

REGIONAL CONNECTORS STUDY

COMMUNITY ADVISORY COMMITTEE

March 11, 2021

Vision

“This study should establish a regional long-term vision that investigates 21st century transportation options that connect the Peninsula and the Southside across the Hampton Roads Harbor that enhance economic vitality and improve the quality of life in the region.” (Regional Connectors Study RFP)

Goals

Economic
Vitality



Sustainability:
Equity, Community
& Environmental



Connectivity
&
Accessibility

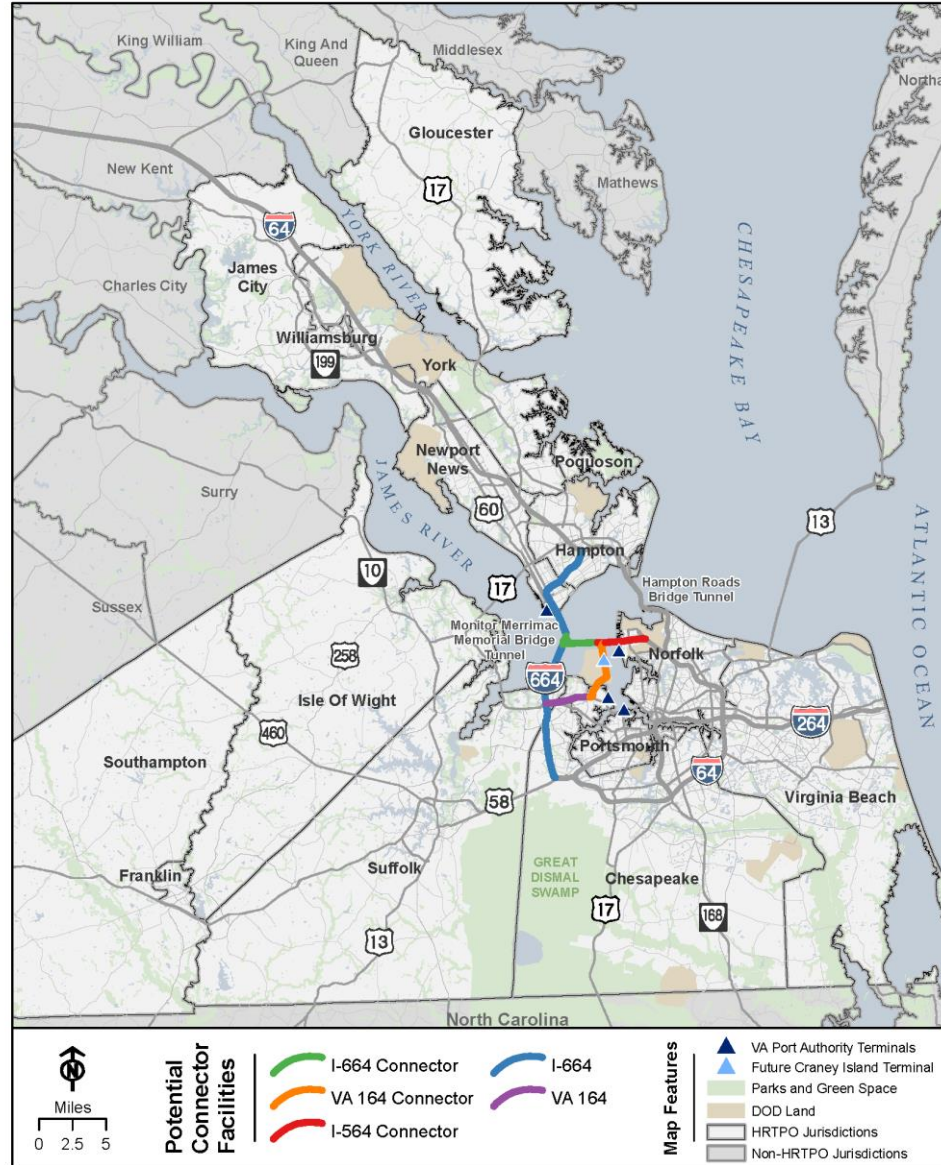


Safety,
Resiliency, &
Innovation

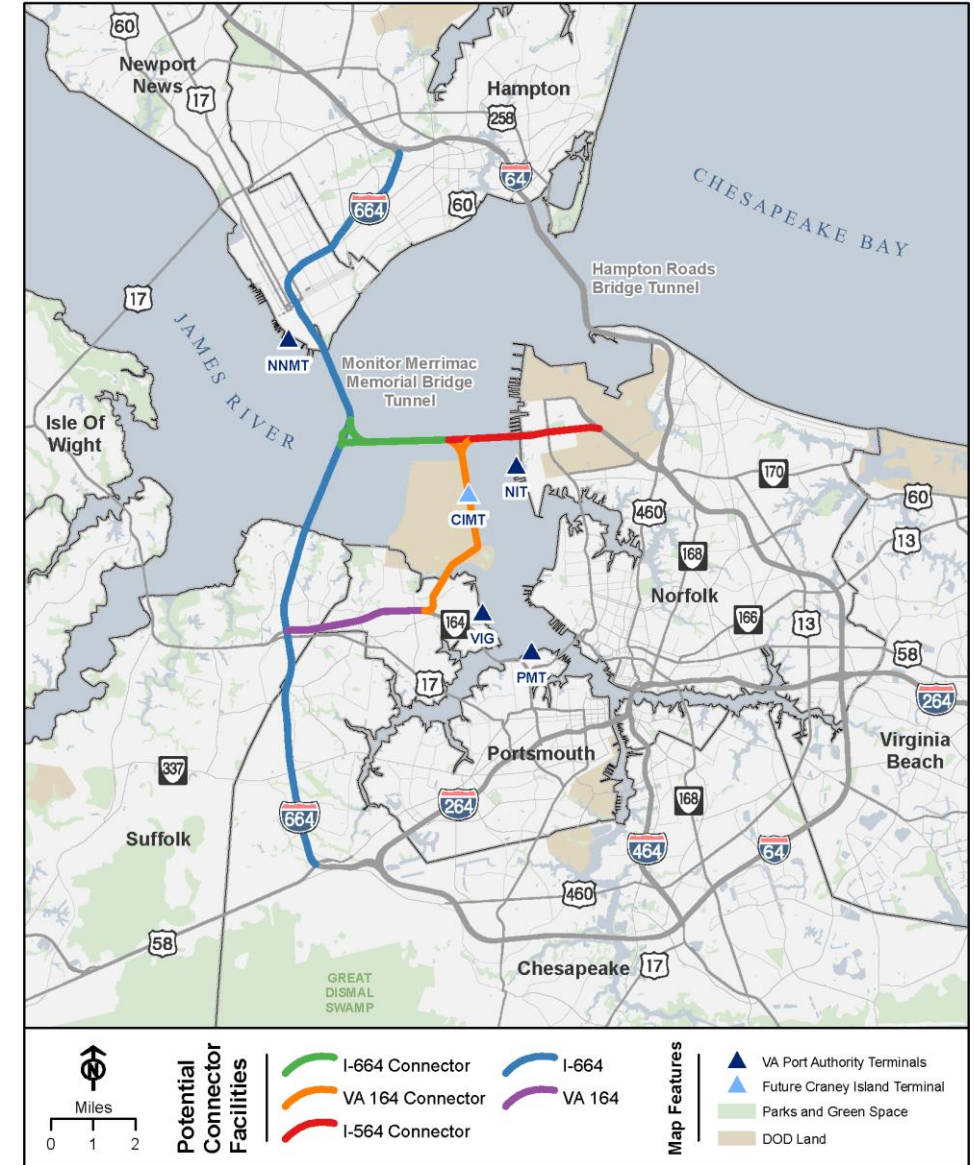


Study Area

Hampton Roads Regional Connectors Study



Hampton Roads Regional Connectors Study



Study Phases

- **Phase 1** – Existing Conditions, Stakeholder interviews, Regional Survey
- **Phase 2** – Scenario Planning
- **Phase 3** – Public Engagement, Alternatives Development, Alternatives Assessment and Recommendation

Stakeholder Interviews Summary

Current Transportation System

■ Strengths

- There's expandability and multiple options available across the region to be a multimodal system
