

HAMPTON ROADS EXPRESS LANE NETWORK TRANSPORTATION MANAGEMENT PLAN

Chief Administrative Officer (CAO) Meeting

Chris Hall, P.E. – VDOT Hampton Roads District Engineer

January 5, 2022

Hampton Roads Express Lanes Network – Phased Delivery

HRELN is a continuous network of Express Lanes in each traffic direction on I-64 from the Jefferson Avenue interchange in Newport News to the I-64, I-264 and 664 Bowers Hill interchange in Chesapeake. Divided into four segments, it will be delivered in two phases:

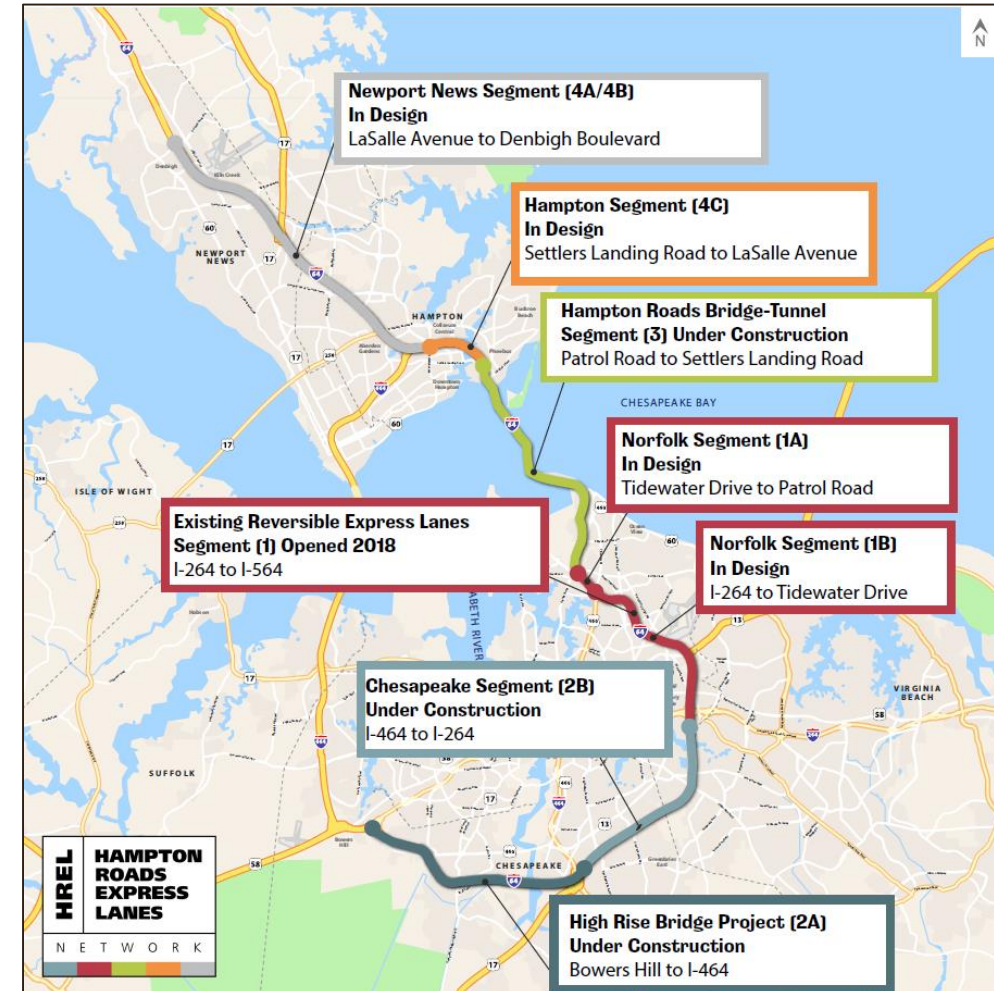
Phase I (Under Construction)

