

## Meeting #6 Summary

### Meeting Objective:

The purpose of this meeting was to present the initial draft of the active transportation and transit networks, review and present new conceptual alternatives for Atlantic Avenue, and introduced pilot projects for the Summer 2021 resort season. Additionally, preliminary results from the public survey were shared.

### Project Status Update since Meeting #5 (December)

- Finalized and launched the public survey
- Continued work on existing conditions documentation with an interim draft submittal to the City
- Developed recommendations for the overall active transportation and transit networks based on existing conditions analysis results and public input to date
- Created two new concepts for Atlantic Avenue

### Proposed Bicycle (Active Transportation) Network (Slides 6 – 16)

Kimley-Horn introduced the proposed bicycle network and discussed the recommended facility types. Generally, the intent of the network recommendation is to create a more connected system with improved north/south and east/west facility types that make the network more comfortable for all ages and abilities while also providing better connections to key destinations.

### *Discussion*

- The RAMP Committee asked a question regarding the proposed shared lane markings along Arctic Avenue with respect to the Atlantic Park project.
  - Atlantic Park was considered as part of determining the network considering the likelihood of increased active transportation demand to the development. The shared lane markings should complement the desired function of Arctic Avenue through the development as a multimodal street while also providing the least amount of potential vehicle/bicycle conflict based on the locations of parking access points. The shared lane marking will fit within the roadway and does not require additional space like a sidepath or traditional bike lane.
- The RAMP Committee asked a question about considerations for the existing boardwalk trail/bike path and how that folds into this plan.
  - The boardwalk bike is part of the recommended network plan. We see the boardwalk bike path as a complimentary, recreational route that serves a different purpose than the proposed lanes on Atlantic Avenue and throughout the network. We recognize the existing conflict points with the existing boardwalk bike path and will look improve its function within the system. Kimley-Horn will coordinate with Elaine Linn as more study is focused on this facility.

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### Proposed Transit Network (Slides 18 – 24)

Kimley-Horn introduced the proposed transit network which proposed a relocated Transfer Center from Arctic Avenue to the Visitor Center at Parks Avenue, relocates all Trolley service to Atlantic Avenue with consolidated stop locations, and introduces a new Trolley route (30T) that would provide service to the proposed Transfer Center with additional stops at the Convention Center, Sports Center, and through the ViBe District. The 30T would operate as a year-round service.

#### *Discussion*

- The RAMP Committee expressed concerns over pedestrian connectivity at the proposed Transfer Center site.
  - The recommended site fulfills a short and long-term need with a site that's near "turnkey." Pedestrian improvements will be reviewed and incorporated into the long-term plans if this site moves forward. Pedestrian improvements will be incorporated in the recommended pedestrian network maps.
- The RAMP Committee asked several questions related to details of the proposed 30T route as follows:
  - Are we using two dedicated lanes on Atlantic Avenue for service?
    - No. The trolley will be mixed with traffic, but trolley pull offs can be created based on the recommended Atlantic Avenue concept (shown later).
  - What are the hours of operation?
    - These details have not been determined, but generally the goal is to align the service times with the regional transit routes servicing the Resort Area to minimize wait times associated with the transfers.
  - Please explain the decisions on the stop placement along 22<sup>nd</sup> Street. What impacts could they have on the neighborhoods?
    - Stops were placed to generally adhere to ideal walking tolerances for stop locations. We'll have additional engagement and discussions regarding potential impacts to the neighborhoods prior to finalizing the transit plan for the 30T.
  - General comment – There's a parallel effort to revise the Express 960 route with HRT which will provide a more direct connection to downtown Norfolk. The 30T will be a great supplement/connection to that route for visitors and resort employees who rely on transit to access the resort area.

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### Atlantic Avenue Concepts (Slides 26 – 31)

Kimley-Horn provided a brief summary of the Atlantic Avenue concepts developed to date and the elimination of two concepts after further discussions with public safety officials, special events, and hotel deliveries. Through that engagement process, two additional alternatives were created to balance the needs of the stakeholder groups while aligning with the mobility priorities identified by the RAMP Committee and initial feedback from the public survey. Consensus was reached to move forward with the recommended concept (Alternative 5).

#### *Discussion*

- How does the recommended concept (Alternative 5) accommodate the number of access points along the east curb as the lane shifts away from that curb line?
  - This will be reviewed further once more detailed renderings are created to see if any striping or accommodations are needed. They're currently not anticipated.
- How does Alternative 5 allow access for hotel deliveries?
  - The active transportation lane will be blocked during hotel deliveries, like how it functions today.
- In Alternative 5, where does the southbound trolley rider board the trolley?
  - They would board the trolley from a transit curb extension (shown in Block 1) or we would raise the active transportation lane to sidewalk level to maintain ADA compliance.
- The RAMP Committee suggested additional study of the connector streets between Atlantic Avenue and Pacific Avenue to create additional on-street parking and/or offset some of the seasonal on-street parking displaced by the recommended alternative. The RAMP Committee reemphasized the need for off season, on-street parking in several other comments.
  - The side streets can be evaluated, and this concept can be adapted to provide off season parking on Atlantic Avenue, like existing conditions. We recognize and are sensitive to the requests for on-street parking while trying to balance the mobility needs of the area.
- The RAMP Committee suggested a peer review with the City of Hendersonville, NC to better understand the project they completed and the impact (good and bad) to the community.
- How far north does this concept go?
  - This concept would apply from 5<sup>th</sup> Street to 25<sup>th</sup> Street where Atlantic Avenue transitions to a three-lane cross-section. Now that the four-lane section has been defined, we can focus on the transition of the three-lane section to the north.

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### 2021 Pilot Projects (Slides 33 – 34)

Kimley-Horn introduced three pilot projects for the 2021 resort season to include a parking pilot project, a trolley (Route 30) pilot project, and a three to four block curbside zone demonstration.

#### *Discussion*

- Cultural Affairs indicated their willingness to support the project and a positive experience working with WPA and Team Better Block. They also indicated the department can support placemaking / public art space component of the pilot project to enhance the roll out.
- The RAMP Committee requested consideration to extend the curbside zone pilot project north to 22<sup>nd</sup> Street.

### General Discussion

- The RAMP Committee expressed concerns over the 17<sup>th</sup> Street project based on the major renovations proposed and potential impacts to businesses based on its current design as presented in December.