

West Street Transit Study Annapolis, Maryland

Presentation to the Annapolis City Council

Kittelson & Associates, Inc.

The Faux Group, Inc.

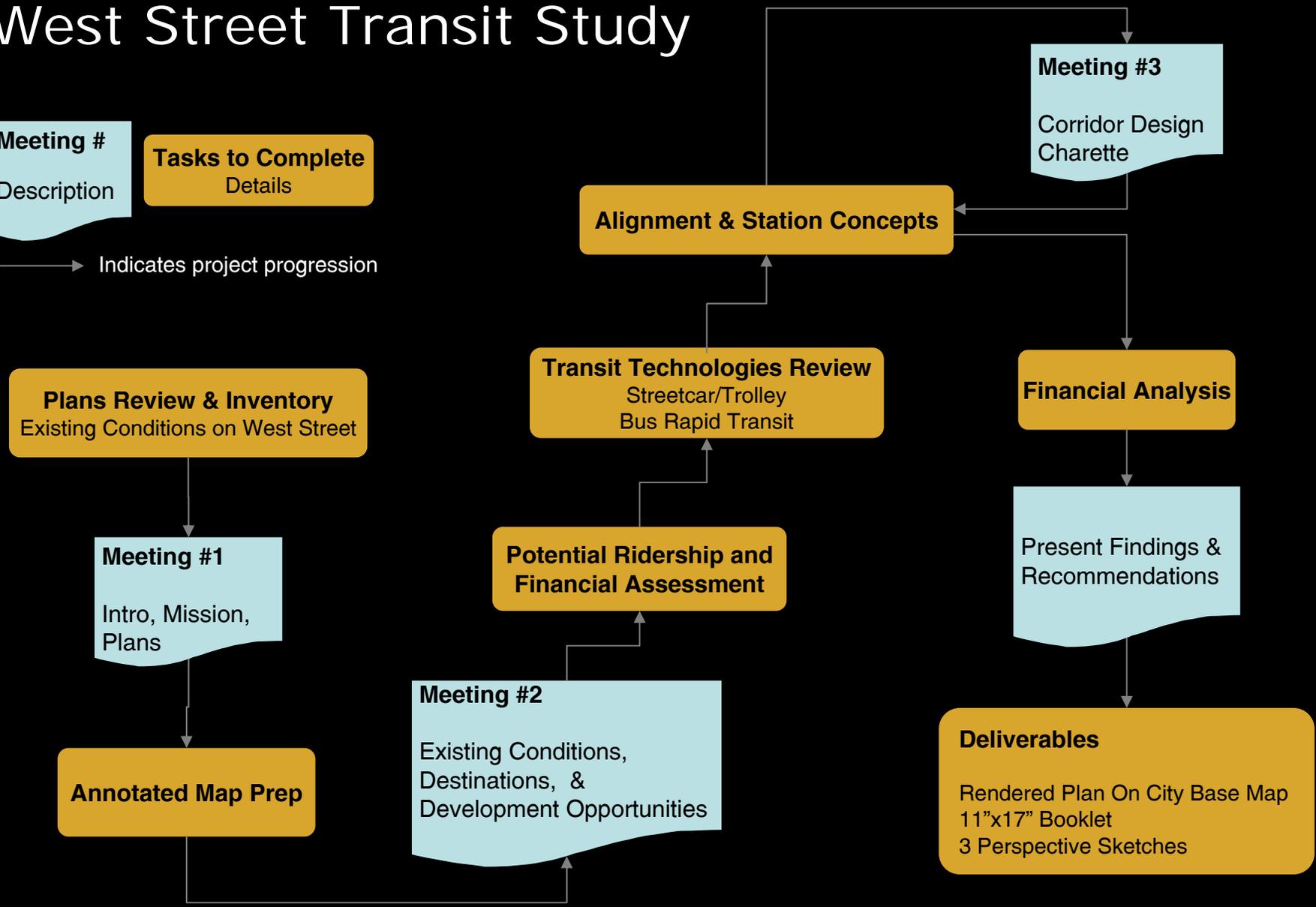
July 27, 2009



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING



West Street Transit Study

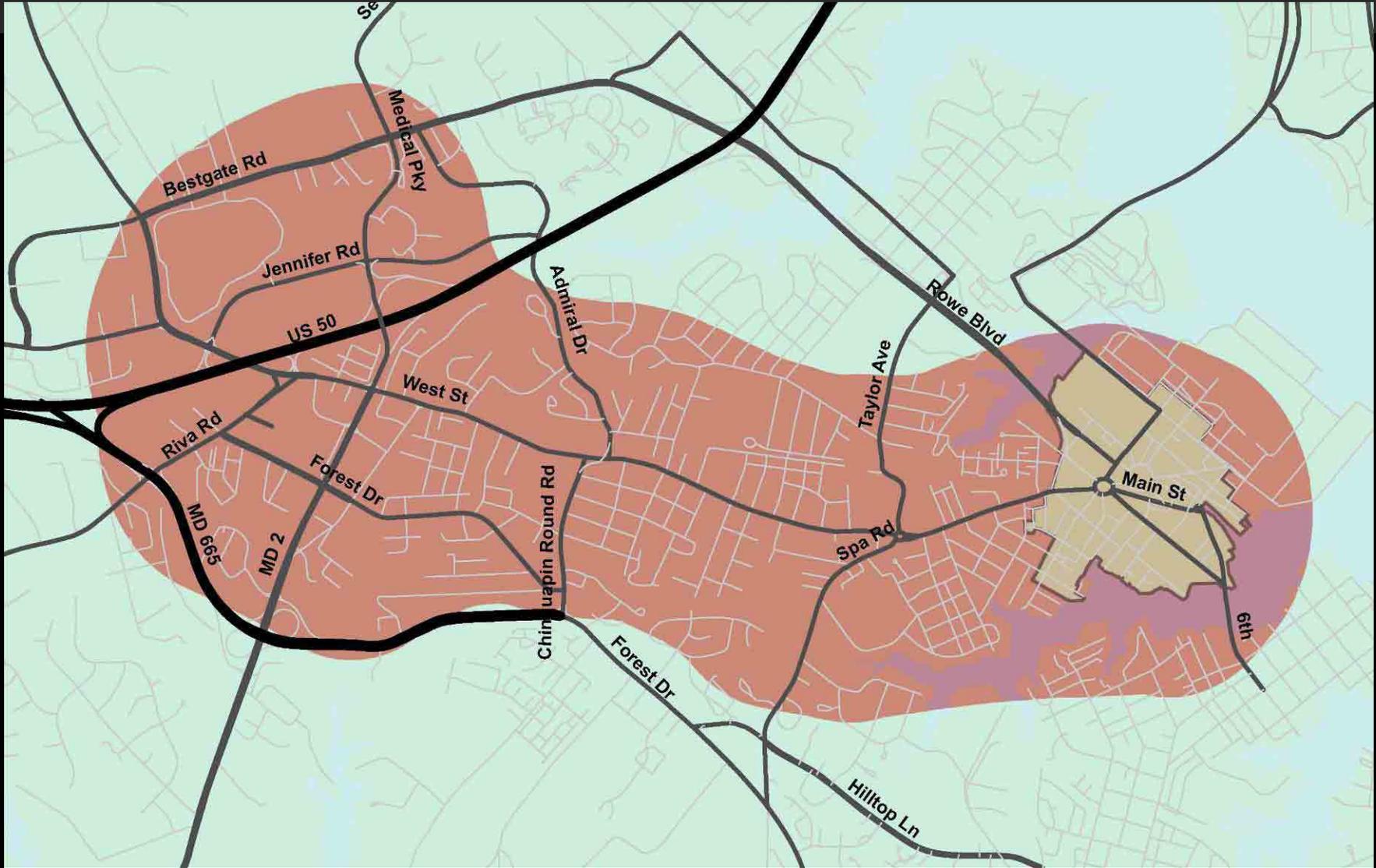


Advisory Committee Members



Name	Organization	Name	Organization
Joe Adams	Adams Automotive	Michael Miron	Annapolis Economic Affairs
John Bodkin	American Contemporary Gallery	Danielle Matland	Annapolis DOT
Joe Budge	Annapolis Resident	Kwaku Duah	Annapolis DOT
Bob Burdon	AAACCC	Jon Arason	Annapolis DPZ
Johnny Calhune	Mount Olive Church AME	Virginia Burke	Annapolis DPZ
Gray Gentil	Ward 6	Bob Agee	Public Works
John Holt	Annapolitan Bed & Breakfast	Don Lamb-Minor	The Minor Group
Classie Gillis Hoyle	Annapolis City Council	George Cardwell	Anne Arundel County
Rick Morgan	CommerceFirst Bank	Glenn Hoge	MTA
Michael Roblyer	Attorney at Law	Lenny Howard	MTA
Veronica Tovey	What's Up Annapolis	Keisha Ransome	MTA
		Louise Tinkler	MTA
		Lee Starkloff	SHA D5
