

To Whom It May Concern:

The following comments to the Anne Arundel County General Development Plan 2008 draft are respectfully submitted by the Annapolis Regional Transportation Management Association (ARTMA) – a non-profit organization which promotes transportation options and transit expansion throughout Anne Arundel County to increase mobility, reduce traffic congestion and improve air quality. The comments focus on the transportation and land use chapters. We hope you see the value in our recommendations and include them in the final plan. For additional information, please contact Heather McColl at 410-897-9340 or via email: hmccoll@artma.org. Thank you for your consideration.

1. Create a standalone Anne Arundel County Department of Transportation (similar to Montgomery, Howard and Harford Counties). The department should be comprised of essential staff and management from other Anne Arundel County Government offices with a current role in transportation planning (*i.e.*, Department of Aging) and be highly visible with key political champions.
2. Plan now for the purchase and/or preservation of space for an Annapolis region intermodal transit center where people can park their cars and connect to commuter buses, rail, local buses, bike paths, and carpools/vanpools. This center would serve as a mobility hub in the County.
3. Create a regional transit authority in cooperation with surrounding Counties/Cities (along with BMC and the BRTB) to coordinate and operate a regionally consolidated transit system to maximize efficiencies, increase mobility, and provide an interconnected transit solution.
4. Plan now for transit! We must offer people a choice to reduce congestion and increase mobility – without an alternative we are destined for virtual gridlock.
5. Tie transit to land-use – this is essential for smart growth. (TOD, cluster housing, permit commercial-on-the-corner in residential communities to reduce trips and to create transit pickup point, and more). Change land use code to minimize parking and maximize access to public transit to aid in congestion relief and mobility choice.
- 6.. Create transit dedicated impact fees for new development/redevelopment. Developers could benefit from reduced parking requirements knowing that the residents/clients will have alternative means to access the development.

7. Incorporate the many viable, and well researched (and agreed upon by State, City, MTA and County transportation experts) solutions provided in the Annapolis Regional Transportation Vision and Master Plan (ARTVAMP) as well as previous GDPs which haven't been implemented.
8. Provide reliable and efficient mass transit to/from Anne Arundel County/Washington DC/Baltimore – bus rapid transit/light rail/heavy rail. Support service during commute times as well as weekends/days/evenings.
9. Integrate transportation demand management (TDM) into land use and development policies. Require that companies/developments of a certain size (office space and/or number of employees) make regular and ongoing financial contributions to the local transit system and/or implement an active TDM program aimed at reducing single occupancy vehicle usage by a quantifiable percentage. Montgomery and Fairfax Counties have programs that can be used as templates.
10. Coordinate with the City of Annapolis and the Annapolis Comprehensive Plan.
11. Require the County to implement a transportation demand management (TDM) plan in coordination with County funded transportation management association (ARTMA). The County employee TDM program would provide incentives to carpool or ride transit and/or disincentives to driving (reduce/eliminate free parking, offer flextime and telework, provide financial/time off incentives to employees who carpool/ride transit). This would be a green solution for the County – and one that could serve as a model to the private sector and other local governments.