

Meeting #3 Summary

Mobility Themes

1. RAMP committee expressed that parking didn't appear enough in the overall mobility themes. Themes will be slightly modified to incorporate parking; however, parking will not be a theme itself much like pedestrian safety isn't a theme. Parking is a component of an overall mobility plan.
 - o Many of the themes of the 2013 Resort Area Parking Strategy are still current and will be considered as part of the RAMP. The RAMP will not redo that plan.
2. It was identified that the Top 3 ranked mobility themes don't necessarily show or include parking.
3. Where is there going to be a willing seller of property for parking?
4. SGA staff indicated there is funding that can be used for parking infrastructure.

Atlantic Avenue

1. As a business, convenient parking is important.
 - o Where parking is ranked in survey does not exclude it from the plan
2. How much horizontal distance do we have?
 - o Forty-eight feet curb-to-curb for the four-lane section of Atlantic Ave. Potential improvements will focus on multimodal lanes with separate vehicle traffic based on best practices and modal prioritization.
3. If remote parking is considered or used, is there an accommodation that can be made for quicker access to destination (i.e., dedicated rideshare lane)?
4. Preference is for dedicated multimodal lane (scooters, bikes, etc.); not dedicated bicycle lane.
5. Bike/Parking lane with time restrictions?
6. Survey results were somewhat based on how the answers were grouped. For instance, there may have been more of a dedicated bike lane emphasis if street aesthetics and landscaped medians could have been combined to produce one answer.
7. Crashes at 21st/22nd: signage has been confusing for one-ways & there are not enough signs currently.

Pacific Avenue

1. What's the difference between Safer Pedestrian Crossings & Traffic Calming?

Response: Traffic calming uses engineering practices and devices to control vehicle speeds. Devices can be non-intrusive such as pavement markings, but they can also involve horizontal and vertical construction elements. Sometimes those improvements incorporate pedestrian safety, depending on the treatment.

2. Waterside Drive in Norfolk – they have gateways and transitions to help control the traffic; Should we consider this?

Response: Transition of Waterside Drive has taken place over 30 years & now Brambleton Ave is our Pacific Ave & Waterside Dr is our Atlantic Ave. Norfolk also has other vehicular route options to allow the level of traffic calming performed. Pacific Ave is really the only north/south vehicle corridor without placing additional traffic burden in the neighborhoods.

3. Median improvements recently installed can be extended as far south as 25th Street.

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4. Is there way to define Uber, Lyft, etc. in Streetlight (cell phone) traffic data?

Response: Not specifically, but a drop-off or pick-up will be considered in the data because the data is looking for travel time between intersections. If that trip doesn't appear at the next intersection, it will consider that vehicle parked temporarily.

5. The modal prioritization survey was distributed to only the RAMP Committee. A broader public survey will be distributed in the November/December timeframe.

Other

1. The RAMP committee requested the opportunity to review and comment on the survey questions before distributing to the public.