		Jerry Smith	SHA Planning
		Vaughn Lewis	SHA Planning

Study Area & Major Road Network



Advisory Committee Guiding Principles

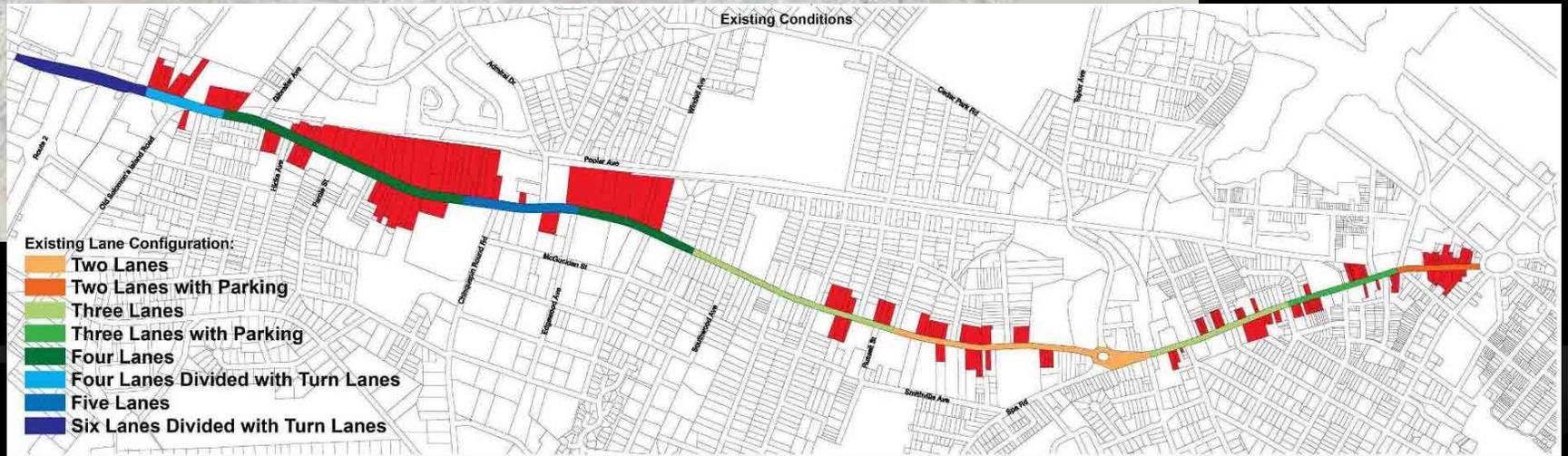
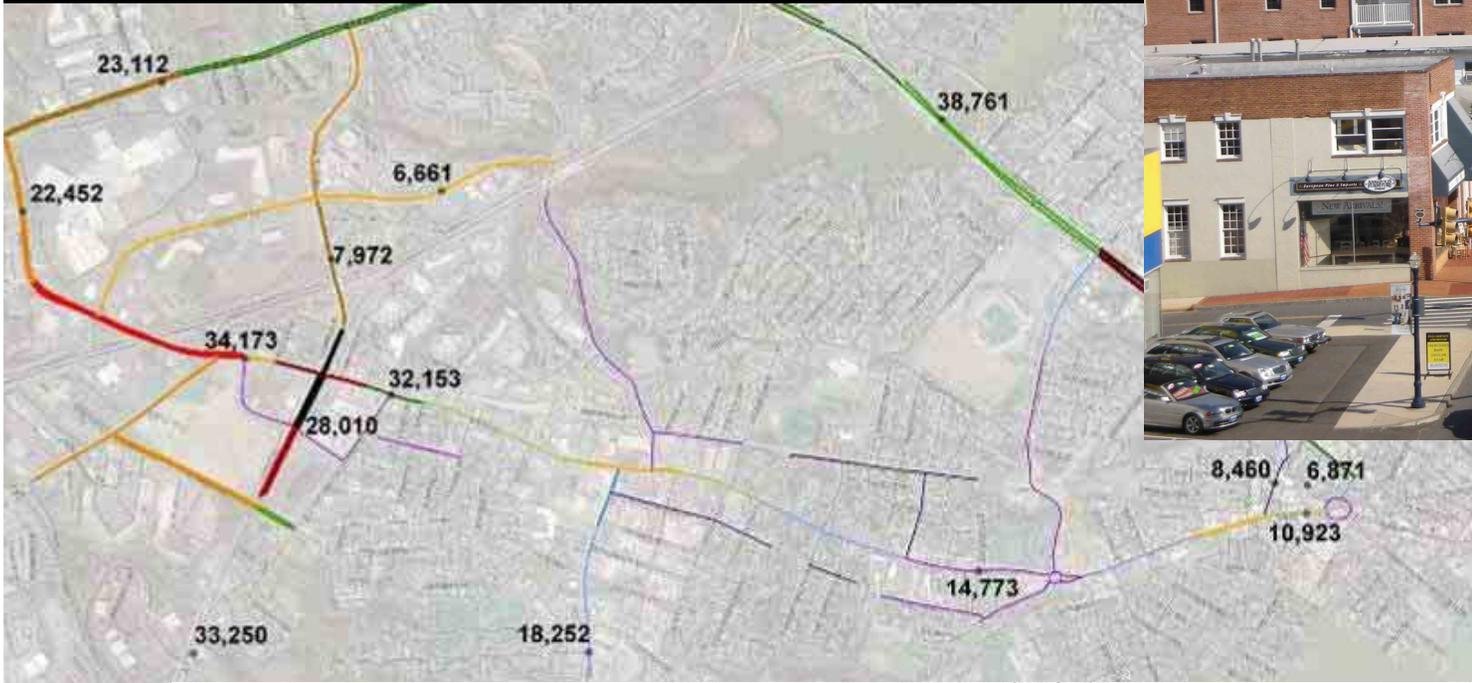
- › Serve a wide set of user groups including existing transit riders, area residents and employees, new trips internally, new development, and tourists
- › Develop a Transit System to attract riders to choose transit
- › Integrate with regional transit and plan the system to minimize transfers for riders; supplement, rather than replace, the existing downtown shuttle and remote parking system at the Navy-Marine Corps Stadium
- › Create a compact route with potential for short loops
- › Create a circulator to serve major trip generators in downtown and the Parole area at “front doors”
- › Maintain vehicular flow and access to corridor businesses
- › Create a positive visual impact for the gateway to the City
- › Plan for both interim and permanent alignments & mode, preserving the potential to enhance service to a fixed-rail streetcar, if appropriate, in the future.



