

Meeting #4 Summary

Overall Network Strategy

Three potential network strategies were presented for applicability based on review of past planning studies. The purpose of evaluating these strategies were to achieve increased vehicular roadway capacity (i.e., better traffic flow) without acquiring right-of-way or building new lanes or turn lanes. The three alternatives presented included a one-way pair of Atlantic Avenue and Pacific Avenue, a one-way pair of Pacific Avenue and Arctic Avenue with one-way traffic on Atlantic Avenue (“fountain head at 21st Street), and a one-way pair of Pacific Avenue and Arctic Avenue with two-way traffic on Atlantic Avenue.

Note: No recommendation will be made on the overall network strategy until Atlantic Park and associated operation and traffic impacts are studied in detail.

RAMP Committee Discussion

1. Why isn't one-way pairing on Atlantic/Pacific being considered, why? (asked for clarification)
 - One-way pairs can increase vehicle speeds over long segments
 - The one-way segment of Atlantic Avenue would increase traffic volumes along Atlantic Avenue which is against the modal priorities established by the RAMP Committee
 - One-way pairs can be confusing for visitors increasing traffic circulation to reach destinations
2. What if Arctic Avenue is taken out of consideration?
 - This is part of the due diligence and analysis. Kimley-Horn will get more information before making a recommendation.

Atlantic Avenue Concepts

Three concepts were presented to the RAMP Committee developed based on input received through the Atlantic Avenue modal prioritization exercise. Each of the alternatives reprioritized the right-of-way within Atlantic Avenue to improve mobility by providing better and safer pedestrian crossings, dedicated space for bicycles, scooters, and other mobility devices, and flexible space in the curb zone that could be prioritized per block to achieve enhanced streetscape, bike/scooter parking, vehicle parking, entertainment space, parklets, loading zones, etc. It was noted to the RAMP Committee that the concepts presented do not represent an improved streetscape or a recommended curb zone management strategy. Once a preferred alternative is selected, the concept will be enhanced to better visualize what Atlantic Avenue can become. The alternatives presented are generally described as follows:

- Alternative 1 – East curb cycle/scooter track
- Alternative 2 – West curb cycle/scooter track
- Alternative 3 – Buffered bike/scooter lanes with center pedestrian refuge islands

Meeting #4 Summary

Questions/Comments Discussed by the RAMP Committee

General Comments

1. These are great ideas but seem like interim ideas. Need to ask the following questions:
 - How many vehicles lanes? Until this is identified, moving forward will be difficult.
 - What about transit?
2. There aren't any permanent changes to the section, so it could easily revert to existing conditions.
3. If streetscape is a priority, could we add landscaped median(s), opposed or in addition to, striping and markings (in reference to the buffer areas)?
4. Where is the "wow" factor?
 - Let's figure out the street and mobility first and then the "wow" factor and enhancements can be designed and implemented.
5. Once mobility and the street are improved and enhanced, hopefully the businesses will follow. We need an activated and refreshed area and these concepts offer that.
6. What other mobility alternatives and ideas should we be considering?

Bike Lanes

1. We already have bike lanes already near the boardwalk.
 - Bike lanes along the boardwalk are unsafe and there are lots of conflicts with people on the boardwalk and the showers. The surrey traffic also slows everything down.
2. Are we missing a lot of business capture by not having the bicyclists on Atlantic Ave?
3. The committee needs to be more forward thinking about how bikes will be more beneficial if there is a dedicated lane with no conflicting vehicular traffic.
4. Bike lanes on Atlantic Ave are a great way to support the proposed residential developments. We don't want more people in cars.
5. These alternatives provide dedicated space for the scooters too which is necessary since they can't be on sidewalks or east of the hotels (boardwalk).
6. Bike lanes will enhance the look and feel of Atlantic Avenue.

Trolleys

1. Will trolleys function in the vehicle lanes? What are the impacts?
2. Consider utilizing a Tram southbound on the boardwalk and northbound on Atlantic Ave.
3. Need to determine ridership for the trolleys.
4. Trolleys are beneficial for families who have young children and need to be part of the system.

Meeting #4 Summary

5. Visitors with ADA needs rely on the Trolley to get them to their destination.
6. The trolley was implemented so guests could park their cars and allow them to go north/south. It is also serving as “entertainment” for visitors. If the trolley is mixed with vehicles, will it slow it down and will riders just decide to take their cars to their destination?
7. Consider what the trolley stops look like as it relates to the proposed sections.
8. Who is going to maintain the trolley?
9. If trolley is removed, how does this affect those who have mobility challenges?
 - Consider putting the trolley in the vehicular lane as a pilot program to see how it functions short term.
 - Determination of the trolley function needs to be data driven.

Other

1. Can the Atlantic Avenue Association and other groups be part of the overall discussion?
 - Focus Group meetings will be held to discuss the mobility plan
2. Parklets could become problematic with growing homeless population
3. Can delivery trucks park on the side streets and not on Atlantic Avenue?
4. Curbside space could have time restrictions to help with truck deliveries