City of Annapolis
Annapolis Transportation Board

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Annapolis Transportation Board Meeting Minutes
May 18, 2020

The Regular Meeting of the Annapolis Transportation Board (ATB) was held 7 PM Monday May 18, 2020 online via Google meet. A video recording of the meeting is posted at https://www.youtube.com/watch?v=VUjmI-LLFAU

Present: Members Kurt Riegel (Chair), Beth Dolezal (Vice Chair), Carol Kelly, Thomas R. Rekus, David DiQuinzio, Zoe Johnson, Charles Brooks, City Staff Kwaku Agyemang-Duah (Deputy Director Department of Transportation), Ashley Leonard, (Office of Law. Public participants/viewers included, Jessica Charles-Allen (Rideshare Coordinator, Anne Arundel County).

The meeting was called to order and the agenda was approved, as were the minutes of the April 20, 2020 ATB meeting.

Board Member Carol Kelly provided commentary on her personal experiences using Annapolis Transit. While there was some Board discussion of gathering more data from other riders, Ms. Kelly opined that riders may not be the best resource for strategic policy type data since their needs are immediate, for example, the bus arrives or time or not. Ms. Charles-Allen commented that the County is dedicated to helping Anne Arundel County residents connect with every transportation option available in the County and surrounding regions and she is available to offer assistance to the City. Ms. Kelly's written comments are appended to these minutes.

Legislation O-7-20 was discussed briefly. The ordinance is going through the legislative process. At its May 12, 2020 meeting the Rules and City Government Committee articulated a number of issues with the way legislation is written. Action on the legislation was postponed with a recommendation that it be reworked by its sponsors in concert with the Office of Law and other appropriate City staff. There is no action required by the Board.

The Board next discussed its general priorities for recommendations/actions by the Board. Narratives submitted by Board members regarding their prospective areas of interest along with the Provisional Action Areas and Leaders Update document generated after the ATB's February 12, 2020 meeting are appended to these minutes.

Chairman Riegel presented and obtained consensus among Board members on moving forward on a Priorities, Straw Man ATB Recommendations for City Actions. That document is appended to these minutes.

Dave DiQuinzio suggest that the Board may wish to be an advocate for some simple things (not further identified) that may not require much in the way of funding, though the Board should be an advocate for funding.

Mr. DiQuinzio also suggested that the Board have the City Council prepare several City Council resolutions. One resolution would be that our local state legislative representatives (District 30 Senator Sarah Elfreth, and Distric 30A Delegates Shaneka Henson and Dana Jones) be part of the Maryland Transit Caucus.

The second resolution would be that the City adopt the National Association of City Transportation Officials Blueprint for Autonomous Urbanism. Deputy Director Kwaku Agyemang-Duah noted that generally this type of activity occurs at a more regional level, for example the MD Department of Motor Vehicles may adopt such a blueprint for the State and local jurisdictions would follow suit. With that said there should be no objection to a resolution that the City adopt this blueprint.

Lastly, Mr. DiQuinzio suggested a resolution that expresses the City Council's desire that Governor Hogan's May 7, 2020 veto of House Bill 1236, or the MARC Train Expansion of Service Act, an ambitious proposal to expand the scope of Maryland's MARC (Maryland Area Rail Commuter) commuter rail system be overridden.

The Board chair encouraged Mr. DiQuinzo to draft language for the proposed resolutions. The Chair also encouraged Mr. DiQuinzio to begin outreach efforts on the outside speakers list appended top these minutes.

Deputy Director Kwaku Agyemang-Duah discussed the activities of the Transportation Department over the past few months and provided written monthly reports.

The Chair next opened up discussion on New Business. Mr. DiQuinzio identified Randal O'Toole and Wendell Cox as being prominent voices in transit opposition circles and that the ATB should be aware that they may express opposition to any significant transportation issue that the City may take on.

The meeting was adjourned at 8:35 PM.

SUBMITTED BY Thomas R. Rekus, *pro tempore* pending assignment of City Staff as Board secretary.

ANNAPOLIS TRANSIT

- The Transportation Board should focus first on practical measures to improve the present level of transit service rather than on critiquing current defects in the system and developing plans and strategies that could put an ideal system in place.

- This effort should be combined with the Board continuing to give careful attention to the considerable data historically and religiously gathered by the Department of Transportation on the operations and finances of Annapolis Transit.

- In the past, Board members, especially those with relevant professional experience, were able to offer useful input on that data. This role should continue to be played by the Board.

