



HAMPTON ROADS  

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TRANSIT

# Hampton Roads Transit Briefing

City of Chesapeake Council Work Session

June 27<sup>th</sup>, 2023

[gohrt.com](https://www.gohrt.com)

# Hampton Roads Transit is On the Move

## New Buses

HRT received 24 new buses allocated for 757 Express expansion. Additional buses will be received later this summer.

## Improving Service Hours & Frequency

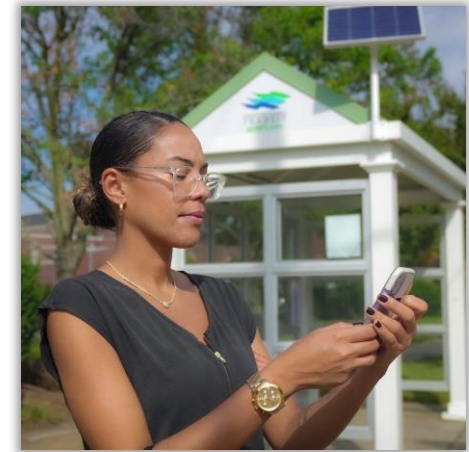
15-minute service will be launched on 13 core bus routes. HRT expects this to be a catalyst for ridership growth.

## Expanding & Upgrading Passenger Amenities

620 bus stops will be upgraded with a shelter, bench, or both. 17 shelters have been installed in Chesapeake since 2021.

## Deploying Next-Gen Technologies

HRT launched Real-Time Bus functionality and is working on its mobile fare collection system to include mobile ticketing.



# Hampton Roads Transit is On the Move

## Upgrading Major Transfer Centers

HRT is working to upgrade several customer facilities, including the Robert Hall Transfer Center.

## Investing in Our Workforce

As HRT continues to build its workforce, the agency has increased base salaries for frontline workers and is offering service bonuses for qualified candidates.

## Exploring New Partnerships & Innovative Services

After a successful 6-month pilot, HRT is looking to secure long-term funding that would make microtransit a part of its core service offerings.

## Expanding Outreach & Ridership Promotions

Customers can ride for free on Transit Equity Day (Feb), Earth Day (Apr), Juneteenth (Jun) and Election Day (Nov).



# Transit Means Business

## Better Reliability, Faster Commutes, New Connections

-60% of HRT customers use transit to get to/from work.

-This includes major employment destinations, such as Naval Station Norfolk, Newport News Shipbuilding & Sentara.

-As HRT continues to expand routes, we will have seen a 127% increase in the number of jobs served by transit.

-While you may never ride Hampton Roads Transit, chances are you depend on someone who does.





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# Connecting Chesapeake

A Study of High-Capacity Transit

City of Chesapeake Council Work Session

June 27<sup>th</sup>, 2023

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# BACKGROUND

- Previous studies conducted in **1999** and **2002**
  - Key finding: Land development patterns in the City did not support a high-capacity transit investment at that time.