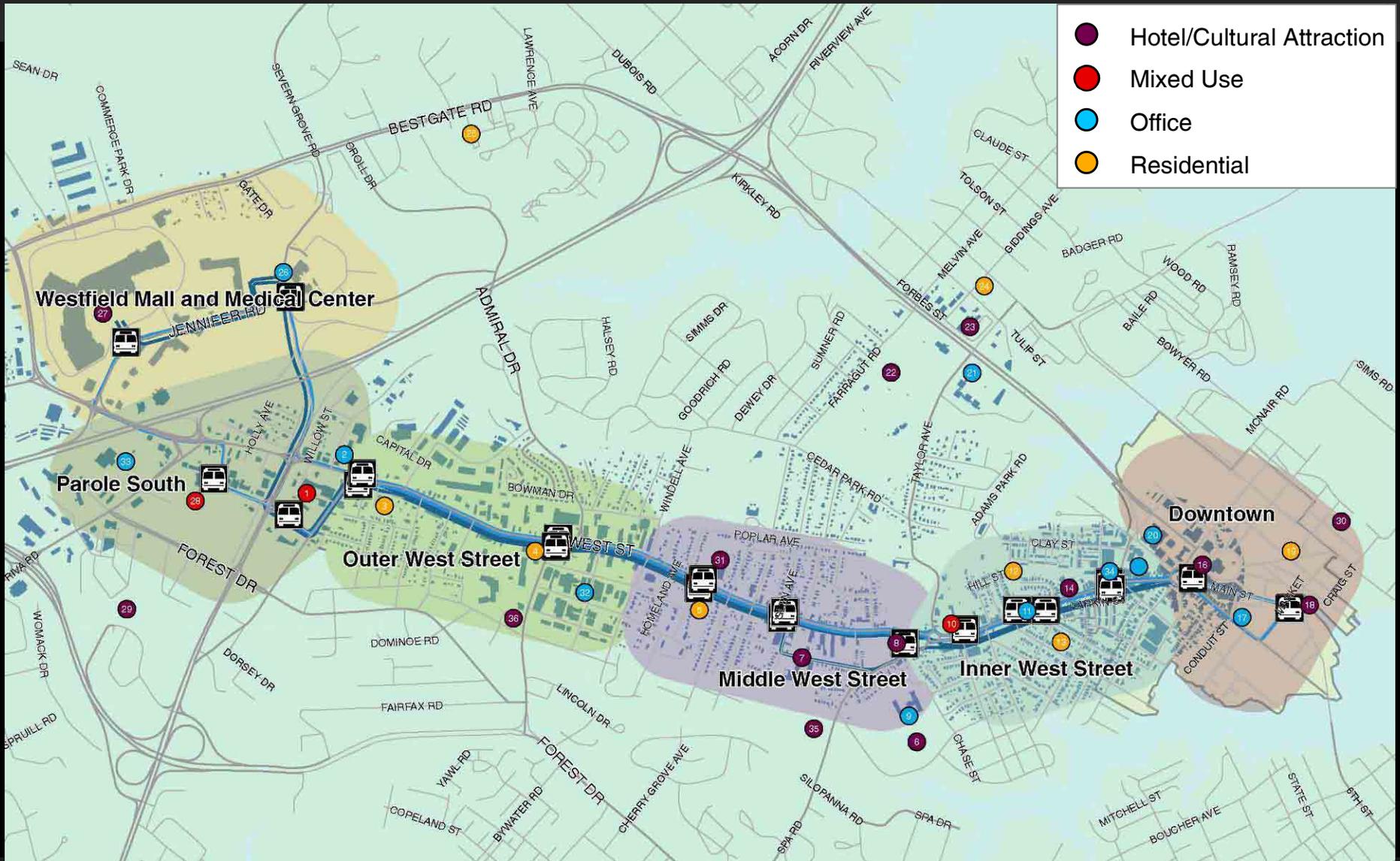
Study Area Segments



West Street Characteristics



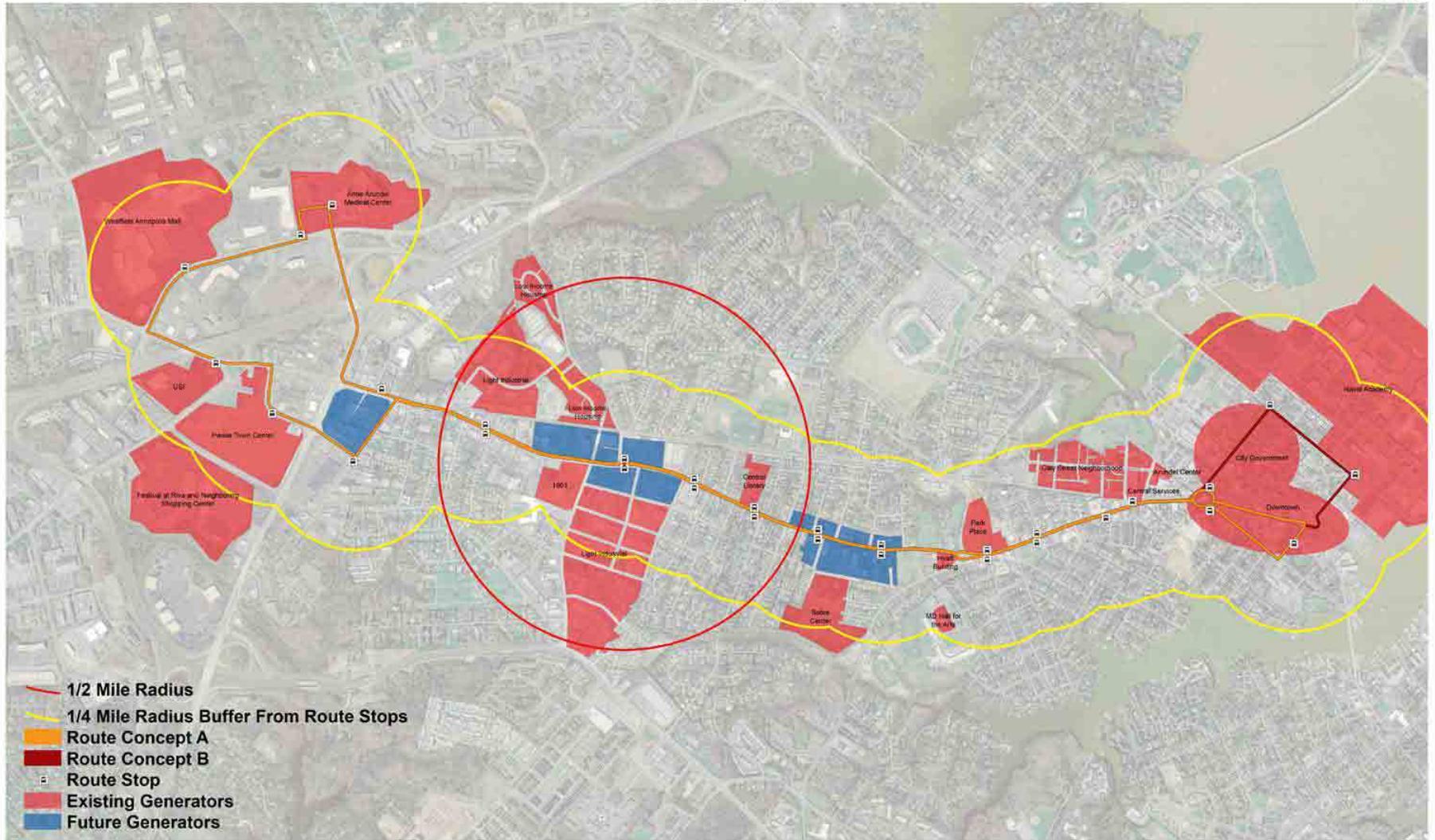
Corridor Destinations & Trip Generators



Existing & Future Ridership Generators

Route Concept A and B with Existing and Future Generators
West Street, Annapolis, MD

04.14.09



