



City of Hampton

22 Lincoln Street
Hampton, VA 23669
www.hampton.gov

Council Approved Minutes - Final City Council Special Session

Mayor Donnie R. Tuck
Vice Mayor Linda D. Curtis
Councilmember Jimmy Gray
Councilmember W.H. "Billy" Hobbs
Councilmember Will Moffett
Councilmember Teresa V. Schmidt
Councilmember Chris Snead

STAFF: Mary Bunting, City Manager
Vanessa T. Valldejuli, City Attorney
Katherine K. Glass, CMC, Clerk of Council

Wednesday, June 28, 2017

10:00 AM

**Ride Along with
Hampton Roads Transit
(HRT) - beginning at City
Hall along portions of
HRT Routes 114, 118,
and/or 115 and ending at
City Hall**

CALL TO ORDER

Vice Mayor Curtis called the meeting to order at 10:05 a.m.

Following roll call, Katherine Glass, Clerk of Council, stated that with only three members of the City Council present, there was not a quorum present. This didn't create any issue in that the meeting was an informational briefing and no votes were anticipated. She shared that Councilman Gray and Councilman Hobbs had notified staff that they were not available for the meeting but it was anticipated that Mayor Tuck and Councilwoman Schmidt would join the tour while in progress.

Present 3 - Vice Mayor Linda D. Curtis, Councilmember Will Moffett, and Councilmember Chris Snead

Excused 4 - Councilmember Jimmy Gray, Councilmember Billy Hobbs, Councilmember Teresa V. Schmidt, and Mayor Donnie R. Tuck

LINDA CURTIS PRESIDED

AGENDA

1. [17-0115](#) City Council "Ride Along" with Hampton Roads Transit (HRT)

Attachments: [hampton-ride-along.pdf](#)

Members of the Hampton City Council, City of Hampton staff, Hampton Roads Transit staff, and Gaylene Kanoyton, the Governor's appointee to the Transportation District Commission of Hampton Roads (Hampton Roads Transit), along with staff of the Daily Press and WAVY TV-10, rode on an HRT bus along portions of Routes 114, 118, and 115 for an educational and informational session.

Each participant was provided with a folder of materials by Hampton Roads Transit (HRT).

Those present included:

Hampton Roads Transit participants:

William Harrell, President and CEO
Ray Amaruso, Chief Planning and Development Officer
Antoinette White, Service Planning Manager
Brian Chenault, Planner
Sam Sink, Transit Development Planner
Felicia Harris, Director of Customer Relations
Peter Katranides, General Superintendent
Jeffrey Deal, Manager of Bus Transportation
Clementine Slade, Bus Operator
Sibyl Pappas, Chief Engineering and Facilities Officer
Tom Holden, Public Affairs Officer

City of Hampton participants:

Vice Mayor Curtis
Councilman Moffett
Councilwoman Snead
Mary Bunting, City Manager

Katherine Glass, Clerk of Council
Trish Melochick, Senior Deputy City Attorney
Brian DeProfio, Director of Budget and Strategic Initiatives
Steve Bond, Assistant City Manager
Bruce Sturk, Director of Federal Facilities Support
Pam Croom, Workforce Development Coordinator
Lynn Allsbrook, Director of Public Works,
John Yorks, City Engineer
Gaylene Kanoyton, Gubernatorial Appointee to the
Transportation District Commission of Hampton Roads
Fred Gaskins, Marketing and Communications Coordinator

Others:

Brandi Cummins, Reporter, WAVY TV-10
Aaron Kurtz, Camera Man, WAVY TV-10
Dave Reese, Reporter, Daily Press

At the request of Vice Mayor Curtis, the City Manager, Mary Bunting, introduced the activities of the day.

The tour began at approximately 10:18 a.m. along Route 103 and Route 114 (Hampton's busiest route) with Brian Chenault as the guide. It visited the Transit Center, which is the busiest stop in Hampton serving approximately 3,400 passengers per day. Sibyl Pappas stated that it is one of three transit centers with the other two being in Newport News and Norfolk. She stated that space in the Hampton Transit Center is also leased to Greyhound and Megabus which provides income and also makes it a multi-modal stop.

