



Transportation District Commission of Hampton Roads
Work Session
Hampton Boardroom
(3400 Victoria Boulevard)

September 26, 2024
11:30 – 1:00pm

Agenda

- Call to Order The Honorable Don Carey, *Chair*
- Agenda William Harrell, *President & CEO*
- Connecting Chesapeake: A Study of High-Capacity Transit

 Sherri Dawson, *Director of Transit Development*
- State MERIT Program – Operating Assistance

 Dan Sonenklar, *DRPT, Statewide Transit Planning Manager*
- CIP Focus Topics
 - Facilities and Engineering
 - Light Rail

 Sibyl Pappas, *Chief Engineering and Facilities Officer*

 Ben Simms, *Chief Transit Operations Officer*
- Wrap Up William Harrell



HAMPTON ROADS TRANSIT



CONNECTING
CHESAPEAKE

A STUDY OF HIGH-CAPACITY TRANSIT

Connecting Chesapeake

A Study of High-Capacity Transit

TDCHR Work Session
September 26, 2024



HAMPTON ROADS
TRANSIT

IN COLLABORATION WITH
Chesapeake
VIRGINIA

Agenda

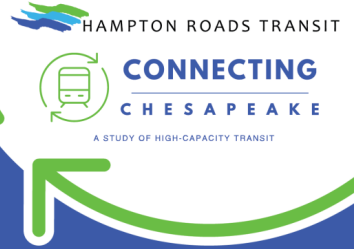
- ➔ Study Overview
- ➔ Purpose and Need
- ➔ Evaluation Process
- ➔ Public Engagement
- ➔ Tier 1 Alternatives Evaluation
- ➔ Tier 2 Alternatives
- ➔ Tier 2 Evaluation and Next Steps





Study Overview

Connecting Chesapeake



Hampton Roads Transit is collaborating with the City of Chesapeake to explore high-capacity transit options that enhance the City's economy, align with future growth plans and improve connectivity to the regional transportation network.



Study Area



Density Requirements

Density requirement for light rail:

Population: 28-60 people per acre

Density requirement for Bus Rapid Transit or Express Bus:

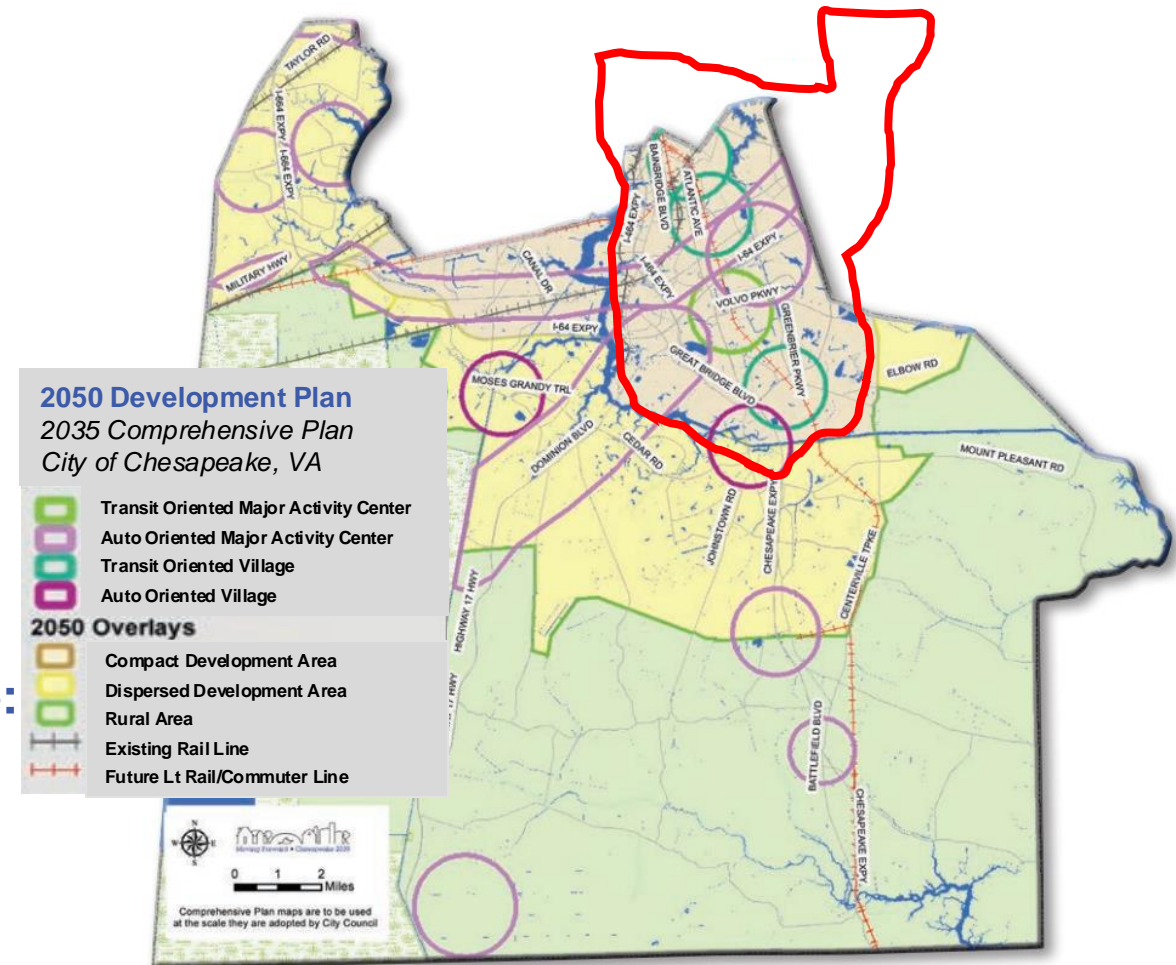
Residential: exceeding 15 to 20 homes per acre

Employment Areas: exceeding 50 jobs per acre

Density requirement for local fixed route bus service:

Residential: exceeding 7 or 8 homes per acre

Household: exceeding 10 to 20 persons per acre



Study Overview



- ➔ Define the purpose & need for high-capacity transit
- ➔ Identify, screen, and evaluate the feasibility of alignment and technology alternatives
- ➔ Refine concepts for most cost-effective alternatives and select an alternative that can be carried forward for further study

