



Transit Supervision <transup@annapolis.gov>

Anne Arundel Medical center - Dr. Duah

1 message

McGovern, Julie <jmcgovern@aahs.org>

To: "transit@annapolis.gov" <transit@annapolis.gov>

Tue, Aug 5, 2014 at 9:22 AM

Dr. Duah

Good Morning. I went to the public hearing last week in Annapolis in hopes of discussing the bus stop shelters at Anne Arundel Medical Center. The moderator, Mr. Giannetti suggested I contact you directly as the public hearing had a single topic.

We are very concerned about the lack of shelters at the bus stops. When will the bus shelters be replaced? Who is the point of contact for the project? The lack of bus shelters has caused a hardship for both our patients and our employees. We strive to provide high quality, patient centered care, and having appropriate shelter when waiting for public transportation is an important piece of that effort. We are happy to collaborate with you in order to get the project completed. I can be reached at 443-481-6057 to discuss next steps.

I thought your group did a good job organizing the public hearing. Those of us in who serve the public, whether it's in transportation or healthcare certainly face difficult challenges with limited resources. I look forward to speaking with you.

Julie McGovern

Vice President Human Resources

Anne Arundel Medical Center

443-481-6057

443-481-1953 my assistant Kim Wilson



Transit Supervision <transup@annapolis.gov>

Circulator

2 messages

Felicia <redanimals@comcast.net>

To: transit@annapolis.gov

Thu, Jul 31, 2014 at 6:47 PM

Dear Annapolis Transit Authority, Mayor Pantelides & Alderman Budge:

I wasn't able to make the meeting last night in regards to changes to local transportation, and would like to add my voice to the sentiment saying **please do NOT end the free Circulator**. I am an entertainment professional. One of the things I've been doing for months is an Annapolis Entertainment Calendar for the "Life on the Hill" publication and an electronic version through my own company, Barclay Entertainment. As I wrote the August calendar, I decided to include suggestions on where people can park for each event. For the downtown area, it is **crucial** to keep the Circulator. I've noticed through my many years living here that we have plenty of parking spaces...we just have no marketing campaign. So I began my own in my monthly calendar. I've discovered the Circulator is a key component to getting people to park in the outer lots (Park Place, Knighton, the Stadium) and then have them ride or walk to City Dock.

This is simply an education and awareness issue if you want to see a full Circulator. Currently, the trolley IS full on holidays and big event days, such as July 4th and the December Boat Parade. It would be detrimental to our local economy to go backwards. It would be detrimental to the work being done to boost Annapolis tourism to stop the Circulator.

As a City resident, we rely on the Circulator ourselves to visit downtown restaurants, bars and stores. We're not getting any younger so walking one way is doable. Both ways - not so much. If we didn't have the Circulator, we'd probably hop in our car and go to the Towne Center, the Mall, or somewhere else. It's now a key feature to living in Murray Hill.

Please keep the free Circulator.

Thanks very much,
Felicia Barlow Clar
7 Constitution Avenue
Annapolis, MD 21401
410-263-3937

Joe Budge <joe@budge.com>

To: transit@annapolis.gov

Sat, Aug 2, 2014 at 10:21 AM



Transit Supervision stansup@annapolis.gov

Circulator

1 message

Elizabeth McNulty <esmds1@verizon.net>

Reply-To: esmds1@verizon.net

To: Transit@annapolis.gov

Sat, Aug 2, 2014 at 1:25 PM

Ladies and gentlemen: --

Many years ago when I first moved to Murray Hill it was a joy to walk to the city dock and activities downtown; but time and age have taken their toll and now I anticipate these excursions with dread. Will I find a close parking place? How far will I have to walk? Can I do it comfortably? Is it worth the effort? Then came the Circulator. I can make it to West Street, and I know it'll be only 10 or 15 minutes that I'll have to wait, so even the weather won't need to deter me. And I can flag it down or get off anywhere along the route. The drivers are pleasant and helpful to residents and a wealth of information for visitors.

If there were a nominal charge I wouldn't mind, but unless a considerable amount would be gleaned, it's not worth giving up the promo value of a free ride. I would not be nearly so enthusiastic if the hours or the route were shortened or the waiting time were lengthened. In fact extending the route to Maryland Avenue would be great.

Our town is home to a people who were raised in automobiles, and the habits will take time to change. It is a hopeful sign that ridership has increased so dramatically in the brief period the Circulator has existed, and I'm confident that our people will soon come to see the value of convenient public transportation.

Unfortunately tomorrow I'll be out of town, but if I get back in time I'll ride the Circulator to the hearing.

Yours truly,

Elizabeth S. McNulty, DDS

Forwarding a comment from a constituent for the public record.

----- Forwarded message -----

From: **Rick Struse** <crstruse@verizon.net>
Date: Wed, Jul 30, 2014 at 10:11 AM
Subject: Circulator
To: Joe Budge <joe@budge.com>
Cc: Frederica Struse <struse@verizon.net>

Joe,

While I don't know all the issues, I have just read Josh Cohen's Guest Column in yesterday's Capital and agree with the points he makes. I have not yet discussed this article with Freddy but know that she and I are both strong supporters of the Circulator and use it frequently.

The points Josh makes about the Circulator cost, increase in parking garage use and revenues, and impact on parking downtown make sense to me. Also important is the consideration of having Circulator usage momentum going into the time the Hillman Garage will be out of service for renewal.

Understanding that the City has a number of budget challenges, I feel it would be shortsighted to diminish the Circulator.

Thanks,

Rick

C. Richard Struse

120 Duke of Gloucester Street

Annapolis, Maryland 21401

Tel: 410.263.5214 Cell: 410.507.2883

crstruse@verizon.net



Transit Supervisor <transup@annapolis.gov>

Bus route changes

1 message

Margaret O'Brien <mobrien@arundellodge.org>

To: "transit@annapolis.gov" <transit@annapolis.gov>

Thu, Jul 31, 2014 at 11:00 AM

Please don't remove or raise fares on the Yellow, Gold, Circulator, and paratransit . These changes would wipe out transportation for Arundel Lodge completely an would decimate the Annapolis Transit budget as The Lodge pays such hefty fees into the budget each and every month.

Thank You,

Margaret O'Brien (a concerned citizen)



Transit Supervision <transup@annapoli.gov>

Circulator

1 message

Felicia <redanimals@comcast.net>

To: transit@annapolis.gov

Thu, Jul 31, 2014 at 6:47 PM

Dear Annapolis Transit Authority, Mayor Pantelides & Alderman Budge:

I wasn't able to make the meeting last night in regards to changes to local transportation, and would like to add my voice to the sentiment saying **please do NOT end the free Circulator**. I am an entertainment professional. One of the things I've been doing for months is an Annapolis Entertainment Calendar for the "Life on the Hill" publication and an electronic version through my own company, Barclar Entertainment. As I wrote the August calendar, I decided to include suggestions on where people can park for each event. For the downtown area, it is **crucial** to keep the Circulator. I've noticed through my many years living here that we have plenty of parking spaces...we just have no marketing campaign. So I began my own in my monthly calendar. I've discovered the Circulator is a key component to getting people to park in the outer lots (Park Place, Knighton, the Stadium) and then have them ride or walk to City Dock.

This is simply an education and awareness issue if you want to see a full Circulator. Currently, the trolley IS full on holidays and big event days, such as July 4th and the December Boat Parade. It would be detrimental to our local economy to go backwards. It would be detrimental to the work being done to boost Annapolis tourism to stop the Circulator.

As a City resident, we rely on the Circulator ourselves to visit downtown restaurants, bars and stores. We're not getting any younger so walking one way is doable. Both ways - not so much. If we didn't have the Circulator, we'd probably hop in our car and go to the Towne Center, the Mall, or somewhere else. It's now a key feature to living in Murray Hill.

Please keep the free Circulator.

Thanks very much,
Felicia Barlow Clar
7 Constitution Avenue
Annapolis, MD 21401
410-263-3937



Transit Supervision 4422@annapolis.gov

Against Proposed Changes to Bus Routes and Fares - Options 1 & 2

1 message

Tue, Jul 29, 2014 at 7:15 PM

Joan Bellistri <joan.bellistri@gmail.com>
To: transit@annapolis.gov
Cc: constituents@annapolis.gov, aldbudge@annapolis.gov

I do not support the changes to the bus routes and fares. A good, affordable public transportation system is an important in making Annapolis business, tourist and resident friendly. Annapolis should work to expand services and keep the costs affordable. Neither of options presented will not provide a good solution to the traffic and parking problems of Annapolis and should not be considered.

The Circulator as it operates now, free and with a route that goes to City Dock, is a great asset. As such, I ask that you not only continue this service for the benefit of city businesses, residents and visitors but consider expanding to other areas of interest to tourists.

Joan M. Bellistri
25 Madison Place
Annapolis, MD 21401
410-980-6807



Transit Supervisor <transup@annapolis.gov>

Comment on changes to routes/cost

1 message

george forrest <digeo49@comcast.net>

To: transit@annapolis.gov

Tue, Jul 29, 2014 at 5:54 PM

I am hoping that the decisions are based on usage! I would also hope that riders affected are given some alternative transportation.

Dianne Graham

410 268-4126



Transit Department <transit@annapolis.gov>

Circulator Trolley Public Hearing Comments

4 messages

Rachel Rachfal <rwrachfal@yahoo.com>

Reply-To: Rachel Rachfal <rwrachfal@yahoo.com>

To: "transit@annapolis.gov" <transit@annapolis.gov>

Tue, Jul 29, 2014 at 5:33 PM

Dear Members of the City Council and the Transportation Board, and Mayor Pantalides:

As traffic is now one of the City's top concerns for residents, I strongly urge you to ensure that the Circulator trolley stays free and operational. All statistics indicate that the implementation of the trolley is a success and that the costs to keep the service have been grossly inflated. This service is too valued and utilized and solution-oriented to be the answer when making decisions about budget cuts.

The Circulator has revolutionized life for my family and many of our neighbors. We all rely on it throughout the year to travel downtown and back. It is our greatest and most used development in Annapolis that has enabled us to walk more and drive less. It has done wonders to move people from Uptown to Downtown, alleviating tourists and residents from adding to traffic congestion and parking scarcity. I'm sure it has benefited the ailing downtown merchants by taking more people to their doors as well. The Circulator is an excellent example of smart response to growth.

Thank you,

Rachel Rachfal

27 Woodlawn Avenue

Annapolis, Maryland 21401

410-212-7190



Transit Supervisor <transup@annapolis.gov>

Rider

1 message

Tue, Jul 29, 2014 at 4:07 PM

Jessica <jimtaylor100@gmail.com>

To: "transit@annapolis.gov" <transit@annapolis.gov>

To whom it may concern,

As a local, neighbor, and frequent shopper at DTA, I ask the confution of the circulator continues. My family frequently rides it to minimize traffic, pollution and for our exercise and convenience to get around locally.

I have 2 young children and also hope they can soon ride it themselves and to school.

They and our family friends all love the service and would be highly disappointed if it were discontinued.

Thank you.

Best regards,

Jessica Taylor



Transit Supervisor <transp@annapolis.gov>

Against Option 1 & 2 - Proposed changes to bus routes and fares

1 message

Robert Dunleavy <robertdunleavy@yahoo.com>

Tue, Jul 29, 2014 at 7:19 PM

Reply-To: Robert Dunleavy <robertdunleavy@yahoo.com>

To: "transit@annapolis.gov" <transit@annapolis.gov>

Cc: "constituents@annapolis.gov" <constituents@annapolis.gov>, "aldbudge@annapolis.gov" <aldbudge@annapolis.gov>

I am against the proposed changes as outlined in Option 1 and 2 that will be the subject of the hearing on July 30. Although I am unable to attend, I want you to know that I think that it is a mistake to consider such changes due to the impact on city businesses and those of lower income who rely on public transportation.

Personally, as someone who both works and live downtown, I have found the Circulator to be a great asset to the city. To charge for the service would discourage use of the many city visitors seen on the buses daily. To shorten the route would make it the Circulator close to useless.

Finally, I would like to say what a great bus driver and city ambassador you have in Loretta.

Robert P. Dunleavy

12B Randall Ct.