- I-64 capacity improvements
- The Tide as a backbone to other modal solutions

■ Weaknesses

- Gap in I-64 on Peninsula to complete widening to Richmond
- Lack of transit connectivity, predictability, coverage, and frequency
- Congestion (car dependent region)
- Lack of linkage between SmartScale, HRTAC and TPO processes

Trends observed in the Hampton Roads Region

- Aging Population – less inclined to go longer distances and face traffic
- Funding – will it continue to be focused on regional mega projects or trickle down to the localities for secondary projects? Suggest finding alternative sources.
- Quality of life impacted by congestion
- Collaboration of localities improving to help move people throughout the region
- Climate Change/Sea Level Rise being involved with land use discussions (impacts to military installations)
- Mixed-Use Areas being discussed to provide live-work-play options

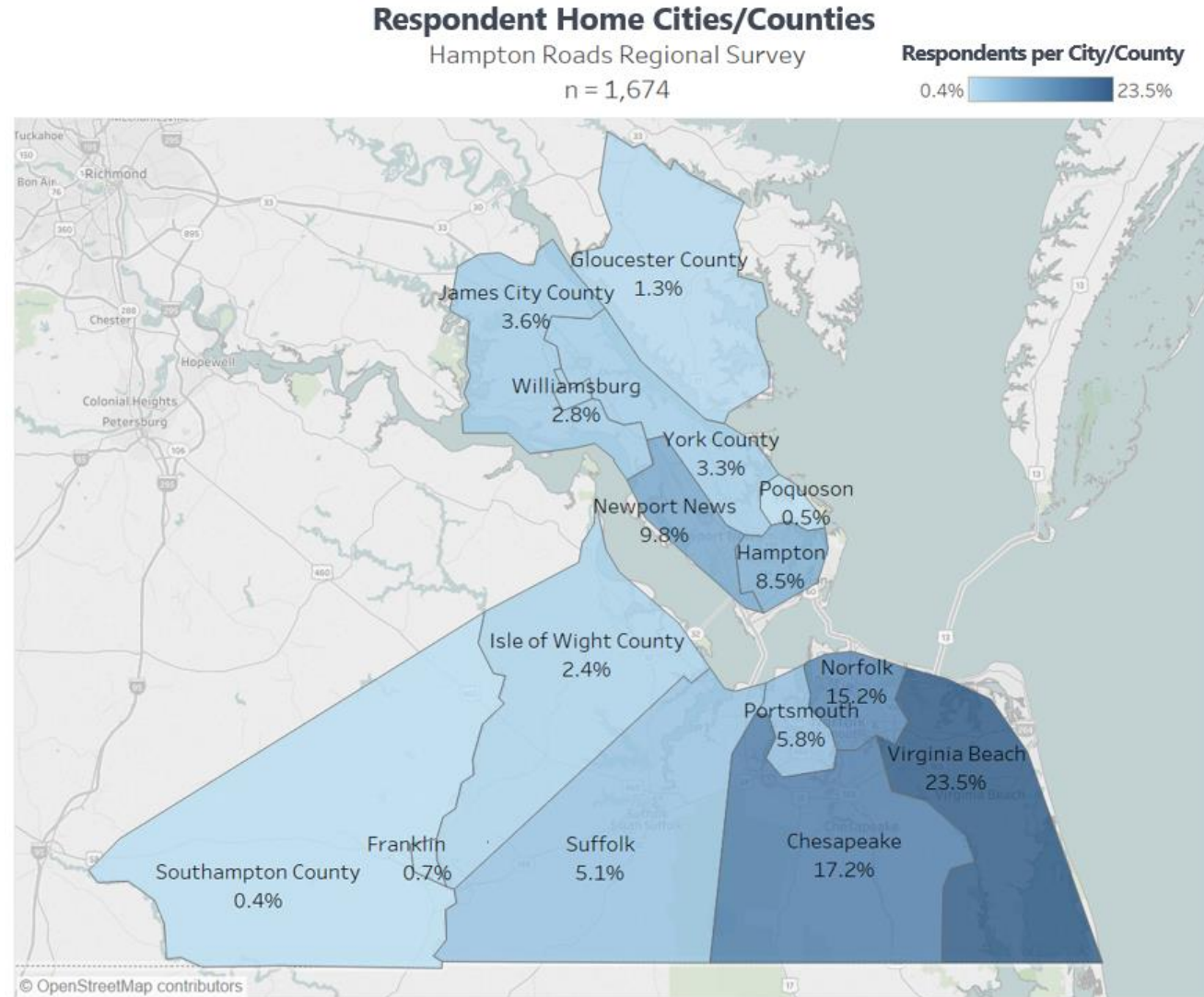
What is your vision for a Regional Transportation System in Hampton Roads?