Study Purpose



Improving connections between Chesapeake and the greater Hampton Roads area



Providing transit service that offers an alternative to SOV



Improving Chesapeake's transportation network to enhance the City's economy



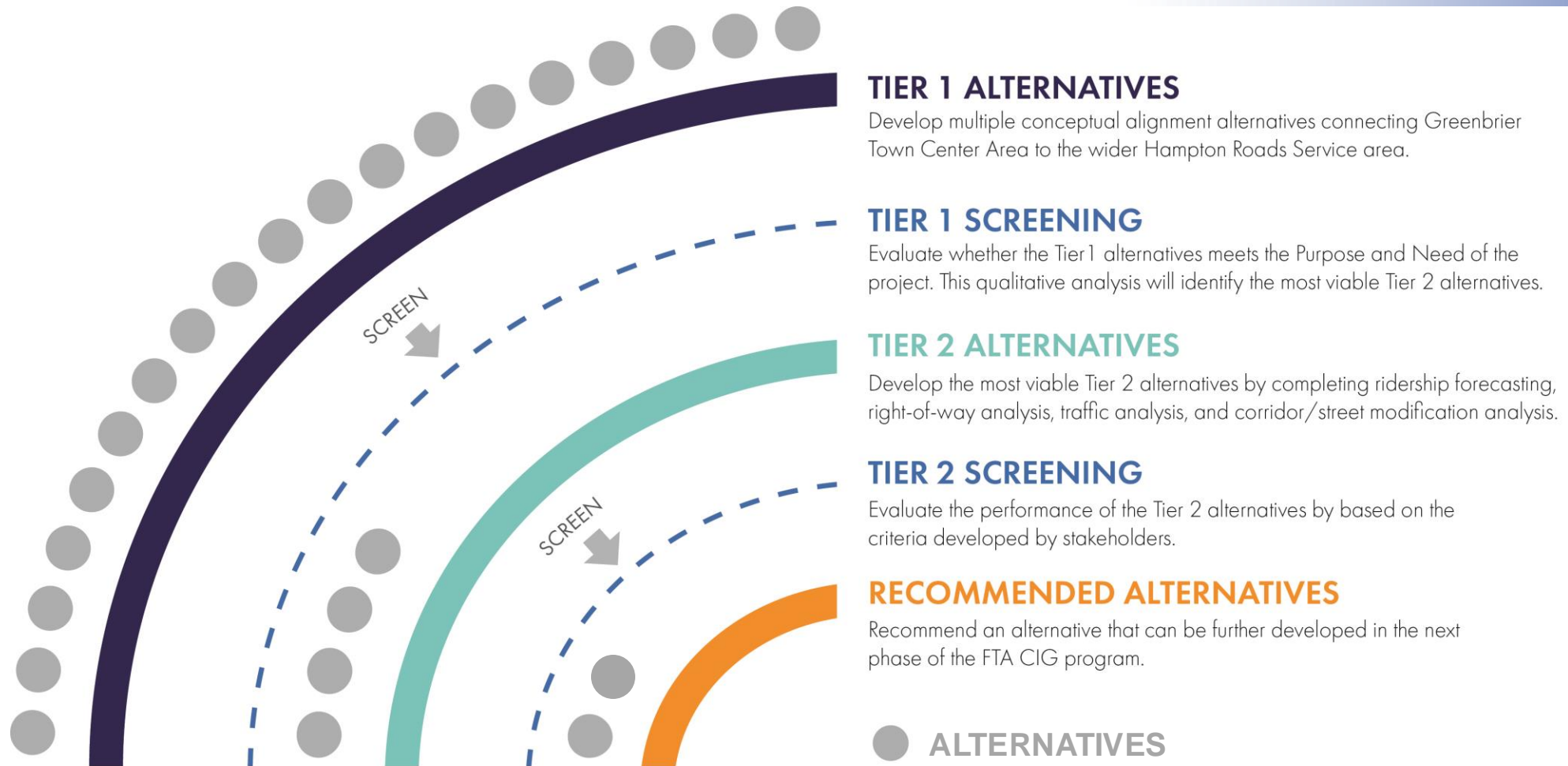
Providing a sustainable transportation alternative



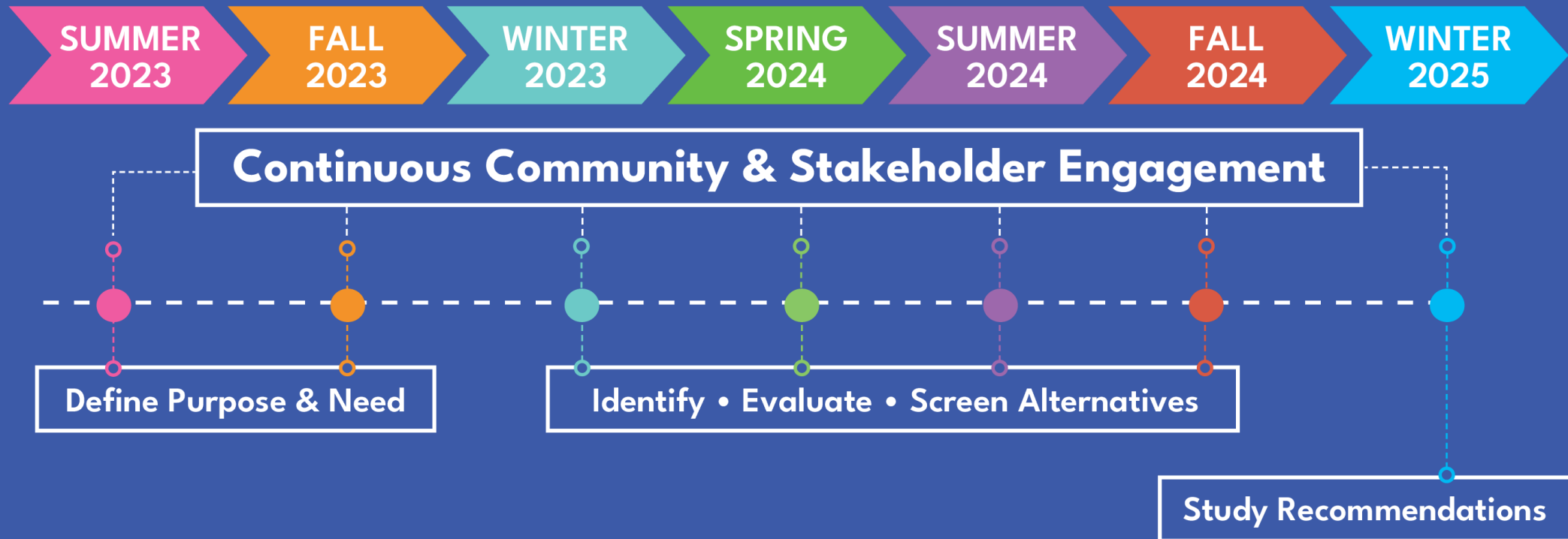
Reducing auto-dependency

Methodology

Evaluation of Alternatives



Study Schedule



Public Engagement

- ➔ Website and Social Media
- ➔ Round 1: October 2023 (Community Awareness)
 - Public Meetings and Pop-Up Event
- ➔ Public Survey: December - January 2024
- ➔ Round 2: April - July 2024 (Tier 1 Alternatives)
 - Community Outreach: Pop-Ups & City Events
- ➔ Small Group Meetings: On-Going
 - City Departments
 - Community Groups and Civic Leagues
 - Major Employers

HAMPTON ROADS TRANSIT
CONNECTING CHESAPEAKE
A STUDY OF HIGH-CAPACITY TRANSIT

PUBLIC MEETINGS AND POP-UP EVENT

Where would you ride?
When would you ride? We want to hear from you!

Hampton Roads Transit and the City of Chesapeake have teamed up to explore high-capacity transit options to enhance your regional transportation network. Feel free to join us for a chat and learn more at an upcoming public meeting or pop-up event.
#GoHRT #TryTransit

PUBLIC MEETING
Hyatt Place Chesapeake/Greenbrier
Tuesday October 17
5-7 P.M.
709 Eden Way N
Served by Bus Routes 12 and 24

POP-UP EVENT
Robert Hall Transfer Center
Wednesday October 18
2-4 P.M.
Robert Hall & Military Hwy.
Served by Bus Routes 6, 10, 14, 15, 24 and 37

PUBLIC MEETING
South Norfolk Memorial Library
Thursday October 19
4-6 P.M.
801 Painterstone Street
Served by Bus Route 58

ConnectingChesapeake.com



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CONNECTING CHESAPEAKE
A STUDY OF HIGH-CAPACITY TRANSIT

TIER 1 EVALUATIONS COMPLETE

16 Alternative Routes Identified for Further Review.

TIER 1 ALTERNATIVE ROUTES

Visit the website to check out the alternatives and tell us what you think.

