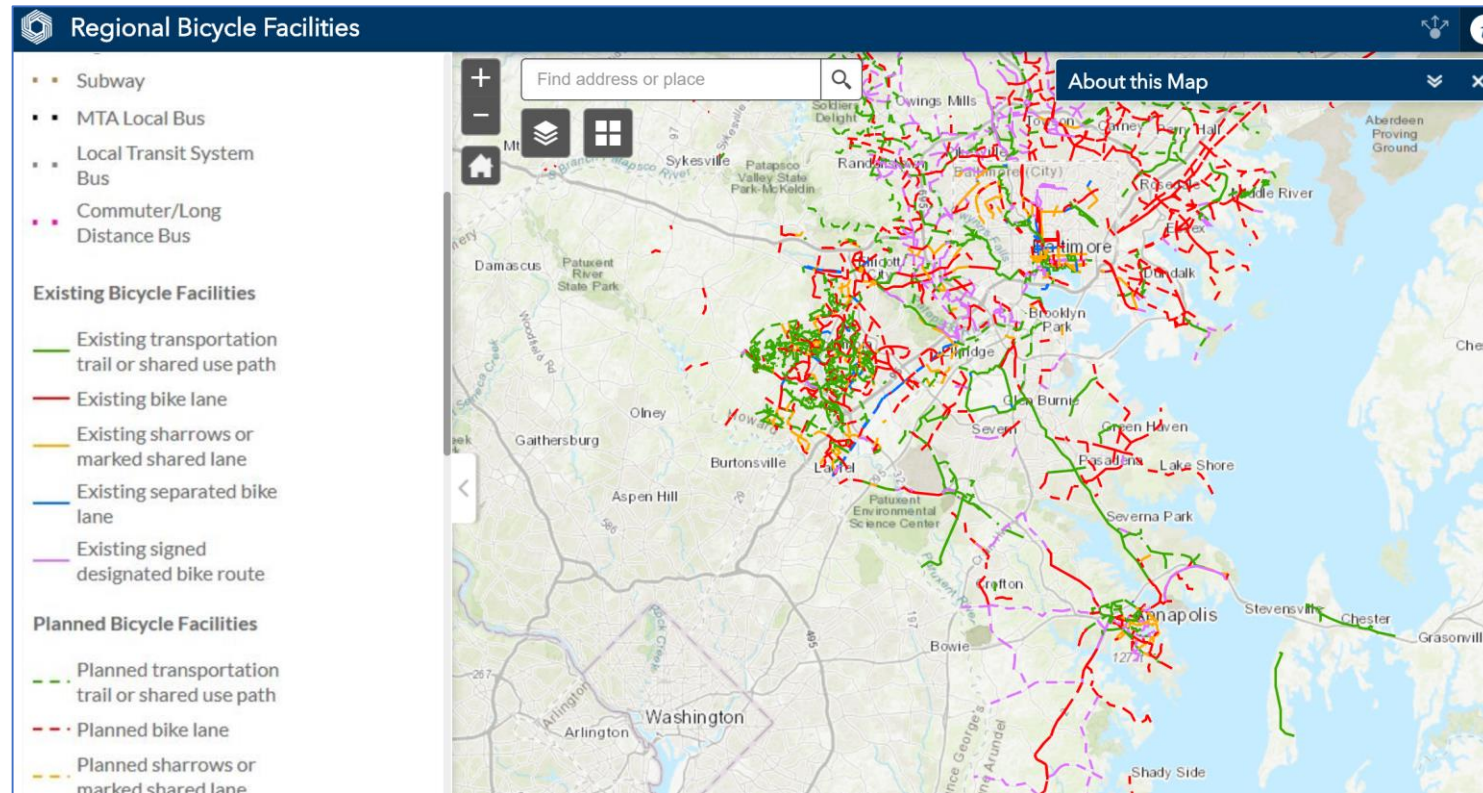


Recommendations for BMC Bike GIS

7/15/20

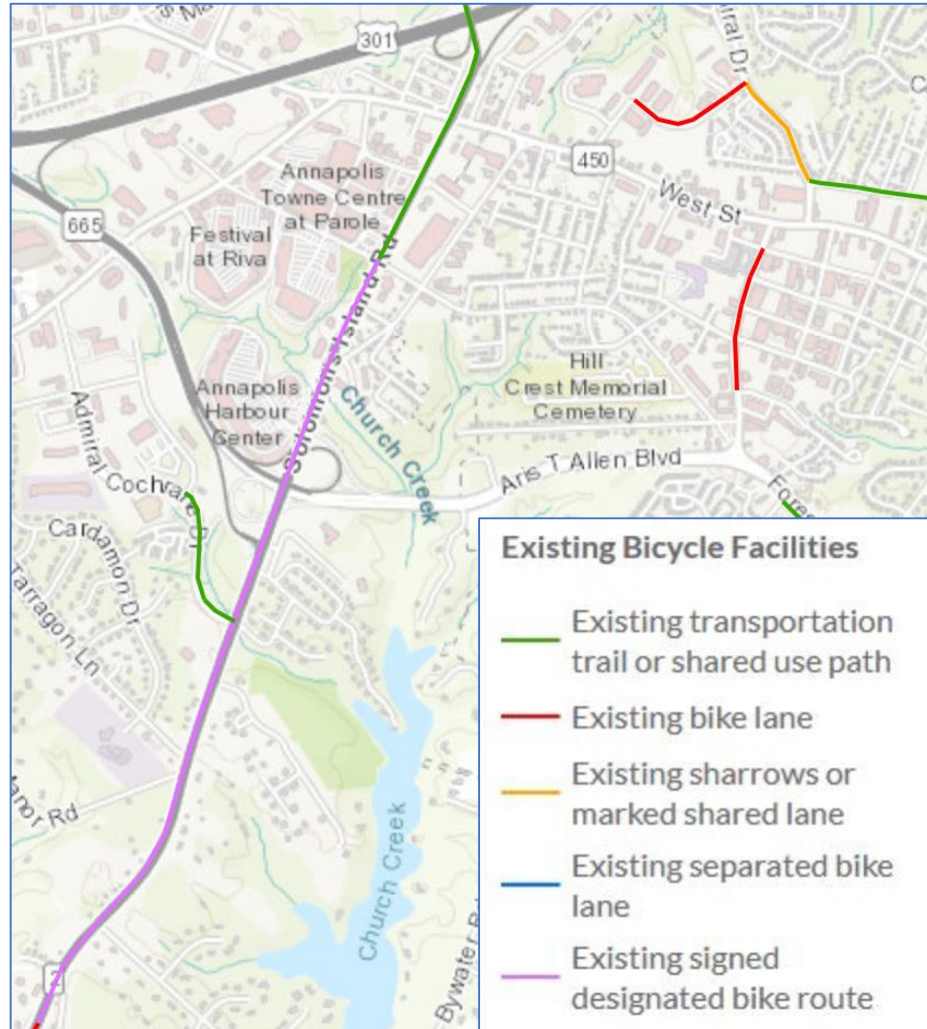


Prepared by Bike AAA

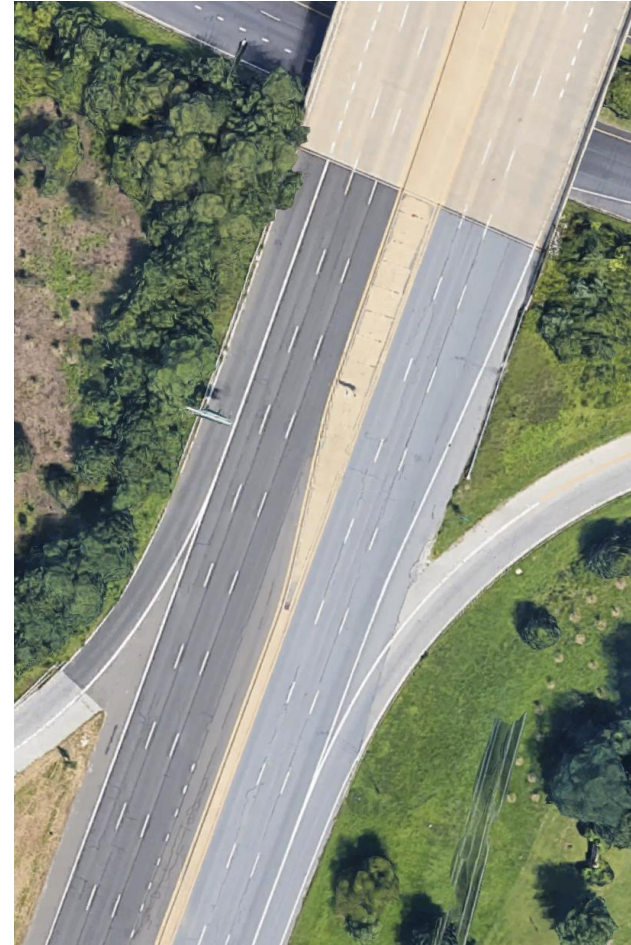
Summary

- Original intent was mainly for planning with a secondary goal of public use
