

# ***Transportation Team***

*Mayor Michael John Pantelides, 2014 Citizen Advisory Transition Team*

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COMMITTEE MEMBERS:

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### Timeline Key

ONGOING	Continuation of existing activity.
IMMEDIATE	Commencement within 3 months.
SHORT-TERM	Commencement within 3-12 months.
MEDIUM-TERM	Commencement within 1-2 years.
LONG-TERM	Commencement after 2 years.

### Abbreviations Used

AAC	Anne Arundel County, Maryland
ADOT	Annapolis Department of Transportation
ARTMA	Annapolis Regional Transportation Management Association
IT	Information Technology
MPO	Metropolitan Planning Organization
PWK	City Department of Public Works
RTA	Regional Transportation Administration

# **RE-ORGANIZATION**

## **ISSUES 1-3**

Adopted October 27, 2014  
Transportation

## RE-ORGANIZATION: ISSUE 1

*The City should consider separating from the Baltimore Regional Transportation Board, and creating its own Metropolitan Planning Organization (MPO).*

### BENEFITS OF MPO TO CONSIDER

(1) Political/administrative autonomy. (2) Focus on City's unique transit needs. (3) Centralization of projects. (4) Clarity in chain of command. (5) Distinct identity allowing swift action to address local issues. (6) Control of funding. (7) Staff sharing and elimination of redundant functions among Annapolis MPO members (i.e. City and potentially AAC).

### COSTS OF MPO TO CONSIDER

(1) Capital float issues (Federal funding provided as reimbursement, 20% local match). (2) Cost of operations, and independent cost for services and goods. (3) Support services for human resources, payroll, IT and office machine repair. (4) Rent for office/meeting space. (5) Employee benefits including insurance and training. (6) Office and other durable goods including office supplies, paper, furniture and office machines.

## RE-ORGANIZATION: ISSUE 1, CONTINUED

*The City should consider separating from the Baltimore Regional Transportation Board, and creating its own Metropolitan Planning Organization (MPO).*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
1. Obtain MPO designation by agreement with Governor, Congressional delegation and local government units for at least 75% of affected population.	Mayor	Medium-Term
2. Obtain a simultaneous “redesignation” for existing Baltimore MPO that City is currently a part of.	Mayor	Medium-Term
3. Obtain redesignation of City as a separate independent Urbanized Area from Baltimore/ Baltimore MPO.	Mayor	Medium-Term

## RE-ORGANIZATION: ISSUE 2

*ADOT is not presently organized to effectively address the full spectrum of transportation and transit issues that impact the City daily.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
1. Congregate transportation activities presently performed by several City Departments into a single mobility focused ADOT with four sub-divisions.	City Manager	Short-Term
2. Traffic Engineering/Operations Division for signal design and operation, pavement markings, signs, and traffic impact studies.	City Manager	Short-Term
3. Transit Operations Division for bus operations and maintenance, route planning/optimization, and transit stops and shelters.	City Manager	Short-Term

## RE-ORGANIZATION: ISSUE 2, CONTINUED

*ADOT is not presently organized to effectively address the full spectrum of transportation and transit issues that impact the City daily.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
4. Transportation Planning Division for business improvement districts (beautification and privatization), land use, and waterways.	City Manager	Short-Term
5. Parking Management/ Operations Division for garage operations and maintenance, lot parking operations, residential parking control, and merchant parking facilitation.	City Manager	Short-Term

### RE-ORGANIZATION: ISSUE 3

*City administration must decide how to proceed with Regional Transportation Administration's (RTA) transit regionalization plans and schedule.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
1. Obtain and review a business plan from RTA.	City Manager	Immediate
2. Analyze the impact to the City's budget – what, if any, savings and how those savings will be derived.	Finance Director	Immediate
3. Consider economic impact of transferring City assets and workforce to RTA – jobs lost, tax revenues lost, asset disposition.	Finance Director	Immediate
4. Consider RTA service to City bus riders (i.e. customer service rep. unfamiliar with City issues).	ADOT Director	Immediate

## RE-ORGANIZATION: ISSUE 3, CONTINUED

*City administration must decide how to proceed with Regional Transportation Administration's (RTA) transit regionalization plans and schedule.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
5. Continue analysis to decide the most beneficial solution and what option is best –whether or not to adopt RTA's plan, <i>or</i> to adopt after modifying RTA's scope and/or schedule.	ADOT Director	Short-Term
6. The City should encourage the appropriate authorities to consider a City-Columbia orientation verse a City-AAC orientation for the RTA.	Mayor	Medium-Term
7. Consider what schedule City to proceed on if wish to regionalize.	City Manager	Medium-Term

## RE-ORGANIZATION: ISSUE 3, CONTINUED

*City administration must decide how to proceed with Regional Transportation Administration's (RTA) transit regionalization plans and schedule.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
8. Consider what rights/powers Mayor (City) should have in RTA.	Mayor	Medium-Term

# **IMMEDIATE ACTIONS**

## **ISSUES 4-10**

## IMMEDIATE ACTIONS: ISSUE 4

*The economic viability of the City is dependent on parking and access to business districts, but current parking resources are not used efficiently and create a hindrance to a vital downtown for both visitors and residents.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
1. Consider viable solutions that address both residential and visitor parking.	ADOT Director	Immediate
2. Adopt communication strategies to educate and inform the public.	City Manager	Immediate
3. Parking fees should not be considered a revenue generator, but should be designed to ensure parking turn-over at varying rates depending on location.	City Manager	Immediate

