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**Appendix C**  
**Healthy Communities - Existing Plan Summaries**

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## INTRODUCTION

This appendix contains summaries of elements related to healthy communities that are including in existing local, regional, and statewide plans. The plans were reviewed for relevant goals, policies, and illustrative projects or strategies related to how the built environment impacts healthy communities.

## STATEWIDE MARYLAND PLANNING DOCUMENTS

### 2040 Maryland - Bicycle and Pedestrian Plan 2019 Update<sup>1</sup>

This plan reviews existing conditions, lays out goals, objectives, and strategies, and highlights key initiatives regarding bicycling and pedestrian connectivity in the state of Maryland.

- Goals Related to Healthy Communities:
  - Develop new initiatives to support walking and biking for non-work trips
  - Support for the integration of health into local community development and revitalization strategies
    - Continue coordination with Maryland Department of health through Walk Plans and Walk Maryland Initiatives
  - Develop data and metrics to help quantify the health benefits of active transportation
  - Develop guidance and demonstration projects to support the expansion and maintenance of sidewalks and shared-use paths
- Illustrative Project:
  - incenTrip App
    - The incenTrip computer application uses personalized incentives to encourage walking and biking for short trips in the Baltimore and Washington, DC metro regions. Created by software developers at the University of Maryland, with MDOT data, the app considers individual preferences and real-time multimodal transportation network conditions to inform travel decisions.
    - It includes active-mode travel options, such as biking, walking, and bikeshare, and it integrates these with transit networks and schedule timetables to create viable door-to-door mobility solutions.

### BALTIMORE REGION MARYLAND COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN<sup>2</sup>

This plan is designed to serve as a blueprint for future discussions and efforts in the region to improve mobility, especially for older adults, people with disabilities, veterans, people with lower incomes and young people with limited access to transportation.

- Goals Related to Healthy Communities:
  - Expand availability of demand-response and specialized transportation services to provide additional trips to targeted populations.
  - Provide flexible transportation options and more specialized and one-to-one transportation services through expanded use of volunteers.

<sup>1</sup> <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PagelId=139>

<sup>2</sup> <https://www.taminc.org/assets/docs/baltimore-region-coordinated-transportation-plan.pdf>

## ANNE ARUNDEL COUNTY

### MOVE ANNE ARUNDEL!<sup>3</sup>

Move Anne Arundel is a comprehensive framework for transportation policies, strategies, and implementation projects, and serves as the basis for the transportation element of the next General Development Plan.

- Goals Related to Healthy Communities:
  - Make communities more walkable through safe routes to school programs, new public facilities oriented to maximize pedestrian access, and making town centers to focal point in investments to close sidewalk gaps
  - Create a low-stress bicycle network through shared use path and bridge crossing plans

### PLAN2040 ANNE ARUNDEL COUNTY<sup>4</sup>

This is the General Development Plan for Anne Arundel County. It sets the policy framework to protect the natural environment, shape development of the built environment, provide public services to promote healthy communities, and support a diverse, resilient economy.

- Goals Related to Healthy Communities:
  - Enhance transportation options for older adults and individuals with disabilities. Continue to coordinate with the Office of Transportation for the expansion of demand response, paratransit, medical and senior center transportation options, and expansion of ADA compliant pedestrian facilities.
    - Performance measure: Track number of mobility programs & number of rides provided
  - Support a built environment that encourages walking, biking, and public transportation use to access healthy food, health care services, social services, and employment opportunities where transportation is one of the main barriers to residents accessing health care services and ensuring that there is an increase in timely access to areas of the County where there remains a shortage of appropriate health care services.
  - Recreation and parks facilities should be accessible to all residents and provide a variety of recreational opportunities.
    - Complete a comprehensive Americans with Disabilities Act (ADA) self-assessment of County Parks to identify all ADA noncompliant areas within all parks and facilities (including but not limited to trails, buildings, and site amenities).
    - Develop a comprehensive Countywide Trails Plan that analyzes where there are deficiencies in the current existing and planned network with the intent of linking existing and future neighborhoods to community facilities and major activity centers.