- The public version shows only EXISTING INFRASTRUCTURE which implies safe places to bike
- The “Designated Signed Routes” are for wayfinding and do not indicate safe or comfortable routes. In fact some Signed Routes are on the worst roads for biking
 - **Recommendations:**
 - Do not display Designated Signed Routes on the public version
 - Work with SHA to reconsider the criteria for the Signed Routes
- The map does not include areas where studies have been performed which is one of the most useful planning tools
 - **Recommendation:** Add study areas to the map with links to the studies

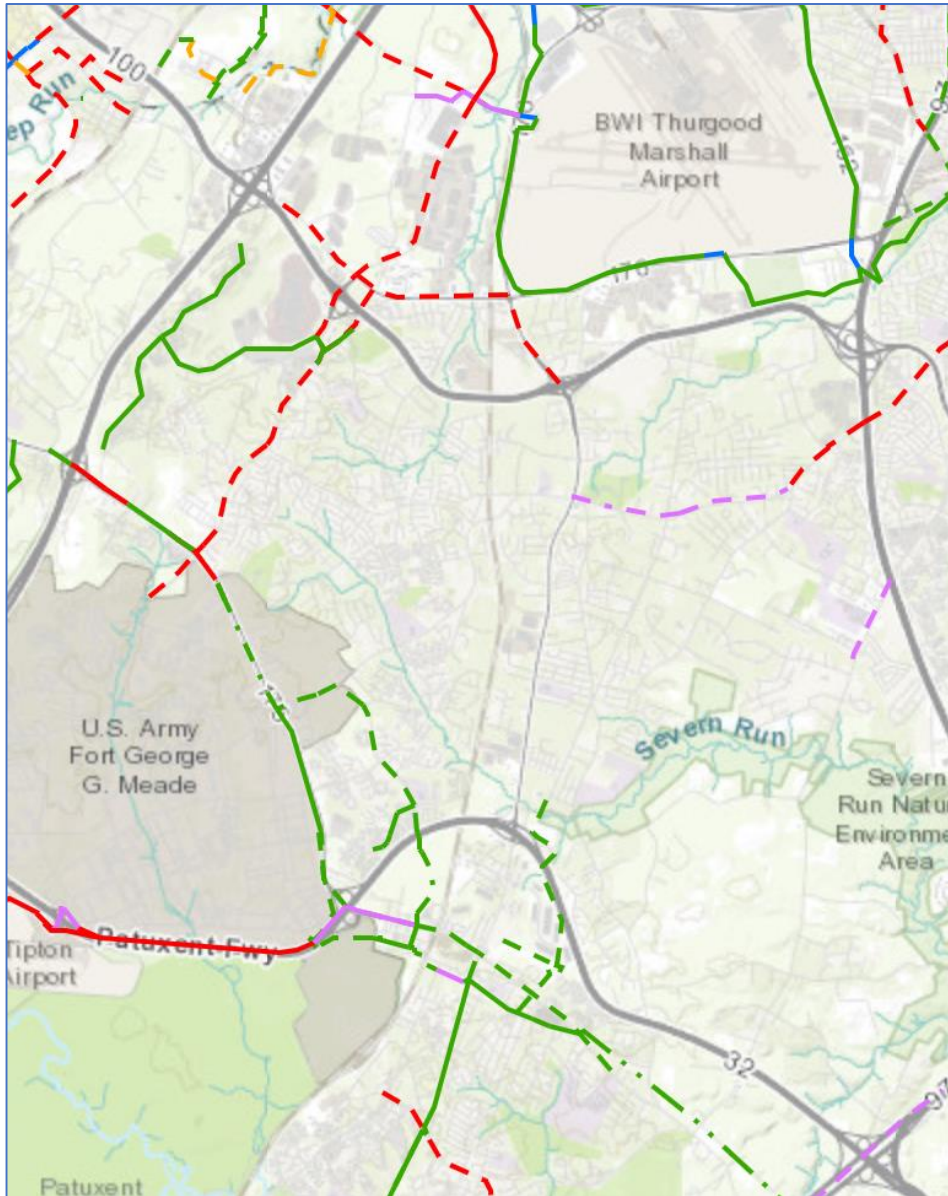
Rt 2 south of Rt 50 is a Designated Signed Route