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HAMPTON ROADS TRANSIT
CONNECTING CHESAPEAKE
A STUDY OF HIGH-CAPACITY TRANSIT

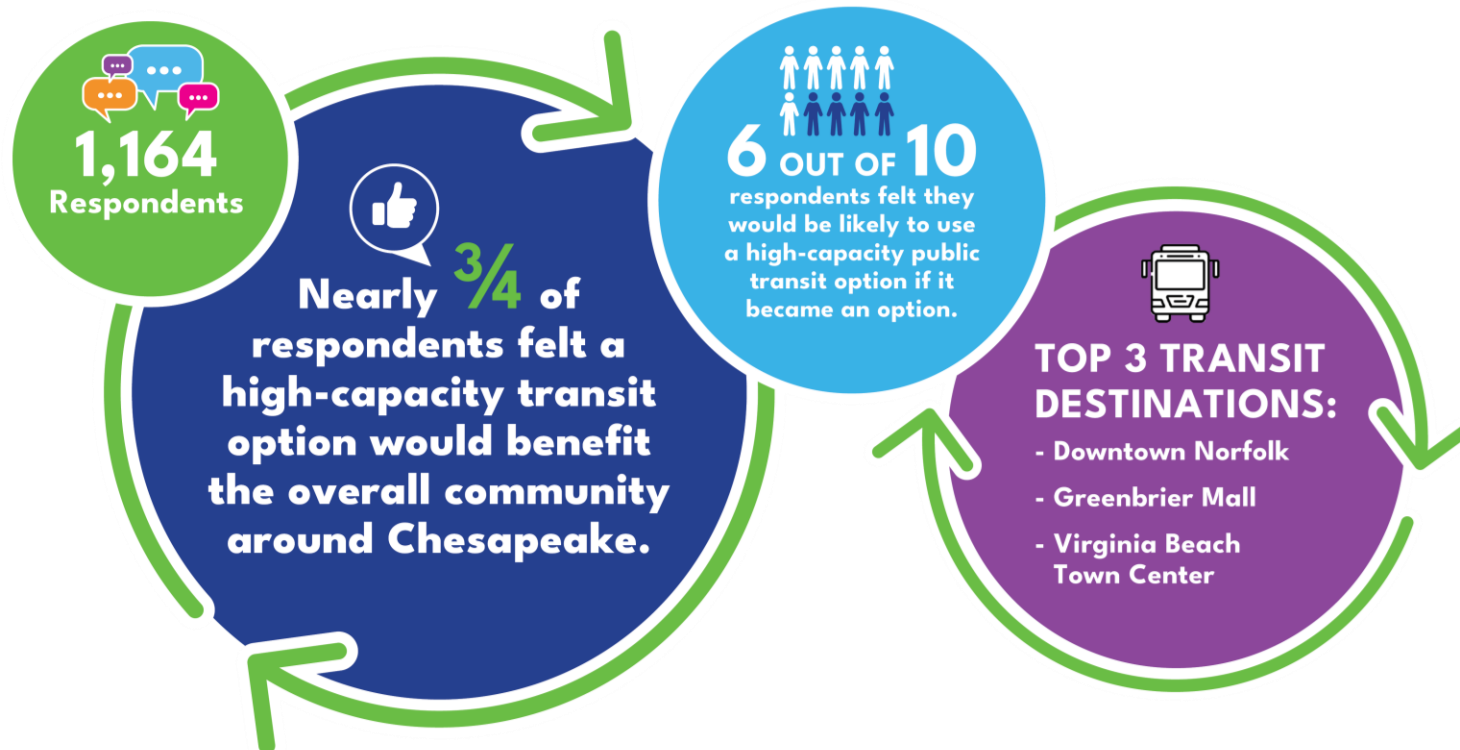
POP-UP Events
APRIL

Join Us For Some Exciting News!



Public Engagement

))) Survey: Dec. 15 - Jan. 16 What We Heard...



Community Outreach



Purpose and Need

Need 1



Goal

➔ **Strengthen Economy**

Objectives

➔ Improve frequency and span of service

➔ Provide service to neighborhoods, businesses, activity centers

➔ Connect to the region

➔ Increase transportation options

Criteria

1

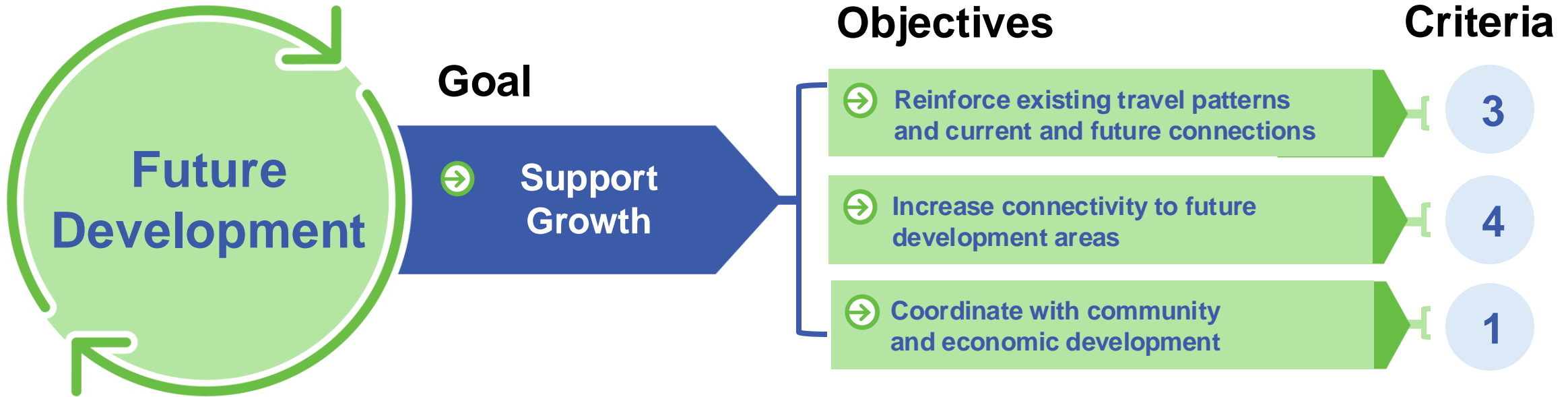
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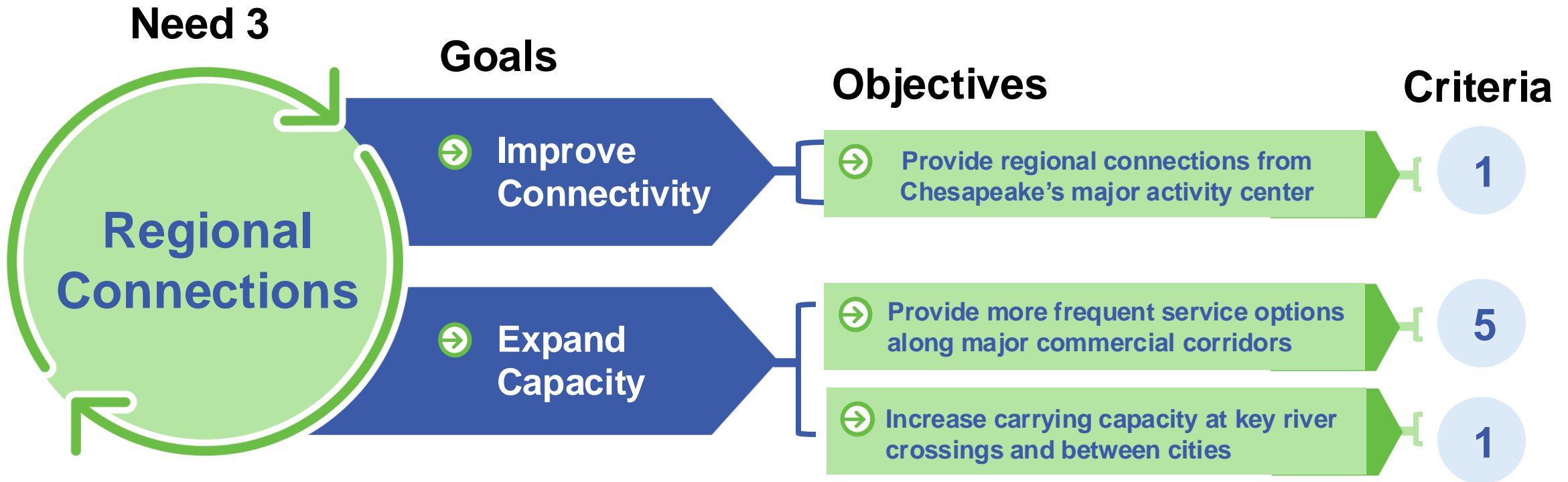
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Purpose and Need