- In terms of a specific recommendation the Board can make right now to the appropriate existing administrative or legislative venue is the provision of special transit with no fee. We can be advised about how best to promote this initiative.

- At this point in my time as a Board member and a transit rider, I have no experience that justifies a criticism of the existing system. It works for me, for the most part without a flaw. It gets me where I want to go within the projected time I have to do so. It is relevant that I live on a transit route for both City and County vehicles, but I also adhere to careful scheduling of my daily activities to guarantee punctuality. I have the patience to determine how those activities mesh with the transit schedules, and I research the ways the various bus lines connect with one another. Of course, I am not alone in possessing and utilizing these skills. Many of the current bus riders are as skillful as I am, and the DOT is responsive to us when our expectations are not met by the system. In addition, we have no qualms about calling the department dispatcher in such circumstances.

- A recommendation I will make is that the Board find creative ways to generate interest in the general population in pursuing some or all of the features of my personal transit utilization. I think I represent the background of some of the more advantaged residents of the area who, unlike me, do not utilize public transportation, but who do have the ability to adopt some, all. or more than features of my system for their own and social and environmental reward.

- This will be a communication, advertising, and promotion challenge.

- The DOT and the Transportation Board have done a good job in the past of paying attention to criticisms of the system by current riders, which is made up heavily of members of disadvantaged groups in Annapolis and the County. This was done with public meetings sponsored by one or both of the two civic bodies. Many of the currently effective operating policies of Annapolis Transit are the successful result of the utilization by the DOT of the information gained in communication with the public. There should be much more of it. And the advertisement of such communication opportunities should be made in a way to awaken not just concern about problems, but the personal interest and values, such as environmental ones, of a broad range of the population in Annapolis and its surrounding areas. In other words, the Transportation Board should conduct outreach and hold frequent public meetings to gain public input about not just improving the system, but using the system. In this regard, talks by outside experts and activists sponsored by the Board should be made widely available to the public.

- After such an extensive and more comprehensive gathering of public input it will be time to brainstorm the changes and improvements in the operation of Annapolis transit that will provide the expressed wishes of the public. That will be the time for doing research and consulting experts on ways, means, and monies to make changes and improvements. The DOT and the City government can be partners in that endeavor. The expertise of Board members can contribute to solutions to the ways, means and financing of such development. For example, how should be Annapolis transit system integrate with the City Administration's WEE initiative we heard about at our last meeting?

Carol Kelly

Provisional Action Areas and Leaders Update

At the 12 Feb 2020 meeting, board members articulated provisional interest areas, those in which they have particular interest or knowledge. This is a summary, together with tentative volunteer leads for initiatives relating thereto that the ATB may choose to pursue.

It is imperfect. Please review for completeness and correctness, particularly with respect to your own role on the ATB and get back to me for changes you recommend.

- Tom Rekus: Analysis and phasing of parking, replacing with new garage, city dock changes
- Beth Dolezal: Bus transportation, Parking
- Lauren Hunter: Rail connections, Baltimore and DC
- Cara Plewinski Improved transit, bicycle, active transit alternatives.
- Carol Kelly: transit, public input and outreach
- Zoe Johnson: general congestion, and specifically with regard to city-wide special events (e.g., Navy games, Boat Shows, misc. festivals; public safety, including infrastructure and evacuation routes; bicycle and pedestrian pathways and trail networks
- David DiQuinzio: (did not attend this meeting, notes from past conversations) Innovation, technology, data as a basis for policy
- Kurt Riegel: bicycle infrastructure, transit improvement, funding for transit & non automobile alternatives.

(Pending member appointments: Charles Brooks, Vince Harriman, Jessica Charles-Allen, Elvia Hernandez Thompson)

Candidate initiatives for policy /recommendations to the City, and (Leaders)

These would be fleshed out, supported by objective data, analyzed and discussed, and distilled into actionable recommendations for action to be taken by City government.