- Improved multimodal transportation infrastructure, services, and connectivity
 - Every mode has a role to play in the system, determine the right role in the right places and engage ALL localities
- Enhanced transit services – better reliability, accessibility, and frequency
- Better connections between Southside and the Peninsula

Regional Survey

- 20,000 randomly selected households
- Responses – 8.4% (approx. 1700) – 73% by mail, 27% online
- Statistically valid

Demographic Profile: Respondent Home City/County



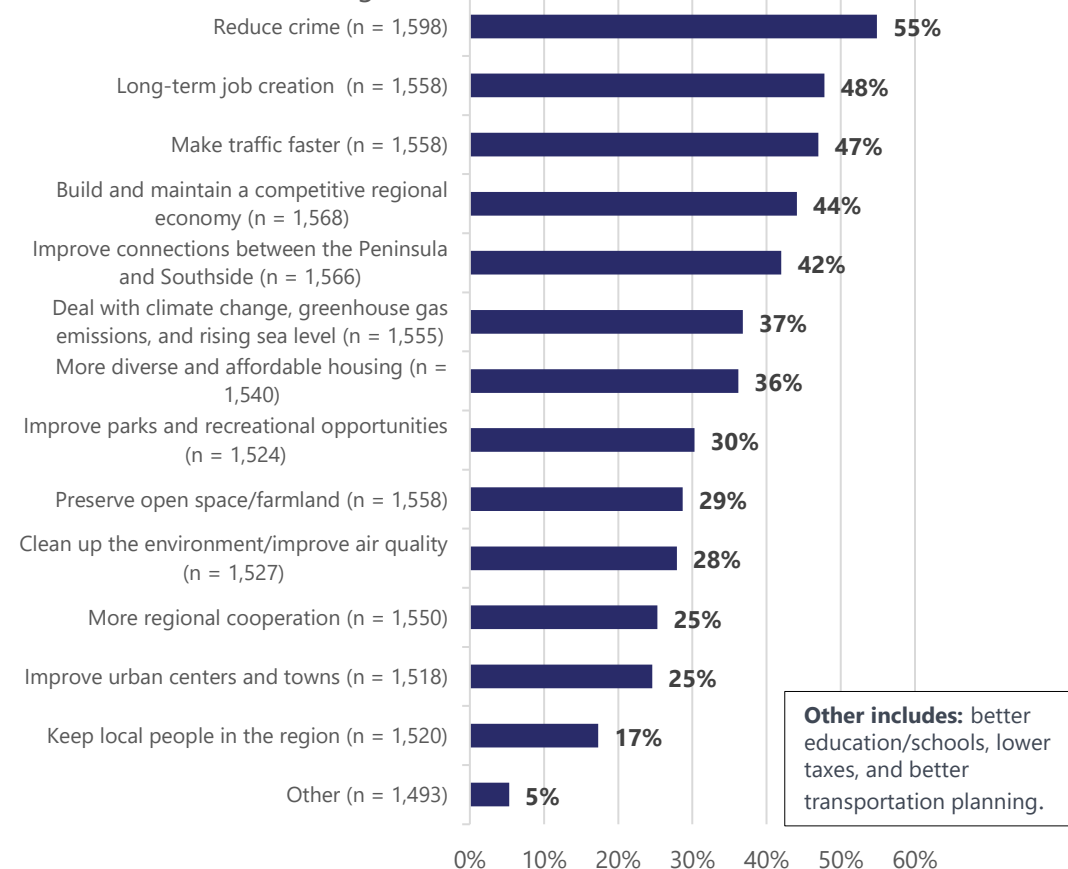
Most Important Issues for the Hampton Roads Region.

- Over half of respondents thought reducing crime (55%) was the most pressing issue facing the region.
- Almost half cited long-term job creation (48%) and making traffic faster (47%) as important issues as well.

What are the TOP 5 most important issues facing the Hampton Roads region?

Base: all respondents. Multiple responses allowed.

Percentages add to more than 100%.