Annapolis, MD

410-267-0937



Transit Department - 410.261.2000

Circulator

1 message

Elizabeth McNulty <esmdds1@verizon.net>

Reply-To: esmdds1@verizon.net

To: Transit@annapolis.gov

Tue, Jul 29, 2014 at 8:20 PM

Ladies and gentlemen: --

Many years ago when I first moved to Murray Hill it was a joy to walk to the city dock and activities downtown; but time and age have taken their toll and now I anticipate these excursions with dread: Will I find a close parking place? How far will I have to walk? Can I do it comfortably? Is it worth the effort? Then came the Circulator. I can make it to West Street, and I know it'll be only 10 or 15 minutes that I'll have to wait, so even the weather won't need to deter me. And I can flag it down or get off anywhere along the route. The drivers are pleasant and helpful to residents and a wealth of information for visitors.

If there were a nominal charge I wouldn't mind, but unless a considerable amount would be gleaned, it's not worth giving up the promo value of a free ride. I would not be nearly so enthusiastic if the hours or the route were shortened or the waiting time were lengthened. In fact extending the route to Maryland Avenue would be great.

Our town is home to a people who were raised in automobiles, and the habits will take time to change. It is a hopeful sign that ridership has increased so dramatically in the brief period the Circulator has existed, and I'm confident that our people will soon come to see the value of convenient public transportation.

Unfortunately tomorrow I'll be out of town, but if I get back in time I'll ride the Circulator to t



Thomas S. Swanson <ts@annapolis.gov>

Circulator

1 message

Andy P I <otoosalfast@gmail.com>

Tue, Jul 29, 2014 at 10:17 PM

To: transit@annapolis.gov, Chris Carpita <carpita@yahoo.com>

Hello

I'm referring to Josh Cohen's article in Tuesday Capital.

I can't help but feel he made the case for maintaining the trolley, succinctly, sensibly and with compassion for those who use it now and those who will in the future.

He makes so much sense that unless his (presumed) facts are patently false, the logic is simple and poignant.

Help fill the garages.

I have felt for years, that signage directing people to alternate garages from Main Street has been weak at best, delinquent at worst.

How do visitors even know about the other 2 or 3 garages fairly close by, are available?

As for late night restaurant workers, Annapolis is hardly a dangerous place. Those concerned for their safety can surely walk in groups of two or more, or simply get a ride from another worker who may have parked closer. Better yet, a male worker get his car and pick the others up. Really, these workers should be required to park in lots anyway, rather than feeding meters or using residents spaces if indeed that is what they are doing.

Surely, using common sense approaches that Cohen detailed and supported, is more workable than mixing a service that some like and others sorely need.

Please, please do what's best for the people and find ways to make this better still, not shoot it.

Sincerely

Andy Perahia

Annapolis

410 626 0110

—

Andy



Transit Superintendent <transport@annapolis.gov>

Public hearing regarding Circulator Trolley

1 message

gina webbert pendry <ginapendry@gmail.com>

To: transit@annapolis.gov

Tue, Jul 29, 2014 at 9:36 AM

City Council and Transportation Board,

I have lived in Admiral Heights, with my family of 6, for 13 years. I believe it would be accurate to state that in the three years that the Circulator Trolley has been available for our use, we have ventured downtown more than we did in total for the previous 10 years. We either walk to the trolley or, more often, park in Park Place or Knighton, hop on the trolley and travel down to disembark near the Market House. We will often eat a meal, wander in and out of shops, enjoy ego alley or the park. To get home, depending on how much energy we have left, we either jump back on the trolley or we walk back up Main Street to West St, often stopping at Fun for All! Toys. We might make it the rest of the way or we flag the trolley down for that last bit of the trek.

My suggestion is to leave the present plan for the Trolley in place (or improve it by extending the route further up West St. and/or out to West Annapolis). Charging a dollar per ride might not sound like much to many, but that would become a deterrent for us...not to mention, that's \$12 we could have spent at the Market House, or at the toy store or the ice cream shop. Shortening the route or reducing the number of trolleys seems like a plan made to pretend that you are keeping the trolley in place while exacting its demise.

The Circulator Trolley is a useful tool to keep downtown Annapolis at its best...alive with residents and visitors and less crowded with traffic and cars. As a resident of Annapolis, I appreciate and am proud of the hospitality (and smarts!) that the city demonstrates by providing this service.

Thank you,

Gina Webbert Pendry



Transit Superintendent <transit@annapolis.gov>

Cost savings per option

1 message

Nancy Williamson <nancywilliamson808@gmail.com>

To: "transit@annapolis.gov" <transit@annapolis.gov>

Tue, Jul 29, 2014 at 10:12 AM

It would help tremendously if the cost savings per option was shared with the public.

Nancy Williamson

808 Chesapeake Ave

Annapolis, MD 21403

443-994-1344



Transit Supervisor <transup@annapolis.gov>

Comment for July 30 Transit Public Hearing

1 message

Charles Green <cgreen2066@aol.com>

To: transit@annapolis.gov

Tue, Jul 29, 2014 at 9:52 AM

Dear Dr. Agyemang-Duah:

I hope this message finds you well. I am writing in response to the Transit public hearing on July 30, where your department will discuss proposed changes to the Gold, Yellow, and Circulator routes. As I cannot attend the hearing, I wanted to let you know my thoughts on the various options. I strongly urge you not to support Option 2, eliminating these routes. As I'm sure you're aware, many low-income and working people rely on the Gold and Yellow routes to get to work, medical appointments, and grocery shopping, among other places. Eliminating these routes would make it extremely difficult for them to get around. And the Circulator helps to reduce car traffic on Main and West Streets, especially during the busy tourist season.

For Option 1, I support pursuing D and E, charging \$1 for the Circulator route and increasing the base fare on the Gold and Yellow routes to \$3. Reducing the hours or frequency of service to these routes would make it difficult for people who rely on them to effectively use them, so I would ask you not to support those particular options. I would also suggest asking local businesses, particularly the hotels, to help support the Circulator route; they could also help to promote it among their customers. And since the Gold and Yellow routes travel outside the city, perhaps the county could help share their costs.

Thank you for your time. I appreciate your hard work in making these difficult decisions. While I understand that Annapolis must balance its budget, I hope it will not come at the expense of those who rely so heavily on the city's services, especially its transportation department.

Sincerely,

Charles Green

443-994-8437

cgreen2066@aol.com



Transit Supervisor <transit@annapolis.gov>

Circulator Input

1 message

David Iams <davidiams@gmail.com>

Tue, Jul 29, 2014 at 9:06 AM

To: transit@annapolis.gov

This is my input regarding the Circulator and its future.

The Circulator plays a vital role in the City of Annapolis. It is essential to keep this free service. This type of service has done extremely well in other cities not only moving people around, but also enhancing the experience of visiting for tourists and locals. To stop this service, charge for it, or cut back on it would be a severe blow to this cities future than many people may not realize at first glance.

So whats the problem and why is ridership not optimal on the Circulator?

Simple answer: Implementation

Size and routes - Sure, the trolleys may arguably be too big as they can only service West Street and Main Street while totally ignoring Maryland Avenue, King George, and St. John's College, but can we do anything about this now?

Marketing - Could it be that the City has never really marked the vehicles appropriately? How hard would it be to have signage that says "Free Downtown Shuttle" as opposed to the more cryptic "Free Ride" that is on SOME of the Circulator trolleys? Would it be difficult to add "Free Shuttle" to the front of the trolley as well so that tourists or unknowing residents know what it is before it passes them by? How about more signs in strategic places?

Charging \$1? Doesn't the Circulator already do that to some extent? Every time I hop on the Circulator, there are a bunch of dollar bills lined up across the front as if this is the expected tip. Charging \$1 just means that the drivers aren't making that extra tax free money that they now collect and charging \$1 may discourage ridership more. If other cities can provide a free service, why can't Annapolis. Charging a \$1 would be a very negative reflection on our City.

I don't know all the answers, but can simply say, we can do better. Trying to take the easy way out (cutting service, charging \$1) does nothing but harm our City's future. I ask you to do your due diligence and not look for quick fixes that may seem reasonable at this time, but will ultimately harm our City and affect our residents, businesses, and tourists.

Look toward the future, not just at the present.

Thank you,

David T. Iams



Transit Superadmin <transit@annapolis.gov>

Changes to Circulator Route

1 message

Chance Walgran <chancewalgran@comcast.net>

To: transit@annapolis.gov

Cc: Budge Joe <joe@budge.com>

Mon, Jul 28, 2014 at 4:58 PM

I would like to see the Circulator route remain as currently configured. Suggestion to offer free service to anyone with a parking ticket. All other riders pay \$.25 or \$.50 per ride.

C. Chance Walgran

Laurance Clothing

232 Main Street

Annapolis, MD 21401

www.lauranceclothing.com

410-263-1175



Transit Department - transit@annapolis.gov

Edgewater to Annapolis Gold Line

1 message

Michael Hardesty <mikecristfeld@gmail.com>

To: transit@annapolis.gov; elmergranados@gmail.com

Tue, Jul 29, 2014 at 8:11 AM

Good morning, I am contacting you on the behalf of Elmer Granados and his wife. Elmer and his wife both use the gold bus line to come into Annapolis to work every day. They are deeply concerned about the gold line possibly being shut down. He mentioned that paying an increased fare is more then acceptable for continuing to use the Gold line. This is his family's, as we as many of his friends and neighbors, only means of economical travel into the city to work.

Thank you for your time.



Transit Supervisor <transup@annapolis.gov>

Transit Hearing comments

1 message

Deb Yatsuk <dyatsuk@verizon.net>

To: transit@annapolis.gov

Cc: Jared Littmann <jared@annapolisward5.com>, aldamett@annapolis.gov, Rhonda Pindell-Charles <aldpindellcharles@annapolis.gov>, Mayor <mayor@annapolis.gov>, aldpaone@annapolis.gov, Joe Budge <aldbudge@annapolis.gov>, aldfinlayson@annapolis.gov, aldkirby@annapolis.gov, aldpfeiffer@annapolis.gov

Mon, Jul 28, 2014 at 1:22 PM

Dear All ~

I am writing out of concern for actual city taxpayers. I know city transit services goes out of the city limits, and that's fine as long as it is warranted by actual city taxpayers who fund the service. I can understand the need for city residents to have public transit to stores and schools.

However, when I watched a city council meeting recently on this subject, ALL the personal testimony to keep bus service outside the city limits was from people living outside the city limits! Of course they would want it still funded by the city, but it begs the question "what is the county doing about this need?" Perhaps they should fund it, or at least subsidize it.

As you know, the Annapolis postal districts are much larger than the actual city limits, which can be confusing and often gets overlooked by reporters and others.

Thank you for listening ~

Debbie Yatsuk
418 Fox Hollow Ln
Annapolis 21403
Ward 5
#410-507-4543



Transit Separation <transp@annapoli.gov>

Circulator Bus

1 message

Daniel Green <amaru1811@gmail.com>

Tue, Jul 29, 2014 at 6:57 PM

To: "transit@annapolis.gov" <transit@annapolis.gov>

Please do not cancel the Circulator Bus and consider expanding as suggested by former mayor Josh Cohen in The Capital guest column (7/29/14).

Daniel Green
Resident
Annapolis, MD



Transit Supervisor <transit@annapolis.gov>

Comments on ADOT Proposal

1 message

Dawn O'Brien <243waterstreet@gmail.com>

Wed, Jul 30, 2014 at 8:22 AM

To: transit@annapolis.gov

Hi -

My Alderman asked us to send our thoughts regarding proposed changes to ADOT's services. Here is my opinion.

Constituents with no other transportation options and who are least able to absorb fare increases use public transportation. I do not support reducing services, and think that a 50% fare increase would be excessive for this constituency.

The Circulator is a valuable service to the downtown area, and may actually be considered more valuable if there were a small charge associated with it - but adding a charge should not be coincident with reducing the route.

Thank you.

Dawn O'Brien
929 Breakwater Drive
Annapolis, MD



Transit Superintention <transu@annapolis.gov>

Circulator

1 message

Connie Del Signore <CDelSignore@visitannapolis.org>

Wed, Jul 30, 2014 at 10:40 AM

To: "transit@annapolis.gov" <transit@annapolis.gov>

Annapolis Transit Authority:

With regard to the Circulator, I agree with the members of the ABA that this service remain as it currently exists. It is a great amenity for our visitors. I am also told by some employees of local businesses that they love parking at Park Place for \$2/day and taking the circulator to work. This kind of activity could be encouraged through incentives for every garage.