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COMMUNITY PLANNING

URBAN DESIGN

DEVELOPMENT CONSULTING

LANDSCAPE ARCHITECTURE

Emerging Destinations & Travel Market



Outer West Street

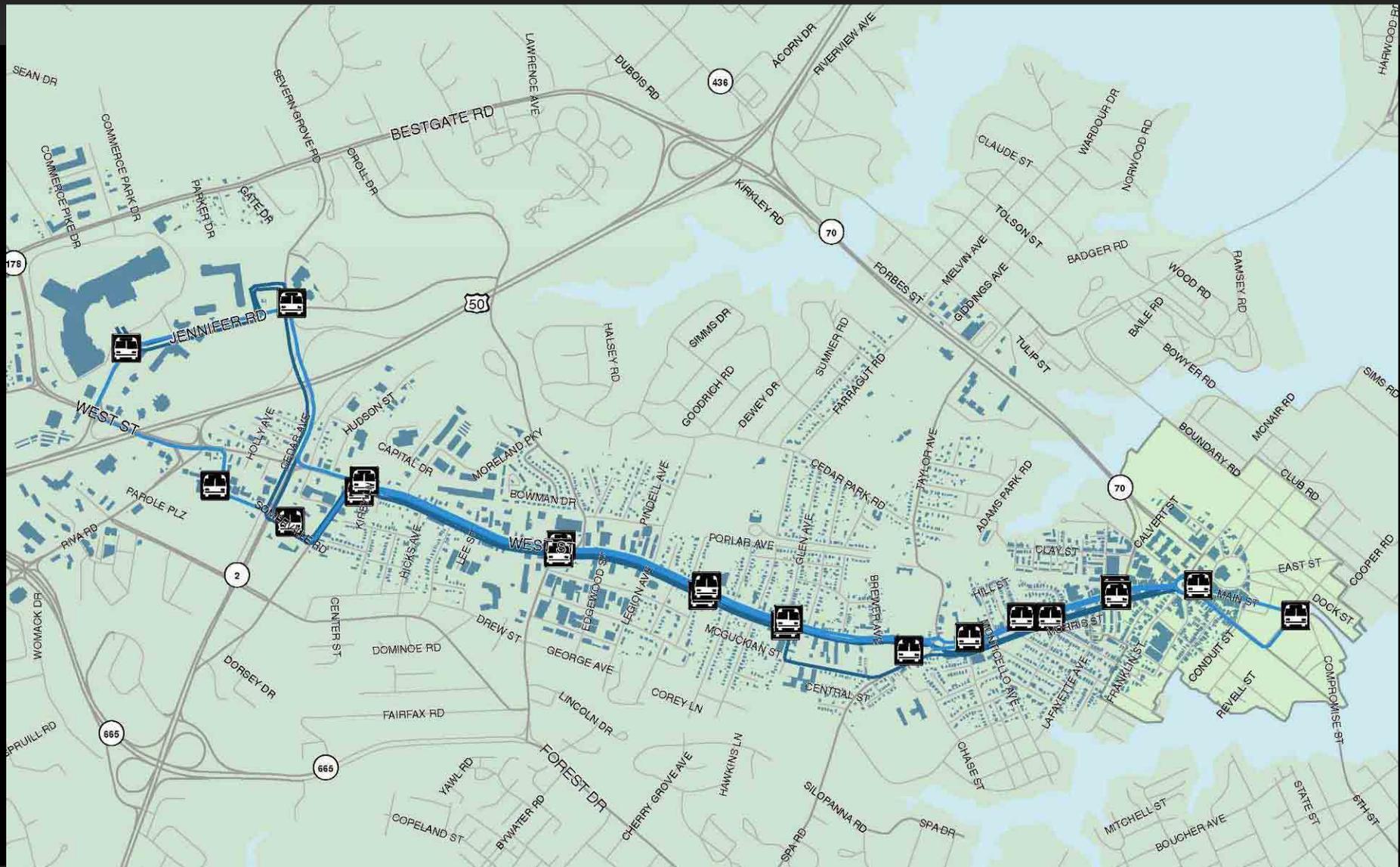
Urban Center: Up to 35 to 45 DUA
Urban Center Low: Up to 10 to 20 DUA
Urban Commercial: 3-4 story