- **Segment 2** – under construction and fully funded (one Express Lane in each direction, completion by end of 2022)
- **Segment 3 (HRBT Expansion Project)** – additional capacity with the construction of new tubes and lanes, completion in 2025

Phase II (In Design)

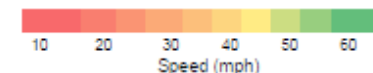
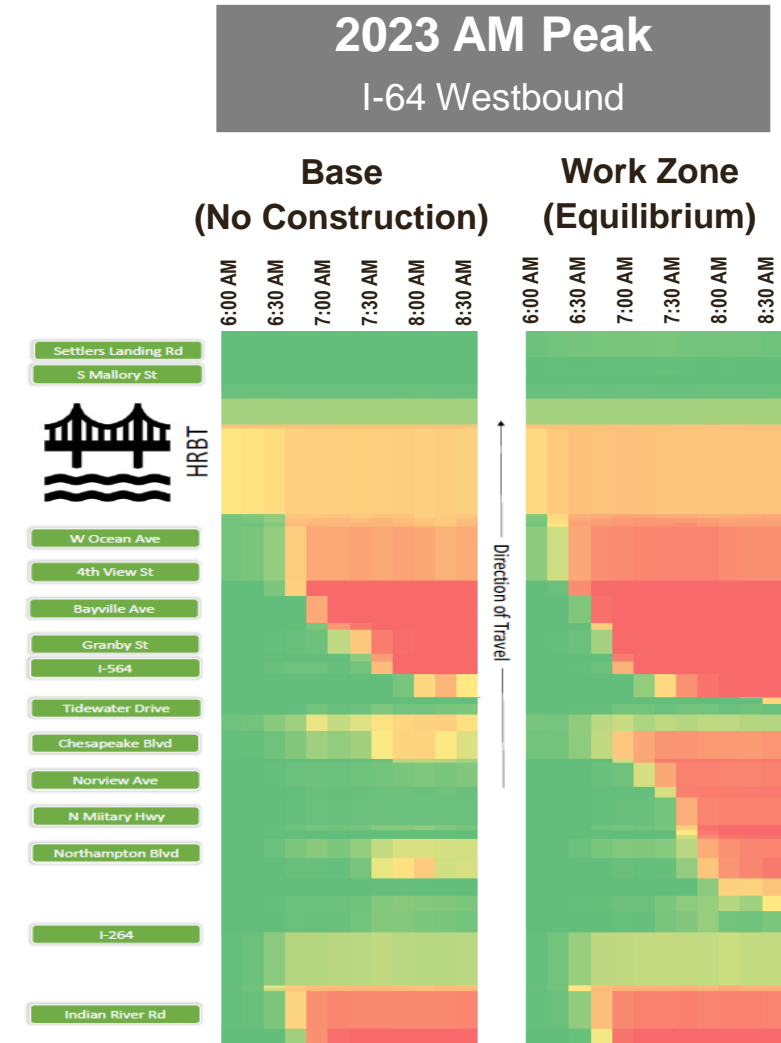
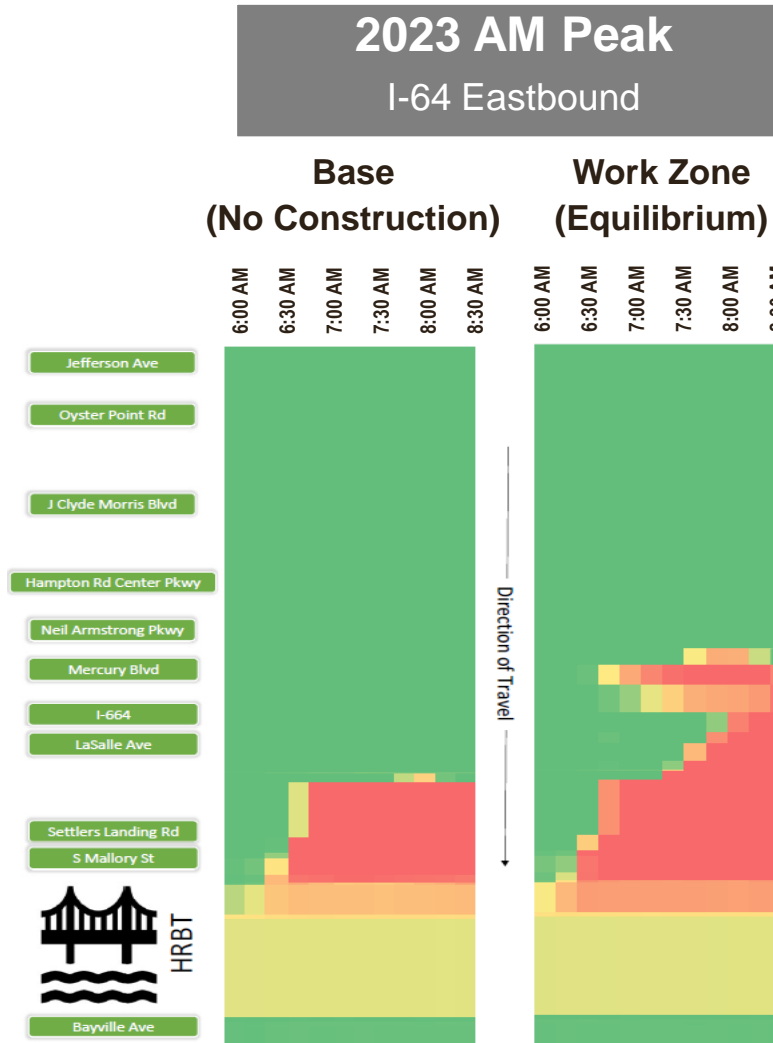
Operational by the end of 2025