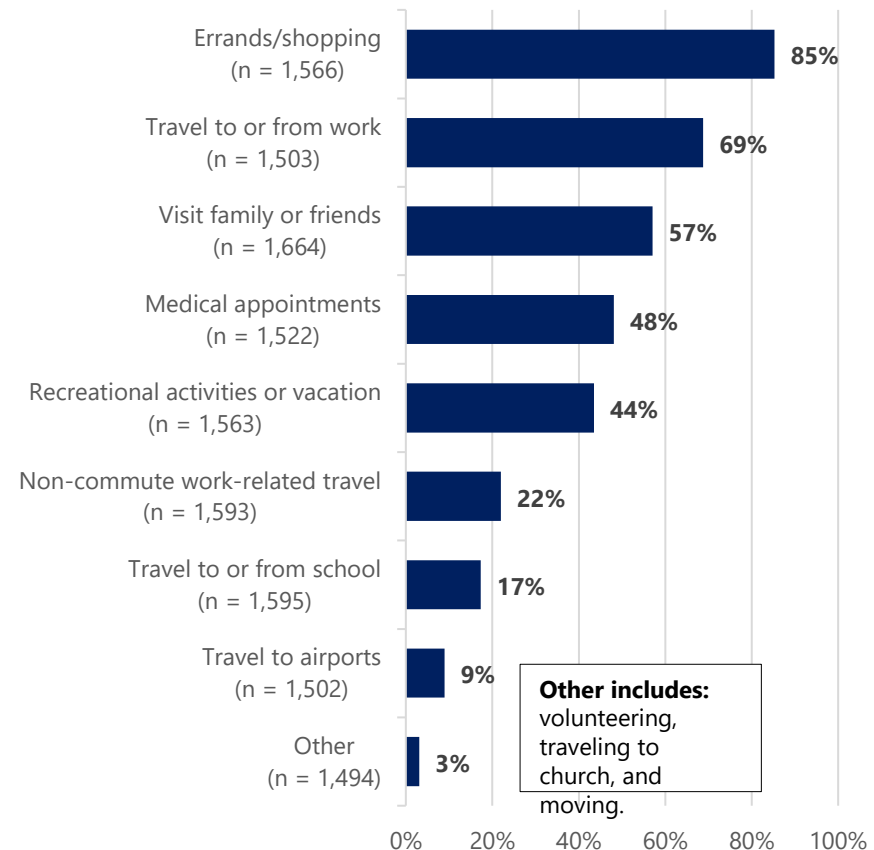


Most Common Activity for Traveling in the Region

- In the last 7 days, 85% of respondents reported traveling in the Hampton Roads region for errands/shopping.
- Traveling to or from work accounted for 69% of respondents reasons for traveling.
- About half of respondents had traveled in the region to visit family or friends (57%), medical appointments (48%), or recreational activities or vacation (44%).

In the last 7 days, why did you travel in the Hampton Roads region?

Base: all respondents. Multiple responses allowed.
Percentages add to more than 100%.

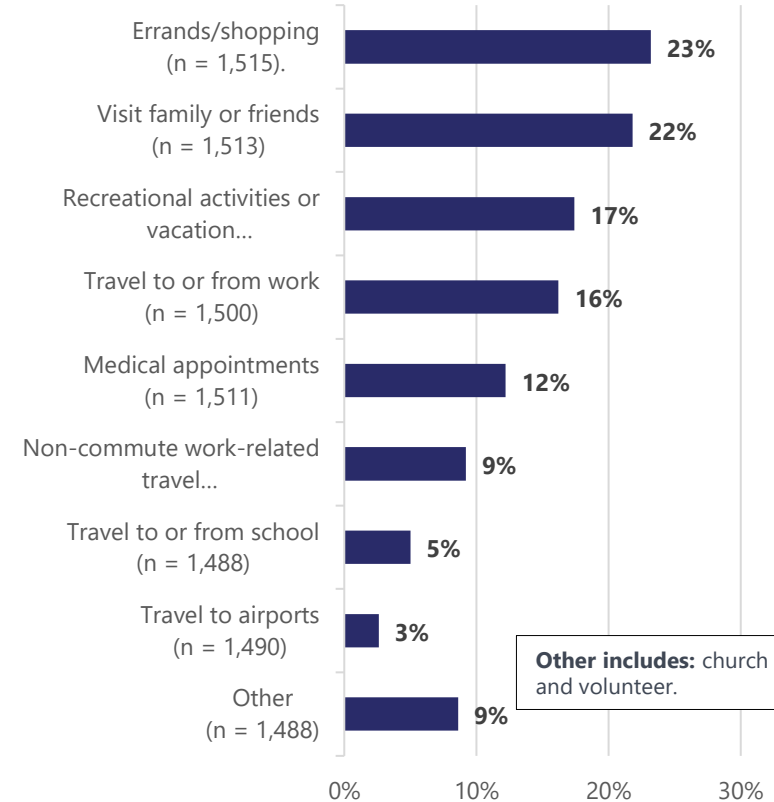


Travel Between the Peninsula and the Southside

- People most commonly traveled between the Peninsula and the Southside for errands/shopping (23%) and visiting family or friends (22%).
- 55% made a housing or employment decision to avoid using connecting roads between the Peninsula and the Southside

In the last 7 days, why did you travel between the Peninsula and the Southside?

Base: all respondents. Multiple responses allowed. Percentages add to more than 100%.