Parole: Up to 45 units/acre

Medical Center: 3,500 employees



Route & Stop Location Concepts



Mode Options - Fixed-Rail vs. Rubber Tire



Fixed-Rail

- *Stimulate development (goal)*
- *Urban living & redevelopment (system design)*
- *Funding commitment attracts investment (financial basis)*
- *Quiet operations (neighbor friendly)*
- *Simple User Navigation (Tourist/Choice user preferred)*



Rubber Tire

- *Mobility for downtown retail (goal)*
- *Serve downtown destinations and parking (system design)*
- *Lower capital & operating costs*
- *More flexible routing (operator-friendly)*
- *Adapts to changing conditions (financial constraints)*



Mode Options - Fixed-Rail vs. Rubber Tire

- ▶ Positive aspects of Rail
 - *Tracks are highly visible*
 - *Influence development patterns*
 - *Rail attracts higher ridership*
- ▶ Challenges associated with Rail
 - *Capital cost*
 - *Right of Way/Turning radius*
 - *Traffic Operations*
 - *Maintenance facility near corridor*

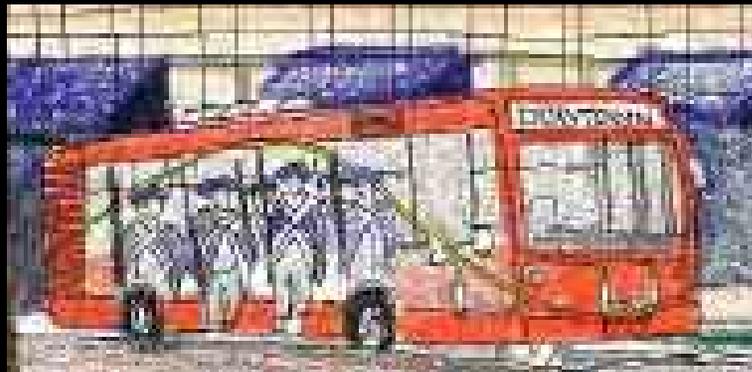


Corridor "Fit" Constraints of Fixed-Rail



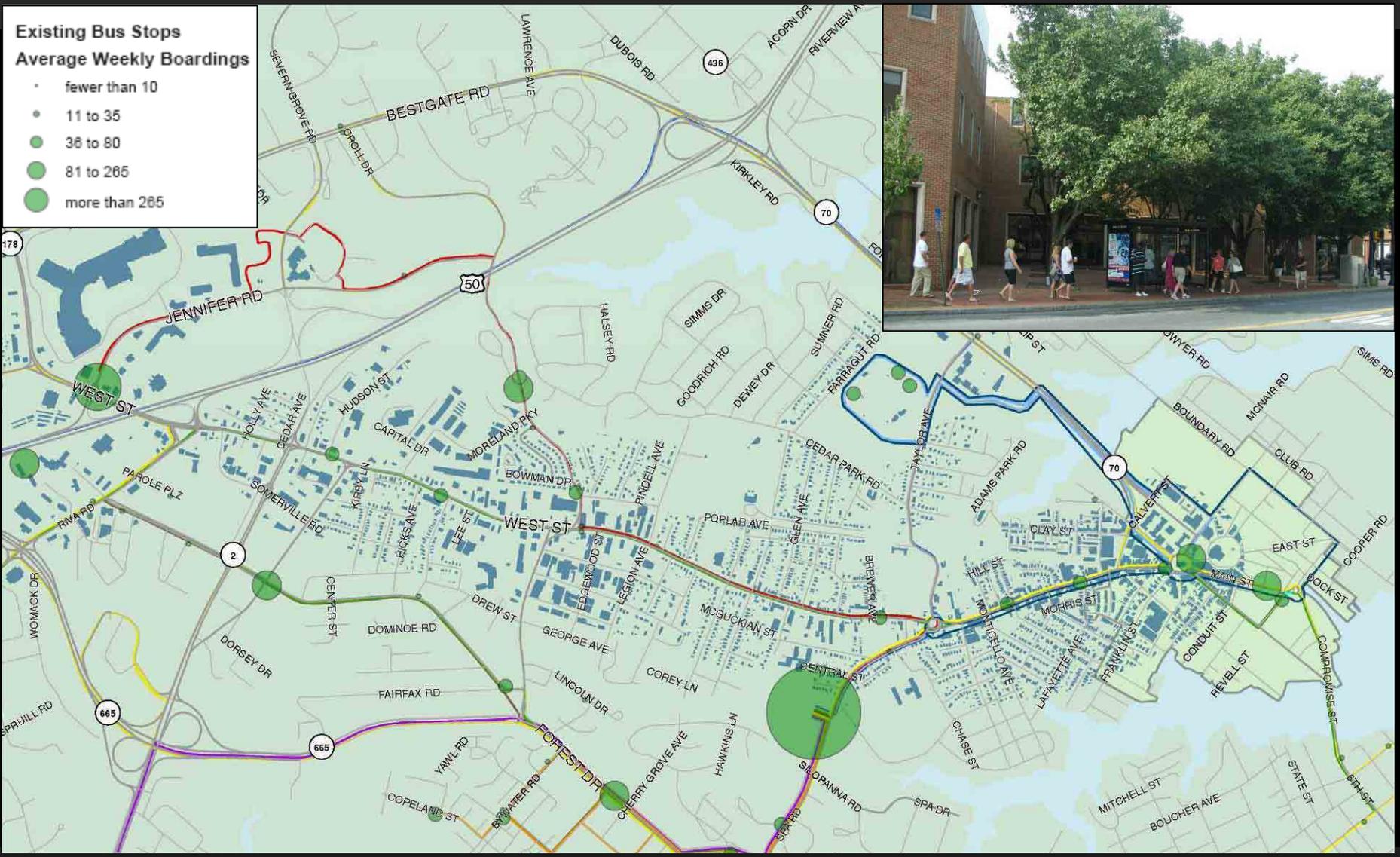
Recommendations

- › Transit Improvements
- › Land Use & Roadway Changes
- › Long-Term Mode Strategy