Need 2



Purpose and Need



↓ Measures of Effectiveness Criteria

→ Objectives

→ Goals

→ Needs

= Final Score

Tier 1 Alternatives

Medical Center - Downtown Norfolk

MC-DN – 1	Red
MC-DN – 2	Green
MC-DN – 3	Purple
MC-DN – 4	Blue
MC-DN – 5	Dark Purple
MC-DN – 6	Yellow

Medical Center - Military Highway Station

MC-MH – 1	Olive Green
MC-MH – 2	Pink
MC-MH – 3	Brown

Summit Pointe - Downtown Norfolk

SP-DN – 1	Dark Green
SP-DN – 2	Orange

Summit Pointe - Newtown Road

SP-NR – 1	Purple
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Chesapeake City Park - Military Hwy Station

CP-MH – 1	Teal
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Greenbrier Mall - Downtown Norfolk

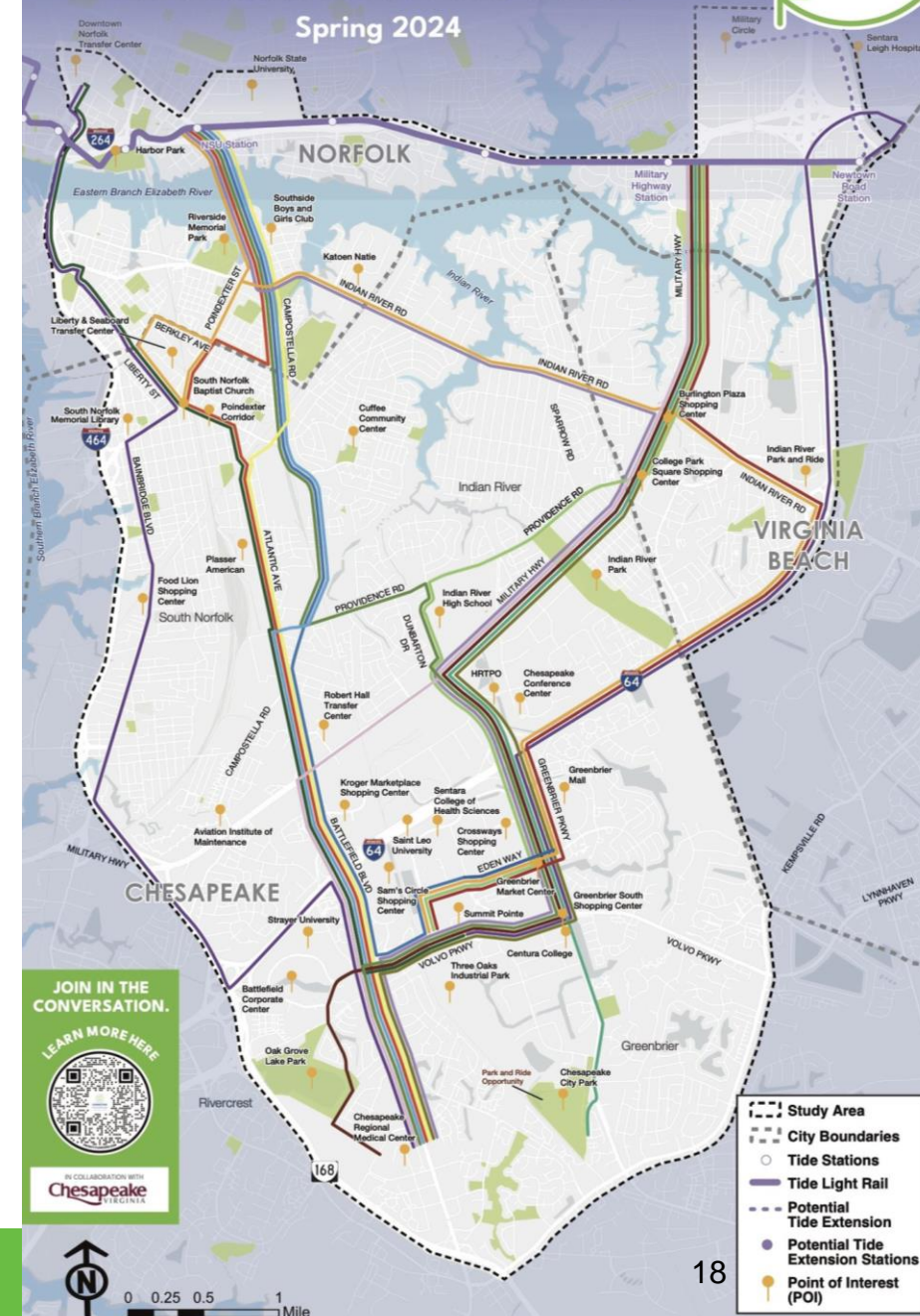
GM-DN – 1	Blue
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Summit Pointe - Military Highway Station

SP-MH – 1	Red
SP-MH – 2	Light Green

TIER 1 ALTERNATIVE ROUTES

Spring 2024



Tier 1 Alternatives Evaluation

ALTERNATIVES		SP-DN-1	SP-DN-2	MC-DN-5	MC-MH-2	SP-NR-1	MC-DN-1	MC-DN-2	MC-DN-3	MC-DN-4	MC-DN-5	MC-DN-6	MC-MH-1	MC-MH-2	MC-MH-3	GM-DN-1	CP-MH-1
NEED 1	Strong Connections																
GOAL 1	➔ Strengthen Economy	●	◐	○	○	○	●	◐	◐	◐	◐	◐	◐	◐	◐	◐	○
NEED 2	Future Development																
GOAL 2	➔ Support Growth	◐	◐	◐	◐	○	◐	◐	●	◐	◐	◐	◐	○	●	◐	◐
NEED 3	Regional Connections																
GOAL 3A	➔ Improve Connectivity	◐	●	◐	◐	◐	◐	○	◐	◐	◐	◐	◐	◐	○	◐	◐
GOAL 3B	➔ Expand Capacity	◐	●	◐	◐	◐	◐	○	◐	◐	◐	◐	◐	◐	○	◐	◐
TIER 1 SUMMARY		●	●	◐	◐	○	●	◐	●	◐	◐	◐	◐	◐	◐	◐	◐

