

## Meeting #8 Summary

### Meeting Objective:

The purpose of this meeting was to review a summary of results from the public survey and discuss new recommendations for the mobility plan. Recommendations related to street typology, the pedestrian network, and Atlantic Avenue concepts were shared. Next steps were also discussed, including reviewing the completed plan sections to advance toward publication.

### Project Status Update Since Meeting #7 (February 25th)

- Analyzed survey results (following closure on February 15<sup>th</sup>)
- Developed potential cross sections for Atlantic Avenue north of 25<sup>th</sup> Street
- Continued work on detailed renderings for Atlantic Avenue (17<sup>th</sup> Street to 25<sup>th</sup> Street)
- Created draft street typology and enhanced crossing details
- Continued work on documentation

### Survey Takeaways (Slides 4 – 10)

Kimley-Horn presented the key takeaways from the public survey, summarizing the results presented in the full Survey Summary. This presentation included a participant profile, traveling by mode, mobility wants by mode, ranked mobility needs, Atlantic Avenue, and the central takeaways that the survey confirms.

These results are included in the full survey summary, but some key conclusions were that:

- A recommended active transportation network should improve the mobility experience for bicyclists and pedestrians; provide more dedicated bicycle facilities; and include sidewalk and crossing improvements.
- A recommended transit network should clarify the function and purpose of the trolley; address the needs of visitors and employees; and connect people to the recommended transfer center.
- A design for Atlantic Avenue should activate the street for all user types; enhance the streetscape; and expand options for dining and entertainment.
- An approach to parking in the Resort Area should make it easier to find parking and destinations (i.e., better wayfinding); address parking supply based on specific locations and when demand is highest; and advocate for a strategic marketing and promotions campaign related to parking options.

### *Discussion*

- Was there anything in the survey that did not confirm assumptions?
  - The public response seems to generally have the same priorities that the RAMP committee does. The direction we are moving is generally in alignment with what the public wants.

## Meeting #8 Summary

- A member commented that there are still challenges of getting folks from HRT up and down Atlantic Avenue to their end destinations (in the short term). It is hard to attract employees in the Resort Area due to transportation issues.
  - We need a balance between immediate needs and future needs in the next 10-15 years.
- Was the RPP program was considered while analyzing parking?
  - Yes, this will be considered.

## Street Typology (Slides 11-26)

Kimley-Horn presented the draft street typology. The existing traditional functional classification will continue to be used, but the new typology will be more applicable and useful for the Resort Area for the City to make improvement decisions. The new typology considers how to best move people and vehicles through the area, instead of just vehicles.

A map of the new typology was presented along with description and local examples of each street type. Three matrices for the street typology were shown that included functional purpose and modal priorities, design guidance, and corridor management options.

The eight Resort Area street types include:

- Interstate
- Regional Connector
- Gateway Transition
- Resort Area Connector
- Neighborhood Connector
- Commercial Connector
- Ocean Connector
- Local Street

## *Discussion*

- Why are roundabouts are discouraged on Gateway Transition streets, when Laskin Road has a roundabout?
  - This will be modified slightly as the roundabout is located near the transition from a Commercial Corridor to a Gateway Transition. The roundabout functions well here.
- Are traffic counts shown in the map base on the traditional classifications, and if so when were these counts conducted?
  - Yes, and they collected in 2018-2020.
- A member commented that traffic coming in from the interstate on 21<sup>st</sup> Street and 22<sup>nd</sup> Street needs to be slowed. Another participant suggested sequencing signals to limit speed, but it might also frustrate drivers.
  - We are going to do what we can, but just changing posted speed limit will not change behavior. Speed management, if appropriate, should be approached from a design perspective to influence driver behavior.

## Meeting #8 Summary

- Atlantic Avenue was not classified in street typology. Are we heading toward a ped/bike zone for the Atlantic Avenue area? Are wider sidewalks along Atlantic Avenue necessary?
  - The existing street typology does not define Atlantic Avenue. The proposed street typology classifies it as a “commercial corridor”. Atlantic Avenue space needs to be carefully prioritized. The recommendation will include enhanced sidewalk/streetscape recommendations but not necessarily sidewalk widening. Pedestrian zones/malls only work in specific scenarios and RAMP is not recommending one for Atlantic Avenue.