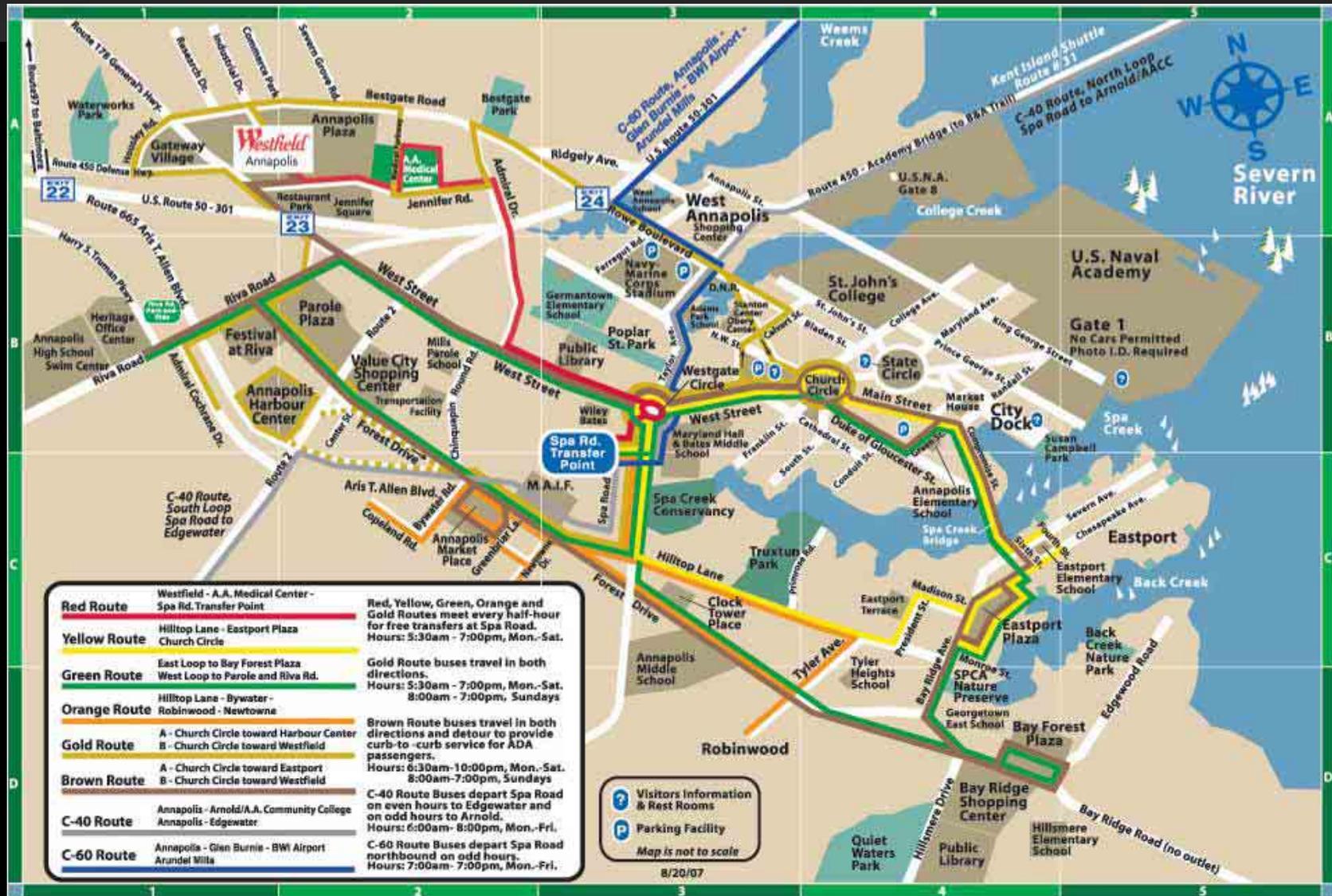


A screenshot of the Go West Street website for Annapolis, Maryland. The website features a navigation menu with links for "ABOUT WEST STREET", "FLASH TOUR", "FIRST SUNDAY FESTIVALS", "MEMBER SERVICES", "CONTACT US", and "ADVERTISING". The main content area includes a "WHAT'S HAPPENING" section with an announcement for the "Annapolis' June 7th First Sunday Arts Festival" on 05/20/09, a "FIRST SUNDAY FESTIVAL" section with a photo of a festival scene, and a "Getting Around" section with a map of the area. A sidebar on the left lists "Check Out Our Local Stores" with categories like Coffee Shops, Fashion & Beauty, Arts & Entertainment, Restaurants & Bars, Accommodations, Business Services, Professional Services, and New on West Street. A "MEMBER LOGIN" section is also visible on the right. The footer contains the text "Website developed by Nucom Consulting Inc.", "Sitemap | Privacy Policy", and "© 2009 Go West Street. All rights reserved."

Complete Evaluation of Transit System Options



Annapolis Transit Route Structure Today



Locate Parole/Outer West Street Intermodal Center



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Create a “West Street Brand” of Bus Service



Circulator Service

- *Support “Park Once”*
- *Encourage connections between destinations*
- *Target transit to residents/employees*
- *Encourage “choice riders”*
- *Provide adequately frequent service*
- *Bus priority for greater reliability*

