

Virginia Beach Transit Extension Study

Addendum to comments received from the public meeting held on Wednesday, June 30, 2010:

I am disappointed that my verbal comments at the June 30 meeting were not reported in the summary. While I am a very strong supporter of extending the TIDE to Virginia Beach, I feel that the consultant has made a grievous selection of two consecutive station locations in the "danger" zones of Oceana runways. Run time is very important for any light rail development, and having two stations that can not support any transit oriented development (I was told they would be park and ride sites), is not responsible design. Some thought should be given to how the line might be supplemented should there be significant change in the utilization of Oceana, but for now these runways are very alive and well. Put the park and rides in one location, at the proposed vehicle servicing facility, and move the servicing facility to one or the other end-of-runway locations.

Virginia Beach's population will grow over the next decades, and transit-oriented development for many citizens will allow that growth to occur with less impact on the existing suburban life of those in more rural Va Beach. The Town Center area is going to continue to grow, despite its being choked for vehicular traffic through much of the day.

If you mirror the Town Center development of the last 10 years across the tracks towards I-264, suggesting likely growth in the next 10 years, you will have a good image of what successful transit-oriented development looks like. Va Beach is way ahead of Norfolk on this concept. Light Rail makes that growth much more efficient.

I am very concerned that creating excessive dwell time in the entire system for two simultaneous surface lots, even if Oceana does not object to them being that close, will be regarded adversely in the federal review process and may cause this project to not receive funding approval when compared to other projects. It is a competition.