<sup>3</sup> <https://www.aacounty.org/departments/transportation/move-anne-arundel/>

<sup>4</sup> <https://www.aacounty.org/departments/planning-and-zoning/long-range-planning/general-development-plan/>

## BALTIMORE COUNTY

THE EASTERN PED AND BIKE ACCESS PLAN (2006) **AND** THE WESTERN PED AND BIKE ACCESS PLAN (2012)<sup>5</sup>

These plans describe the need for pedestrian and bicycle improvements for health and other benefits and outline relevant planned projects and metrics for measuring the level of multimodal improvement they provide.

- **Goals Related to Healthy Communities:**
  - Create partnerships with other groups to promote safe walking and biking, such as the Baltimore County Police Department, Baltimore County Department of Recreation and Parks, Baltimore County Safety Council, Maryland Highway Safety Office, League of American Bicyclists, Baltimore Bicycling Club, Dundalk Bicycling Club, insurance companies, and health groups such as the National Brain Injury Association.
  - Expand the safety curriculum in public and private schools and hold community events such as bicycle roundups for kids, Bike to Work Day, and Walk a Child to School Week.
  - Work with campuses and business organizations so that they can support sustainable transportation by providing walking and bicycling encouragement programs to their staff and students.
  - Provide an information system for college students (and faculty and staff) on sustainable transportation options, with material available in the college library, student union, student bookstores, and other key facilities on campuses. (E.g., the Portland State University Library, University of Washington Student Bookstore have extensive kiosks with local transit information.)
- **Illustrative Project:**
  - The Maryland State Highway Administration (SHA) has developed a Pedestrian and Bicycle Safety Education Program for elementary school-aged children. In Baltimore County, the training is sponsored by the Baltimore County Police Department. The program supports various curriculum and teaches skills that are essential to developing a basic understanding of pedestrian and bicycle safety.

## MASTER PLAN 2020 BALTIMORE COUNTY<sup>6</sup>

The purpose of this plan is to guide the coordinated, adjusted, and harmonious development of Baltimore County. The plan outlines key plans and policies for each area in Baltimore County. Many of these area plans include actions that will encourage walkable design.

- **Goals Related to Healthy Communities:**
  - Incorporate rural pedestrian standards into the Baltimore County Comprehensive Manual of Development Policies.
  - Establish priorities for the use of capital funds for pedestrian and bicycle facility improvements.
  - Review all development plans, including plans for State and County capital projects, with respect to the need for pedestrian and bicycle improvements.

<sup>5</sup> <https://www.baltimorecountymd.gov/departments/publicworks/traffic/pedestrianbicycle/planning.html>

<sup>6</sup> <https://www.baltimorecountymd.gov/departments/planning/masterplanning/masterplan2020download.html>

## HARFORD COUNTY

### BICYCLE AND PEDESTRIAN MASTER PLAN HARFORD COUNTY 2013<sup>7</sup>

This plan focuses on increasing pedestrian and bicycle activity throughout the County by providing improvements that offer desirable levels of accessibility, mobility, convenience, and safety. By supporting walking and bicycling for utilitarian, recreational, and commuting purposes Harford County residents will experience the environmental, economic, health, and social benefits that come from increased bicycle and pedestrian activity.

- Policies Related to Healthy Communities:
  - Ensure that features and amenities that support bicycle and pedestrian activity are provided in a manner that sustains door-to-door travel.
  - Assist bicyclists and pedestrians by offering signage and maps that clearly identify directions, destinations, and services while also promoting awareness of bicycle and pedestrian activity.
  - Promote education and awareness about the value of bicycle and pedestrian travel and encourage safe bicycle, pedestrian, and motor vehicle interaction.

### Harford Next (Harford County Master Plan 2016)<sup>8</sup>

This plan unites the County's element plans into one streamlined document and introduces a thematic approach to organize policies and implementation strategies. At the core of the plan are policies promoting safe, harmonious, and livable communities. The plan provides strategies to create opportunities for small businesses and initiatives to attract large national corporations with diverse workforce needs.