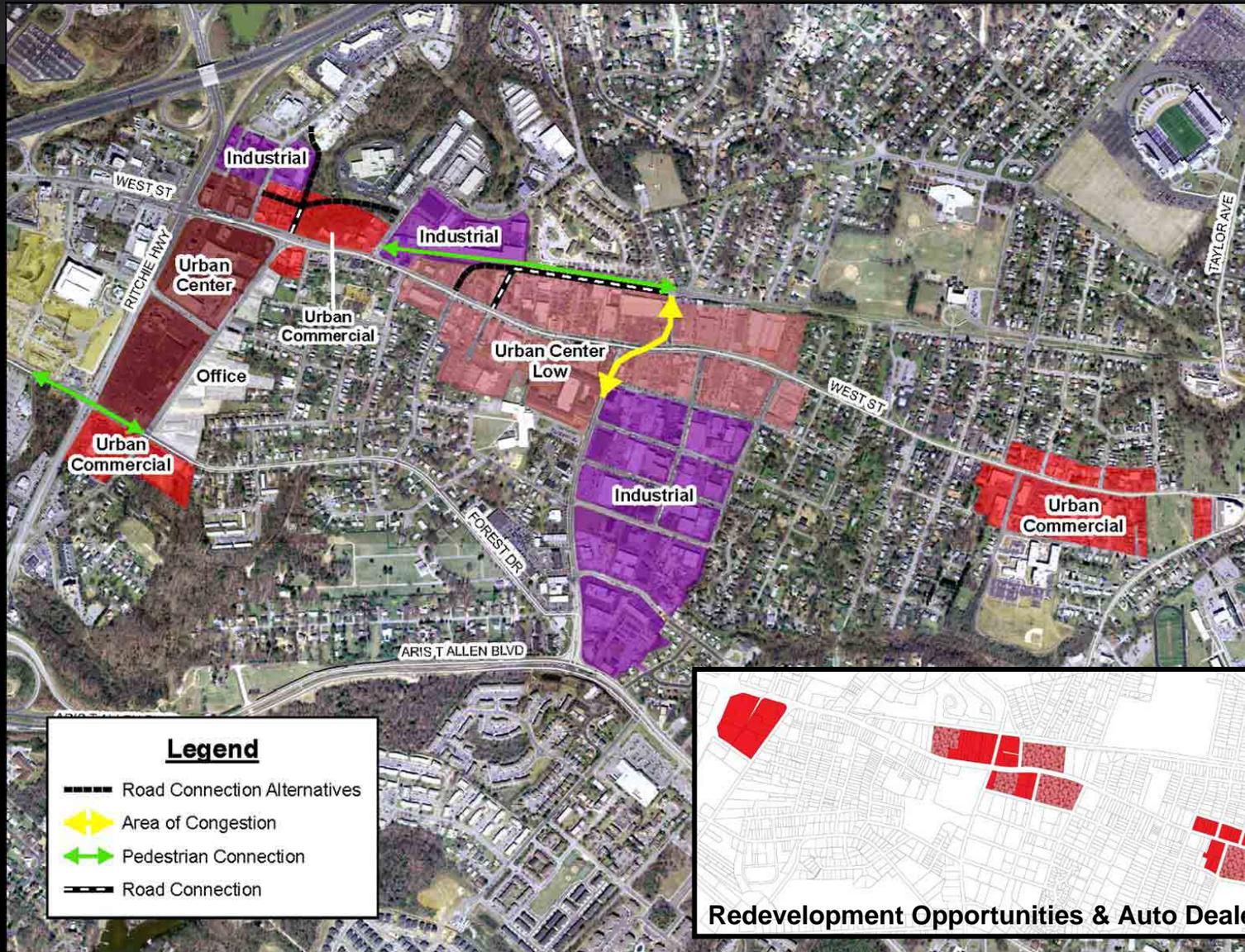


Introduce Branded Bus Service

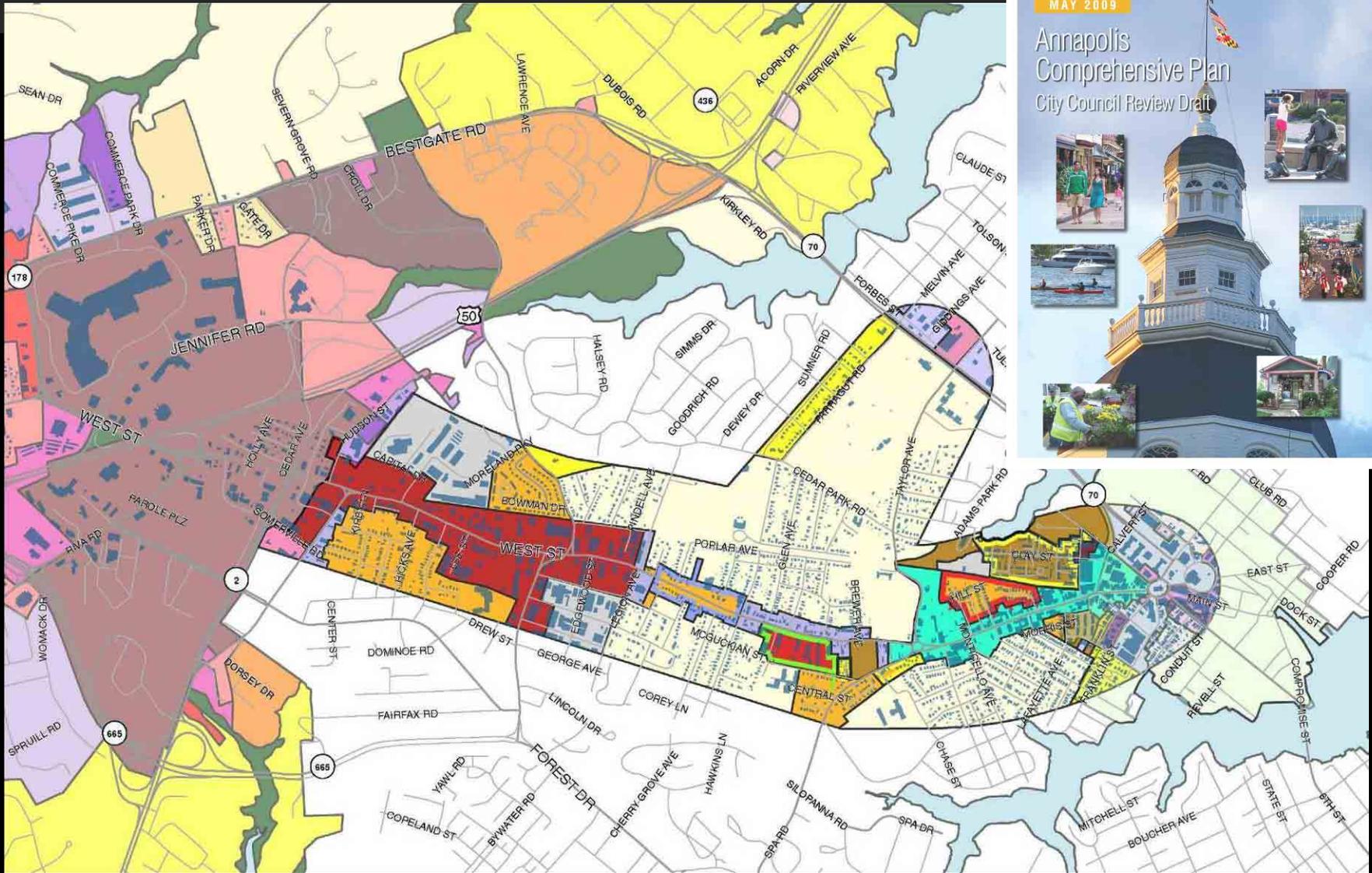


Photo courtesy of Chris Hale

Prepare Outer West Street Small Area Plan

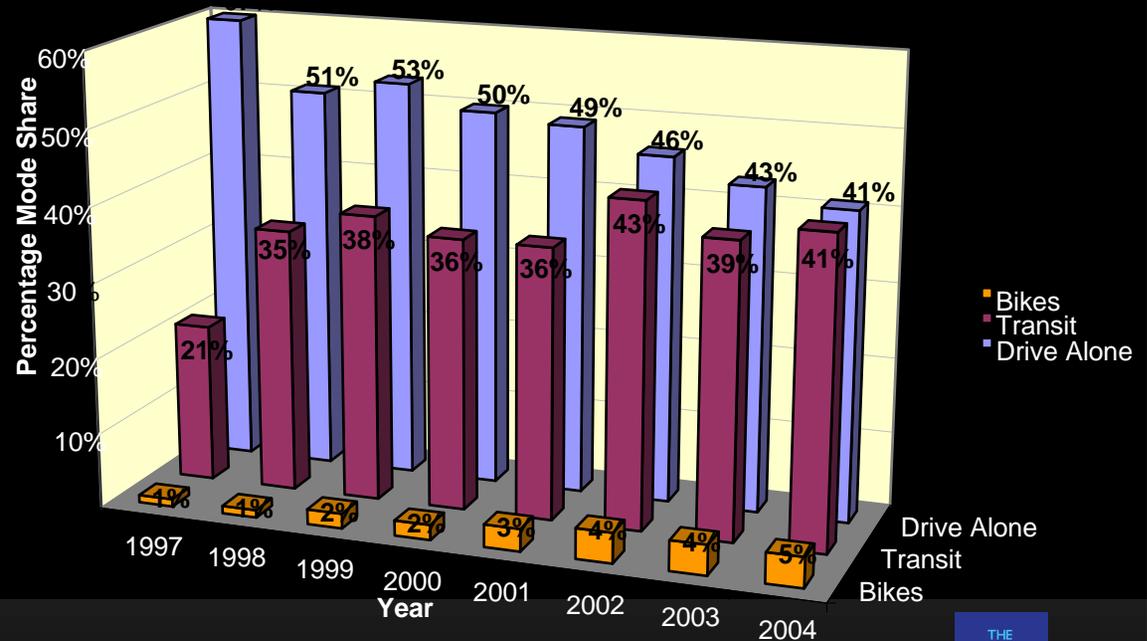


Provide Transit-Oriented Zoning & Design Criteria

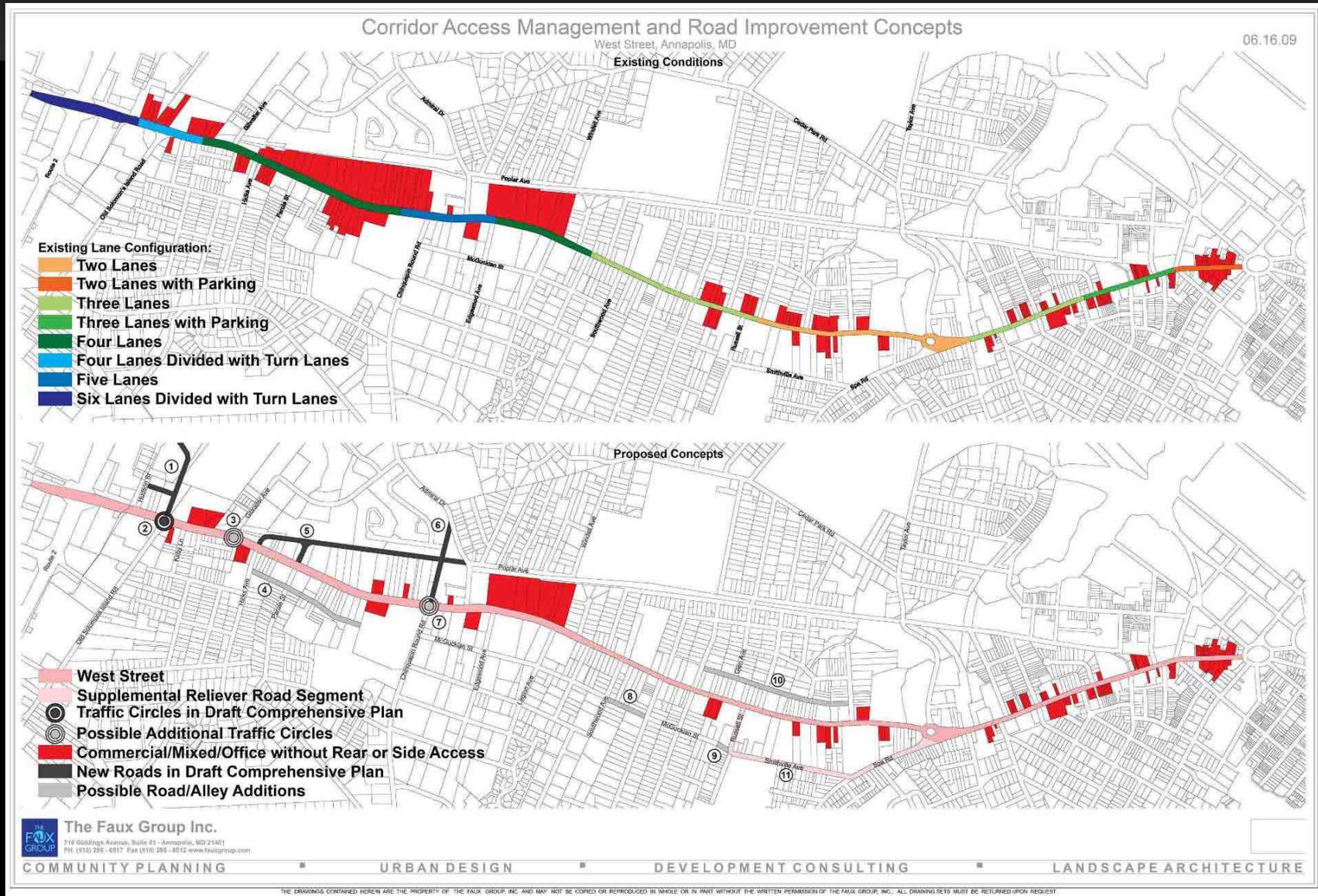


Manage and Market Preferred Modes

- Market travel options
- Share & manage parking
- Offer transit pass & car share incentives



Plan Managed Access & Local Street Connections



Complete Pedestrian & Bicycle Systems



Determine & Stage for Long-Term Transit Travel



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	Recommendations	2009		2010				2011			
1	Complete Transit Development Plans (TDP)	■	■								
2	Initiate Proposed Transit System Shift				■						
3	Create a West Street Branded Bus Service				■	■					
4	Implement Transportation Demand Management in the Corridor				■	■					
5	Initiate Collaborative Intermodal Center Planning		■	■	■						
6	Prepare Plans for an Intermodal Center TOD				■	■					
7	Update West Street Corridor Study to include Safety, Pedestrian and Transit Accommodation		■	■							
8	Initiate Access Management Outreach		■	■	■						
9	Coordinate Pedestrian and Bicycle Systems Improvement Strategies	■	■	■	■	■					
10	Adopt City Comprehensive Plan & Initiate an Outer West Street Small Area Plan		■	■							
11	Assess Development Codes to Promote Transit-Supportive Development Patterns	■	■	■	■	■					
12	Undertake a Transit Feasibility Assessment and Investment Strategy				■	■	■	■	■		
13	Prepare a Long-Term Implementation Plan								■	■	■

Recommendations

Near-Term

- › Complete Transit Development Plans (TDP)
- › Initiate Proposed Transit System Shift
- › Create a West Street Branded Bus Service
- › Work with ARTMA to implement Transportation Demand Management in the Corridor
- › Initiate Collaborative Intermodal Center Planning
- › Prepare Plans for an Intermodal Center Transit Oriented Development

Recommendations

Near-Term

- › Update West Street Corridor Study to include Safety, Pedestrian and Transit Accommodation
- › Initiate Access Management Outreach
- › Coordinate Pedestrian and Bicycle Systems Improvement Strategies
- › Adopt City Comprehensive Plan & Initiate an Outer West Street Small Area Plan
- › Assess Development Codes to Promote Transit-Supportive Development Patterns

Recommendations

Longer-Term

- › Undertake a Transit Feasibility Assessment and Investment Strategy
- › Prepare a Long-Term Implementation Plan