Best – Connie Del Signore

Connie Del Signore | President & CEO | AAACCVB | 26 West Street, Annapolis, Md 21401

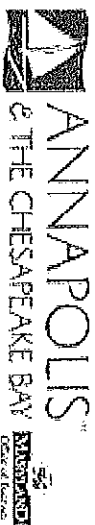
☎ 410.280.0445 x 100 | ✉ cdelsignore@visitannapolis.org

VisitAnnapolis.org

MeetInAnnapolis.com

TheHotelsAtBWI.com

WeddingsInAnnapolis.com





Transit Superintendent <transit@annapolis.gov>

Circulator

1 message

Wed, Jul 30, 2014 at 9:34 AM

Herb Kells <rosslewis96@hotmail.com>

To: "transit@annapolis.gov" <transit@annapolis.gov>

City Council Members--

I read in the newspaper that you are considering cutting back the commitment to the Circulator trolley. As a new area resident who is considering buying a condo in the City, itself, I must say that my decision would be influenced negatively by a City Council decision to cut back on a needed and successful effort such as the Circulator. Increasing the Circulator and other public transport options is the direction to go, not eliminating or cutting them back....for all kinds of economic and practical reasons. Annapolis needs simple, non-car connections.

Please d.

H.R. Kellso not cut back the Circulator



Transit Supervision <transup@annapolis.gov>

Fwd: Free shuttle

4 messages

Ald. Joe Budge <aldbudge@annapolis.gov>

To: Transit Supervision <transit@annapolis.gov>

Sat, Jul 26, 2014 at 8:13 AM

Forwarding a comment on the Fare/Route/Schedule changes.

----- Forwarded message -----

From: **Joan Kaplan** <jkaplan22@yahoo.com>

Date: Fri, Jul 25, 2014 at 3:09 PM

Subject: Free shuttle

To: "aldbudge@annapolis.gov" <aldbudge@annapolis.gov>

I think the shuttle is a good idea. I believe it should be expanded to include West Annapolis and Eastport For the people who have parking tickets from the City garages should be free, everyone else should have to pay at least a dollar.

Thank you, Joan Kaplan
41 Water Street.

Dear Mayor and Council,

If anyone had any doubt about the wisdom of continuing the free Circulator Trolley in Annapolis she need only have been on Church Circle last Tuesday in the early afternoon. My car, and several others behind me, were paused behind a Circulator Trolley carrying (perhaps) 4 passengers, which itself was ludicrously paused behind another Circulator Trolley while one of its (perhaps) 3 patrons disembarked before the County Court House.

We live in the City and are downtown almost daily. In hundreds of observations of the Circulator since 2011 we have rarely seen it hosting more than 3 at a time and, more often than not, 1 or 2 are aboard, or it's empty.

The truth is that the Circulator ridership is scant at no charge: does anyone seriously expect it to increase by introducing a fee? The Circulator costs property taxpayers \$1.1 million a year. The City Council is raising personal property taxes on small business by \$400,000. Have you polled the small business community to see if raising their personal property taxes to pay for a Circulator are worth it, or that their money is being wisely spent?

It's time for the Mayor and Council members to realize taxpayer money should be used for fundamental services that the City needs to provide, and not the wish lists of a Mayor, Council, or interest groups that are here today and gone tomorrow, leaving the taxpayers holding the bag and wondering if they should quit the City.

Sincerely,

Sheila and John M Moran
Eastport/Annapolis

John M Moran

moranjmd@me.com
443.995.0677
Sent from iCloud



Transit Superintendent <transport@annapolis.gov>

Proposed Transit Service changes

1 message

Theresa Pane <tpane03@hotmail.com>

To: transport@annapolis.gov

Sat, Jul 19, 2014 at 7:30 PM

Good evening,

I would like to ask that whatever is decided regarding some of the routes, please do not eliminate the Gold route. I do not have a car and I rely on the Gold buses to get me to downtown Annapolis for work every day and back home.

I am sure there are others that rely on the Gold route, particularly the students who attend Anne Arundel Community College.

Thank you for your time.

Sincerely,

Theresa Pane



Transit Supervisor <transup@annapolis.gov>

Proposed Transit Service & Fare Changes

1 message

andrea chambers <missionarychambers@hotmail.com>

Tue, Jul 22, 2014 at 10:01 AM

To: "transit@annapolis.gov" <transit@annapolis.gov>

To the Committee

I ask that you please keep the route for the Gold Bus just the way that it is. The college students depend on the Gold Route to get us back and forth from Annapolis to Arnold Maryland. To ask us to depend on Bus 14 will be asking too much, for several reasons, and the reasons are as follows:

- 1) Bus 14 is already full than you ask that they accommodate for Gold Bus passangers.
- 2) The first Bus 14 doesn't go into the college, we would have to walk and it is not a short walk.
- 3) The Gold Route schedule is every hour; however, Bus 14 is longer in between time neither is it dependable, I've seen too many students at the bus stop complaining about Bus 14 service.
- 4) I know that Annapolis is a wealthy city that is why the committee feels that Buses are not important; however, that is so untrue. While it is true that the poor use the Bus Service to get them back and forth to jobs and necessary appointments, you have quite a bit of middle class consumers that use the Bus Service for downtown trips where parking is horrible. Therefore, it is not just a situation whereas you are dealing with the poor only, your decisions effects everyone.

Again, I ask that you please consider what I've said and keep the route of the Gold Bus just the way that it is.

Thank you,

Andrea Chambers

Student of Anne Arundel Community College



Transit Supervision & Training @annapolis.gov

(no subject)

1 message

Lamont Henriques <bmrhdn.henriques@gmail.com>

To: transit@annapolis.gov

Wed, Jul 23, 2014 at 10:00 PM

Hello transit of annapolis, I'm writing this letter because I'm a student at aacc and I use the gold bus to commute to and from school,also to get to the mall during the week and weekend, if the gold bus stop running it would be hard for me to get to and from school and to work. I feel as if the gold bus route was cancelled a lot of students and people would have to depend on the MTA bus route 14 which isn't dependable due to the fact every bus that gets to downtown goes out of service which would make me and other students late. I live off of bestgate road. I've also read that the holiday schedule will be changing I also feel as thought if that changes it will hurt people that work in Annapolis mall if anything the bus should run until 9 on holiday schedule because of most store don't close until 7 which mean they don't leave until 8.



Transit Supervisor <transup@annapolis.gov>

The Circulator

1 message

Bill Isopi <jeanneandbill@comcast.net>

Wed, Jul 23, 2014 at 10:37 AM

To: transit@annapolis.gov

Good Morning --

I am writing to support the Circulator. As President of the Park Place Condominium Association and President of the Park Place Master Association, I represent hundreds of supporters of the Circulator. I spoke in support of the Circulator at the City Council meeting in May and plan to address your Board next Wednesday night. I'll have updated numbers on our petition for you next week.

In short, the Circulator is a huge benefit to many in Annapolis. As residents of Park Place, we use the trolley to visit City Dock and the downtown businesses. The Circulator reduces traffic downtown and benefits our local parking garages with increased revenue. Our hotels benefit as out-of-town visitors use the trolley to get around town and enjoy the restaurants. Our businesses benefit because of the additional customers the Circulator brings to them. Folks from local communities use the Circulator when they come into town to visit City Dock. Folks who work downtown use the trolley as part of their commute (after parking in the garage at Park Place) to get to their jobs.

Thank you for consideration of this important issue and for your service to the city.

Bill Isopi

President - Residence at Park Place Condominium Association

President - Park Place Master Association

443-831-5650

jeanneandbill@comcast.net



Transit Superintendent <transit@annapolis.gov>

Circulator Trolley

1 message

ENC Caswell <encaswell@gmail.com>

To: transit@annapolis.gov

Wed, Jul 30, 2014 at 2:50 PM

I am sending a letter because I have heard you are planning to cut the Circulator. I am 11 years old and I will be in Bates Middle School PVA program to play cello next year. I was looking forward to taking the Circulator on some days to get to the Market House and to where my dad works. It would be very cumbersome to carry a cello from Bates middle school to the different places I need to go. I also ask that you do not start charging money, because charging money would slow it down and make it inconvenient. Please also extend it to Eastport so I could take the trolley on the weekends. I hope you will consider these requests.

Sincerely,

Emmett N. Caswell
Eastport



Transit Supervisor <strawup@annapolis.gov>

Fwd: Bus Routes

1 message

Hilary Ratovich <hratovich@annapolis.gov>

To: transit@annapolis.gov

Cc: annepsmall@yahoo.com

Wed, Jul 30, 2014 at 2:45 PM

----- Forwarded message -----

From: **anne small** <annepsmall@yahoo.com>

Date: Wed, Jul 30, 2014 at 2:35 PM

Subject: Bus Routes

To: "boards@annapolis.gov" <boards@annapolis.gov>

Anne P. Small
730 Mills Way
Annapolis, Maryland 21401

July 30, 2014

City Council
160 Duke of Gloucester Street
Annapolis, Maryland 21401

Dear City Council Members,

My name is Anne P. Small. I am submitting testimony regarding the Bus Route Changes currently proposed. Let me start by identifying who I am. I own the Maryland Avenue Landromat in the historic district, 1/2 a block from the State House. I am a Landlord in the City of Annapolis. I am a homeowner in the City of Annapolis. I often ride a bicycle in the city or walk between local destinations. I am lucky to call this city my home. I pay TAXES both as a private citizen and as a business owner.

First I'd like to point out what routes impact which users. The Circulator mostly serves Tourists who visit our City with money to spend in their pockets. It helps them get around and enriches the pockets of local businesses. Nothing wrong with that. Those business owners, like me, pay taxes, too. According to Josh Cohen, our previous Mayor, hospitality workers, and other workers in the city also use the Circulator. I do see that occasionally, but more often just Tourists when I am riding the Circulator. I rode it most recently on Sunday, July 27. The Gold and Yellow bus routes help our citizens get to work, go to the grocery store, go to school, visit family, pick up children at Day care and much more. These Bus Routes serve our Citizens, and primarily those citizens who cannot afford other modes of transportation such as a personal vehicle or a taxi cab.

I respectfully request you DO NOT cut services to locals by reducing services for the Gold and Yellow Bus Routes. If you must cut some money from the Transportation Department, cut the Circulator. I do not believe this will negatively impact the local economy, in fact I believe this may provide additional economic stimulation because folks who come from out of town can more likely afford taxis. Paying for taxis to get around is good for local businesses and our taxi drivers deserve the income, instead of our government picking up the tab. The Tourists have deeper pockets than our regular bus ridership. Let us promote taxi rides, pedicabs, bicycles, and the restaurant shuttle instead of the Circulator. Private industry promotes a lively economy. Save that money to provide our citizens with prompt steady bus service on the Bus Routes that most help our own citizens. Many of our bus riders do not own their own vehicles, and rely on our bus system for daily transportation.

Sincerely,

Anne P. Small

Hilary Roggio Ratfovich
City Council Associate
160 Duke of Gloucester
Annapolis, Md 21401
410-263-7030
hrratfovich@annapolis.gov



The staff Support Office in Annapolis: transit@annapolis.gov

RE: The Circulator discussion

1 message(s)

O'Neill, Sean <sean.oneill@rbcc.com>

Wed, Jul 30, 2014 at 1:37 PM

To: Connie Del Signore <CDelSignore@vistannapolis.org>

Cc: "transit@annapolis.gov" <transit@annapolis.gov>

Thanks Connie,

I have ccd the e-mail address for the Transportation Board, in hopes they read it.

Much appreciated.

Sean

Sean M. O'Neill, CFP®, CRPS®

Associate Vice President - Financial Advisor | RBC Wealth Management

1906 Towne Centre Boulevard | Suite 375

Annapolis | Maryland | 21401

Phone: **410.573.6723** | fax: 410.573.6701

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From: Connie Del Signore [mailto:CDelSignore@vistannapolis.org]

Sent: Wednesday, July 30, 2014 9:00 AM

To: Alderman Joe Budge

Cc: O'Neill, Sean

Subject: The Circulator discussion

Dear Joe,

With regard to the Circulator, I agree with the members of the ABA that this service remain as it currently exists. It is a great amenity for our visitors. I am also told that some employees of local businesses love parking at Park Place for \$2/day and taking the circulator to work. This kind of activity could be encouraged through incentives for every garage.