It is nearly a controlled access highway with high speed, on/off ramps, no shoulders and no bike lanes



Why would this be included on a bike map?
Why should it be a “Designated Bike Route”?



Ft. Meade area shows some planned routes but a major gap between Odenton and BWI

We envision a connected trail network with a hub and spokes providing safe biking and walking to work, school, recreation transit and other destinations plus connectivity to neighboring counties and their trail networks. Community trails would connect to it.



Anne Arundel Trail Network

Existing Trail

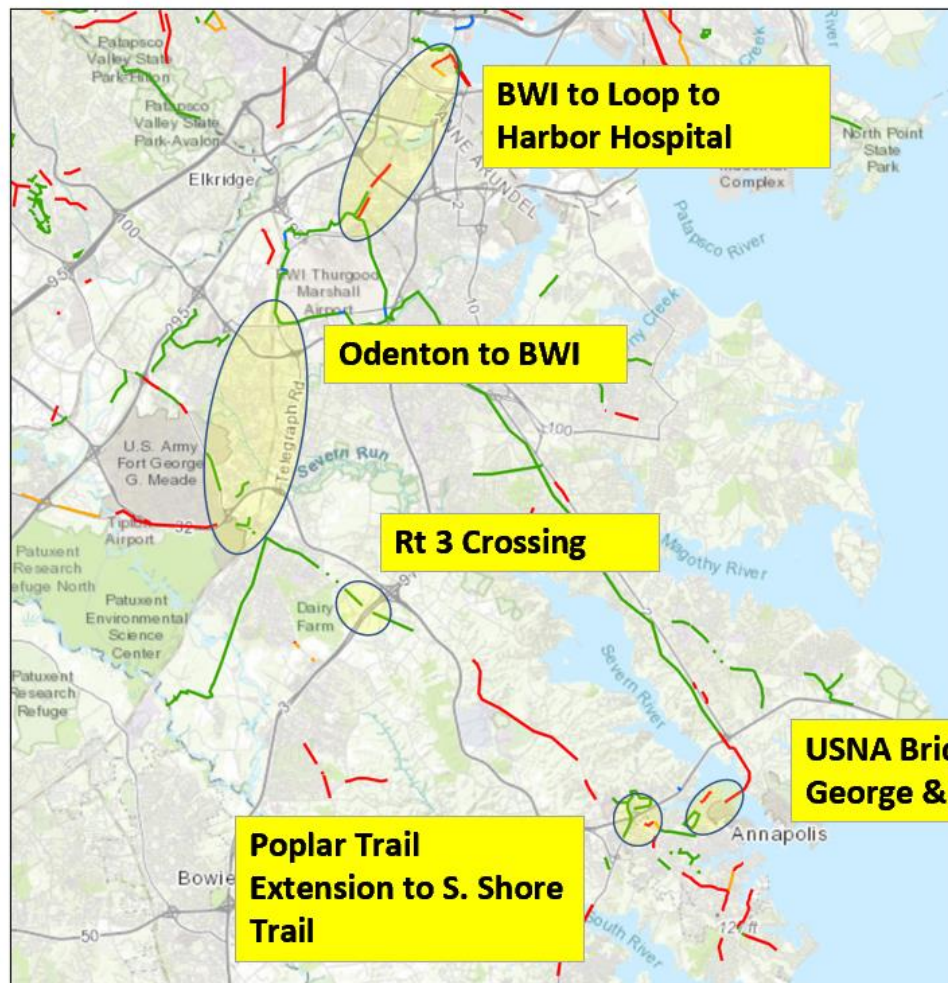
Existing Bike Lane

Planned Trail

Gap Area

Trail Studies in Gap Areas

Odenton/BWI area is a priority and has a Bikeways-funded grant to study a trail route connection. There are other study areas as well.



Summary

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