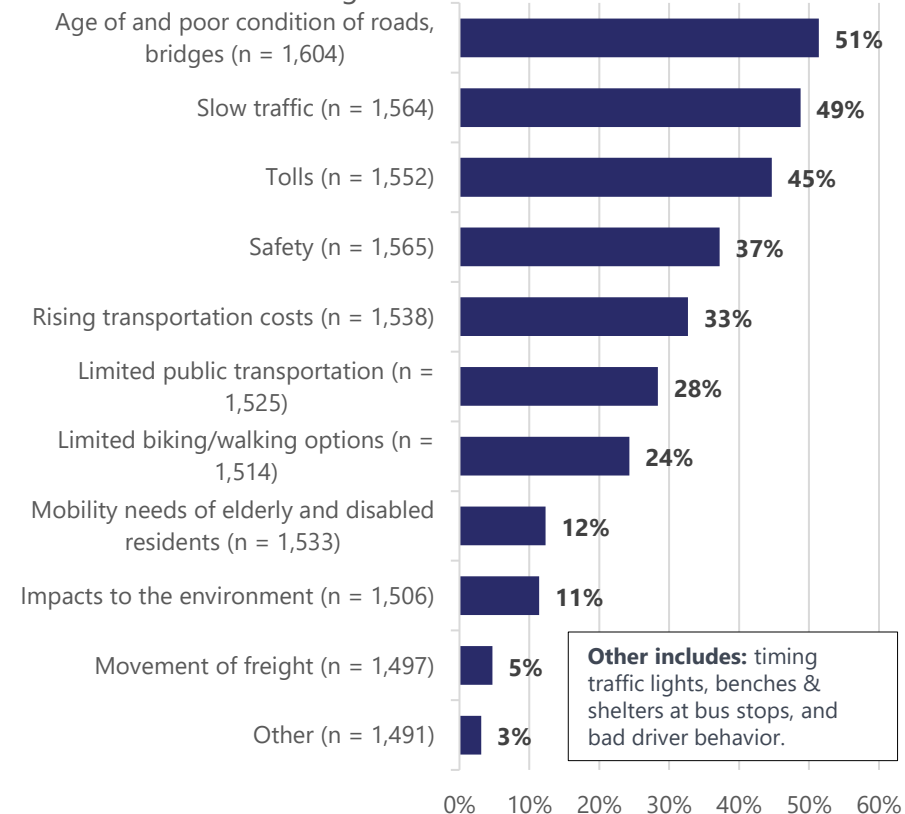
Most Concerning Transportation Problems

- Overall, respondents were most concerned with aging roads/bridges (51%), slow traffic (49%), and tolls (45%).
- Rising transportation costs (33%) as well as the limited options for public transportation (28%) and biking/walking (24%) were also a concern.

What are the TOP 3 transportation problems you are most concerned about in the Hampton Roads region?

Base: all respondents. Multiple responses allowed.

Percentages add to more than 100%.





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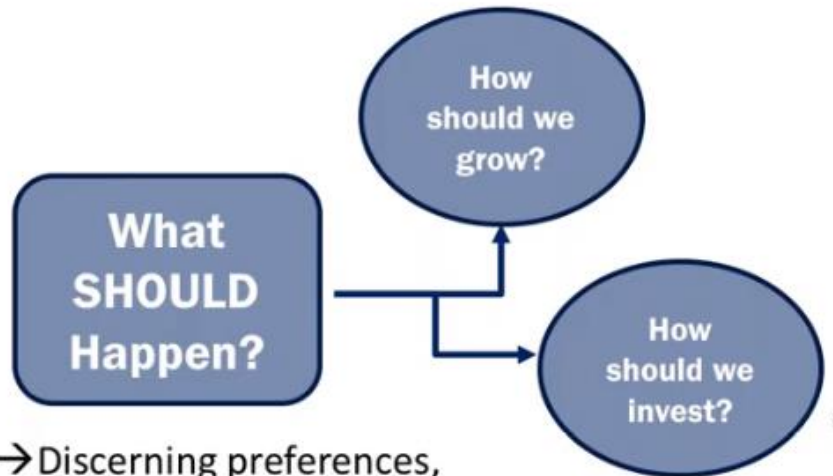
PHASE 2 - SCENARIO PLANNING

Note on Exploratory Scenario Planning

Michael Baker
INTERNATIONAL

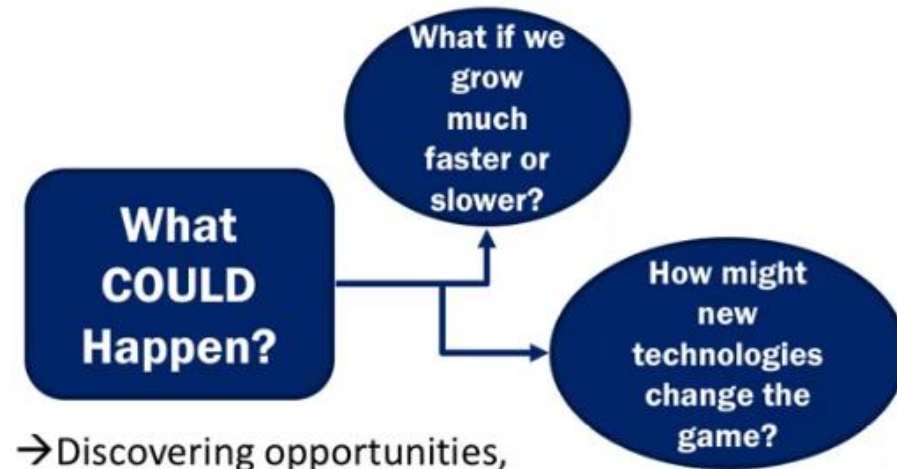
Normative vs Exploratory Planning

Normative scenarios envision what **SHOULD** happen?