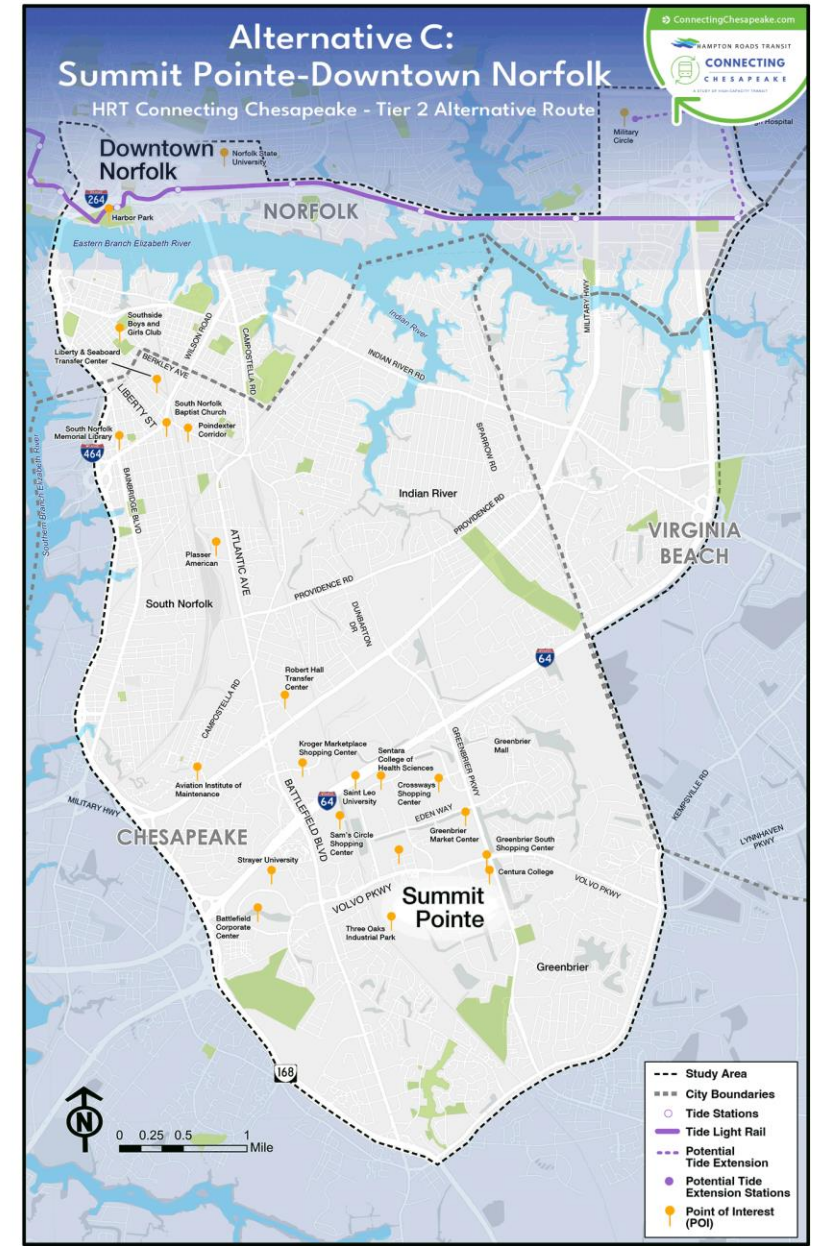
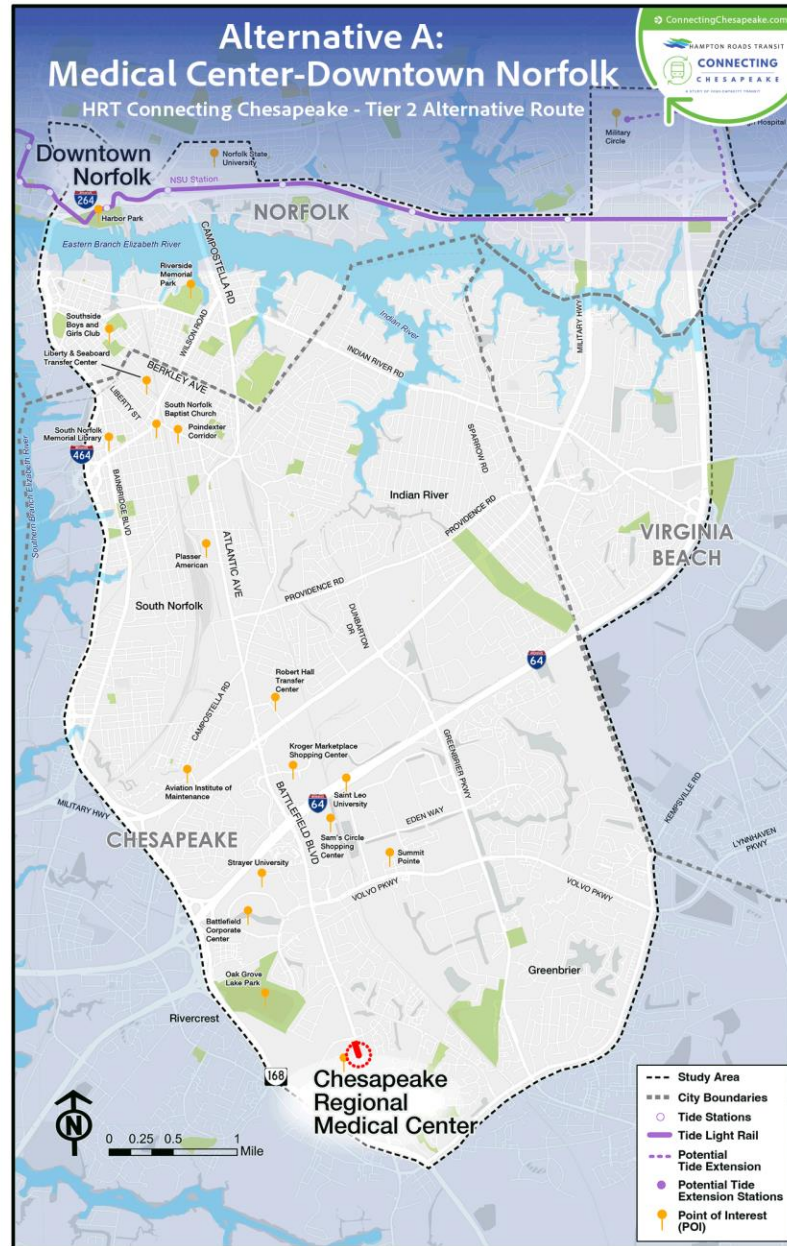
KEY ○ ◐ ●
 LEAST TO MOST DESIRED ➔