Transit Supervisor John Strainoff <strainoff@annapolis.gov>

Comment on Circulator

1 message

Ald. Joe Budge <aldbudge@annapolis.gov>

Thu, Jul 31, 2014 at 7:02 AM

To: Transit Supervision <transit@annapolis.gov>

Forwarding for the public record this comment posted to my Facebook page:

To the members of the Annapolis Transportation Authority, Members of the City Council, and the Mayor of Annapolis, Please keep the circulator as is! Cutting the circulator or eliminating it all together is a step in the wrong direction for this city. Look down town to the numerous vacant spots along main street; Annapolis needs to promote going downtown to shop and eat, cutting the circulator sends the exact opposite message. Three suggestions to increase ridership: • The circulator needs clearly marked signage on all four sides of both vehicles simply stating "free city circulator". • A simple GPS based "Circulator location app" should be created thus allowing anyone with the app the ability to track the circulator and adjust plans by a few min. Ridership would increase exponentially. (The University of MD has this technology for its bus system and it works like a charm) • Increase the route to include State circle, MD Ave, Eastport, and possibly Admiral Heights / Homewood. Just branch out a little more to make the circulator even more accessible. I hope our city leaders works smartly to save the Circulator. More business equates to more tax revenue for the city... lead proactively, be forward thinking, make it easy and enjoyable for the residents of this community (your bread and butter) to get downtown. We will support downtown IF downtown has something to offer and can be easily accessed. Respectfully, Matthew Barry (A small business owner)



Terrah Supenddon <terrash@annapolis.gov>

Annapolis circulator

1 message

Stuart Rice <srice429@gmail.com>

To: "transit@annapolis.gov" <transit@annapolis.gov>

Wed, Jul 30, 2014 at 5:30 PM

Good afternoon,
I would like add my two-cents to the Annapolis circulator conversation. My husband and I live in Homewood and use the trolley for getting downtown for dinner, shopping and for my volunteer day at Historic Annapolis Foundation.

We also run a short term rental property also in Homewood. There are many of our guests who use the trolley to get downtown.....even those who don't have cars while here. Visitors to Annapolis need a convenient, affordable transportation as do the citizens of Annapolis.

Thank you for your time,
Katherine Rice



Transit Supervisor <transup@annapolis.gov>

Please keep the Circulator!

1 message

Wed, Jul 30, 2014 at 5:43 PM

Genevieve Goodrow <genagoodrow@yahoo.com>

Reply-To: Genevieve Goodrow <genagoodrow@yahoo.com>

To: "transit@annapolis.gov" <transit@annapolis.gov>, "jsgood@mac.com" <jsgood@mac.com>

Dear Annapolis City Council,

Neither I or my parents, all three of us Annapolis residents, are able to make the hearing tonight. But we did want to add our voices to those calling for the Circulator to remain in service. It's value to our city as a regular, free shuttle is enormous, especially in light of Annapolis' parking challenges.

Parking permits this year were nearly twice the cost of last year. That money should be going to keeping the Circulator and easing the crowd streets rather than any other area.

We ride the Circulator often, and it's always a pleasure. Adds a lot to our City. Please don't take a step back and make Annapolis more difficult to get around.

Thanks,

Genevieve Marshall

29 College Ave.

Judith and John Goodrow

5 Park Place.



Generated by the Annapolis Information System

Trolley

1 message

Curtis DeStefano <curtisd1@gmail.com>

To: transit@annapolis.gov

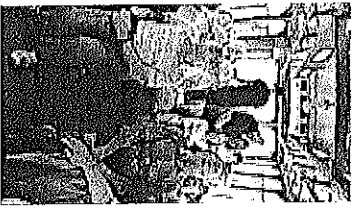
Wed, Jul 30, 2014 at 6:46 PM

I am on my way to testify at the hearing for the circulator cutbacks.. we have a Full Trolley tonight! I oppose any cutbacks to the trolley.

Curtis DeStefano

President

Murray Hill Residents Association



20140730_183401.jpg
4011K



Transit Super Admin <seanoneill@hbc.com>

Circulator

1 message

Zia Boccaccio <alpacainternational@verizon.net>

To: transit@annapolis.gov, SEAN.ONELL@hbc.com

Wed, Jul 30, 2014 at 3:07 PM

Unfortunately, no one from Alpaca International can attend this hearing though it is very important to us. We support the Circulator service. All of our employees use it as many of our customers do. Actually, when we inform a visitor or group that does not know about it, they are grateful and DO use the service. Please do not eliminate any of the services. Please choose Option 1 if it cannot remain the same.

Thank you,

The employees of Alpaca International.

206 Main St.

Annapolis, Md 21401

410-216-9898



Transit Supervisor <transup@annapolis.gov>

Public Hearing July 30th

1 message

Elise Handelman <eastportelise@comcast.net>

Tue, Jul 29, 2014 at 12:03 PM

To: transit@annapolis.gov

Cc: "Ald. Ross Arnett" <aldarnett@annapolis.gov>, "Ald. Joe Budge" <aldbudge@annapolis.gov>, Kenneth Kirby <AldKirby@annapolis.gov>, sgunn@capgaznews.com

I am writing to raise, again, the issue of inadequate or completely absent BUS SHELTERS throughout Annapolis.

I have written in the past to numerous public officials including Alderman Ross Arnett, Council Joe Budge and Ken Kirby, the city's "Report It" link, the acting director of Transportation, Dr. Kwaku Agyemang-Duah, as well as the Capitol Gazette newspaper. Yet, the problem persists.

My understanding is that a grant for these shelters has been received from the state with \$50,000 of matching funds already in the budget for the city. I also understand that an RFP was being drafted months ago (February!) when I originally looked into this.

I have attached a photograph taken on Rowe Blvd last winter demonstrating the need for shelter for people using the bus system. Now the snow has melted, replaced by the blazing heat and torrential wind and rain of Spring/Summer in Annapolis.

These buses are used by working folks who need to get to their jobs as servers, cooks, housekeepers, security guards, healthcare aids, and other jobs that do not close down when the weather gets bad.

It appears that LESS THAN HALF of the shelters are currently in place. Can you please explain to me WHY aren't we seeing these shelters?? How can this be????

Is this a topic that can be addressed in the public hearing on July 30th?

Regards,

Elise Handelman

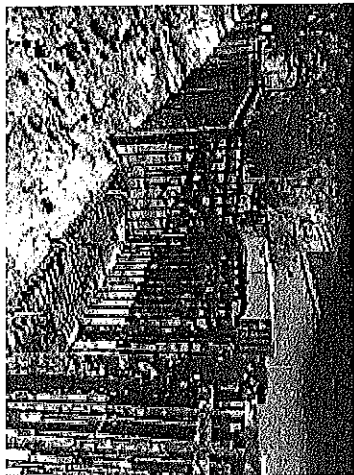
Elise Handelman

600 First Street

Annapolis, Maryland 21403

Phone: 410-267-9398

Email: eastportelise@comcast.net



Bus shelter in Annapolis.JPG
195K



Transit Supervision <transup@annapolis.gov>

Circulator Comments from Last Night

1 message

Heather Skipper <Heather@watermarkjourney.com>

Thu, Jul 31, 2014 at 11:26 AM

To: "transit@annapolis.gov" <transit@annapolis.gov>

July 30, 2014

Remarks for Annapolis Department of Transportation regarding the Circulator:

Good evening, my name is Heather Skipper and I am the Director of Guide Operations at Watermark here in Annapolis. Thank you for allowing the residents and the local business community the ability to share our thoughts on the Circulator. Tonight I bring you my unique insight into the tourism perspective and the importance of the existing integrated discounted parking program with the Circulator. In 2013 we hosted over 3,700 walking tour visitors and X number of cruise visitors all of whom potentially rely on the existing program.

Watermark strongly recommends continuation of the Circulator and its integration with the discounted parking program. We employ 65 colonial tour guides who spend hours on the streets of Annapolis. Our guides are constantly in communication with the visiting public and it's very powerful to explain the free Circulator and it's linkage to parking. In Watermark's opinion, the current Circulator and parking program has become an integral part of the tourism experience in Annapolis that contributes positively to that experience.

To buttress this point I will read to you a brief portion of a Trip Advisor Review written on July 22nd from one of our guests: *"I live in Baltimore and it was easy to drive to Annapolis, park discounted*

at the PARK PLACE GARAGE. Then the FREE TROLLEY picks you up right outside of the garage which is great since my mother has difficulty walking.” Trip Advisor and other travel reviews sites commonly publish this type of comment.

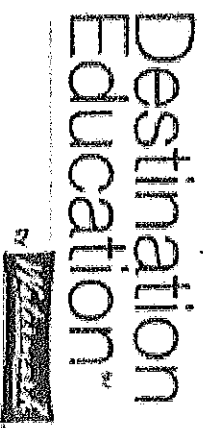
We are aware that the Mayor’s transition team on Economic Development recommends the continuation of the Circulator. From our view it’s good for local business and the economy and certainly is not to be eliminated.

What I have given you is our insight of the importance of the Circulator program from the perspectives of the tourists and local business. The Circulator has become a part of the fabric of tourism and local business in Annapolis. We strongly recommend that it is continued in its current form that has proved so successful.

Thank you for your time.

Heather Skipper | Director of Guide Operations | P: 410.263.5357 | F: 410.263.7782 | watermarkjourney.com | Tours, Charters, Cruises.

Find Us on Facebook | Follow us on Twitter @AnnapolisTours & @WatermarkYacht





Transit Support Division <transupp@annapolis.gov>

Post hearing feedback

1 message

Jeremy Cefaratti <jerlujvsjesus@icloud.com>

To: "transit@annapolis.gov" <transit@annapolis.gov>

Thu, Jul 31, 2014 at 9:05 AM

Dear sir,

Thank you for being present last night to hear the comments from the public. Although I did not have an opportunity to give my thoughts I was very gratified to see you and the other members of the board council and your willingness to hear our input.

I am likewise grateful that you have decided to keep the public record open until the actual council meeting when this decision will be made. Thank you for this consideration.

In answer to one of the follow up questions that was asked last night (to the 61 year old woman who rides the Gold Route) it is imperative that you be aware that there are neither sidewalks nor crosswalks within .5 miles of the Rt. 2/Rt. 214 intersection. I am a legally blind rider and I live across Rt. 2 from the Sojourner Douglass college. As such, I already have to cross Rt. 2, where there is neither traffic light, nor crosswalk, nor sidewalk. Additionally, where I am forced to cross has historically been the site of numerous auto accidents, most of which have resulted in critical injuries. Due to the curve in the road and the merging of lanes and a turn lane, this is a particularly treacherous area. I make this crossing at my own risk because I work in Bay Ridge and have needed to take the ADOT system to alleviate financial and other stressors for my family.

I wish to make you aware that in e past ten days a driver on the Gold Route has failed to make a stop at Sojourner Douglass College. In both cases, the driver never entered Stepney's Lane where the college is located. The first time I was awaiting pick up at the college and, at significant inconvenience to my family, made my way into Annapolis. The other occasion I was riding home and due to the failure of the driver to fulfill his route, I was forced to walk 1.5 miles. In both cases, on the day of the incidents, I phoned in a complaint to your office. I am very willing to provide further detail if necessary to identify the drivers.

I would be very willing to pay a little more to see the service continue uninterrupted, as it costs me \$22 by cab to make the same trip. I also wish to support the statements made yesterday evening that there have already been many significant positive changes made to the ADOT system which are largely responsible for my being willing to use it now, and I commend you and the other members for your leadership. I would like to hear more discussion of options to find revenue outside of ridership. I was disappointed to not hear more last night.

The ADOT system and the commitment of you and your colleagues serves the people of Annapolis quite well. And I am committed to seeing a mutually beneficial relationship between the riders, the system, the City, and the merchants of Annapolis.

Thank you for your time and consideration.