→ Discerning preferences, articulating values, shaping vision, strategizing preferred outcomes

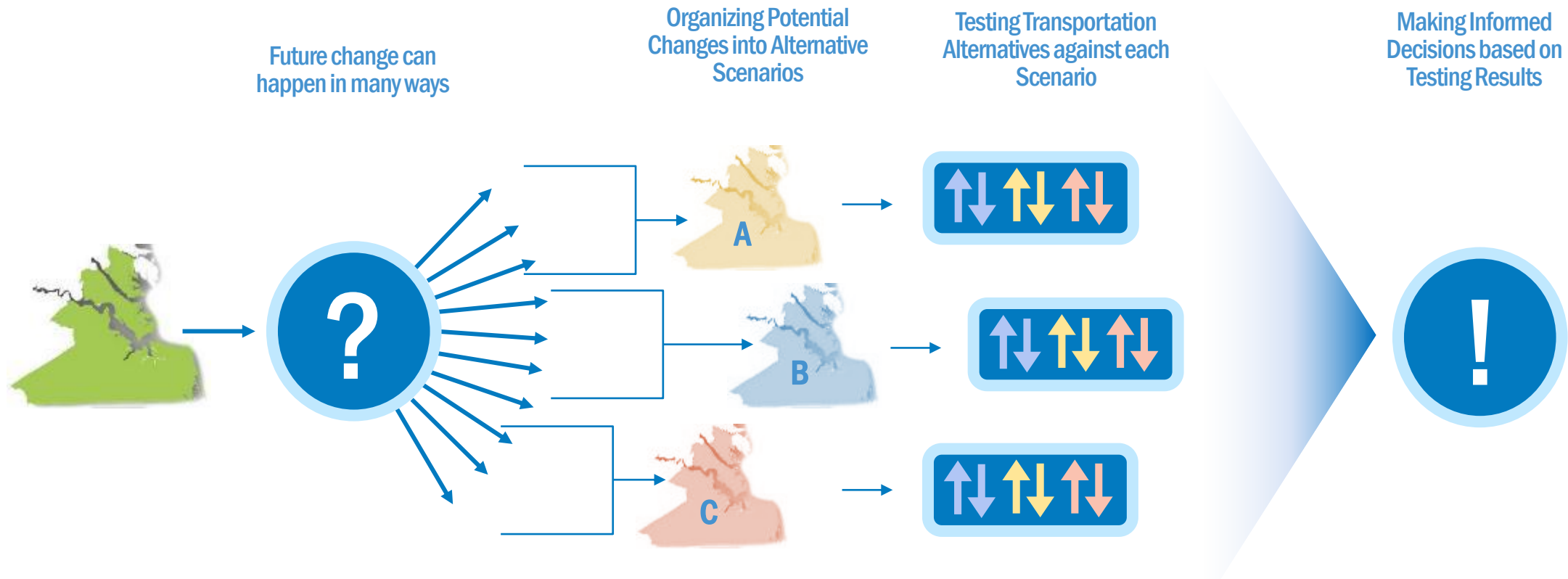
EXPLORATORY scenarios ask what **COULD** happen?



→ Discovering opportunities, identifying risks, shaping tactics, optimizing chances of success

Note on Exploratory Scenario Planning

- The purpose of these Scenarios is not to predict the future
- The purpose is to have plausible alternative futures against which to test Transportation Alternatives



Scenario Narratives

Greater Growth on the Water

Growth in water-oriented activity

Port of Virginia becomes even more competitive

More dispersed housing locations

Moderate assumptions for CAV adoption and network adaptation

Sea Level Rise: 3'

Greater Growth in Urban Centers

Significant economic diversification

Low space requirements per job

Large role for “digital port”

New professionals prefer to live/work in urban settings

High level of CV adoption and low auto ownership/high TNC mode

Sea Level Rise: 3'

Greater Suburban/Greenfield Growth

Growth is suburban/ exurban

Port of Virginia becomes even more competitive

“Digital port” brings additional jobs

Housing is more suburban

High level of AV adoption and network adaptation

Sea Level Rise: 3'

Impacts on Regional Roadway Network (Daily)

Description	2017 Base Year	2045 Baseline w/Tech*	Change**
Vehicle-Miles Traveled	42,225,948	52,106,565	+23.4%
Vehicle-Hours Traveled	1,173,533	1,538,821	+31.1%
Delay (Hours)	221,122	365,076	+65.1%
Average Free-flow Speed (mph)	44.3	44.4	+0.2%
Average Congested Speed (mph)	36.0	33.9	-5.8%

* includes MaaS

**compared with 2017 Base Year

Impacts on Regional Roadway Network (Daily)