Tier 2 Alternatives

➔ Alternative A:
Medical Center –
Downtown Norfolk

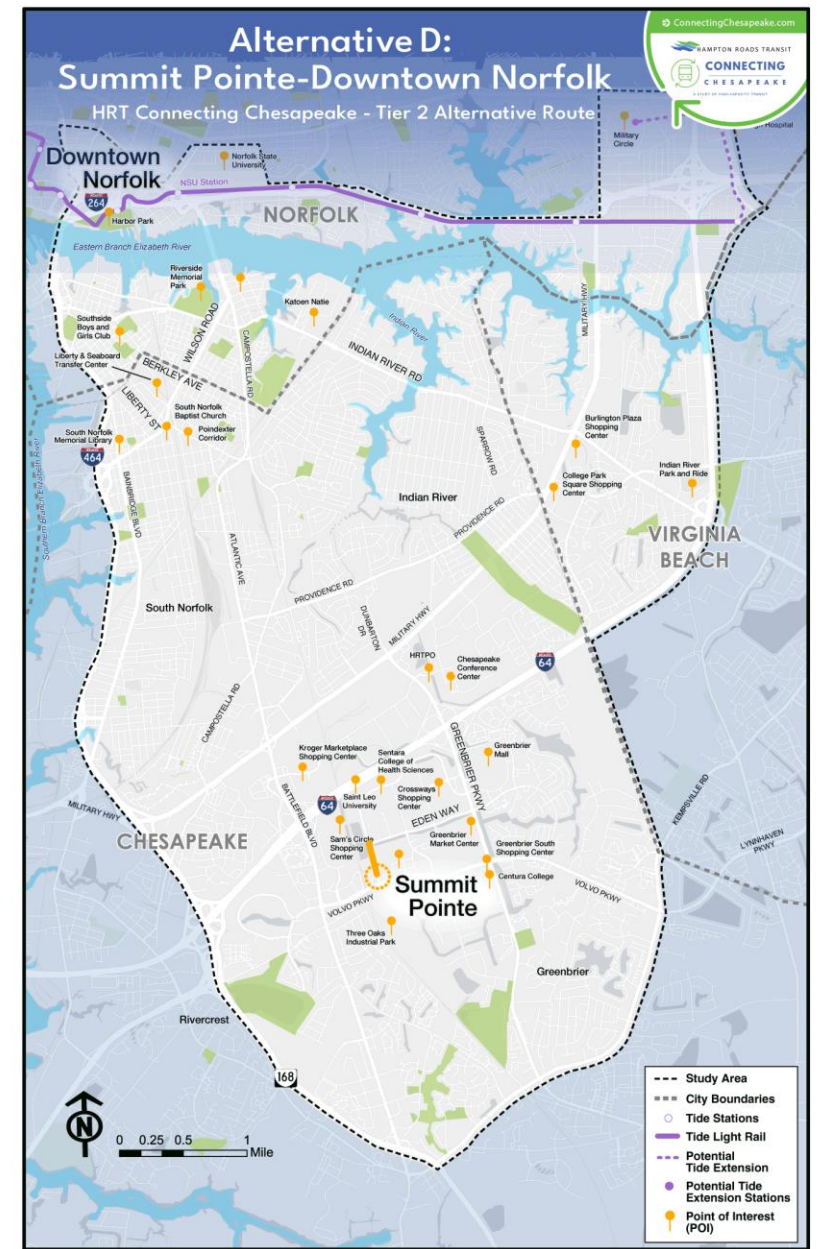
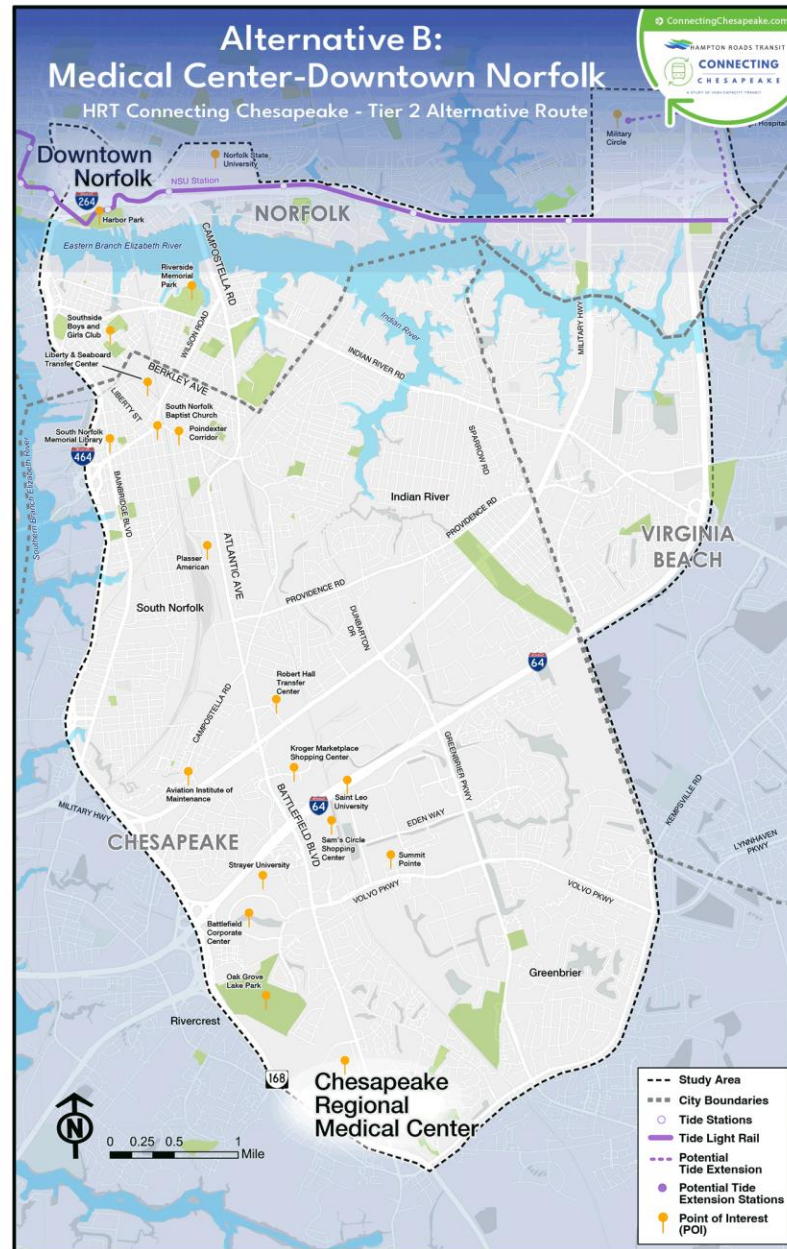
➔ Alternative C:
Summit Pointe –
Downtown Norfolk



Tier 2 Alternatives

➔ Alternative B:
Medical Center –
Downtown Norfolk

➔ Alternative D:
Summit Point –
Downtown Norfolk



Tier 2 Evaluation and Next Steps

- ➔ High-level Environmental Review Memorandum
- ➔ Ridership Forecasting Report
- ➔ Vehicle Storage and Maintenance Requirements
- ➔ Traffic and Transportation Technical Reports
- ➔ Technical Memorandum on Flooding and Resiliency
- ➔ Technical Memorandum on Constructability, Physical Fit and Operational Impacts





Thank You!



VISIT THE WEBSITE

[➔ ConnectingChesapeake.com](https://ConnectingChesapeake.com)

SEND US AN EMAIL

[➔ ConnectingChesapeake@hrtransit.org](mailto:ConnectingChesapeake@hrtransit.org)



HRT Point of Contact



Sherri Dawson, AICP

HRT Project Manager

HRT Director of Transit Development

Email: sdawson@hrtransit.org





HAMPTON ROADS
TRANSIT

Engineering and Facilities

gohrt.com

Engineering & Facilities

- Facilities are our customers' first point of interaction with the system.
- Facilities carry ongoing state-of-good repair needs.
- Major facility investments to support RTS.
- BEB transition requires significant facility investments

Facilities Capital Projects by the Numbers



27

facilities projects



\$56.45 million

1 in capital needs (current year dollars) from FY2026 to FY2035

Engineering & Facilities Unconstrained Project List

UID	Project Name	Cost (\$ thousands)*
EF01	3400 Victoria Boulevard Renovation: Phase 2	\$4,756
EF02	New Southside Operating and Maintenance Division	\$18,341
EF03	RTS Bus Stop Amenity Program	\$5,313
EF05	Newport News Transit Center Interior Renovations	\$2,457
EF06	Hampton Transit Center Interior Renovations	\$2,316
EF07	Wards Corner Restroom and Paving Renovation	\$412
EF10	Evelyn T Butts Transfer Center Replacement	\$2,060
EF11	Silverleaf Transfer Center Upgrades	\$1,594
EF13	Robert Hall Transfer Center Replacement	\$7,468
EF20	Hampton Facility Electrification	\$1,125
EF21	18th Street Facility Electrification	\$985
EF26	Parks Avenue Re-Use	\$170
EF27	Concrete Repair Program	\$175
EF30	Bus Stop Amenity Program	\$2,039
EF31	HRT Facilities Signage	\$704
EF32	HRT Systemwide Signage	\$594
EF40	18th Street Facility Plumbing Redesign and Construction	\$212
EF42	Newtown Road Bus Transfer ADA Improvements	\$428
EF46	3400 Victoria Boulevard Parking Lot Safety Improvements	\$1,078
EF50	ADA Access Enhancements at HRT Facilities	\$258
EF51	GFI Vault Replacement at Fuel Island Norfolk	\$773
EF52	HRT/WATA - Joint Study for Transfer Center at Lee Hall	\$103
EF53	Patrick Henry Mall Transfer Center Pavement Repair	\$927
EF55	Veeder Root Upgrade Project	\$257
EF56	Study of Air Conditioning at HRT Maintenance Shops	\$103
EF57	Tidewater Community College Virginia Beach Transfer Area	\$1,700
EF58	Operator Lounge Furniture Rehab at the Norfolk and Hampton HRT Facilities	\$103
	Total	\$56,451

