

Virginia Beach Transit Extension Study (VBTES) – Station Area Workshops
December 2 and December 9, 2009

Answers have been provided to questions received from community at meeting on various aspects of the stations, park & ride locations, bike paths, land use, environmental issues, etc. that have not been answered previously. Please see www.gohrt.com/vbtes for additional Questions and Answers related to this study.

Land Use – Transportation/Access

1. *Why is station at Newtown if station located on Norfolk side? (VB should start at Witchduck Road)*

As a part of the VBTES, it is anticipated that the first station area in Virginia Beach would begin around Witchduck Rd. A Strategic Growth Area study is currently underway by the City Planning Department for the Newtown area in Virginia Beach.

2. *Will there be opportunity for bike path?*

Currently, the City staff and the HRT project team are looking at options for potential bike paths/shared use path within the existing Norfolk Southern Right of Way.

3. *Will any road along Southern Blvd. be taken?*

Southern Blvd. has some areas that are roadway and some that are not accessible by any vehicles. Since design plans will not be completed for this stage of project development, it is unknown if any areas of Southern Boulevard will be changed due to transit construction and operation. However, at this time HRT does not plan change the existing overall function or capacity of the roadway.

4. *Is Circuit City parking lot being considered as a Park & Ride?*

This area will be evaluated for a potential park & ride location.

5. *How will the land uses change?*

Hampton Roads Transit and the project team are working closely with City Planning efforts along the project corridor. Fixed guideway stations tend to have a positive impact on the surrounding land values. Based on analysis completed by *Reconnecting America*, existing systems with similar development characteristics have seen land values increase from 5 to 30% in the area immediately adjacent to the station area.

6. *Can there be a station in an APZ 1 (at Oceana)?*

Transit and transportation functions are compatible with APZ1 under Virginia Beach Zoning Code. HRT is working with Virginia Beach to look at potential stations within this corridor.

7. *How much land is needed per station? Parking to go along with stations?*

The amount of space needed for a station depends on the variety of items that will be looked at as a part of the VBTES. The largest land area required in the station would be for parking and storm water management. The amount of parking that will be required will be identified as part of the ridership forecasting effort, now underway.

8. *Restrooms at the stations?*

Public restrooms are not anticipated to be provided at the stations.

9. *What is the design for the Great Neck/London Bridge area? Will there be a specialty station or some type of Park & Ride planned?*

Specific stations have not been designed yet. Station areas will be sized to accommodate the anticipated ridership. Potential stations types for BRT/LRT alternatives presented at this meeting include:

- Core Station – serves the most developed areas (Town Center and Resort area)
- Community Station – serves multiple neighborhoods with major Park & Ride facilities
- Neighborhood Station – smallest station area walk shed and highest use of walk-up and bike access
- Specialty Stations – one-of-a-kind station type for unique place (Convention Center)

Transportation/Access

1. *Will there be consideration for proposed changes to the interstate interchange area?*

The railroad right of way crosses over several roadways located near current Interstate 264 on and off ramps. HRT will work with City staff and VDOT as we move forward with station locations that may be near interstate interchanges.

2. *Could a station be at Rosemont?*

There is the potential for a station to serve the Rosemont area. It has been identified as one of the station areas that will be examined further.

3. *Where in Town Center will a station be placed?*

Several areas within Town Center will be evaluated for station locations.

Community Facilities

1. *What will be done about safety concerns? (people getting mugged like at bus stops) Will there be BRT/LRT security or will local police make random checks?*

HRT will collaborate with the city regarding security measures and policies.

2. *Do the trains have emergency vehicle preemptions?*

Light rail vehicle operators would be required to yield to emergency vehicles crossing the tracks. As with The Tide in Norfolk, HRT's Safety and Security staff would coordinate with City staff to institute appropriate signalization priorities.