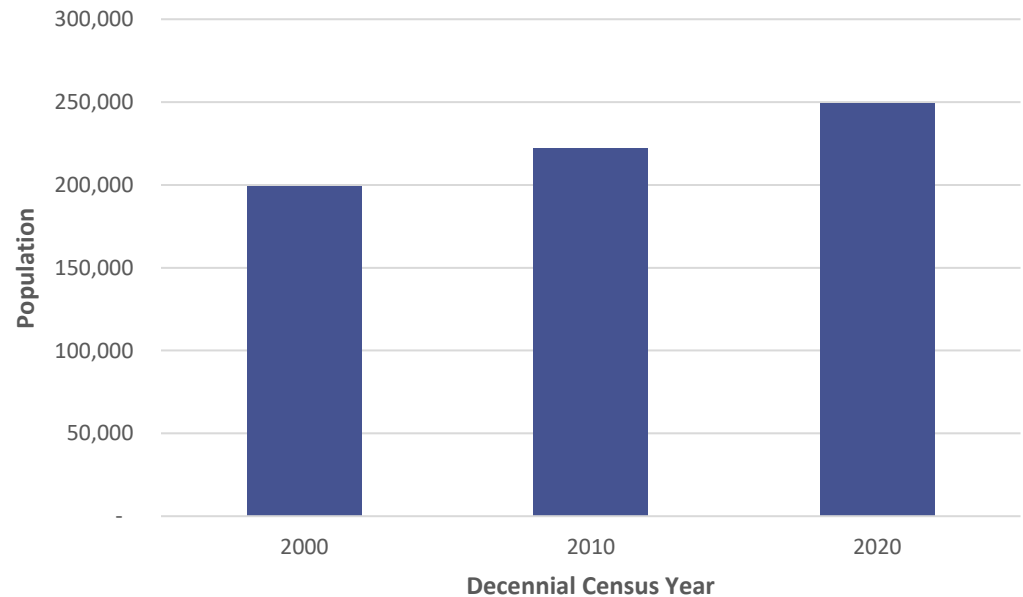


# BACKGROUND

Since 2000 the population has grown by **25.2 percent** from 199,184 to 249,422 people.

Chesapeake is the **second largest city** in the Commonwealth of Virginia, **surpassing Norfolk.**

### Population of the City from 2000 to 2020



Source: United States Census Bureau, Decennial Census

# CITY'S GROWTH VISION

- The 2050 Master Transportation Plan is directly linked to the City's 2035 Land Use Plan
- Multi-faceted growth management strategy
- Emphasis for the urban areas of the city to continue to be designated for infill development at higher densities
- Higher employment concentrations are targeted for areas adjacent to a future high-capacity transit corridor



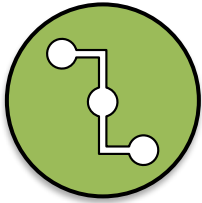
Summit Pointe



Clairmont at Greenbrier



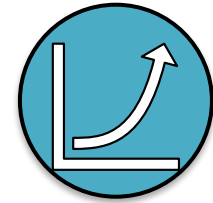
# PURPOSE OF STUDY



Improving connections between Chesapeake and the greater Hampton Roads area



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



Providing transit service that offers an alternative to SOV



Reducing auto-dependency



Providing a sustainable transportation alternative

# WHAT IS HIGH-CAPACITY TRANSIT?

- Can travel in its own **dedicated right-of-way**.
- Can include technologies that prioritize transit vehicles to **improve mobility and operations**.
- Makes **fewer stops**, travels at **higher speeds**, has more **frequent service**, and **carries more people** than local bus service.



## Express Bus

Bus service that makes fewer intermediate stops and operates in mixed traffic or HOV managed lanes.



## Bus Rapid Transit (BRT)

Bus service that operates in mixed traffic or its own lane. Technologies can be incorporated to prioritize BRT.