7/31/2014

Annapolis.gov Mail - Post hearing feedback

Regards,
Jeremy

Sent from my iPad



Transit Supervisor swannap@annapolis.gov

The Circulator

Message

Sean Keough <Sean.Keough@sil.com>

Tue, Jul 29, 2014 at 3:29 PM

To: transit@annapolis.gov

Sean Kenneth Keough/11 Glen Ave/Annapolis, MD/21401

To Annapolis Transit:

I have taken this time out of my day to write this email about the proposed changes to the Annapolis Transit Services and Fare Charges. Having lived in Annapolis for over 1 year and my wife and her family having lived in Annapolis for over 30 years, I find the proposed changes very concerning. My first concern is for the ones who use the transportation to provide for their lively hoods and furthering their education. Many of the riders on the transit use this mean of transportation because it's the only transportation assessable to them. Many of the riders don't have the needed finances to guarantee a dependable means of transportation to work, school, child care or retail shopping. Being a frequent rider on the transit system you can get an idea of WHO really needs this service given the time of day you are on the transit. Why put the financial struggles of our City on the people who keep our City going? Why reduce their quality of life because of a shortfall in the budget. That's what this is coming down to, reducing the quality of life for the residents of Annapolis. Let's have a voice for the people who need the transportation and give them a break for once, even as small as this is. Why are we not going after increased Annapolis Hotel tax or property tax? Don't take the easy way out by penalizing the people who are so often victims of our mistakes or lack of being creative. How are we going to attract new employers to the City when we are reducing services that are important to their employee base?

Why reduce the hours on the Transit? How would this help the mother of 4 working in the kitchen at Pussers till close with no transportation home? How does this help the student working 2 jobs and taking PT classes at AAMC on a federal student loan advance their career or move to the middle class? How does this help people visiting from all over the world for Navy Events, Boat Shows, our rich City history, weddings and countless other events? How would we navigate/deliver these people around the city and spend their out of state dollars at local business? How does this incentivize a younger population moving into Annapolis when public transportation is on a list of must haves these days? How does reducing the hours or the transit to the "bar district" make any financial sense when many of the riders are tourists/wedding parties spending their money (out of town) at downtown bars and staying at the Westin or on West Street? How does any of this make Annapolis a welcoming community to live in or travel to? Annapolis has lacked healthy public transportation for years now and as we grow this will be a continued problem, but need to be address and readdressed. Annapolis is becoming more and more of a destination to live and travel, but we need to think about our

future not just a shortfall in a budget.

Something to consider looking into the future: I moved from Washington, DC to Annapolis because the quality of life, affordable housing, and the progressive culture it holds. If you have done any research in the past few years the "sprawl and crawl" development phase is slowing and people are moving back the urban areas. Young professionals/adults are finding cities such as Annapolis appealing because of the public transportation, job stability, low crime and being more "green" in their day to day efforts. How can we look into the future when we want to return to the past? Living all over the USA and Canada, Annapolis has a perception of wealth and the idealistic town to live in. Where else in the Country can you have access to resources we have both physically and culturally within 100 mile radius. When we have friends and family visiting Annapolis we always walk to Park Place and use the trolley for transportation downtown. Visitor's use this service because it makes more of the City assessable thus driving the return to the local economy. Reducing the Transit system isn't a smart business decision when you look at the return we have seen both financially and developmentally for the locals who use this at their only source of transportation. Let's be the City we know we are an make smart decisions for all of our residents. This isn't a smart decision.

Thank you,

Sean K. Keough
Regional Sales Representative
Reliance Standard Life
7619 Little River Turnpike, Suite 310
Annandale, VA 22003
Office (703) 342-5938
Fax (703) 354-3654
Cell (435) 632-3955
sean.keough@rsl.com





Transit Supervision <transsup@sinet.net>

PROPOSED TRANSIT SERVICE & FARE CHANGES

1 MESSAGE

Pat Fitzgerald <patf700san@yahoo.com>

Reply-To: Pat Fitzgerald <patf700san@yahoo.com>

To: "transit@annapolis.gov" <transit@annapolis.gov>

Sat, Jul 26, 2014 at 7:25 AM

COMMENTS ON TROLLEY FOR CITY COUNCIL CONSIDERATION:

I believe that Council is shortsighted in considering a fare for the trolley and that downtown restaurants and shops will be negatively impacted by this proposed trolley fare. This city is a tourist destination and if the city wants tourist dollars, visits to Annapolis need to be hassle free. It is a hassle to set in traffic or to hunt for parking. The trolley is a hassle free and fun way to navigate our city.

Also, you apparently have disregarded the potential negative impact on the city's parking garages. Many people drive to the Park Place garage to board the trolley to go downtown. Few people are going to pay to park and then pay a trolley fare.

Please consider expanding your options to include:

1. The city selling advertisements to be placed on the outside and/or inside of the trolleys. If the shuttle is eliminated, the Westin hotel will have to run a shuttle downtown for their guests (they did this before the trolley). I propose that the Westin and other hotels in close proximity to downtown be approached to support the shuttle by placing advertisements on the trolley itself. Many cities have successfully adopted this practice. (This suggestion was made at the last council meeting that I attended on this subject, but apparently has been disregarded.)
2. Although I do not support charging any fare for the trolley, if a minimal fare is instituted, it is essential that it be good for the **entire day**. Tourists often use the trolley intermittently throughout their visit. Few people are going to pay \$1 every time they board the trolley as they navigate the city.
3. Also, if the wait is too long between trolleys, it will not be an attractive means of transportation. Very few people will wait 15 minutes or longer in the heat or cold to board the trolley. I know the current schedule is suppose to be every 10 minutes, but it is often 15 minutes between trolleys, so the proposal will likely result in 20 minute waits.

Finally, I have been told that the city is in the process of painting city garages. I have been in several city garages in the last six months, and my

impression is that they are quite presentable. If this is true, and if you need money so badly that you are cutting city services, I suggest that you re-evaluate your paint schedule.

Pat Fitzgerald

Park Place

Annapolis, MD 21401

410-991-3972



Transit Superintendent <transit@annapolis.gov>

Comments for the proposed Changes

1 message

fayebruso <fayebruso@comcast.net>

To: transit@annapolis.gov

Thu, Jul 24, 2014 at 8:36 AM

My husband and I lived in Calvert County before moving to 5 Park Place in Annapolis. With many of the reasons we selected 5 Park Place was the capability of being able to walk to the Circulator stop and not have to drive down town and park. It was a selling point that we loved and the capability of our friends doing the same. We avoided coming to Annapolis during the busy season due the parking etc.

I have no problem with paying the \$1 or the change in the time from 10 minutes to 15 minutes or even 20 minutes. What I do have a problem with is stopping the Circulator from Park Place to the City dock.

I understand the reason of the reduce hours on Saturday and as well as Sunday.

1. A newly elected official attended one of our board meetings and one of the questions asked was about the circulator and he assured us that it would not be eliminated
2. I do not understand why there is not an effort on the Annapolis Department of Transportation and council to approach the merchants, hotels etc. to ensure that each one support the Circulator.
3. We have had many friends visit us that live in other counties since moving to 5 Park Place and only one of those knew about the Circulator. Does that say something to you that no effort is made to make sure that visitors etc. are aware of the Circulator and the route that it takes?????
4. It would make more sense is not to allow parking on Main street and have the Circulator continue on its route down main street to the dock and back (the same route they now use) You may find that more people use the Circulator.
5. I never see any advertisement concerning the Circulator, is that not strange???

I believe the failure is right in your own back yard. I can totally understand the charge and the difference in the proposed times. But do not

understand taking away the route that extends to the dock and back.

One more note is you need to approach your drivers (some) to have a better attitude towards the riders. Courtesy goes a long way in this world today.

Thank you

F Brusio

5 Park Place, #128



Transit Superintendent <transsup@annapolis.gov>

Fwd: Circulator Support

4 messages

Ald. Joe Budge <aldbudge@annapolis.gov>

Sat, Jul 19, 2014 at 9:17 AM

To: transit@annapolis.gov

Department of Transportation:

I am forwarding a comment, below, which my office received in response to the Public Notice regarding proposed transit service and fare changes.

Sincerely,
Joe Budge
Alderman, Ward One

----- Forwarded message -----

From: **Teresa Healey-Conway** <teresamhc@gmail.com>
Date: Wed, Jul 9, 2014 at 11:10 AM
Subject: Circulator Support
To: aldbudge@gailias.annapolis.gov

Alderman Budge,

I want to express my support for the circulator.

It is important for residents who live downtown that everything be done to encourage visitors to the city to use the garages and not park in our neighborhoods.

During the summer, it's awful to have to go anywhere on a Saturday because when I return home, there is no place to park. At times, I have driven around for 25 minutes looking for a spot. Many times during tourist season, I have to park in another parking district because I can't find a space where I am supposed to park.

The circulator makes parking in the city garages more appealing because the circulator provides easy access to downtown. Especially when the downtown garages are full.

Stricter parking enforcement on the weekends in the neighborhoods might curtail the current problem. Eliminating the circular will make the problem worse.

Thank you for considering my perspective on this issue.

Teresa Healey-Conway
85 Charles Street



Transit Supervisor <transit@annapolis.gov>

Circulator

1 message

Matt Barry <mb@happy-pet.net>

To: transit@annapolis.gov

Wed, Jul 30, 2014 at 12:13 PM

To the members of the Annapolis Transportation Authority, Members of the City Council, and the Mayor of Annapolis,

Please keep the circulator as is! Cutting the circulator or eliminating it all together is a step in the wrong direction for this city. Look down town to the numerous vacant spots along main street; Annapolis needs to promote going downtown to shop and eat, cutting the circulator sends the exact opposite message.

Three suggestions to increase ridership:

- The circulator needs clearly marked signage on all four sides of both vehicles simply stating "free city circulator".
- A simple GPS based "Circulator location app" should be created thus allowing anyone with the app the ability to track the circulator and adjust plans by a few min. Ridership would increase exponentially. (The University of MD has this technology for its bus system and it works like a charm)
- Increase the route to include State circle, MD Ave, Eastport, and possibly Admiral Heights / Homewood. Just branch out a little more to make the circulator even more accessible.

I hope our city leaders works smartly to save the Circulator. More business equates to more tax revenue for the city... lead proactively, be forward thinking, make it easy and enjoyable for the residents of this community (your bread and butter) to get downtown. We will support downtown IF downtown has something to offer and can be easily accessed.

Respectfully,

Matthew Barry (A small business owner)

Happy-Pet LLC. - Pet Sitting & Daily Dog Walking

Annapolis, Maryland

www.Happy-Pet.net

W 410 280 2940

Office hours, service requests, and cancellations:**Office Hours:** Monday – Friday, 8:30am – 11:00am**Dog Walking & Pet Sitting Hours:** Monday – Sunday, 7:00am – 10:00pm

Service requests should be made with as much notice as possible (PLEASE plan ahead). **Weekend service requests must be made by 3:00pm Friday afternoon.** Service requests can only be made by email or by phoning the Happy-Pet office. Please do not request, cancel, or make changes to service by Text Message, Twitter, Facebook, Myspace, LinkedIn, etc. Messages and email received after 11:00am will be responded to the following morning. Messages and email received over the weekend will be responded to Monday morning.

Written or verbal confirmation of your request must be confirmed by an authorized Happy-Pet representative to guarantee service.

Cancellation policy: the full cost of service will be charged if you do not cancel service **24 hours** prior to the scheduled visit. "Daily" clients with a reoccurring schedule may cancel by 9:00am the day of service to avoid being charged. Cancellations made after 9:00am will incur a \$10.00 cancellation fee. If a Happy-Pet representative arrives to find that scheduled service is not required, you will be charged the full amount for that service.

Please visit our web page for further information or contact us directly.

Thanks for choosing Happy-Pet!



Transit Supervisor <transit@annapolis.gov>

circulator

1 message

william marshall <williamisnow@gmail.com>

Wed, Jul 30, 2014 at 6:57 PM

To: transit@annapolis.gov

To Whom It May Concern,

The Circulator is a successful program providing valuable service to the residents and visitors of Annapolis. Investments must be viewed in terms of their benefits as well as their costs. Achieved benefits include the following:

- Eased parking downtown
- Reliable, convenient transportation through major shopping and tourist areas downtown
- Provides access to garages for downtown workers
- Increases revenues from parking garages
- Makes downtown more accessible and welcoming to tourists
- Improves foot traffic for downtown businesses
- Positive brand image for Annapolis

The former mayor, Josh Cohen has stated that the costs quoted by the council are inflated. Even so, the Circulator has proven that it is very popular, as well as effective. Over its short lifespan the program has grown significantly:

- Year 1: 61,085 riders
- Year 2: 159,820 riders - a rise of over 100%
- Year 3: estimated to have risen another 43%

This performance has been achieved with little to no marketing or advertising of the service.