HRT's New Zero-Emission Bus Maintenance Facility in Virginia Beach



OPENING 2029

HRT | SOUTHSIDE FACILITY VIRGINIA BEACH | 2024

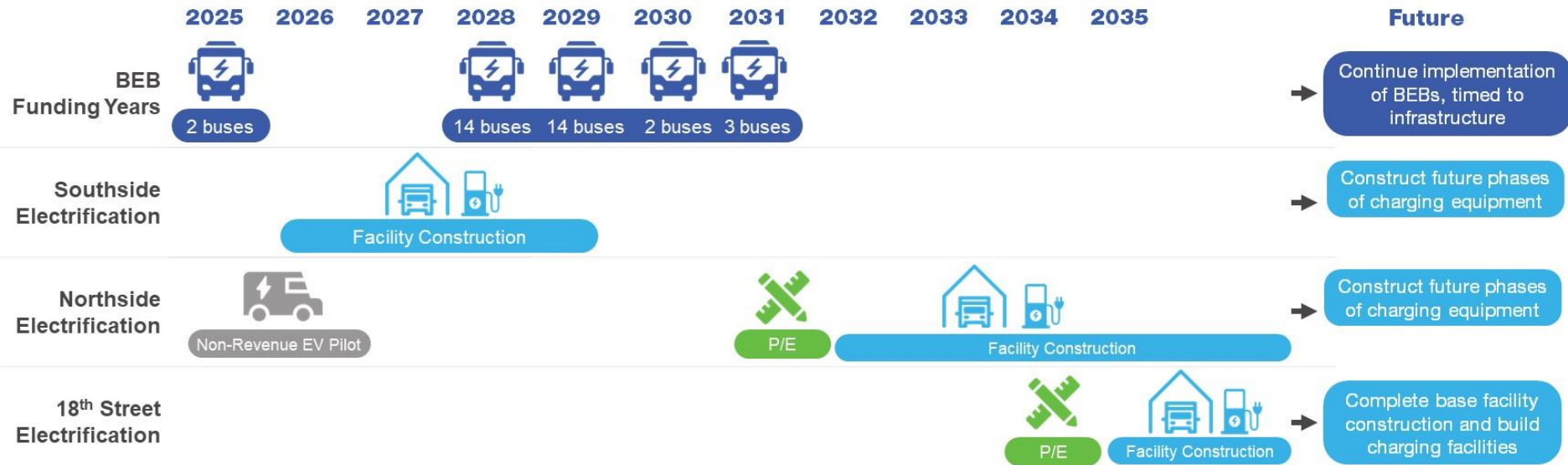
Overview



At a Glance

- Enhances 757 Express (60 Minutes ► 15 Minutes)
- Capacity for 100 buses and 16 seasonal trolleys
- Charging infrastructure for electric buses
- Operating cost savings of \$650,000 per year
- Estimated more than 6,700 new weekday riders
- Estimated more than 7,000 new weekend riders
- Creates 125 new highly skilled jobs in Virginia Beach
- State of the art Net Zero Energy ready
- \$130M project – Funded through Federal/State/Local

Electrification Funding Timeline



Non-Revenue Vehicle Pilot



Bus Stop Amenity Program



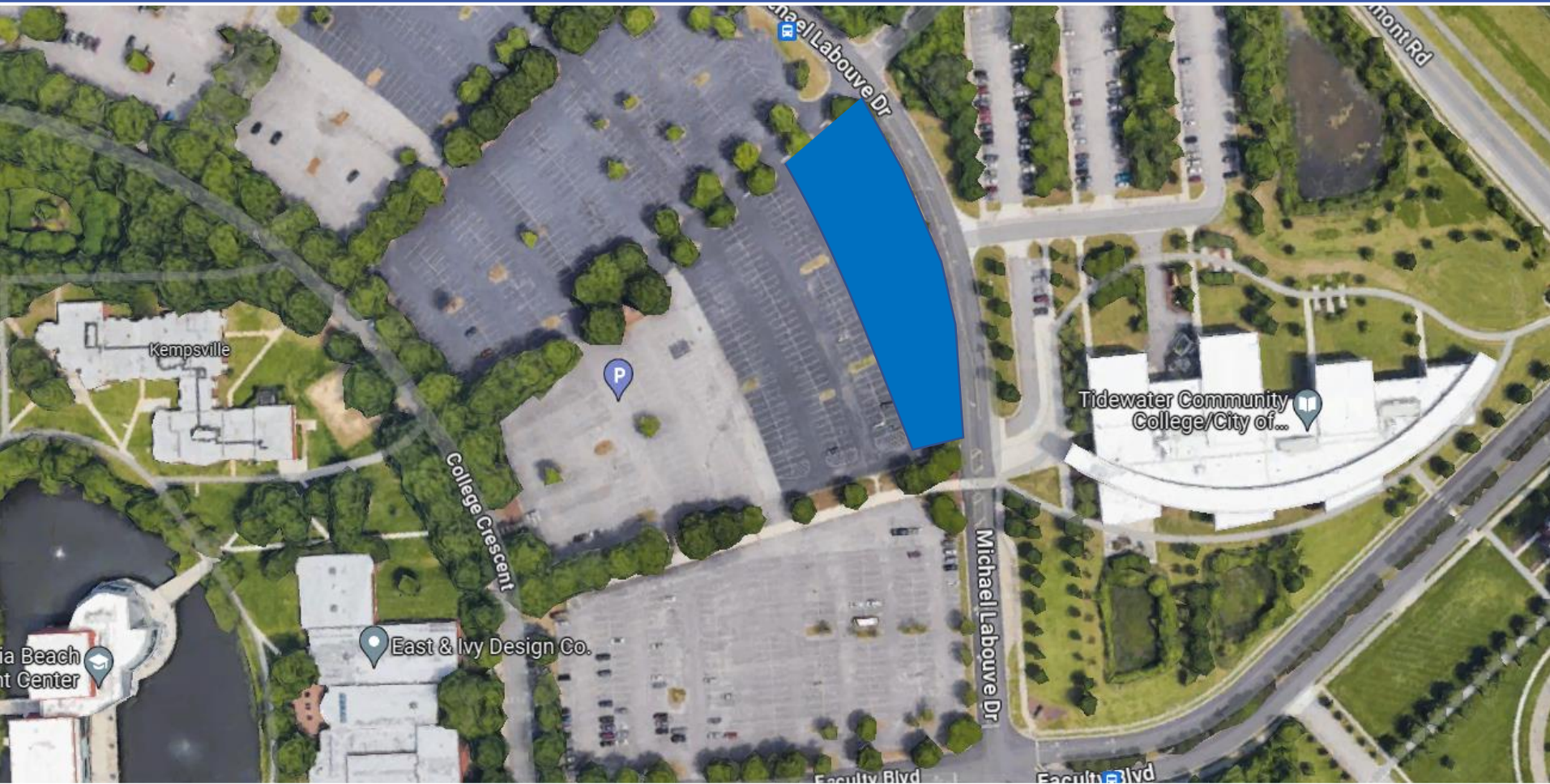
Evelyn T Butts Transit Center Replacement