- Goals Related to Healthy Communities:
  - Improve safety for bicyclists and pedestrians
    - Evaluate the installation of chokers, refuge islands, and raised crosswalks to reduce traffic speeds and improve safety where appropriate. Commercial developments with shared access points unifies properties and provides smoother connections by reducing the number of conflicting turning movements which is safer for drivers, pedestrians, and bicyclists.
    - Provide pedestrian access and intersection improvements near transit stops.
    - Provide connections from transit to job centers by way of bicycle and pedestrian accommodations.
    - Conduct bicycle and walkability safety audits as prescribed in the Bicycle and Pedestrian Master Plan.
    - Evaluate the Neighborhood Traffic Management Program (NTMP) and revise to incorporate elements that improve safety.
    - Incorporate "Road Diets" to achieve systemic improvements by reducing the number of travel lanes and/or width of roadways.
  - Add multiple miles of shared use paths adjacent to high volume roads.
  - Develop a pilot program establishing temporary car-free zones and bicycle boulevards.

<sup>7</sup> <https://www.harfordcountymd.gov/2781/Bicycle-and-Pedestrian-Master-Plan>

<sup>8</sup> <https://hcggis.harfordcountymd.gov/Planning/NEXT/>

- Locate health services to afford the maximum level of access to all residents.
  - Develop a program to assess the service needs of vulnerable or underserved populations in the County and measure resident’s access to appropriate, safe, and effective care, including clinical preventive services.
  - Work to decrease disparities and measure access to care for diverse populations, including racial and ethnic minorities and older adults.
- Develop a system of trails and pathways to connect people to common destinations such as libraries, schools, parks, and commercial centers.
  - Set a walkability standard of ¼ mile for residents’ access to recreational facilities within the development envelope.
  - Ensure that pedestrian routes and sidewalks are integrated into continuous networks.
  - Encourage property owners to maintain trails and sidewalks, especially during the winter months.
  - Initiate a trail sponsorship program whereby individuals and business can support the upkeep and maintenance of the trail.
  - Regularly review and update the Bicycle and Pedestrian Master Plan to set priorities and reflect new opportunities for connections.
- Establish communities that facilitate walking as part of a regular daily routine.
  - Identify opportunities to acquire properties within the Development Envelope for recreational uses that can help achieve the established walkability standard.
  - Establish design guidelines that support complete streets and universal design principles.
  - Use traffic calming techniques to improve safety and access.
  - Require new development to meet level of service standards for pedestrians and cyclists in addition to those established for cars.
  - Expand the Safe Routes to School program so that students across the County can safely walk and bike to and from school.

## HOWARD COUNTY

### COMPLETE STREETS CORRIDOR STUDIES (HOWARD COUNTY)<sup>9</sup>

Howard County has adopted a Complete Streets Policy and is developing a Complete Streets Design Manual to be completed by October 2021. These initiatives were recommended in both the Howard County General Plan (PlanHoward) and the Howard County Bicycle Master Plan (BikeHoward), and were required by the adoption of Council Resolution 35-2016.

- Illustrative Project:
  - Transportation Improvement Prioritization System (TIPS): Under TIPS, candidate transportation improvements will be scored using four primary categories: (1) multimodal safety and access, (2) equity, (3) crash history, and (4) system preservation/maintenance.
  - The sidewalk expansion policy, established through Executive Order 2020-16 on October 6, 2020, provides the procedure for communication with adjacent property owners regarding new sidewalk segments on public property along County roads. Advance notification is provided to adjacent property owners in four cases: (1) the sidewalk is in the Pedestrian Master Plan, (2) the sidewalk is within walking distance of a public school, (3) the sidewalk is an extension requested by the County as part of a development project, or (4) the sidewalk has been identified by the Office of Transportation as required for safe access to a transit stop, commercial or institutional use, use, park, sidewalk, pathway, or other public facility.

### WALKHOWARD<sup>10</sup>

The WalkHoward plan was adopted by the Howard County Council in February 2020 through Resolution 14-2020. The WalkHoward plan is an update of the 2007 Pedestrian Master Plan. The new Pedestrian Plan, WalkHoward: Moving Forward, continues efforts to improve walkability in Howard County. Our community is happier, healthier, safer, and more efficient when we have a system of sidewalks, pathways, bus stops and roadway crossings that make it easy to get around on two feet and in a wheelchair.

