	Evaluate areas of speeding and add traffic calming measures on local streets where cut through traffic moves too fast.	14	<u>Traffic-calming Measures.</u> Develop and install traffic calming measures on local through streets such as Tyler Street, Silopanna Road, and Georgetown Road.	Public Works	Mid-Term
3.3.12	Implement the street network connections planned for in the Comprehensive Plan for the creation of network redundancy and better access management on the main corridor.	10	<u>Road Improvement Escrow Fund.</u> Establish a fund to collect APFO contributions that can be assigned to City CIP projects and joint County-City CIP projects that improve City transportation network capacity in areas impacted by the specific projects.	Planning & Zoning	Near-Term
3.3.10	Improve other local street grids to create network redundancy and route choices.				

#	Supporting Solution	#	Action Item	Responsibility	Timeframe
3.3.13	Expand the new BMC refined model to create a refined city-wide traffic model to better understand and project City traffic at the network level.	21	<u>Greater Annapolis Area BMC Model Update.</u> Review model to include 2020 Census data.	Planning & Zoning	Mid-Term
3.3.14	Install smart traffic signals (intelligent transportation systems) on City streets that are capable of better managing congestion generally as well as during events and emergencies and can coordinate with County and State signals that now provide coordinated management on the corridor.	19	<u>SHA/County/City Joint Project Planning.</u> Work with SHA and the County to plan for future capacity improvements to the Aris T. Allen Boulevard, Chinquapin Round Road, Bywater Road, and the Fairfax Road area.	City, Anne Arundel County, and SHA	Mid-Term
		24	<u>CIP Project Funding.</u> Develop a budget funding program for near-, mid-, and long-term sector improvements projects such as: a. Bike and Pedestrian Improvement Projects including: Eastport to Quiet Waters Park link, trail link from Bay Ridge Road to Hilltop Lane, and local links for east/west bike spine route along reconnected local streets b. Signals. Smart city traffic signal conversions throughout the sector. c. Road Projects such as City street reconnection and extension project planning, including Gemini Road extension and Louis Street reconnection. d. Selected Street Edge Pocket Parks. Possible locations Hilltop Lane and Forest Drive; Forest Drive and Spa Road; and Forest Drive and Annapolis Neck Road	Planning & Zoning and Public Works	Mid-Term
		26	<u>Gemini Road Extension.</u> Develop a final alignment, engineering plans, and acquisition plans as needed for the extension of Gemini Road to Spa Road. Coordinate with property owners and the County.	Planning & Zoning	Long-Term
3.3.15	Work with the State and County to establish a commuter transit bus line that can tie to existing and future regional routes. Plan for stops at the two opportunity sites and a supporting park and ride lot and/or kiss and ride at the eastern end of the corridor.	20	<u>Regional Bus Route.</u> Work with MTA to confirm feasibility and institute a regional bus route in the corridor.	MTA	Mid-Term
3.3.16	Improve local public transit in the Eastport area to better serve tourists and event traffic.	22	<u>Intermodal Transit Center.</u> Work with the County and State to develop an Intermodal transit center on or near Old Solomon's Island Road.	City and Anne Arundel County	Mid-Term
3.3.17	Work with the State and County to establish an intermodal transit center near the City line adjacent to Parole that can tie into other regional services.				
3.3.18	Reconnect existing closed streets, gaps and cul-de-sacs where possible to allow for bike and pedestrian travel.	25	<u>County Corridor Project Planning.</u> Work with County to develop a phased plan funding of design and construction of corridor enhancements and capacity improvements as needed by City and County growth.	City and Anne Arundel County	Long-Term

## MOBILITY: BIKE AND PEDESTRIAN



**Goal: Promote a shift from auto-oriented development to multimodal development by investing in strategic upgrades to the pedestrian and bicycle networks.**

#	Principal Solution	#	Action Item	Responsibility	Timeframe
3.4.1	The City should make investments in other modes of transportation and make funding for bike and pedestrian infrastructure improvements a higher priority.		<p><u>CIP Project Funding.</u> Develop a budget funding program for near-, mid-, and long-term sector improvements projects such as:</p> <p>a. Bike and Pedestrian Improvement Projects including: Eastport to Quiet Waters Park link, trail link from Bay Ridge Road to Hilltop Lane, and local links for east/west bike spine route along reconnected local streets.</p> <p>b. Signals. Smart city traffic signal conversions throughout the sector.</p> <p>c. Road Projects such as City street reconnection and extension project planning, including Gemini Road extension and Louis Street reconnection. d. Selected Street Edge Pocket Parks. Possible locations Hilltop Lane and Forest Drive; Forest Drive and Spa Road; and Forest Drive and Annapolis Neck Road</p>	Planning & Zoning and Public Works	Mid-Term
3.4.2	Prioritize improvement at the intersections and gaps in the network located within a quarter mile of major destinations such as schools, parks and neighborhood shopping areas, bus stops, the recreation center, and the library.	24			
3.4.3	Provide safe walking routes to schools and encourage private schools to provide bus services, to reduce the education rush hour (routes should be off Forest Drive where practicable).				
#	Supporting Solution	#	Action Item	Responsibility	Timeframe
3.4.4	Fill in missing sidewalk connections and gaps along both sides of Forest Drive where applicable (near Annapolis Middle School and dense retail areas).	15	<u>Interim Sector Bike Spine.</u> Design and implement a continuous bike route along local streets. Fix existing gaps and providing markings and signage.	Planning & Zoning and Public Works	Near-Term
3.4.5	Work with the County to incorporate a continuous East/West bike route along the corridor as a part of the coordinated City/County ultimate complete street planning. At a minimum, plan for a continuous multipurpose path on the corridor. Extend the route from Route 2 to Edgewood Road in the East.	16	<u>Longer term Bike Spine.</u> Work with the County to incorporate a continuous East/West bike route along the corridor as a part of the coordinated City/County ultimate complete street planning. At a minimum, plan for a continuous multipurpose path on the corridor. Extend the route to Edgewood Road in the East and to Route 2 in the West.	City and Anne Arundel County	Near-Term

#	Supporting Solution	#	Action Item	Responsibility	Timeframe
3.4.6	Reconnect existing closed streets and cul-de-sacs to allow for bike and pedestrian travel at a minimum. Where possible, restore full traffic use. Louis Street is one example of a needed reconnection.		<u>City and County CIP Projects.</u> Implement long-term project list of improvements in the Sector Study area such as: a. Bike lanes in Eastport. b. Multi-use path along the Forest Drive corridor from Edgewood Road to Route 2/Solomon's Island Road. c. Pedestrian bridge over Route 2/Solomon's Island Rd. at Forest Drive or near Intermodal Center	City and Anne Arundel County	Long-Term
3.4.7	Plan for and make improvements to establish a nearer-term parallel continuous East/West route through the City neighborhoods using signage, on-street lanes or signed shared street sections on city roads and off-street links as well as an on-street link from Eastport to Quiet Waters Park.	27			

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