While I do not have statistics for parking easement, I have my experience living downtown for many years. Before the Circulator it was extremely common to have to fight tourists and hospitality workers for a parking spot downtown. City garages had open spaces but were not well-used by many workers and visitors. Many visitors' memories of their trip to Annapolis were heavily marred by the pain of finding parking and the ugly surprise of earning an expensive ticket when they did. These issues have eased. The Circulator may or may not be solely responsible, but it stands to reason that it has helped. 200,000 riders is a big number for such a small town, and garage revenue is up.

Alternative cuts should be considered. For example, I read recently that the city is considering hiring additional parking meter officers. Is our priority to use limited parking as a revenue source? Don't hire another meter attendant, who's job is essentially to penalize tourists for their visit downtown.

Instead, put that money into the Circulator and other positive programs which are tourist-friendly - and friendly to local businesses. Also, I read that the

council wants to buy a new shooting range for our police force. Is this such a high priority? Budgets reveal priorities, indeed, and I for one would hope that remaining a pleasant place to visit, which is easy to travel through and free of annoyance should be a high priority. This puts the quality of life of residents higher than the "need" for a shooting range, and puts money behind building up businesses rather than building up cost-centers in government.

Thank you sincerely for your consideration,

Will Marshall
29 College Ave
Annapolis, MD 21401

202.552.9569
www.eidosstrategic.com

7/14/2014

To whom it may concern,

I would like to request that the Yellow route not be dropped.

For many years I have been a volunteer at the Department of Social Services in Annapolis, averaging 25 to 30 hours per week.

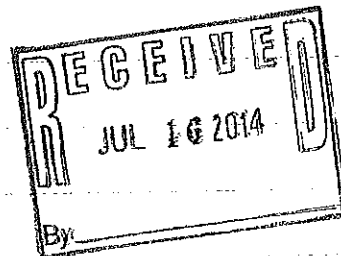
If the Yellow route is dropped, I will no longer be able to do this, or have access to other facilities in the local area.

Sincerely,

Bruce Anderson

2742 Alfred Circle

Annapolis Md 21401



*Linda B. Horgan
940 Bay Forest Court
Annapolis, Maryland 21403
(410) 626-1231*

July 28, 2014

Department of Transportation
305 Chinquapin Round Road
Annapolis, Maryland 21401

Unfortunately, I will be unable to attend your public hearing on the local public transportation issues because there is no public transportation available from the Bay Forest Shopping Center to your location.

The new Transportation Director attempted to rewrite the bus schedule with apparently no knowledge of the city of Annapolis. The first new schedule of routes, printed in four-color, was designed with numerous errors – Comprise Street fed directly into State Circle – What happened to Francis Street? Conduit Street was one-way? Green Street was one-way feeding into Duke of Gloucester, etc..

The second effort to rewrite the transportation schedules was several printed sheets listing all the different schedules available in no consistent order.

Finally, another four-color schedule – 6 four-colored separate route schedules for each bus line all of which you need to have with you if you are unfamiliar with the system. And you must go on-line to be sure the information is correct because changes are often made without notification.

What was the transportation budget for all this! Before all this printing, corrections, printing.....we had one simple all inclusive information packet folded to simply fit in a pocket or purse.

I've been here 44 years without all this change and found it quite easy to get around town. I used to be able to go downtown directly without having to change buses – a 15 minute trip. Now I can only go as far as Eastport Plaza then I wait 30 minutes to connect with another bus to go downtown – 45 minutes to go 5 miles? Another time I caught a bus immediately On Duke of Gloucester Street, went to Eastport Plaza and waited 57 minutes for a connection to Bay Forest Shopping Center?

And the worst part – NO PLACE TO SIT! Check the bus stop at Eastport Plaza.....its BYOC – BRING YOUR OWN CHAIR! And those who have done this have been kind enough to leave their chairs for others use.

Recently I was going to Hillcrest Cemetery. I boarded the Brown line bus at the Bay Forest Shopping Center which the schedule said goes out Forest Drive and stops directly across the street from the cemetery. GOOD! I boarded the brown line bus and off we go to Eastport Plaza and return to the Bay Forest Shopping Center where we started. Then we were off on the scheduled route! Thank God we didn't have to change buses! On this ride I visited places I had never been before – all the public housing communities and the bus stopped at every corner before continuing up Forest Drive. I used

to live in public housing – Glenwood Senior Housing (Albert Blum). I had to walk nearly a mile (up Glenwood to Taylor Avenue to Dept. of Natural Resources) to catch the free trolley! I was told I could arrange for a pick-up at Glenwood for an additional \$1.50! Today I wouldn't be able to get downtown without paying the additional \$1.50. because that wonderful free trolley has been cancelled and now only runs up and down West Street???? I know, it's for our visitors, but what about the residents?

I am 76 years old and do not drive. I suffer from MS so standing to wait for a bus is impossible. If one of my friends is not going my way I need to take a taxi. I live on a fixed income. Guess what a taxi costs from my home (directly behind the Bay Forest Shopping Center in Eastport) to Taylor's Funeral Home for a viewing and home again? \$30.00!

I wish I could be there to present these problems in person, but as I mentioned before, I have no public transportation available. The closest I could get by bus would be the Gardner Center on Forest Drive, and that's the same route I took to go to Hillcrest Cemetery. No thanks!

I look forward to a positive result from this meeting so I can get downtown.

Sincerely,

Linda B. Horgan.



Kwaku Agyemang-Duah <kad@annapolis.gov>

Opposition to proposed changes to the Circulator

kolscamp@comcast.net <kolscamp@comcast.net>
To: kad@annapolis.gov
Cc: kolscamp <kolscamp@comcast.net>

Tue, Jul 29, 2014 at 9:52 AM

Please allow us to express our strong and fervent opposition to the proposed changes to the Annapolis Circulator. We believe the proposed options to be short sighted with the potential to do significant harm to the vitality and economic strength of our community. As our elected officials, you can, and indeed must, do better.

My husband and I have lived in Anne Arundel county for over 25 years, but only recently moved to Annapolis. The Circulator was a factor in our decision to move to Annapolis and purchase two condos at Park Place.

However our opposition to the changes is about more than our personal convenience. We believe that a strong economic climate in Annapolis is in the overall best interest of our community. The growing number of vacancies on Main Street is concerning and the ongoing parking issues are complex with no easy solutions. The proposed changes to the Circulator only serves to exacerbate this problem. While the Circulator is not a panacea, it does seem to be a reasonable investment in a sustainable solution.

While we oppose the changes for the above stated reasons, as both private residents and community business leaders, we certainly are not immune to understanding fiscal realities. Should maintaining the Circulator as currently operating not be viable, we would like to provide the following feedback on the proposed changes:

1. Charging \$1 per ride seems reasonable, and in fact, probably should have been occurring for some time.
2. We would suggest that you conduct a more sophisticated analysis in order to more efficiently match demand for the service with the supply of buses. While this does not necessarily eliminate another bus, but it may decrease the number of buses at certain times of the day or by season. We doubt that the wait time will only increase from 10 to 15 minutes. In fact, our experience is that the current wait time is already 15 minutes.
3. Finally, shortening the Circulator route to go only from Park Place to Church Circle is poorly conceived and will not be effective in addressing the purpose of the Circulator.

Thank you for your attention to the important matter. I hope that you will act with wisdom and foresight making your decision.

Sincerely

7/29/2014

Annapolis.gov Mail - Opposition to proposed changes to the Circulator

Karen Olscamp
Richard Mullins



Kwaku Agyemang-Duah <kad@annapolis.gov>

Proposed Circulator changes

Carol Laurenzano <claren415@gmail.com>

Wed, Jul 30, 2014 at 12:16 PM

To: kad@annapolis.gov

Cc: MARY Matzen <matzenmm@verizon.net>, Pat Fitzgerald <paf700san@yahoo.com>

To Whom It May Concern:

I am writing as a concerned citizen regarding the proposed decrease or elimination of the Circulator Trolley service. As a relatively new resident of Annapolis, information about the Circulator Trolley, route and hours is not easily found. Unlike information on the Philly Phlash, which is Philadelphia's trolley service. Information is readily available on visitphilly.com. The Annapolis Circulator does no promotions to let the general public know how when or where it is available. Additionally, changes occur without notice. For example, on the 4th of July, a holiday when ADDITIONAL Circulators should be running in order to reduce automobile traffic to the downtown area, the trolley was apparently not running. This policy seems extremely shortsighted on the part of the city, and creates a terrible traffic jam in downtown. Most cities INCREASE their public transportation when there are major events. Annapolis' approach is counterintuitive.

The proposal to shorten the route is ridiculous. I am a senior citizen with 2 hip replacements & 3 back surgeries. To attempt to walk from the city dock up the hill to Church Circle would be impossible for me. With the parking situation in downtown Annapolis, I avoid downtown in the summer. On the 4th of July I attempted to take the Circulator. We waited at Church Circle for 90 minutes. No Circulator. Nor were there trolleys to return to Gott's garage. Nor were there notices posted at the garage notifying the public of the Circulator's unavailability. The Capital Gazette had stated that the Circulator would be running from 4:30 till 12:00. Nowhere did I find updated information on the Circulator from the Transportation Dept. While standing waiting for the Circulator, I spoke to several tourists who were also expecting to take the Circulator. They were looking on their smartphones for information, and according to the website it should have been running. We spoke to an elderly couple who had taken a cab downtown & was expecting to get a cab back to their hotel. But because of the traffic, the cabs were unwilling to come downtown. This couple had to walk several blocks up the hill to catch the cab! I suspect some of these tourists will never return.

The American with Disabilities Act of 1990 prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and local government services, public accommodations, commercial facilities **and transportation**. However, the concept & requirement for access for the disabled to federally funded events and government dates back

to The Rehabilitation Act of 1973 and the Civil Rights Act of 1964. Providing reasonable access for people with disabilities is not a new concept. It has been around for 40+ years. Yet, the City of Annapolis appears minimally concerned for this segment of its population. Of note, at the Transportation website, their antidiscrimination policy refers to the Civil Rights Act of 1964. Are you not aware that you need to be in compliance with The American with Disabilities Act of 1990? It is a disgrace that within such a short distance of the nation's capital, the state of Maryland's capital does not do a better job in this area.

I have a handicapped placard for parking. The # of handicapped parking spots in downtown is extremely limited. For special events occurring in downtown Annapolis, the current parking, traffic, and proposed discontinuation of Circulator's services **excludes** and **discriminates against** a large percentage of the area's population from attending. Instead of shortening the route, I agree with the former mayor, Josh Cohen, who recommends lengthening the route. Annapolis is the capital of Maryland. Yet the major attractions in downtown are largely inaccessible for the disabled, or even those with limited mobility, which, as the age of the baby boomer retirees increases, will substantially reduce any interest in attempting to visit downtown Annapolis. I have lived in several towns & cities. Annapolis ranks as the worst in terms of its feeble attempts to address the difficult access to its downtown and historic area.

Restaurants, stores, places of business located at or by the mall or the Towne Centre benefit from the short sightedness of the City of Annapolis. There is easy, free parking, everything is handicapped accessible, and easy to navigate. Think of the potential increase in traffic of the Circulator if it extended itself further on West Street. The discontinuation or decrease in services of the Circulator will be the death knell of downtown Annapolis. The tax base as businesses leave downtown will shrink, and the city will be scrambling for solutions. As residents who live downtown find there is less and less availability of parking near their homes, property values decrease, and people will flee to other residential areas. The downtown will become what many other downtown areas have become, a disappearing part of America. A decrease in parking fees is the least of the possible revenue implications.

As for funding these ideas, there are many possibilities. Advertisements on the Circulators paid by local businesses seems obvious. A fee from local merchants who benefit from the increased traffic may not be as popular, although it would be the intelligent choice for merchants. Easy accessibility to information on the Circulator. Up to date information on changes will eliminate alienation of possible users. Special Promotions & Increased service on Event Days & Navy Football weekends and summertime. If a fee needs to be charged, it should be minimal, and include the availability of a day pass for visitors.

Carol Laurenzano

clauren415@gmail.com

7/30/2014

Annapolis.gov Mail - Proposed Circulator changes

Written testimony to be provided at the public hearing concerning the proposed Transit Service and Fare Changes, July 30, 2014

Jane Sinclair
1715 Sinclair Rd.
Crownsville, Md. 21032

Thank you for the opportunity to address the Board this evening concerning the proposed Transit Service and Fare Changes.

