



CITY OF
**VIRGINIA
BEACH**

Atlantic Avenue Street Improvements

Kimley»Horn

Atlantic Avenue Update & One-Way Connector Streets

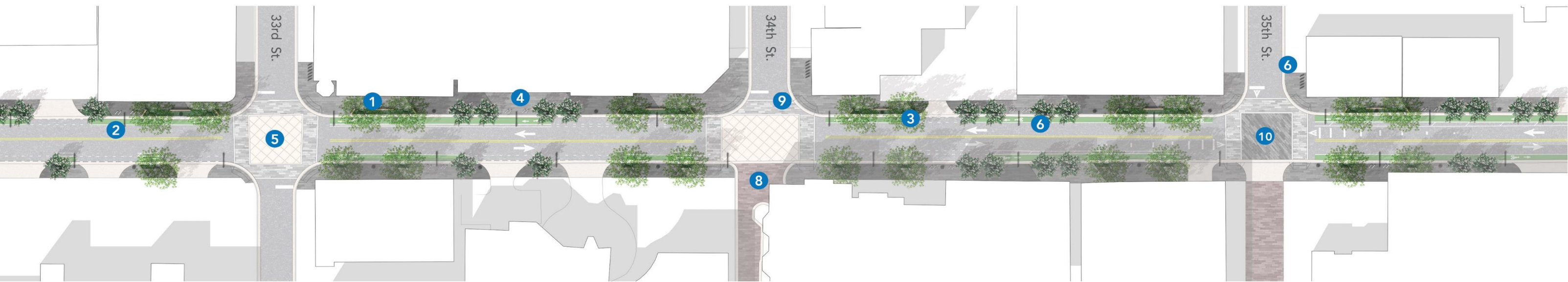
April 23, 2024

Presentation Objective

- 1) Provide an update on the Atlantic Avenue Project.
- 2) Review findings from the analysis of converting the streets between Atlantic Ave and Pacific Ave (Connector Streets) to one-way to increase on-street parking.
 - a) Public Safety Review
 - b) New Parking
 - c) Traffic Impacts
 - d) Access Impacts

Atlantic Avenue Improvements - Project Background

- Streetscape and infrastructure improvements from 5th Street to 40th Street
 - Sidewalk widening and replacement
 - Street furnishings
 - Lighting
 - Signage
 - Pavement markings
 - Pedestrian and traffic signals
- Design in accordance with Atlantic Avenue Streetscape Design Standards adopted by RAC in 2022



Atlantic Avenue Improvements - Procurement Recap

- RFQ responses received March 31, 2023
- RFP responses received July 28, 2023
- Technical Proposal received August 2023
- Price Proposal received November 2023
- Contract fully executed April 16, 2024
 - Archer Western Construction, LLC - Design-Build Lead
 - Rinker Design Associates, P.C. - Civil Engineering
 - WPL – Landscape Architecture



Atlantic Avenue Improvements – Moving Forward

- Phase 1A (Planning) to be complete by August 2024
 - 30% design for entire length of project corridor (5th Street to 40th Street)
 - Identify potential challenges and roadblocks that may lie ahead
 - Help DB team plan better and solve logistical issues before they arise
 - Provide phased implementation plan



Atlantic Avenue Improvements – Moving Forward

- Construction will occur during offseason only
 - Design development to occur during Summer months
- Construction to begin Fall 2024
 - Paving, striping, and markings
- Anticipated completion 2028-2029 offseason



One-Way Connector Streets



Background

The Resort Area Mobility Plan (RAMP) recommended an impact study and additional outreach to evaluate modifying the Connector Streets between Atlantic Avenue and Pacific Avenue into one-way streets. The additional space created by removing one vehicle lane will allow for angled on-street parking to increase parking supply.



Increasing Supply

On-street parking supply can be increased by reconfiguring the Ocean Connectors to one-way streets between Atlantic Avenue and Pacific Avenue from 5th Street to 40th Street. Consistent with 21st Street and 22nd Street, the odd and even numbered streets would be oriented eastbound and westbound, respectively. One of the travel lanes can be repurposed into on-street parking and configured as angled or parallel, as appropriate and based on available space. The following streets should remain two-way:

- 5th Street
- 8th Street (no access to Pacific Avenue)
- 9th Street
- 17th Street
- 18th Street
- 25th Street
- 30th Street
- 31st Street
- 40th Street

Note: Additional study and outreach is recommended to determine potential impacts of creating these one-way streets.