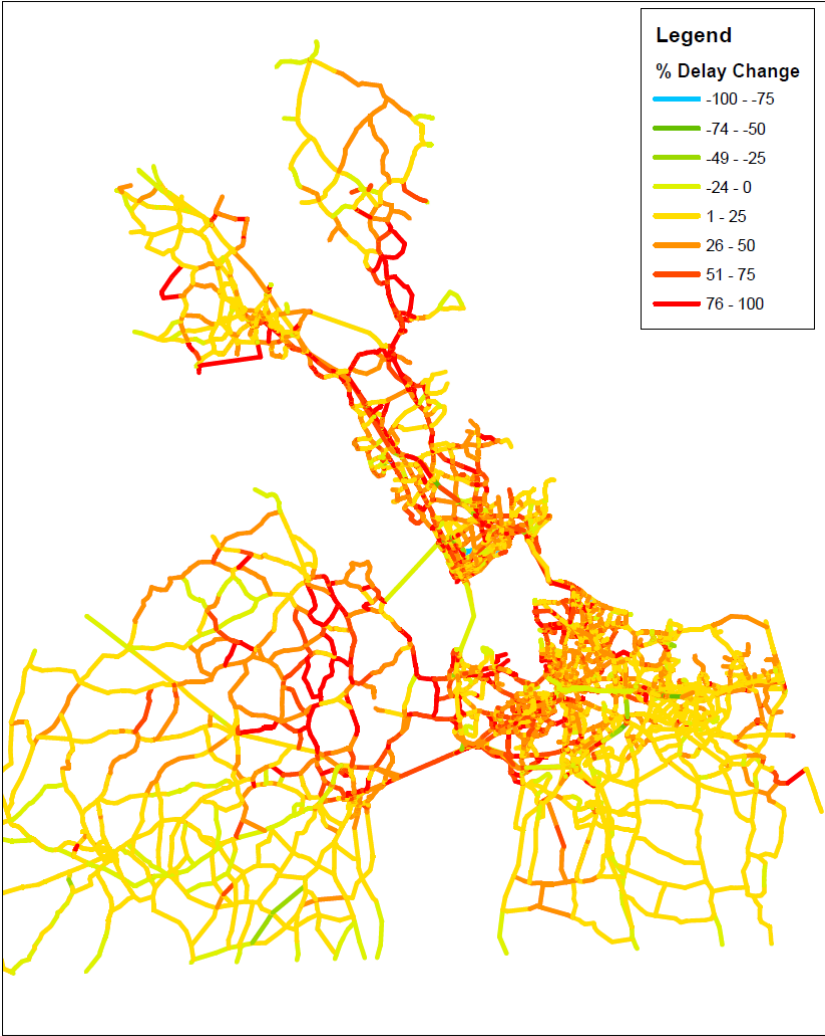
Description	2045 Water	Change*	2045 Urban	Change*	2045 Suburban	Change*
Vehicle-Miles Traveled	55,576,661	+6.6%	56,351,507	+8.2%	61,889,830	+18.8%
Vehicle-Hours Traveled	1,708,757	+11.0%	1,569,875	+2.0%	1,922,009	+25.0%
Delay (Hours)	450,519	+23.4%	291,644	-20.1%	496,414	+36.0%
Average Free-flow Speed (mph)	44.2	-0.4%	44.1	-0.7%	43.4	-2.3%
Average Congested Speed (mph)	32.5	-4.1%	35.9	+5.9%	32.2	-5.0%

*compared with 2045 Baseline w/ Tech

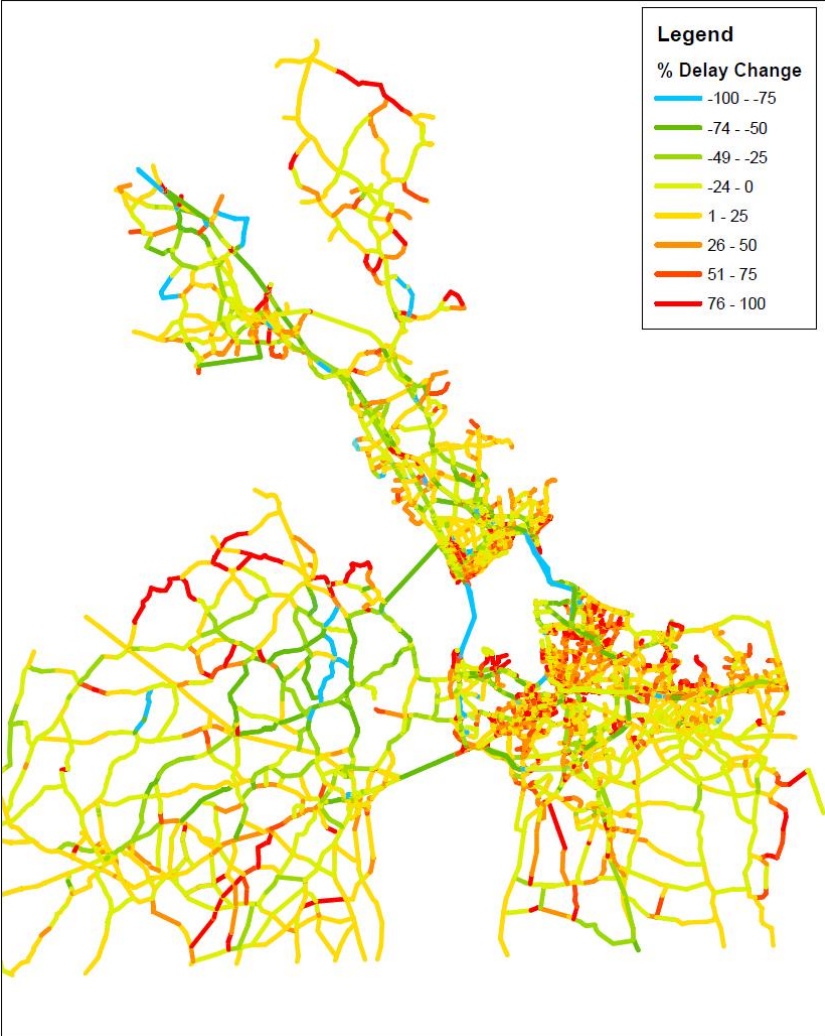
Change in Daily Delay Due to Congestion

(Compared with 2045 Baseline w/Tech)