- **Segment 1A**
 - Project Award – October 2022
 - Construction Begin – April 2023, End – December 2025
- **Segment 1B**
 - Project Award – TBD
 - Construction Begin – TBD, End – TBD
- **Segment 4A/4B**
 - Project Award – September 2023
 - Construction Begin – October 2023, End – December 2025
- **Segment 4C**
 - Project Award – June 2022
 - Construction Begin – January 2023, End – December 2025



Impacts During Construction

- Construction will impact mobility (and safety) along the corridor
- To help minimize impacts, a Transportation Management Plan (TMP) needs to be implemented
- The traveling public and other stakeholders expect a seamless experience



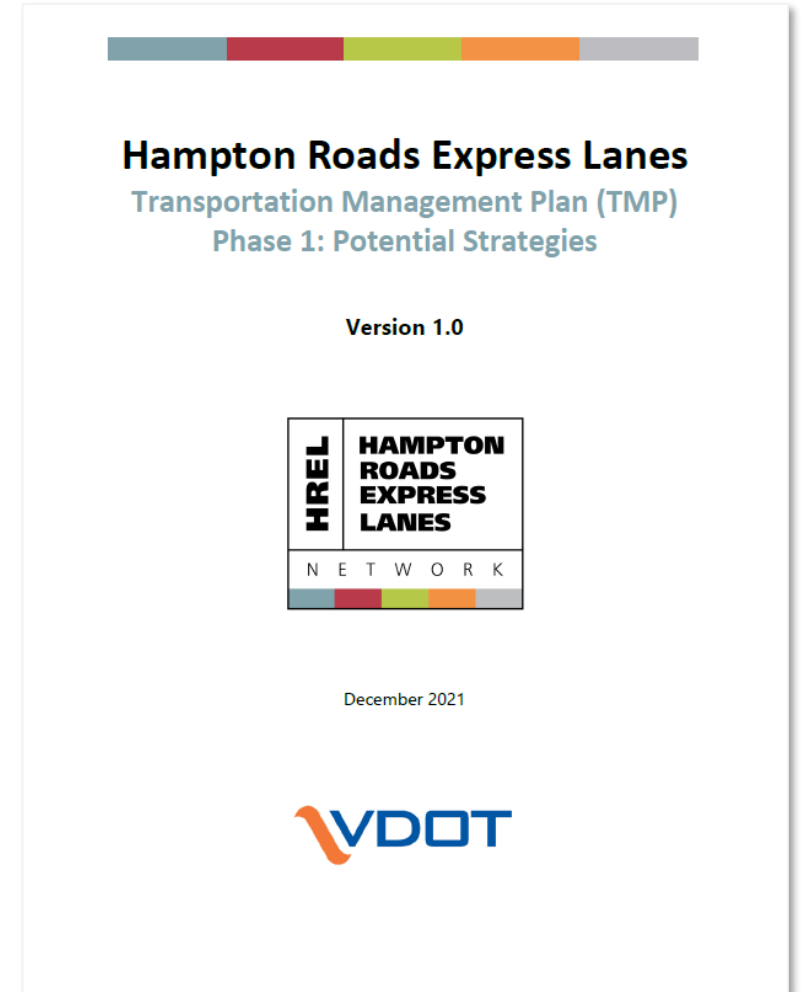
HREL Regional Transportation Management Plan (TMP)

