

## Meeting #10 Summary

### Meeting Objective:

This purpose of this meeting was to provide an update on the Summer 2021 Pilot Projects, discuss a revised transit strategy, and introduce Mobility as a Service (MaaS).

### Summer 2021 Pilot Projects

#### *Route 30 Atlantic Avenue Trolley*

- The Route 30 Atlantic Avenue Trolley pilot project will put all service on Atlantic Avenue with consolidated stop locations and will begin on May 23<sup>rd</sup>. It will operate consistent with the normal Trolley season.
  - We will be collecting current trolley related data during this pilot project to evaluate the immediate impacts and long-term viability.

#### *Atlantic Avenue Curbside Zone Demonstration*

- The curbside zone demonstration project has been delayed until late summer/early fall 2021. The consultant is actively working on plans and coordination to begin the build-out later this fall.

### Revised Transit Strategy

A revised transit strategy was presented to the RAMP Committee based feedback received during the March 25<sup>th</sup> RAMP Committee meeting. During that meeting, the committee expressed interest in an electric shuttle with a golf cart type vehicle to supplement and/or replace the existing Route 30 Atlantic Avenue Trolley service.

A brief overview of progress and input received to date which guided the initial transit recommendations was reviewed with the committee. These included the committee discussions and opinions, the mobility themes identified, public survey results, simplifying the user experience, and developing a future proof network.

The new considerations for the transit network are as follows:

#### Short Term Options

- Route 30 with consolidated stop locations
- Implement the new transfer facility location based on Atlantic Park construction schedule and evaluate additional mobility connections to the relocated facility
- Re-evaluate long-term feasibility of the 30T Route
- Introduce a microtransit alternative to the 30 and 30T through a pilot project – pilot projects are typical for these solutions

#### Long Term Options

- Eliminate the Route 30 and Route 30T and replace with microtransit solution(s)
- Introduce customized MaaS solutions

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### Mobility as a Service

MaaS was introduced to the RAMP Committee. An overview of market availability and options was shown which included micromobility, supply chain, fleet services, and micromobility platforms. There was additional discussion around potential micromobility options that would enhance mobility options in the Resort Area to include docked or dockless bike share and electric shuttles. MaaS could integrate these services to simplify non-vehicular travel.

#### *Discussion*

- One committee member asked about how centralized locations such as parking garages could play a role in providing access to mobility alternatives once you've parked opposed to continuously circulating to find parking.
  - We discussed these "mobility hubs" in more detail in later slides.

### Electric Shuttles

Kimley-Horn provided additional details on the function and operations of electric shuttles. This information was based on market research and a discussion with an operator in the Florida market. The service generally consists of a smaller vehicle operated by a driver with the ability to transport up to five passengers with on-demand and curb-to-curb. The operators typically custom develop platform that achieves community goals and strongly support a pilot project before full roll out.

### Mobility Hubs

The mobility hub concept was introduced to the RAMP committee. The purpose would be to provide an integrated suite of mobility services, amenities, and supporting technologies to enhance multimodal transportation in and around the resort. They're intentionally placed in and around areas of existing parking and the available amenities of each mobility hub will be context specific to each location. With the improved transportation options proposed in the RAMP, most of the Resort Area is accessible within a 5-minute walking, bicycling, or scooting/shuttling distance.

### Additional Topics

#### *Atlantic Avenue Concepts*

- The committee expressed interest in having more input and discussion on the northern section of Atlantic Avenue.
  - This will be discussed at a future meeting once data is collected on the Route 30 pilot project. The trolley is a significant design consideration and needs to be carefully considered, especially in the three-lane section of Atlantic Avenue. This concept will not be advanced without proper discussion and input from the committee.