1. Improve *public communications*, with specific recommendations regarding
    - Transit
    - Parking
    - Special events
    - Public meetings and participation
    - Bicycle infrastructure and safety
    - Wayfinding
    - (Cara Plewinski, Lauren Hunter, Carol Kelly)

2. Improve bicycle and pedestrian infrastructure, for safety and increased usage
    - New and expanded hard infrastructure: segregated paths, multi-use
    - Modernize and proliferate bike racks
    - Incentives for bicycle/scooter/other choices?
    - Soft improvements (paint, better signage, apps, markings, marketing)
    - (Kurt Riegel, Cara Plewinski, Zoe Johnson, …)

3. Sidewalks and pedestrian improvements
    - Banish utility poles from sidewalks

- Repair, widen, and convert to multi-use lanes
- Bridges/tunnels/signaling improvements
- Link bike and pedestrian trails and pathways

4. Public Transit
    - Make Annapolis transit fare-free
    - Gather and analyze revenue and expenditure data, identify new sources of revenue
    - Identify and rank changes that will grow ridership
    - Identify and analyze contribution that can be made by alternative transit options
    - (Beth Dolezal, Carol Kelly, Kurt Riegel…)

5. Parking
    - Evaluate number of existing spaces, public and private, parking preferences & restrictions
    - Analyze alternatives for optimizing their use to meet demand
    - Review revenue and fee structure with a view toward modifying toward market pricing, dynamic pricing for matching demand to supply, etc.
    - Transitional issues relating to reconstruction of Hillman, changes at city dock
    - (Beth Dolezal, Tom Rekus, …)

6. Congestion issues
    - Balkanization of city into neighborhoods which heighten demand
    - Re-routing, redundant routing, incentives for mode shifting
    - Better coordination to shave demand: work hours shifting, communication, others?
    - Investigate 'routable" network infrastructure to ease congestion during special events and emergency response (evacuation)

7. Transportation Innovation and technology
    - Uber/Lyft/Taxi/ other on call options, better integration
    - Autonomous vehicles
    - Electric vehicles, photovoltaic garage rooftops, charging, …
    - Alternative transit vehicle options/incentives (E-bikes, scooters, etc.)
    - (David DiQuinzio, Elvia Thompson, …)

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2020.05.18

At the 12 Feb 2020 meeting, board members articulated provisional interest areas, those in which they have particular interest or knowledge. At that time my interest area was notes as: Analysis and phasing of parking, replacing with new garage, city dock changes.

The following amplifies my articulated interest. It is not meant to be all inclusive, rather it is a starting point and is provided as a matter of record to be included in the official minutes of the May 18, 2020 Transportation Board meeting.

The Coronavirus stay at home order has made it clear that Annapolis doesn't have a parking problem, rather, it has a car problem. I've heard from a number of residents that they've never had an easier time finding parking within a reasonable distance of their homes. Several have made it clear that they actually enjoy having their neighborhoods back without having to compete with visitors and transient lodgers.

Be that as it may, parking remains the long pole in the tent for pretty much everything that happens in Downtown Annapolis. It especially effects the residents in the Ward One's Historic District and to a lesser extent West Annapolis and Eastport.

Among the duties of the Transportation Board are: to provide informed analysis of the facts relating to transportation matters affecting the City and all transportation matters pending before the City Council or before any City agency, board or commission; to recommend to the Mayor and City Council, a comprehensive transportation master plan for the City; to provide oversight, guidance, and expertise in the planning of comprehensive traffic, transit, and parking policies. In performing its functions, the Board shall study, review and make recommendations with respect to all transportation and traffic matters, including policies, laws, and regulations. [1]

With that in mind, any informed analysis of the merits of future activity ("to be") must first start with an understanding of the current situation ("as is"). There is already a significant body of documentation that has examined the existing parking inventory and proposed changes for greater efficiency in parking operation. Further, the Annapolis Municipal Code lays out the rules and regulations and there's a February 2016 agreement with SP+ (operator) which specifies the scope of the services that the operator is obligated to provide. Transportation related documentation exists across the City's holdings in a variety of repositories. The Transportation Board may consider an initiative to build out a comprehensive library in the Documents section of the Transportation Board web site.

I would suggest that one of the first analysis that the Transportation Board take on is a comprehensive review of SP+'s performance under their agreement with the City. Among other things this review would:

- Benchmark where the operator is today against the scope of their services;
- Include a 100% audit of permits issued under the Residential Parking Program (RPP)[2] to determine the rate of compliance with the Municipal Code[3];

Earlier this year two instances came to my attention where the applicant for and recipient of residential parking privileges may not be "a bona fide resident of the district for which application has been made" as specified in the Code 12.32.080 B.

[1] https://library.municode.com/md/annapolis/codes/code_of_ordinances?nodeId=TIT2AD_CH2.48BOCOCO_ARTXTRBO&searchText=

[2] For some time now I have been engaged with Alderwoman Tierney and City Staff to improve the Residential Parking Program. We have made some progress, however, there are still areas for improvement. One area regards individuals who are renting in special residential parking districts and receiving residential parking for the duration of their lease under the criteria stated in Municipal Code (Code) 12.32.090 A 3.