I am speaking tonight as a private citizen; for reference, I currently work as an Employment Specialist with Arundel Lodge where I assist individuals living with disabilities to find and maintain competitive employment in the community. (Arundel Lodge provides behavioral health services and coordination of care to Anne Arundel County residents of all ages with a behavioral health out patient clinic that provides same day access to individuals in crisis; there is also a residential component, day programming addressing life skills, supported employment and on-site meals among other services.) In addition, I also serve as an appointed member of the Anne Arundel County Commission on Disabilities. I want to emphasize that I am not speaking on behalf of either entity this evening.

My concern about both options for proposed changes to the Transit system is that they disproportionately impact members of our community living with disabilities. In general, because increased fares and increased wait times for bus routes become barriers to people without other options for transportation. But more specifically the changes proposed in both options, limit the same individuals' access to employment, to education, to medical care, recreation, shopping, support communities and even their families. Both options act as disincentives for an individuals living with a disability to become and to remain engaged and integrated in our community.

For community members that utilize services at Arundel Lodge, the adoption of Option 2 will mean elimination of transportation to and from basic services such as health care, employment, counseling services and access to support communities that assist them in navigating the barriers that are so prevalent for those living with disabilities. The Lodge is directly served by both the Yellow and Gold lines; these proposed changes eliminate all public transit access to services at Arundel Lodge. In most instances, community members receiving services at the Lodge don't have the resources to access other transportation options. The burden of providing transportation will fall to friends, family, and volunteers. It is my sincere hope that the lack of transportation does not force people to forgo these basic services.

I equate my access to my job, my health care providers, my friends, my church family as essential to my well being; I take it for granted that I can access all of these things relatively barrier free. This hearing tonight and the proposed changes to transit are a reminder of what so many of us in the Annapolis area take for granted, which is our independence. To implement either of the proposed options sends the message to those

individuals living with disabilities that their independence is optional. Please, do not send this message.

Annapolis has a long history of eliminating barriers, of rising above inequities and working toward creating sustainable, accessible communities that value the contributions of all citizens. Where there have been barriers in the past, Annapolitans have worked creatively to eliminate them rather than perpetuate them. Please consider creative alternatives to these Transit System proposals; creative options that will preserve independence and access to all that our community has to offer.

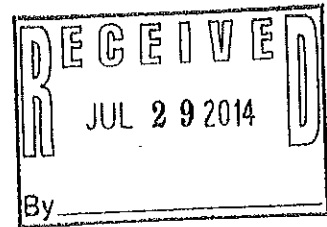
In closing, I appreciate your time and consideration of these comments. To keep my comments brief, I have included the web site for Arundel Lodge, Inc. and a recent Anne Arundel County focus group report that addresses the issue of access to health care and the impact limited transportation.

www.arundellodge.org

<http://aahealth.org/pdf/chna-health-focus-groups.pdf>

Linda B. Horgan
940 Bay Forest Court
Annapolis, Maryland 21403
(410) 626-1231

July 28, 2014



Department of Transportation
305 Chinquapin Round Road
Annapolis, Maryland 21401

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Page 2

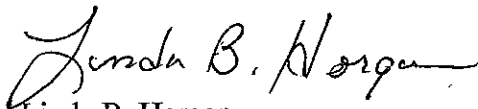
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I look forward to a positive result from this meeting so I can get downtown.

Sincerely,


Linda B. Horgan.



Kwaku Agyemang-Duah <kad@annapolis.gov>

Annapolis Transit Service Reduction

Glenn Hoge <GHoge@mta.maryland.gov>

Mon, Jul 28, 2014 at 9:03 AM

To: Kwaku Agyemang-Duah <kad@annapolis.gov>, "Cardwell, George" <pzcard44@aacounty.org>

Kwaku,

Sorry I didn't get back to you by your deadline, as I was out of the office all of last week. In case you are still interested, here are my thoughts:

I prefer Option 1. I strongly favor charging a fare on the Circulator so that this route will help pay its own way (figuratively speaking, as I'm sure its farebox recovery would still be low) instead of siphoning riders away from the pay routes that run in parallel to it.

Your proposed chart shows a 45 minute headway on the Gold Route between K-Mart and Church Circle using 1 bus. Please confirm that this is accurate, as I would have thought the headway would have been 60 or even 90 minutes. I have no issue with discontinuing the route to AACC, as the MTA No. 14 line serves it.

Do you have ridership data for the Circulator on an hour-by-hour basis? I wonder if it needs to operate until 11:00 p.m. Monday through Thursday. (I would assume that operating late at night on Friday and Saturday makes sense.)

I have no serious heartburn with reducing the Brown headway to 45 minutes.

One concern I have is that I think charging \$3 is way too high for the Yellow Route, given that this route is basically a short-haul connector to areas in fairly close proximity to Annapolis Mall. I'm not as concerned about raising the fare on the Gold Route, given the long distances it travels (relative to the other routes in the system).

You may recall that I had suggested combining the southern half of the Gold Route (Edgewater to Annapolis Mall) with portions of the Yellow Route, and operating the consolidated route with one bus on an hourly headway. This would result in a net reduction of 2 buses as compared with the current operation of these two routes. Did you consider this option? I would be interested in your thoughts about it.

I hope these comments are helpful to you. Please let me know if I can be of further assistance.

Glenn

From: Kwaku Agyemang-Duah [mailto:kad@annapolis.gov]
Sent: Saturday, July 19, 2014 11:46 AM
To: Glenn Hoge; Glenn Hoge; Cardwell, George
Subject: Annapolis Transit Service Reduction

Glenn/George:

I want to personally ask you to review the attached proposed service reductions and fare increases and send me any comments including impacts you may have. Should you have any comments, please send them to me by Wednesday, July 23. Please note that I will not treat any comments from you as MTA's or Anne Arundel County's. Thank you.



Maryland now features 511 traveler information!
Call 511 or visit: www.md511.org



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To: Transportation Committee

via e-mail to Joe Budge (under separate cover)

And presented at Transit Meeting

July 30, 2014

Good Evening, My name is Elly Tierney and President of the Ward One Residents Association; I speak as the consensus for the board members of Ward 1.

As background for this meeting, board members have read the City Council's Finance Committee FY2015 Budget Report, a Public Copy of the Fiscal Year 2015 Budget and a Transit Operating Cost Analysis. We are here due to the task of finding \$3,000,000 to balance the Transportation budget. To quote the aforementioned report, ***'this administration has inherited an unbalanced overall budget with a long standing unaddressed problem with Transit etc.'***

So we have a substantial budget problem and this is an attempt to group transit services together and define what services are deemed essential vs. secondary. Our opinion and in fairness to our Ward One residents, we should ***not*** include the Circulator into this analysis or this hearing. The decisions that you ask our residents to respond is based on ***insufficient*** data and administrative marketing bias on the part of the Circulator and therefor creates conflict with our residents on services that they deem as primary to their quality of life, Conventional Public Transportation vs. those that are secondary (the Circulator – a convenience transit to City Dock etc.).

The Circulator route had an original intent or perhaps morphed into one which was to service the underutilized City Garages while transporting city workers and/or daily tourists to park remotely then shuttle into the City. It was instituted to address a problem and at this juncture, should have its own measurable results, (garage occupancy, cost/mile, cost/passenger etc.) to weigh its worth. Visibly, without having those numbers, we don't see any remarkable change in City Dock traffic congestion, business vacancies or garage use. Wayfinding to direct people to these garages is apparently held up in a separate budget. Ward One believes we need this signage to direct people to the garages, then we can address the best means to shuttle them. We also need numbers to prove a shuttle worth ***separate*** from the other transit lines. In summary, we should not look at 'Circulator' operating costs without the whole Parking Garage Plan including the entire directional Signage package.

Your intent of weighing the ***other*** routes based on need is applauded. You will hear, not for the first time, the need to take a bus to school or to work, etc. and hopefully you'll gain an understanding on what level of service is appropriate after the routes are analyzed for overlap and/or any service redundancies

Lastly, once we isolate the Circulator and evaluate the other routes based on Need, we ask that to prevent this sort of crisis management in the future, please do not introduce a 'proposed solution' until you have identified the objective. And solutions should not be introduced without the residents seeing a business plan defended by actual data as we believe numbers don't lie.

7/30/2014

Annapolis.gov Mail - Transit changes



Kwaku Agyemang-Duah <kad@annapolis.gov>

Transit changes

Brian Woodward <bjwoodward@annapolis.gov>

Wed, Jul 30, 2014 at 10:20 AM

To: Kwaku Agyemang-Duah <kad@annapolis.gov>

Cc: "Budge, Ald. Joe" <aldbudge@annapolis.gov>, "Johngiannetti.law@gmail.com" <johngiannetti.law@gmail.com>

Hi Kwaku,

Thank you for your thoughts on this. I agree with what you are saying. It is my opinion that by suggesting these fare increases, as well as the one for the Circulator, we are opening this to public discourse. I do not believe that fare increases are actions that I will support at this time. It is my further opinion that after this public hearing, the most likely scenario will be the one which halves the circulator, but does not shorten it, reduces the brown and gold routes by one bus each, and implements the holiday and late night schedules that you earlier proposed.

The resultant staff reductions, cost decreases, and fare box recovery steps will very likely get expenditures in line with budgets. I also believe that the City should continue to seek partners for covering the cost of the Circulator, and perhaps those partners should include the State and County as well as private parties such as the hotels on West Street.

Thanks for all of your good work on these issues. I will miss our discussions.

Brian..

Brian J. Woodward

Acting City Manager

City of Annapolis, Maryland

bjwoodward@annapolis.gov

(410) 263-7997 Office / (410) 216-9284 Fax

[Quoted text hidden]

7/30/2014

Annapolis.gov Mail - Gold route elimination



Kwaku Agyemang-Duah <kad@annapolis.gov>

Gold route elimination

amy healey <amacord@aol.com>

Wed, Jul 30, 2014 at 9:18 AM

To: "kad@annapolis.gov" <kad@annapolis.gov>

To whom it may concern,

I write as a frequent user of the Gold route from AACC to the Naval Academy. I am very disappointed in the proposed changes as I use the fast, friendly and reliable service of the Gold route to allow me to go from my home, near AACC to my work at the Naval Academy daily. I also use it for travel between work and continuing education courses at AACC and my doctor at Kaiser. This has enables us to be a single car household, and still allows metro do all the things I need to in the day when my husband is using the car. It is very discouraging that both proposals I have read eliminate this part of the route. Everyday I see many students using this segment of the route for travel between work and school and home. I realize that part of the route is serviced by the 14 MTA, but the service is so different (so much less pleasant to use!) and unless that route will be expanded and more frequent, we are losing a great amount of flexibility and convenience that enables those without access to cars to enjoy the professional, educational and cultural benefits of the area.

Please reconsider these cuts,

Kind regards,

AL Healey

To Whom It May Concern,

I would like to request that the Yellow and Gold routes not be discontinued. I am an 81 year old widower with macular degeneration. Though I gave up driving several years ago, due to poor vision, I am able to use the bus system to get to doctors appointments, take AACC courses offered at the Annapolis and South County Senior Centers, and patronize the stores, restaurants and theaters at the Annapolis Mall and Harbour Center. If the Yellow route is discontinued I will lose access to all these things, which will be devastating to me. I would not object to a reasonable hike in fares.

Sincerely,

Robert L. Anderson

Robert L. Anderson
2742 Alfred Circle
Annapolis, MD 21146

7/25/2014

Annapolis.gov Mail - Gold Bus route



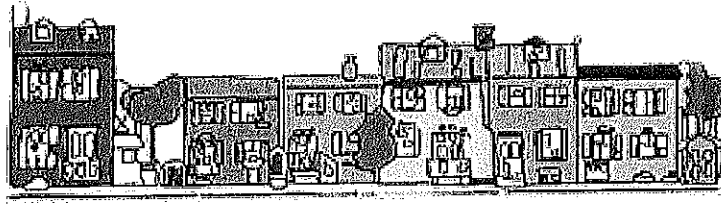
Kwaku Agyamang Duah <kad@annapolis.gov>

Gold Bus route

Mertoglu, Bulent J <BJMertoglu@co.pg.md.us>
To: "kad@annapolis.gov" <kad@annapolis.gov>

Fri, Jul 25, 2014 at 11:34 AM

Hi My name is Bulent Mertoglu and live in Edgewater Maryland My wife take gold route on school days regularly to Anne Arundel Community College! If you cut this route she doesn't have any way to go school. She doesn't have car or license. Also this route using so many other low income people or students from Edgewater to other destination! Thank you for will considering to keep this route.