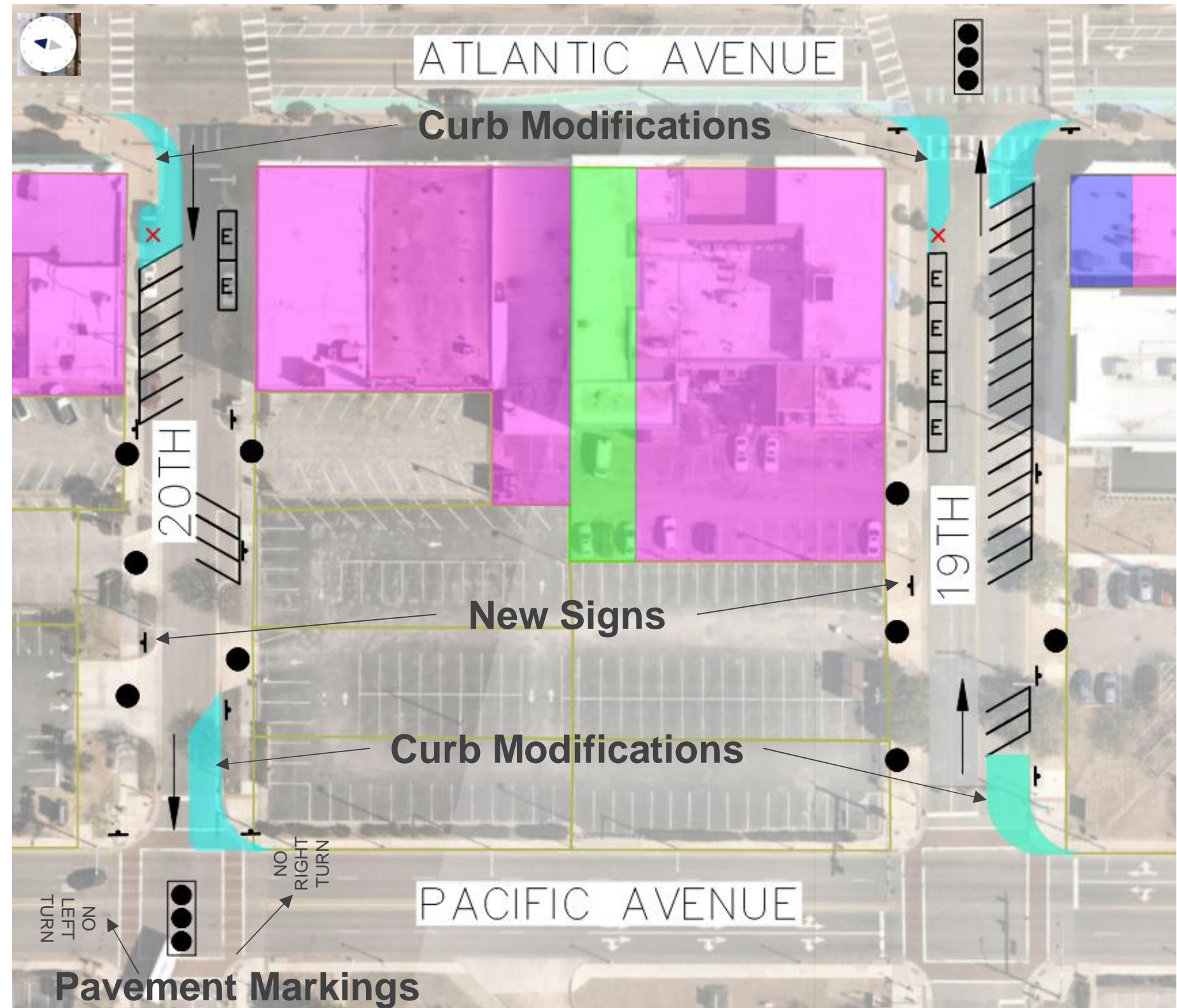
| Street | Existing Parking Spaces | Net New (Low) | Net New (High) | Total |
|----------------------------|-------------------------|---------------|----------------|---------|
| North Beach Total | 100 | 28 | 65 | 128-165 |
| Central Beach Total | 70 | 18 | 61 | 88-131 |
| South Beach Total | 58 | 18 | 45 | 76-103 |
| Total | 228 | 64 | 171 | 292-399 |

Public Safety | Police

Concerns

- Wrong way driving
 - Signs, markings, and curb modifications
- Impacts to traffic “flush” times

Pavement Markings



Public Safety | Fire

- Concept plan review for fire truck access
- Field testing on space-constrained streets



New Angled Parking

| Area | Existing Parking | Proposed Parking | | | |
|---|------------------|--------------------|------------|------------|------------|
| | | Existing to Remain | New Angled | Total | Net New |
| North Beach 25 th to 39 th | 115 | 59 | 93 | 152 | 37 |
| Central Beach 24 th to 15 th | 67 | 40 | 72 | 112 | 45 |
| South Beach 14 th to 6 th | 73 | 26 | 72 | 98 | 25 |
| Total | 255 | 125 | 237 | 362 | 107 |