- Goals Related to Healthy Communities:
  - County design documents should encourage walking by prioritizing human-scale pedestrian environments with elements such as trees, street furniture, and pedestrian-scale lighting.
  - The County should centralize all ADA transition (upgrading of County facilities to meet ADA standards) responsibility under one department within the County government, and empower that department to provide actionable input on Countywide plans, subdivision applications, construction drawings, and any other document that could impact accessibility. A comprehensive ADA transition plan does not exist.
  - The County should provide or coordinate training opportunities for staff, stakeholders and/or developers on:
    - Pedestrian or complete streets design practices

<sup>9</sup> <https://www.howardcountymd.gov/transportation/complete-streets-implementation>

<sup>10</sup> <https://walkhoward.org/>

- Howard County design standards
- ADA guidelines
- A clear sidewalk policy would include a process for sidewalk installation and maintenance requests—who has responsibility, including that for bearing the cost—and for clarifying, simplifying, consolidating, and streamlining requirements included in various documents.

#### BIKEHOWARD<sup>11</sup>

BikeHoward is the Howard County Bicycle Master Plan. The primary purpose of BikeHoward is to provide a framework to guide the county’s future actions to improve conditions for bicyclists and promote bicycling as a safe and convenient travel option.

- Goals Related to Healthy Communities
  - Create a Safe and Seamless Network: For bicycling to grow, cyclists must have a safe, intuitive, easy, and seamless network of bikeways that connects them to where they want to go: schools, shops, parks and work, with facilities that will serve cyclists of all skill and comfort levels.
  - Increase Participation and Safety through bicycle educational programs for school-aged children and youth, and awareness campaigns for motor vehicle users, to make bicycling normal, popular, and accepted transportation option.
  - Update County Policies to ensure that that the County’s infrastructure and land development policies fully accommodate and encourage bicycling.
  - Coordinate with Maryland state legislators and agency officials to accommodate bicycle travel through:
    - state highways and public transit services
    - regulation of utility rights-of-way
    - administration of storm water treatment and water quality regulations
  - Promote Active Living by including bicycling as an active component of a livable community that is physically healthy, economically sound, and environmentally sustainable.

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<sup>11</sup> <https://bikehoward.com/>



## CITY OF BALTIMORE

### 2015 Bike Master Plan City of Baltimore<sup>12</sup>

This plan establishes the vision, reviews progress made since the 2006 Bike Master Plan, specifies goals and objectives, and provides recommendations to make Baltimore more bicycle-friendly in the next 15 years.

- Goals Related to Healthy Communities
  - Incorporate bicycle infrastructure and amenities in Transit Oriented Development projects. BOD can be placed in areas that are not linked with transit, however, combining bicycle-oriented development with transit-oriented development (TOD) is a practical and efficient means to increase multi-modal connectivity.
  - Adopt the Transform Baltimore revised zoning code with specific bicycle related components required in development and redevelopment projects.
  - Monitor bicycle usage and trends, and adapt zoning codes and ordinances appropriately to meet the needs of a growing bicycle community.
  - Create an equitable bike share system that is accessible to low-income residents
- Illustrative Project
  - The Mayor’s Bicycle Advisory Committee (MBAC) serves City administrators by providing input on policies, coordinating outreach efforts, and serving as a liaison to the community. Much of the policy development work facilitated through MBAC helps to ensure public support and coordination in the development of laws and aligning law enforcement. The MBAC efforts are on-going, much like continued efforts in education and outreach to promote safe and healthy riding practices.

### Comprehensive Master Plan City of Baltimore 2012<sup>13</sup>

This plan is the first new comprehensive plan for Baltimore in over 30 years. It centers around four key topics in the City: live, earn, play, learn.