To: Transportation Committee

via e-mail to Joe Budge (under separate cover)

And presented at Transit Meeting

July 30, 2014

Good Evening, My name is Elly Tierney and President of the Ward One Residents Association; I speak as the consensus for the board members of Ward 1 to express the four (4) shortcomings of the Transportation Budget Plan. We make these points based on our understanding of the City Council's Finance Committee FY2015 Budget Report, a Public Copy of the Fiscal Year 2015 Budget and a Transit Operating Cost Analysis. We all are here due to the task of finding \$3,000,000 to balance the Transportation budget.

1. We realize the budget problem forced the commission to group transit services *together* and define what services are deemed essential vs. secondary. We believe this analysis should *not* include the Circulator in tonight's public hearing.
2. The Circulator, regardless of its current or proposed plan is operating on a deficit, and its use is convenience, vs. the other routes discussed tonight, which are primary services to our residents. The Circulator's operating costs vary, for example; in yesterday's editorial by the former Mayor, he disputes the operating cost by 50%. which is over \$700,000 yearly.
3. The street signs (Signage) that could direct traffic to our 'underutilized garages' is held up in postponed funding. Ward One believes we need these signs first to direct people to the garages, then we can address the best means to shuttle them. The Circulator is 'the cart before the horse' in addressing the garages.
4. 'Solutions' to parking or traffic congestion challenges (e.g. Circulator) should not be introduced without a clear objective and evaluation of current transportation options, for example have we approached the taxis in discussing shuttle options to City Dock?. We strongly advise a separate & comprehensive review of a Shuttle service before we deplete our transit resources any further.

We look forward to hearing from our residents about their needs to take a bus to school or to work, etc. Hopefully we can all gain a greater understanding of what level of transit service is vital after the routes are analyzed for overlap and/or any service redundancies.

Elly Tierney

President, Ward One Residents Association



Milary Raftovich <hraftovich@annapolis.gov>

Bus Routes

1 message

anne small <annepsmall@yahoo.com>
Reply-To: anne small <annepsmall@yahoo.com>
To: "boards@annapolis.gov" <boards@annapolis.gov>

Wed, Jul 30, 2014 at 2:35 PM

Anne P. Small
730 Mills Way
Annapolis, Maryland 21401

July 30, 2014

City Council
160 Duke of Gloucester Street
Annapolis, Maryland 21401

Dear City Council Members,

My name is Anne P. Small. I am submitting testimony regarding the Bus Route Changes currently proposed. Let me start by identifying who I am. I own the Maryland Avenue Laundromat in the historic district, ½ a block from the State House. I am a Landlord in the City of Annapolis. I am a homeowner in the City of Annapolis. I often ride a bicycle in the city or walk between local destinations. I am lucky to call this city my home. I pay TAXES both as a private citizen and as a business owner.

First I'd like to point out what routes impact which users. The Circulator mostly serves Tourists who visit our City with money to spend in their pockets. It helps them get around and enriches the pockets of local businesses. Nothing wrong with that. Those business owners, like me, pay taxes, too. According to Josh Cohen, our previous Mayor, hospitality workers, and other workers in the city also use the Circulator. I do see that occasionally, but more often just Tourists when I am riding the Circulator. I rode it most recently on Sunday, July 27. The Gold and Yellow bus routes help our citizens get to work, go to the grocery store, go to school, visit family, pick up children at Day care and much more. These Bus Routes serve our Citizens, and primarily those citizens who cannot afford other modes of transportation such as a personal vehicle or a taxi cab.

I respectfully request you DO NOT cut services to locals by reducing services for the Gold and Yellow Bus Routes. If you must cut some money from the Transportation Department, cut the Circulator. I do not believe this will negatively impact the local economy, in fact I believe this may provide additional economic stimulation because folks who come from out of town can more likely afford taxis. Paying for taxis to get around is good for local businesses and our taxi drivers deserve the income, instead of our government picking up the tab. The Tourists have deeper pockets than

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Name: GAIL SCHUMACHER

Address: 1602 SHADYSIDE DR EDGEWATER MD

I've been riding the gold bus from edgewater since Mar 2011 + the yellow bus ditto - I need both buses to get to my new job at Safeway / Housley Rd near Best Buy. Otherwise I'll be forced to walk 3-5 miles 1 way to get to my job + ditto back home. I'm 61 + either get around by bus, walking, hitchhiking. I need my job to pay my basic bills or I become homeless too.

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Name: Julie McGovern

Address: 5 Park Place, Annapolis

The circulator is essential for the economy of Annapolis. The traffic on the trolley feeds the merchants downtown. If you charge, the trolley will die. Too many people don't carry money.

The bus routes should not be changed. Many employees use it to go to work. We need to keep the fee low and allow the routes to stay the ^{same} change. Employees work early 7, 8 AM. And some get off work late 9, 10 or 11 PM. We need serve these folks. They have no other options.

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Name: Kathleen Hubbard

Address: 214 Prince George St Annapolis MD

I am a full time student at AACC and work 30 hours a week in downtown Annapolis.

The gold route is my only means of reaching school and getting to work on time after class. If the gold route were eliminated, I would have to use the 14 MTA bus. The 14 bus is very unreliable, especially when getting to AACC.

Its ~~time schedule~~ time schedule is incompatible with a school schedule and would require me to lose hours at work due to the bus only coming to AACC 20 minutes before the hour, when classes end 10 minutes before the hour. The 14 also is more costly and its monthly pass does not provide me access to the rest of the Annapolis area, cutting me off from grocery stores without spending additional money. The gold bus route to AACC is the most packed bus I have ridden on in the Annapolis area and provides a necessary service to many Annapolis residents.

From the meeting, I heard many speaking for the circulator remaining free, saying it is a great service for them to go get dinner or shop. As a student with a limited budget it would be like a lot of convenience to the

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Name: Tim McClellan

Address: 64 Maryland Ave

The principle complaint that everyone makes is about the parking and traffic congestion downtown. Cutting the circulator in any way will only exacerbate that.

Cutting the Gold Brown and Yellow routes will most seriously inhibit the poorest from improving their situation by education and employment. That is morally unacceptable.

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Name: Tanya Muckley - Jansen

Address: 20 Weems Park Drive Annapolis, Md 21401

Re. Gold line and other services who ride the line

I am 70 yrs. old and I must walk a mile to catch the bus at Taylor & Rowe which I do every other day. Tonight, because I missed that bus, I walked the additional 2 miles downtown. I find the number of citizens who show up for this meeting revealing and I feel shamed by my usual situation. But the fares I see are not the people I ride the bus w. every other day. I ride the bus with the working poor & with mostly minorities who hold together jobs to make do. They depend on an efficient system of transportation daily for basic needs.

This meeting seems focused on the circle - certainly a good idea for businesses & parking downtown, but these two populations are not equal in need.

If at age 70 I can wobble down West Street all the way to the circle, surely those who can't choose to should pay to subsidize this service for those who have no choice but to use the system.

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Name: _____

Marta Vance

Address: _____

2003 Boxwood Rd #106

I use the bus for four years
in this period, is up three
times, I think the transportation
in this country is for service
to the people, is not business,
and my pay check is not
raise three times. We are
struggle make money and is
to Spencer here in Annapolis.

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Name: Wesley & Marta Vance

Address: 200 B Boxwood Road APT B, Annapolis, MD 21403

With the cost of living going up we need the fares to stay the same. We take the bus everyday, and we only make minimum wage and they don't raise our salaries to maintain the raising of the cost of living. We don't have a car, we can't afford it, so we truly rely on public transportation. Proposed around the recession we are in makes it hard to afford what we are paying now as it is.

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Name: LINDA MANN

Address: 136 MAIN ST ANNAPOLIS

My Business Depends on The Trolley -

- Employees Use Daily - (3-4)
- COST ~~is~~ - Great Hotels use to
Come Downtown -
- Easier to Hire Employees Because
Parking is Easier.

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Name: Jayne Tabata

Address: 5 Park Place Unit #109
Annapolis md,

There is no need to change the Trolley in any shape or form. If you need money to run it then have business take turns to support it with advertisement just as TV shows, magazines and web pages do. Stop trying to step on and squash small things that do big things in human life.

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Name: Wanda Lewis

Address: 83 W. Washington St Annapolis Md

I proposed that ~~you~~^{we} can keep all three
bus.

Gold take grandson Summer at South
River High School. okay charge \$3.00 And ~~to~~ colleges

Yellow Take to me back and forth
to the doctor apps. okay charge \$3.00

Circulator: Take visitor downtown
close to the Naval Academy

Sor disable to CVS to pick up
prescription and back close
to home

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Name: Karen Johnson

Address: 209 Bloomsbury Sq, Ann, 21401

Dear Proposal Committee + Counsel,

I want to thank the City of Annapolis for having such a fine service now!!! I did not always had to ride the bus, But about 8 months ago my car broke down and I didn't have the money to buy a new one. I work part time at circuit here in Annapolis and part time at K Mart in Edgewater. Myself and many others use the gold who work later than 8pm. Also most people who do work can't go anywhere until late evening. So to cut the hours back would be a harsh thing to us who have no option to catch a cab or walk. We pay a lot of taxes and we should have the same care and respect from those who make decisions to cut such a needed service for the poor and working poor. Also it would be a less hardship on those who frequently ride the buses if you will make the all day passes \$1 less than riding the bus twice (\$6), so \$5 all day would be better. Also if you could make

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Re: Free Trolley

Name: Patricia Martin

Address: PNC Bank - Weather Mount
Church Circle

Please do not ~~have~~ ^{trolley} 20 min
keep at 10 min.

Allow Annap City Residents cut in
charge - they pay tax.

I agree \$1.00 if continue
going to city Dock

from Park place
I live outside city limit
& agree to pay \$1.00
but please do not
cut service at all.

Thank you

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Name: LISA M. WOODER

Address: 1949 Forest Drive
Annapolis, MD 21401

We need to keep the Brown Bus Rte picking up twice a hour, especially during Rush Hrs (6:30 am - 10 am; 3:00 - 7:30 pm) Monday through Friday.

We need to keep the Circulator (Trolley) running. Every 15 minutes is cool, but do not get rid of this route.

Thank you,
L. M. Wooder

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Name: ELISE HANDELMAN

Address: 600 FIRST ST. ANNAPOLIS MD 21403

Regardless of how routes and fares are changed, riders still need shelters at the bus stops. Money has been designated for this purpose in this year's city budget + this process needs to move forward.

Harsh weather will discourage use of our wonderful transit system. Please attend to this on-going need.

Thank you -

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Name: John Goodnow

Address: 5 Park Place

We need to find funds for
the circulator via a paid fare
card/frequent ride card or token
from any hotel along West Street
or restaurant around city dock.

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Name: _____

FELICIA A. WALKER

Address: _____

P.O. Box 215 / ANNAPOLIS, MD 21401-0215

SUGGESTIONS:

- ① REDUCE NUMBER OF KIDS WHO RIDE FREE TO 1 CHILD UNDER 6 PER PAYING ADULT
- ② REDUCING ROUTES & HOURS WILL NOT SOLVE ISSUE / ONLY A BAND-AID TO THE ISSUE
- ③ RAISE FARE BY \$1.00 ON ALL ROUTES
- ④ MOST PEOPLE WHO WORK IN THE SERVICE INDUSTRY IN ANNAPOLIS PROPER AND SURROUNDING AREAS DEPEND ON PUBLIC TRANSPORTATION; CURTAILING SERVICES WOULD GREATLY DIMINISH THEIR ABILITY TO GET TO WORK.

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Name: Eileen Hoyland

Address: 213 Taylor Avenue, 21401

Secretary, West Annapolis Bus,
Affiliation.

We would like to keep the
circulator & we would
also like it to cover

West Annapolis - Annapolis St,
Giddings &
Melvin Ave.

Annapolis Department of Transportation

Proposed Transit Fare and Service Change, July 30, 2014

Comments

Name: Jay/Stephanie Telan

Address: 1 Merle Court Annapolis MD 21401

I am currently a student at AACC. I've been taking the old bus route for two years. It is convenient for me to take the bus. I am not pleased that they are changing the proposal. Some times people don't have other choice but to take the route. It's the only way. If they decide to increase the fare that's fine but do not eliminate the route.