## IMMEDIATE ACTIONS: ISSUE 5

*Residential permit spaces are often occupied by unauthorized vehicles, which leaves fewer spaces for City residents.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
1. The City should evaluate the findings of the Ward One Parking Committee, and explore implementing them to serve citizen needs.	City Manager	Immediate
2. Explore the creation of employee parking zones.	City Manager	Immediate

## IMMEDIATE ACTIONS: ISSUE 6

*The City has confusing streets, under-advertised off-street parking alternatives, under-utilized resources, and missed revenue opportunities.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
1. Limit government parking passes at Hillman Garage.	City Manager	Immediate
2. Only provide Hillman Garage parking passes to City employees who require access to vehicles throughout the day to open up spaces.	City Manager	Immediate
3. Improve convenience of access to outer-City garages.	ADOT Director	Immediate

## IMMEDIATE ACTIONS: ISSUE 7

### *Loading Zones.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
1. Modify loading zones so that they are not limited to trucks.	City Manager	Immediate
2. Modify loading zones to be limited to business hours, and allow permit parking in off-hours.	City Manager	Immediate

## IMMEDIATE ACTIONS: ISSUE 8

*Existing road markings and signs.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
1. Maintain all existing City road markings and signs.	PWK Director	Immediate

## IMMEDIATE ACTIONS: ISSUE 9

*Appropriate vehicles for routes.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
1. Explore the use and acquisition of appropriate vehicles for individual routes.	ADOT Director	Immediate

## IMMEDIATE ACTIONS: ISSUE 10

*City citizens and visitors currently have a number of public and private transportation options available, but there is often redundancy, under-utilization and unnecessary competition between City and private transport businesses.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
1. Coordinate with the private industry to maximize timely, cost-effective availability of transportation in the City.	ADOT Director	Immediate
2. Encourage entrepreneurial ventures for City transportation.	Mayor	Immediate
3. Improve coordination between City mobility vehicles and AAC Aging and Disability Service.	Mayor	Immediate
4. Pursue data collection for peak ridership times, etc. to support decision-making.	ADOT Director	Immediate

## IMMEDIATE ACTIONS: ISSUE 10, CONTINUED

*City citizens and visitors currently have a number of public and private transportation options available, but there is often redundancy, under-utilization and unnecessary competition between City and private transport businesses.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
5. Explore public/private partnerships involving various modes of transportation on an as-needed basis, rather than employing full-time government personnel.	City Manager	Immediate

# **INTERIM ACTIONS**

## **ISSUES 11-13**

## INTERIM ACTIONS: ISSUE 11

*Though the City is the capital of Maryland, the major gateways to the City do not adequately advertise routes to the business district and parking options.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
1. Improve marketing and signage to direct visitors as they enter from major gateways, and recognize the uniqueness of each gateway.	City Manager	Short-Term
2. Invest in beautification and accommodation of all modes of transportation.	ADOT Director	Short-Term
3. Extend reach of public transportation to local business districts from Historic to West Annapolis to increase visibility and patronage in that area.	ADOT Director	Medium-Term

## INTERIM ACTIONS: ISSUE 12

*City marketing materials are outdated and not easily accessible. Route maps have not been available for 1+ year.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
1. Pursue economic analysis for implementation of mobile apps and variable message signage to provide dynamic parking info.	Finance Director	Short-Term
2. Establish a timeline for moving into procurement phase and the implementation of mobile apps and dynamic signage.	Finance Director	Short-Term
3. Modify new credit card meters using adjustable blocks of time to mirror demand.	ADOT Director	Short-Term
4. Create virtual permitting for residents using license plates.	City Manager	Short-Term

## INTERIM ACTIONS: ISSUE 12, CONTINUED

*City marketing materials are outdated and not easily accessible. Route maps have not been available for 1+ year.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
5. Create demand and/or volume based pricing to regulate traffic and drivers.	ADOT Director	Short-Term
6. Increase seasonal valet.	ADOT Director	Short-Term
7. Place a kiosk in the Market House area with current information for visitors.	ADOT Director	Short-Term
8. Dynamic signage should include number of spots available in each garage, and should provide alternative routes in an emergency or during an event.	ADOT Director	Medium-Term

## INTERIM ACTIONS: ISSUE 13

*The Annapolis transit system is under-serving citizens and is not optimized to provide alternatives to travel via car in and around the City.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
1. Improve branding to market City transit as fun, accessible, and affordable.	ADOT Director	Short-Term
2. Improve Circulator operations, including identified and signed Circulator stops.	ADOT Director	Short-Term
3. Explore opportunities for grant funding, including a dedicated grant writer under the City Manager's office.	City Manager	Short-Term
4. Promote partnership with private travel options.	ADOT Director	Medium-Term

## INTERIM ACTIONS: ISSUE 13, CONTINUED

*The Annapolis transit system is under-serving citizens and is not optimized to provide alternatives to travel via car in and around the City.*

<u>RECOMMENDATIONS</u>	<u>RESPONSIBLE PARTY</u>	<u>TIMELINE</u>
5. Explore and evaluate the viability of the outreach of ADOT Transit to the airport, New Carrollton and Arundel Mills, including consideration of public/private partnerships (e.g. Young Transportation) and appropriate subsidiaries to encourage usage.	ADOT Director	Medium-Term