One-Way Streets Pros/Cons | Traffic Impacts

| | |
|------------|--|
| Benefits | <ol style="list-style-type: none"> 1. Pacific Ave Southbound left-turn movements are reduced from 32 to 21 intersections 2. Atlantic Ave Northbound left-turn movements are reduced from 32 to 21 intersections 3. Safety Up to 14 intersection vehicle conflict points are removed at each intersection 4. Safety Pedestrian conflict points are also removed at each intersection for pedestrians traveling north and south along the west side of Atlantic Avenue and east side of Pacific Avenue. 5. Increased sidewalk space, pedestrian visibility & reduced pedestrian crossings distances |
| Challenges | <ol style="list-style-type: none"> 1. Inconsistency with one-way grid could create confusion. 2. Intentional and unintentional wrong way driving is a possibility. 3. Limited areas to place proper signs along Pacific Avenue without a median. <ol style="list-style-type: none"> 1. Will be supplemented with pavement markings. 4. Increased high visibility one-way signs and associated posts throughout the 200 block (5-10 signs per block). |
| Neutral | <ol style="list-style-type: none"> 1. Redevelopment considerations. 2. Modifications to event management and event management plans. 3. Traffic will simultaneously increase and decrease along Atlantic Avenue and Pacific Avenue. 4. Turning movements will be higher at locations where the movement remains but eliminated where the movement is removed. |

Access Impact Observations

Challenges

1. Deliveries will likely block side streets when delivery drivers do not comply (examples below).
2. There are 10 commercial parking lots between 12th Street and 20th Street which could lead to increased parking cruising/searching.
3. Event parking exiting the area would be forced to Atlantic Ave to circulate west.

Neutral

1. 15 hotel or hotel parking areas will experience change.
2. 11 commercial parking lots and 3 parking garages will experience change.
3. 12 private business parking lots will experience change.
4. 5 single family and 5 multifamily residential units will experience change.



Hotel Parking



Upcoming Meetings

Atlantic Avenue Association Briefing – 4/23/24

Virginia Beach Hotel Association Board Briefing – 5/6/24

TPPC Discussion

New Angled Parking

North Beach | 39th to 25th

| Street | Existing Parking | Proposed Parking | | | |
|--------------|------------------|--------------------|------------|------------|-----------|
| | | Existing to Remain | New Angled | Total | Net New |
| 39th St | 5 | 5 | 0 | 5 | 0 |
| 37th St | 0 | 0 | 0 | 0 | 0 |
| 36th St | 12 | 5 | 11 | 16 | 4 |
| 35th St | 12 | 6 | 8 | 14 | 2 |
| 34th St | 6 | 1 | 7 | 8 | 2 |
| 33rd St | 6 | 0 | 12 | 12 | 6 |
| 31st St | 10 | 10 | 0 | 10 | 0 |
| 29th St | 15 | 7 | 14 | 21 | 6 |
| 28th St | 13 | 5 | 14 | 19 | 6 |
| 27th St | 8 | 3 | 10 | 13 | 5 |
| 26th St | 11 | 0 | 17 | 17 | 6 |
| 25th St | 17 | 17 | 0 | 17 | 0 |
| Total | 115 | 59 | 93 | 152 | 37 |

Central Beach | 24th to 15th

| Street | Existing Parking | Proposed Parking | | | |
|--------------|------------------|--------------------|------------|------------|-----------|
| | | Existing to Remain | New Angled | Total | Net New |
| 24th St | 7 | 4 | 7 | 11 | 4 |
| 23rd St | 13 | 5 | 15 | 20 | 7 |
| 20th St | 6 | 2 | 10 | 12 | 6 |
| 19th St | 5 | 4 | 19 | 23 | 18 |
| 17th St | 5 | 5 | 0 | 5 | 0 |
| 16th St | 17 | 14 | 6 | 20 | 3 |
| 15th St | 14 | 6 | 15 | 21 | 7 |
| Total | 67 | 40 | 72 | 112 | 45 |

South Beach | 14th to 6th

| Street | Existing Parking | Proposed Parking | | | |
|--------------|------------------|--------------------|------------|-----------|-----------|
| | | Existing to Remain | New Angled | Total | Net New |
| 14th St | 13 | 6 | 11 | 17 | 4 |
| 12th St | 10 | 4 | 8 | 12 | 2 |
| 11th St | 10 | 2 | 11 | 13 | 3 |
| 10th St | 17 | 6 | 19 | 25 | 8 |
| 7th St | 7 | 1 | 9 | 10 | 3 |
| 6th St | 16 | 7 | 14 | 21 | 5 |
| Total | 73 | 26 | 72 | 98 | 25 |