- Each construction project is required to provide maintenance of traffic (MOT) plans to mitigate impacts within their project limits
- The Regional TMP will provide a coordinated and holistic approach to mitigate regional impacts
- Coordinating among multiple projects enables agencies to:
 - Effectively manage work zone impacts
 - Effectively use resources
 - Avoid conflicts in roles and responsibilities
 - Avoid additional costs
 - Ensure consistent communications

Regional Transportation Management Plan (TMP)

Non-constrained TMP – Version 1.0

- Goals and Objectives
- Organizational Structure
 - Steering Committee
 - Technical Subcommittees – Transit/TDM, Communications, and Traffic Operations
- Proposed Strategies – Non-constrained
 - Description
 - Planning-level Costs
 - Subcommittee Priorities



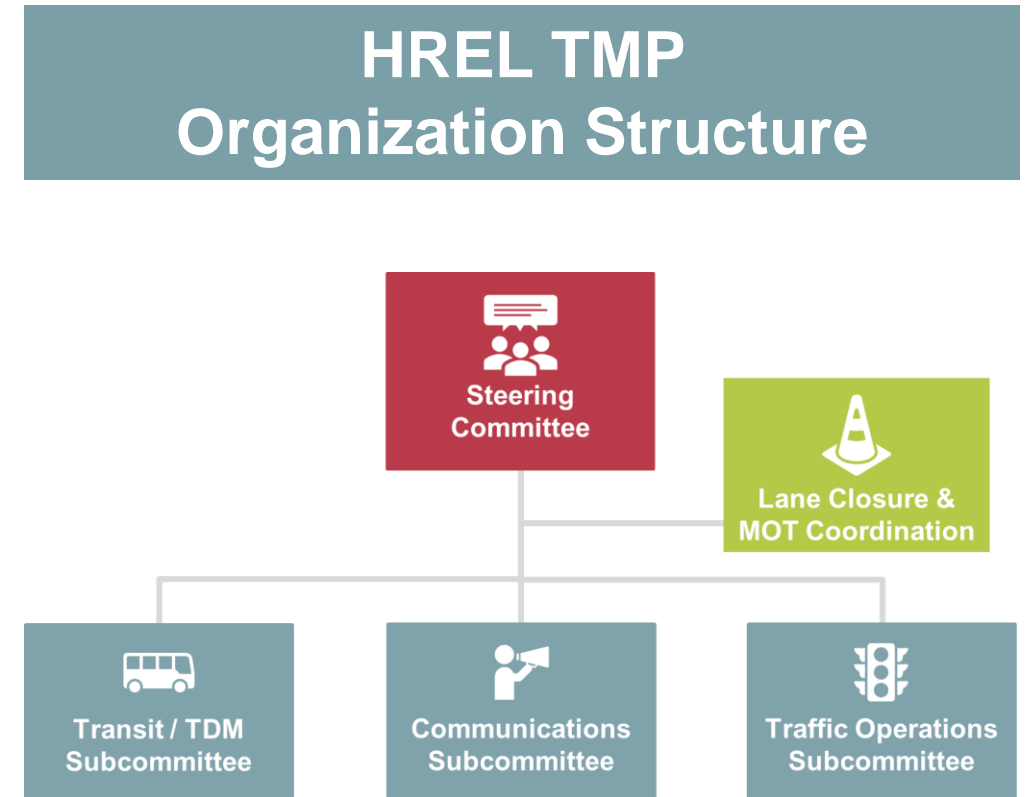
TMP Organization and Governance

Steering Committee

- Accountable for leading and coordinating the TMP effort
- Provides direction and oversight
- Makes decisions on strategies and resources
- Assesses performance of strategies

Technical Subcommittees

- Develops and implements strategies
- Monitors strategy budget and performance



What We Need From You...

- Commitment to serve on the Steering Committee
 - Representatives need to have decision-making authority
- Provide staff to serve on the Technical Subcommittees
 - Committed to implementing, operating, and monitoring the strategies

Next Steps

- Send invitations to serve on the Steering Committee
- Conduct the first Steering Committee meeting
 - Late January / Early February 2022



TMP 1.0 – Subcommittee Members

Transit / TDM Subcommittee

- Virginia Department of Transportation (VDOT)
- Virginia Department of Rail and Public Transportation (DRPT)
- Hampton Roads Transit (HRT)
- HRT-TRAFFIX
- City of Chesapeake
- City of Hampton
- City of Newport News
- City of Norfolk
- City of Virginia Beach
- Hampton Roads Transportation Planning Organization (HRTPO)
- Hampton Roads Transportation Accountability Commission (HRTAC)
- Port of Virginia

Communications Subcommittee

- Virginia Department of Transportation (VDOT)
- Hampton Roads Bridge-Tunnel (HRBT) Expansion Team
- Virginia Department of Rail and Public Transportation (DRPT)
- HRT-TRAFFIX
- City of Chesapeake
- City of Hampton
- City of Newport News
- City of Norfolk
- City of Virginia Beach
- Hampton Roads Transportation Planning Organization (HRTPO)
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- Port of Virginia

Traffic Operations Subcommittee

- Virginia Department of Transportation (VDOT)
- Virginia State Police (VSP)
- Hampton Roads Bridge-Tunnel (HRBT) Expansion Team
- City of Chesapeake
- City of Hampton
- City of Newport News
- City of Norfolk
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Potential Transit and TDM Strategies