## Pedestrian Network (Slides 27-34)

Kimley-Horn presented the key pedestrian network considerations that informed the recommendations, including previous plans, network characteristics, and community input. The objectives of the pedestrian network were discussed, including:

- Adding more detail and clarifying recommendations from previous plans
- Filling gaps in the sidewalk network
- Identifying priority locations for wide sidewalks and enhanced streetscapes
- Recommending intersection treatments based on the RAMP street typology

Maps of the existing pedestrian and bicycle network and the recommended pedestrian network were shown. Facility types and intersection crossings tiers were explained using diagrams and a matrix.

## *Discussion*

- A participant said that 32<sup>nd</sup> Street should be designated as wide sidewalk.
- A question was asked about the green arrow between Birdneck Road and Marshview Park.
  - This is a proposed connection but its specific location has not been defined yet.

## Atlantic Avenue Concepts (Slides 35-40)

Kimley-Horn presented an advancement of design concepts for Atlantic Avenue for two sections of Atlantic Avenue: 5<sup>th</sup> Street to 25<sup>th</sup> Street (4-lane section) and initial draft concepts for 25<sup>th</sup> Street to 40<sup>th</sup> Street (3-lane section). The initial recommendation included the following concept and reaction and discussion from the committee was requested:

- 25th Street to 40th Street: Continue the serpentine concept but eliminate the active transportation lanes. Lanes will be wider (13') and sharrows will be included. There is no room for a buffered active transportation lane. Curbside lanes (10') will still be included and used for loading, TNC, off season parking, trolley stops, etc.

## Meeting #8 Summary

### Discussion

- A member expressed concern about cyclists having an active transportation lane for only part of Atlantic Avenue. We have identified shared lane markings as less than ideal, why are we pursuing them for this section?
  - Space is limited, also more timid cyclists could choose to use the boardwalk, and Atlantic Avenue currently has shared lane markings in one direction so this will not be changed. Trolley stopping in traffic would be an issue if we included the active transportation lane. There is a lot less space to work with in this section.
  - There is no space to both serpentine and have a continuous AT lane. There are also a lot of curb cuts in this section which would interrupt the AT lane.
  - This concept attempts to create the most balance understanding that some modes, bicycles and scooters in this instance, do not have exclusive space.
- A member suggested an AT lane on the southbound side and the northbound cyclists could share the lane since they are not competing with those turning toward Pacific. Could we still do serpentine in this scenario?
  - No, because at some point the serpentine must get right next to the curb line. It would have to be a very slight serpentine which may not have the intended effect. Going back and forth between an AT lane and a shared lane is not ideal.
- Please consider if we even have the uses north of 25<sup>th</sup> Street that necessitate a curbside zone?
- A participant expressed concern that this could affect the redevelopment possibilities for properties on either side.
- Is this for the recreational biker or for the hard-core biker?
  - 44% of survey respondents said they would bike more on Atlantic Avenue if there were dedicated lanes; we are trying to affect recreational cyclists and draw more activation to Atlantic Avenue.

### Next Steps – Deliverables (Slides 41-43)

Presenters discussed next steps in documenting the mobility plan. The seven volumes were outlined: mobility framework, motorized transportation network, active transportation network, transit network and transportation demand management, parking, Atlantic Avenue, call to action.

### Discussion

- Does the cul-de-sac on Atlantic Avenue leading to an exit on Pacific right in front of the Cavalier?
  - There will no longer be vehicular access to Pacific at the end of Atlantic.
- Is future development (e.g. Atlantic Park) being factored into recommendations?

### Meeting #8 Summary

- Atlantic Park will get ahead of RAMP so we will make sure that this study will reflect what happens with that study.
- A participant is concerned that the Marina District is not included much in this presentation and felt like the ViBe District is more of a focus. There is a project to improve a sidewalk on Winston-Salem Ave, but the area has bicycle traffic and is ripe for development. This area should be included in the trolley network due to high visitation.

### General Discussion

- A participant requested if meeting materials could be provided in advance to try to have better understanding in advance.
  - It depends on the content of the presentation, but this could also create future confusion without having the commentary to provide the context for each slide and recommendation.
  - Written comments following up are always welcome.