- Goals Related to Healthy Communities:
  - Create a Comprehensive Transportation Plan to Improve Mobility, Accessibility and Choice
  - Create a regional authority to manage public transit and paratransit services throughout the metropolitan area

### Baltimore Complete Streets Manual<sup>14</sup>

This manual created in March 2021, is a document for municipal staff, design professionals, private developers, community groups, and others to reference when planning infrastructure projects in Baltimore. The design standards in this Manual consider the unique needs of each community and street and apply opportunities for improvements in an equitable manner.

- Guiding Principles Related to Healthy Communities

<sup>12</sup> <https://transportation.baltimorecity.gov/bicycle-plan>

<sup>13</sup> <http://planning.baltimorecity.gov/sites/default/files/LEPL11.21.06Small.pdf>

<sup>14</sup> <https://transportation.baltimorecity.gov/completestreets>

- **Be Accessible by Everyone:** Baltimore streets will be accessible by all modes, for people of all ages and abilities.
- **Improve Mobility:** Baltimore streets will efficiently and reliably move people and goods to, from and around the City.
- **Ensure Equity:** Baltimore streets will reflect equitable opportunities for travel regardless of race, income, age, disability, health, English language, proficiency, and vehicular access.
- **Reflect Baltimore’s Unique Communities:** Baltimore streets will exhibit neighborhood values, be sustainable, promote economic vitality, and encourage healthy lifestyles through active transportation.
- **Be Sustainable:** Baltimore street design methods will align with the City’s broader goals of urban sustainability and protecting the environment. Complete Streets designers will utilize best practices in stormwater management, tree placement, streetlighting, public open space, curbspace use, and noise mitigation to minimize the impacts of travel on the environment.
- Performance Measures related to healthy communities
  - Amount of infrastructure for walking, biking, public transit, public, or green space added, and overall amount
  - Reported on an overall scale, and with an equity lens focusing on persons of color, vehicle access, and income levels
- Illustrative Initiative:
  - Baltimore City has created a modal hierarchy that prioritizes modes in the following order:
    - Walking
    - Cycling, Public Transit, and Micromobility
    - Taxi, Commercial Transit, Shared Vehicles
    - Single Occupant Automobiles

## CARROLL COUNTY

### BICYCLE AND PEDESTRIAN MASTER PLAN 2019 CARROLL COUNTY<sup>15</sup>

This plan focuses on the transportation aspect of bicycle and pedestrian movement as well as recreational and tourism opportunities county-wide. The plan examines the implications of creating a county-wide trail network that produces a multimodal transportation system and how this can benefit the County economically and environmentally. The plan emphasizes the importance of designing with safety in mind, using best practices to create a network that will benefit all income levels, ages, races, and abilities.

- Goals Related to Healthy Communities:
  - Connectivity
    - Connect nearby neighborhoods to existing parks
    - Work toward senior, disabled, low-income, and minority populations having access to sidewalks, trails and paths that connect to jobs and services
    - Communicate with and educate users about trail etiquette with appropriate signage
  - Safety
    - Continue creating a County Strategic Highway Safety Plan, incorporating the strategies and recommendations in this plan and the 2016 - 2020 Maryland Strategic Highway Safety Plan. The County SHSP should include a Safety Awareness Campaign that targets driver awareness of bicyclists and pedestrians, safety education, and encourages the appropriate safety practices when biking and walking
    - Continue to work with Carroll County Emergency Communications to obtain data on bicycle and pedestrian-related crashes
    - Work with the Carroll County Health Department to expand the Safe Kids Program, targeting child safety while biking and walking
    - Utilize existing state safety resources and programs such as MHSO technical assistance, Look Alive campaign, and the Toward Zero Deaths program
    - Create public-private partnerships to provide free safety gear to families with children, fixed income households, low-income households, and seniors
    - Create public-private partnerships to provide street lights
    - Create a way to gather input from users that identifies hazards or facility repair needs (e.g., a crowdsourcing app)
    - Include safety guidelines as a part of a countywide Complete Streets policy
    - Partner with existing County, state, national, and global programs, such as Safe Kids, to promote safe walking and biking for children
    - Partner with the public school system to promote safe walking and biking to and from schools and school bus stops located within a one-mile radius, as is consistent with the Carroll County Public Schools Transportation Policy
  - Design