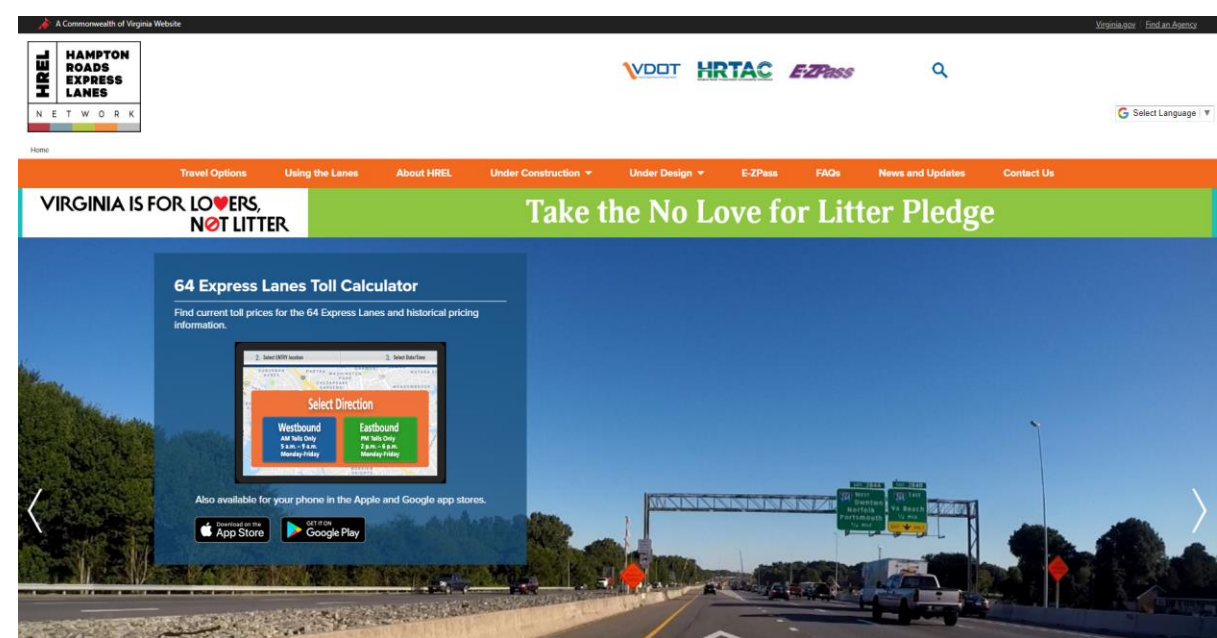
ID	Strategy Identified in TMP	Priority	Est. Cost (Planning Level)
1	Promote Available Transit, Travel Options, and TDM Resources	High	\$200K - \$300K
2	Enhanced Vanpool Incentive Program	High	\$120K - \$600K
3	Supplemental Service on Existing Bus Routes	High	\$480K - \$960K
4	New Carpool Incentive Program	High	\$70K - \$180K
5	Subsidies for Employer Shuttle Users	Medium	\$100K+
6	Reduced Cost E-ZPass Transponders	Low	\$5K - \$50K



Potential Communications and Outreach Strategies

ID	Strategy Identified in TMP	Priority	Est. Cost (Planning Level)
1	Regional TMP Public Information and Communications Plan	High	\$35K - \$50K
2	Regional TMP Communications Coordination Meetings	High	-
3	Coordinated Social Media Strategy	High	**
4	HREL Network Project Website	High	**
5	Email Blasts	Medium	**
6	Lane Closure and Construction Impact Notification Information Dissemination	High	**
7	Coordinated Advertising and Media (Earned and Paid Media)	High	**
8	Coordinated Community Outreach Meetings	High	**
9	Targeted Military/Large Employer Outreach	High	**
10	Targeted Tourism/Hospitality Outreach	Medium	**
11	Targeted Trucking Community Outreach	Medium	\$100K - \$150K
12	Collateral Materials	Low	**

** Cost is assumed to be built into Regional TMP Comm. Team Contract (\$2,000,000 - \$3,000,000 for crosscutting Comm. Team over 2-yr period)



Potential Traffic Operations Strategies

ID	Strategy Identified in TMP	Priority	Est. Cost (Planning Level)
1	Updated Incident Response & Detour Plans	High	\$150K - \$200K
2	Updated Signal Timing Plans	High	\$150K - \$250K
3	Funding for Local Spot Improvements	High	\$600K - \$1,000K
4	Real-Time Performance Monitoring Tools and Dashboards	High	\$175K - \$250K
5	Regular Incident Management Meetings	High	-
6	Supplemental Wrecker to Assist with Arterials	High	\$150K - \$300K
7	Dedicated VDOT TOC and/or Local TOC Operators	High	\$200K - \$750K
8	Queue Detection and Warning Systems	Medium	\$200K - \$600K
9	Regional Incident Management Coordinators	Medium	\$540K - \$850K
10	Supplemental Virginia State Police	Medium	\$1,700K - \$2,600K
11	Supplemental Local Police	Medium	\$200K - \$400K
12	Portable CCTV and PCMS	Medium	\$1,375K - \$1,650K
13	Supplemental Safety Service Patrol	Low	\$1,900K - \$2,100K
14	Automated Work Zone Speed Enforcement	Low	\$3,500K - \$3,850K