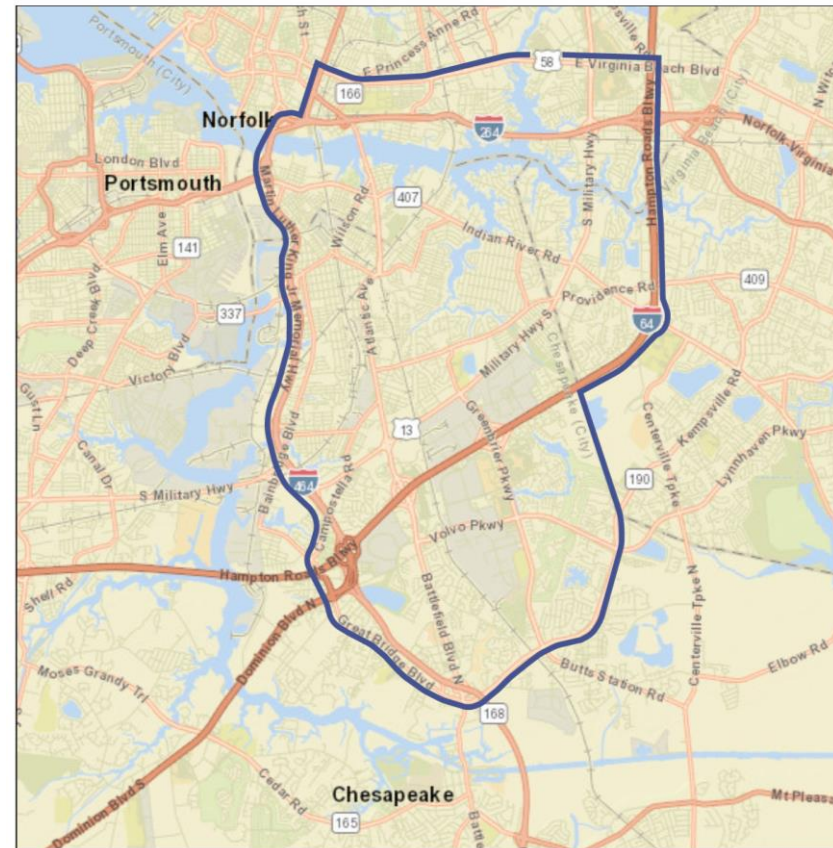


## Light Rail

Electrified service that uses a steel-tracked fixed guideway and operates primarily along an exclusive right-of-way.

# SCOPE OF WORK

- Define the purpose & need for high-capacity transit
- Complement the future land use development patterns in the City
- Identify, screen, and evaluate the feasibility of alignment and technology alternatives
- Refine concepts for most cost-effective alternatives
- Select an alternative that can be carried into the next phase of the FTA Capital Investment Grant program



Study Area Map

Source: ESRI, 2023



# METHODOLOGY

## EVALUATION OF ALTERNATIVES



### TIER 1 ALTERNATIVES

Develop multiple conceptual alignment alternatives connecting Greenbrier Town Center Area to the wider Hampton Roads Service area.

### TIER 1 SCREENING

Evaluate whether the Tier 1 alternatives meets the Purpose and Need of the project. This qualitative analysis will identify the most viable Tier 2 alternatives.

### TIER 2 ALTERNATIVES

Develop the most viable Tier 2 alternatives by completing ridership forecasting, right-of-way analysis, traffic analysis, and corridor/street modification analysis.

### TIER 2 SCREENING

Evaluate the performance of the Tier 2 alternatives by based on the criteria developed by stakeholders.

### RECOMMENDED ALTERNATIVES

Recommend an alternative that can be further developed in the next phase of the FTA CIG program.

● Alternatives

# PUBLIC PARTICIPATION

- **Project Kick-off Workshop**
  - Gain insights from City staff and HRTPO staff
  - Develop a coordinated public involvement plan between the City and HRT
- **Public Engagement**
  - Project website/social media
  - Stakeholder meetings
  - Public survey
  - Public outreach activities
    - Public meetings coordinated with project phases
    - Community presentations
    - Pop-up events
- **City Council Work Session Briefings**
  - Before each public meeting



# PROJECT SCHEDULE

18-Month Project Duration

Study Schedule	2023												2024											
	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D				
<b>Connecting Chesapeake</b>	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█			
1.0 Project Management	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█			
2.0 Public Engagement	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█			
3.0 Development of Purpose and Need		█	█	█																				
4.0 Definition of Alternatives			█	█	█	█																		
5.0 Analysis of Alternatives				█	█	█	█	█	█	█	█	█	█	█	█									
5.1 Creation of Screening Framework & Evaluation Measures				█	█	█																		
5.2 Screening of Alternatives					█	█	█	█	█	█	█	█	█	█	█									
5.2.1 Ridership Forecasting									█	█	█	█	█											
5.2.2 Physical Fit and Traffic Analysis									█	█	█	█	█											
5.2.3 Conceptual Cost Estimates												█	█											
6.0 Study Recommendations and Summary Report														█	█	█	█	█	█	█	█			

# NEXT STEPS

- **Project Kick-off Workshop**
  - Early July 2023
  - Key City staff and HRTPO staff
- **Develop Purpose and Need Statement**
  - Summer 2023
- **Define Alternatives**
  - Summer/Fall 2023
  - Identify multiple high-capacity alignments in the study area
- **First Public Meeting**
  - September 2023

# POINTS OF CONTACT



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**QUESTIONS?**

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