<sup>15</sup> <https://www.carrollcountymd.gov/government/directory/planning/transportation/bicycle-pedestrian-master-plan/>

- Utilize best practices for safe crossings of state highways to destinations frequented by cyclists and pedestrians
  - Utilize best practices for bike-ped infrastructure along high-speed roads (45+ mph)
  - Incorporate bicycle and pedestrian accommodations into the County ADA Self-Evaluation and/or ADA Transition Plan
  - Update the Design Manual for Roads and Storm Drains, and any other County transportation or road policy, to include bike-ped accommodations and ADA compliance standards; or create a separate bicycle- and pedestrian-focused design manual
  - Incorporate best practices in the development of all bicycle and pedestrian infrastructure
  - Include design guidelines as a part of a countywide Complete Streets policy
  - Utilize best practices when designing for walking and biking to and from schools and school bus stops located within a one-mile radius of middle and high schools
- Illustrative Project:
    - The Partnership for a Healthier Carroll County, Inc. (The Partnership) is a nonprofit affiliated with the Carroll County Health Department (CCHD) and Carroll Hospital. The Partnership is responsible for the Carroll County Community Health Needs Assessment (CHNA) for the purpose of assessing and gathering current statistics and qualitative feedback on the key health issues facing county residents. Following the publication of the CHNA report, The Partnership, its members, and community leaders identify priority community health needs. The priorities identified through the most recent Carroll County CHNA process are diabetes, heart health, obesity, and cancer

## QUEEN ANNE'S COUNTY

COMPREHENSIVE PLAN QUEEN ANNE'S COUNTY 2010<sup>16</sup>

This update to the 2002 Queen Anne's County Comprehensive Plan, continues to reaffirm our land use ethic to maintain the County as a quintessential rural community. The theme of this update is to preserve our connections from the past in order to create the future through sustainability. A sustainable community consists of strong, attractive, and economically thriving neighborhoods supporting all sectors of a community including our agricultural industry, residential neighborhoods, businesses, the government, and our natural environment.

- Goals Related to Healthy Communities:
  - Improve the ability of children, adults, and seniors to maintain healthy, active lives.
  - Ensure that transportation decisions, strategies and investments are coordinated with land use goals and support sustainable smart growth management strategy:
    - Design transportation infrastructure to support land use goals for compact, accessible, walkable neighborhoods.
  - Manage the roadway system safely and efficiently for all modes and users and seek to balance limited street capacity among competing uses
    - Promote safe and convenient bicycle and pedestrian access throughout the transportation system and programs.
  - Continue to provide transit services for special needs populations and other users
    - Find ways to continue service and to expand service as needs increase.
    - Continue to seek funding to support transit service.

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<sup>16</sup> <https://www.qac.org/486/2010-Comprehensive-Plan>

## CITY OF ANNAPOLIS

### ANNAPOLIS BICYCLE MASTER PLAN 2011<sup>17</sup>

- Goals Related to Healthy Communities:
  - Cross-post bicycle-related activities and programs
    - The transportation department is not the sole City agency in support of bicycling. The City's Parks and Recreation, Police and Health departments all have bicycle related programs. While bicycle transportation activities, laws and resources are included on the City's bicycling website, recreation and health related activities are not. Cross posting the efforts of other City agencies and departments will make for a more convenient experience for the web user, and will promote cooperation and joint development across City administration.
  - Linking biking to health/recreation programs
    - The City should cross-promote the Plan's goals through partnerships between the Recreation and Parks, Transportation, and Public Works Departments. This includes giving higher priorities to bicycling infrastructure that connect to trails and parks as well as opening Waterworks Park to mountain bicyclists.
  - Provide youth bicycle safety education program/bicycle rodeos
    - Continue to partner with the City police department to offer regularly scheduled bicycle rodeos at elementary schools. If possible, expand the number of events to coincide with other City-sponsored events such as the annual TRI-iT festival or the Safe Cycling event. Health fairs and safety events should be seen as opportunities to promote safe cycling clinics for children, families, and adults
    - Facilitate and Promote group rides

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<sup>17</sup> <https://www.annapolis.gov/337/Bicycle-Master-Plan-2011>