Robert Hall Transfer Area



Tidewater Community College Transfer Area

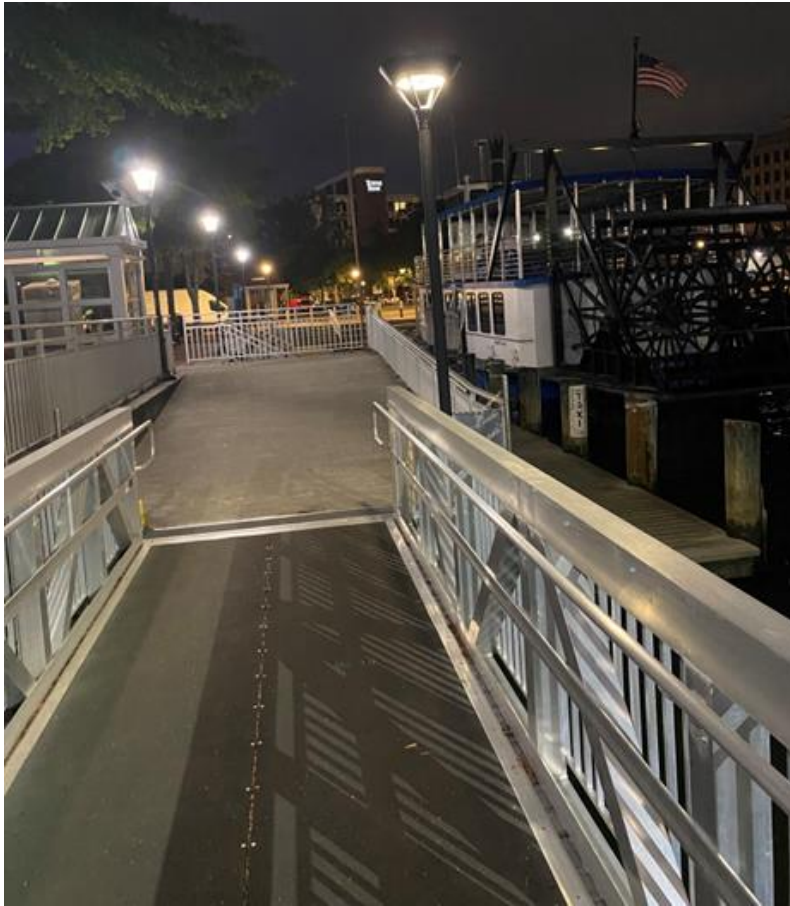


Ferry Docks Amenities

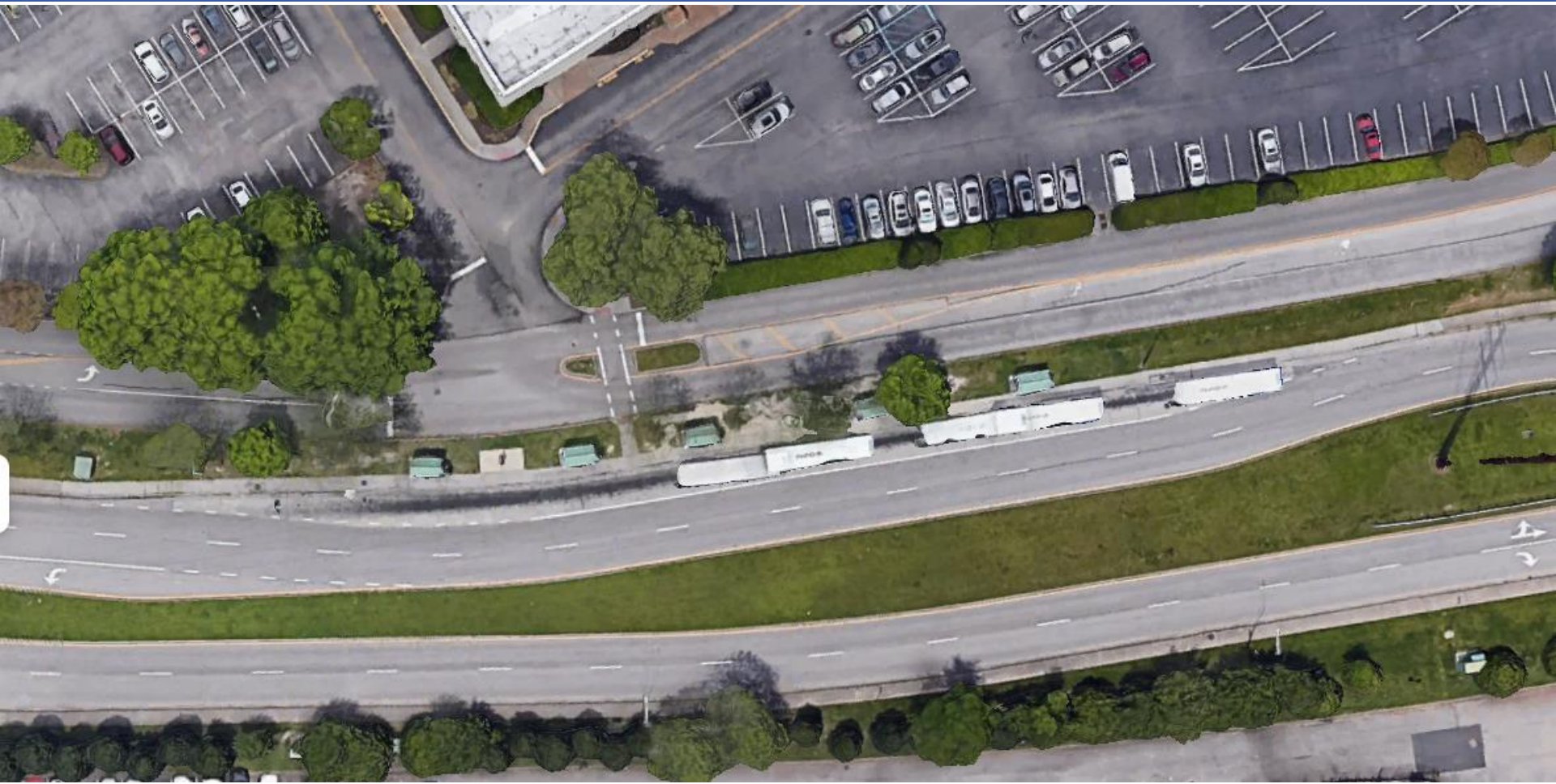


DA Dills Architects

Ferry Docks Amenities



Patrick Henry Mall Transfer Area Concrete Repairs





HAMPTON ROADS
TRANSIT

Light Rail

gohrt.com

Introduction

- The Tide Light Rail is HRT's second-most ridden mode.
- HRT maintains and manages 7 miles of rail guideway, 11 stations, and 9 LRT cars.
- HRT updated its 30-year LRT state-of-good repair plan during the last CIP cycle – updated figures are represented in this year's CIP.

Light Rail Capital Projects by the Numbers



13

engineering & facilities projects



\$81.6 million

in capital needs (current year dollars)
from FY2026 to FY2035

Unconstrained List of Light Rail Projects in the CIP

UID	Project Name	Cost (\$ thousands)
IT29	Light Rail APC System Fixed-Side Hardware/Software	\$456
LR01	Light Rail Right-of-Way State of Good Repair	\$27,813
LR02	Light Rail Vehicle State of Good Repair	\$20,457
LR04	Light Rail Station Upgrades	\$5,874
LR06	Tide Supervisory Control and Data Acquisition (SCADA)	\$7,375
LR48	Light Rail Facilities State of Good Repair	\$1,748
LR50	Light Rail Aerial Structures	\$8,873
LR52	Passenger Facility and Grade Crossing Lighting Improvements	\$267
LR53	NSU Platform and Stairs Rehabilitation	\$ 1,152
LR54	Light Rail Crossing Repair/Replacement Design	\$1,399
LR55	Conduit Signal Upgrades	\$127
LR56	Light Rail Fare Collection State of Good Repair	\$5,248
LR59	Military Highway Park and Ride Pedestrian Access Improvements	\$796
	Total	\$81,585

Light Rail Vehicle SGR



September 2024, *Draft*

Light Rail Station SGR



NSU Station Rehabilitation



Light Rail Aerial Structures