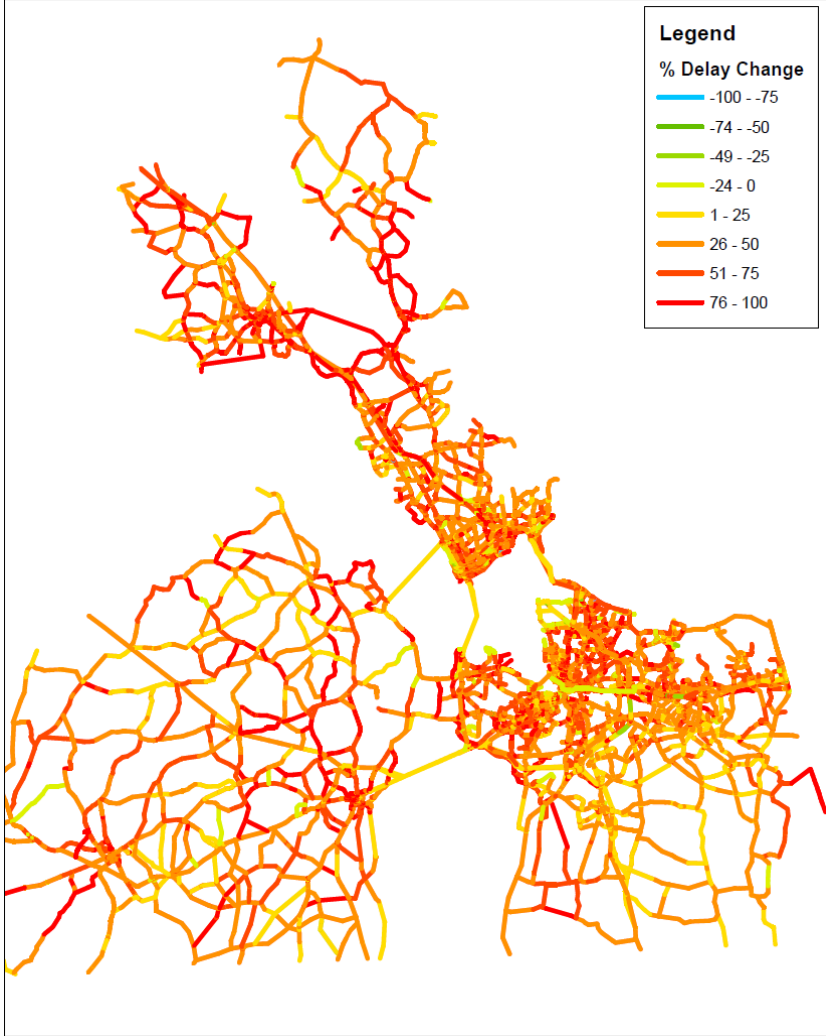
Water



Urban



Suburban

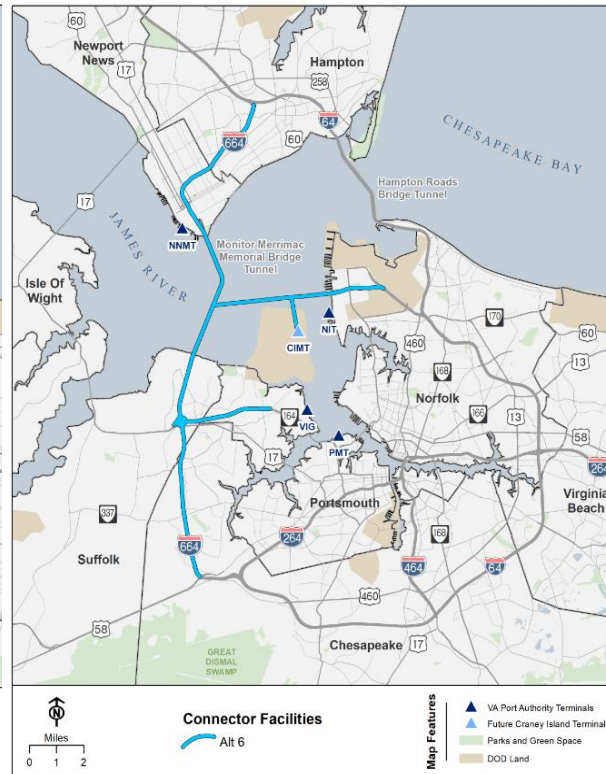
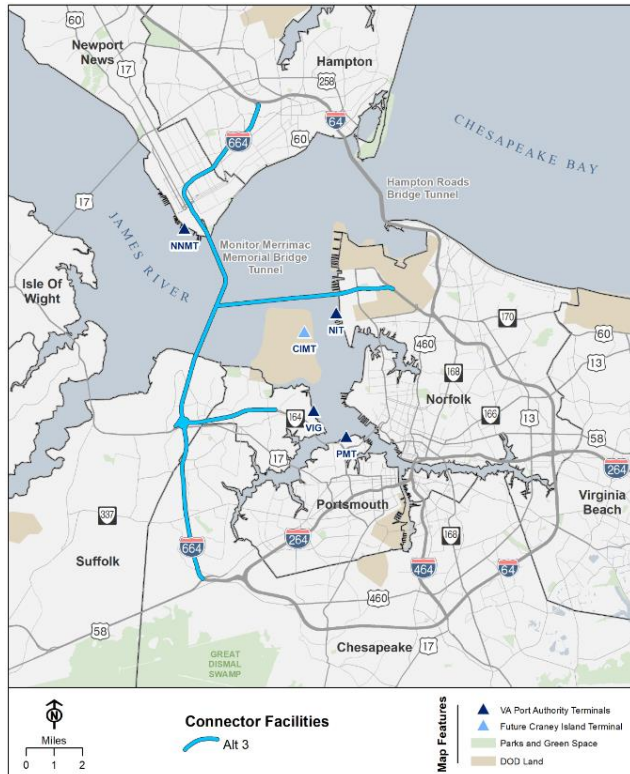




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PHASE 3 - ALTERNATIVES

Alternatives Currently Under Consideration



Virtual Public Meeting – Scenario Planning

- 83 viewers
- 70 surveys submitted

Next Steps

- Determine Preliminary Alternatives
- Evaluate Preliminary Alternatives
- Select Candidate Alternatives
- Evaluate Candidate Alternatives with Greater Growth Scenarios
- Recommend Alternative

Phase 3 Schedule

REVISED - Regional Connectors Study - Phase 3 Schedule (January 14, 2021)