[3] Email From: Michael Lyles <dmlyles@annapolis.gov Date: Thu, Jan 16, 2020 at 11:55 AM Subject: Re: AP-134-19

To: Ald. Eleanor Tierney aldtierney@annapolis.gov "Ald. Tierney: In our view this should matter should be referred to the appropriate board or commission or Standing Committee for taking of findings of fact and a set of recommendations to deal with the perceived concerns. From there, our office can address any legal issues and prepare appropriate and responsive legislation."

- Review year-to-year citation data for enforcement trends and compare those trends to data of years prior to the contract.

I would suggest that the Transportation Board should have a representative on the City's parking work group to keep current on parking issues, trends and initiatives[4].

I would also suggest that a member of the Transportation Board be included in all deliberations of RFQ 20-03 - DESIGN-BUILD-FINANCE-OPERATE-MAINTAIN REDEVELOPMENT OF PARKING FACILITIES AND RESILIENCE INFRASTRUCTURE

Tom Rekus

Both adjudications seem to have been made with either a very broad discretionary interpretation of the Code or deliberate indifference to it.

· The first is City of Annapolis Parking Permit (decal) 698 displayed on a vehicle with Maryland tag House of Delegates 25. This permit holder is associated with the property at 3 Wagner Street, Annapolis, MD 21401.

· The second is RES permit 2000282 displayed on a vehicle with Massachusetts tag 156 KRA. This permit holder is associated with the property at 45 Cornhill Street. This permit was invalidated last year by then City Manager Sutherland and overturned recently by the Director of Transportation.

The City failed to provide all relevant information regarding these two permits which was requested from the City under the Maryland Public Information Act. If the City had the same focus on the enforcing the Code as they do pushing back on PIA requests, then there would not be a need for independent review for compliance of the code with regard the RPP.

[4] Since Transportation Board members have taken the same oath of office as City Staff and Council participating on a work group or obtaining information in furtherance of Transportation Board duties should not be an issue.

Priorities, Straw Man ATB Recommendations for City Actions

- Post bold “FREE” on the Annapolis Circulator Vehicles
- Post at each Bus stop which busses come to that stop, plus schedule, plus barcode to info apps
- Release schedule for resumption of regular transit schedule
- Transition to a Zero Fare bus system, to enhance public use since fares are a nearly insignificant portion of operating cost plus amortized capital
- Advocate, develop, and join a regional transportation system comprising all non-private automobile modes
- Replace archaic bicycle racks with functional modern ones (Hillman Garage)
- Complete the WEE trail, with connections to Annapolis (Parole) Towne Center
- Develop and implement a plan, to direct a percentage of all road/maintenance funds to to safety bicycle infrastructure
- Develop a financial system that supports Zero Fare transit, and significant investment in safe bicycle infrastructure

ANNAPOLIS TRANSPORTATION BOARD

Prospective Speakers to Invite

Name	Organization	Rationale
Jeff Speck	Has his own urban planning and design practice	Noted walkability expert
Jeanette Sadik-Kahn	Formerly NYC Transportation Dept. director under Mayor Bloomberg; now working with Bloomberg's philanthropic and policy organizations	Drove innovations such as bike lanes, pedestrian plazas, etc. against multifaceted opposition
Yonah Freemark	Transport Politic	Noted blogger, keeps detailed track of what projects are happening where and which are yielding positive results
Charles Mahron et. al.	Strong Towns	This organization advocates effectively against car-centric urban and suburban design and for incremental, "bottom up", small-scale, citizen-driven development. They emphasize fiscal responsibility and expose questionable "economic development" expenditures
Ray Lahood	Former Republican congressman from Illinois and Secretary of Transportation in the Obama administration	Successfully drove innovation at the federal level in how projects qualify for funding and made progress toward moving federal policy from a roads-only to a multi-modal approach
Jarrett Walker	Human Transit	Transit system design and operations expert; has led successful bus network redesigns. His projects, such as one in Houston, have resulted in higher ridership and cost recovery.
Joe Cortright	Founder, CEO's For Cities and City Observatory blog/news site	Urban and transportation economics expert advocating for modal balance in transportation spending.
Todd Littman	Founder, Victoria Transportation Policy Institute	Researcher producing policy papers based on extremely thorough statistical and demographic data. Expert "debunker" of anti-transit arguments and publications
John Robert Smith, Beth Osborn	Transportation for America – Smith served as mayor of Meridian, MS	National organization pushing for policy reform

David DiQuinzio 5/18/20