In response to a question from Vice Mayor Curtis, Chenault answered that route change decisions are made collaboratively between HRT and Hampton.

As the tour travelled along toward Doolittle Road, Chenault brought up the safety issues which arise with passengers crossing Mercury Boulevard to get to Langley Square Shopping

Center. Trash cans were also discussed where some are 'city' cans which can be auto-collected and others are provided in an 'adopt-a-spot' program. More are always needed.

Councilwoman Snead suggested that HRT work with Hampton's Clean City Commission on this issue and William Harrell said he would get onto their agenda.

In response to Vice Mayor Curtis' question, Pappas indicated that lack of curb and gutter along streets creates safety issues and went on to explain that anything new must be compliant with the Americans with Disabilities Act (ADA).

Ray Amarusio stated that the route really should be along Mercury Boulevard but there is no one on HRT staff who knows the history of why this is not the case.

There was a brief discussion of how route changes are communicated and that often happens by the drivers themselves and at the Transit Center.

Amarusio also shared information on Title 6 which protects low income riders and minorities to ensure that an equity analysis is done to ensure that route changes don't damage individuals in that class.

In response to Councilwoman Snead's question about getting bus shelters at Stop 2059 (behind the Wal-Mart), Pappas stated that there wasn't enough land as the minimum required is 6'.

Councilwoman Snead inquired if the stop could be moved to where there is sufficient land since the same issue is present on Doolittle. Lynn Allsbrook shared that, historically, the routes are on the smaller streets parallel to Mercury Boulevard because 30 to 40 years ago there were service roads alongside Mercury Boulevard.

Chenault stated that most routes converge in Coliseum Central and mentioned that the former Best Products site is a 'park and ride' location.

In response to Vice Mayor Curtis questioning why the routes weren't on Mercury Boulevard, Amarusio said a great deal of cost analysis would have to take place. John Yorks also shared that there are sections without sidewalk that they are working on that aspect.

A variety of questions were asked along the route which provided the following information:

--There are about three routes which connect the Peninsula with the Southside.

--Routes 403 and 405 are routes from Buckroe to Newport News Shipbuilding and the return.

--Typically there are about 15-20 riders on the bus which goes to Norfolk.

--There are very few single trip rides and those which exist are somewhat related to Newport News Shipbuilding.

Chenault indicated HRT would like to shift routes from Weaver Road to Mercury Boulevard as there are lots of stops on Weaver which average 70 riders a day. That route also services Net Center which averages 570 riders daily, the number two stop in Hampton. Pappas shared that the Net Center stop is somewhat problematic in that it is on private property and they would like to move it due to maintenance issues. In response to Councilwoman Snead's question as to where it could be relocated, Amarusio indicated HRT would have to work with Hampton on possible solutions. Pappas shared that Portfolio Recovery (a business located at Net Center) gives their employees 'Go Pass 365' which is a discounted bus pass program used by businesses, colleges and even civic leagues. Councilwoman Snead indicated care would have to be taken in moving the stop because businesses located there partially due to the convenience of the bus stop.

While at the Net Center stop, Brandi Cummins, the WAVY TV-10 reporter got onto the bus and WAVY's photographer got off.

Sam Sink shared that Mercury Boulevard has capacity and the

potential to build ridership. She also said that traveling Mercury Boulevard end to end by bus take about 101 minutes while by car takes about 39 minutes. With Bus rapid transit, it would be 41 minutes.

Chenault indicated the next route the tour would cover would be 102 which goes from the Hampton Transit Center to Sentara and the Community Services Board is the business stop. The route has hourly service seven days a week. If Boo Williams Sportsplex was added as a stop, the length would have to be expanded into the evening.

In response to Vice Mayor Curtis' question about how many routes on the Peninsula run hourly or more frequently, Chenault identified approximately a dozen.

The bus arrived at the Boo Williams Sportsplex at 12:13 and Vice Mayor Curtis recessed the meeting.

Lunch Recess

At 1:05 p.m., Vice Mayor Curtis reconvened the meeting aboard the HRT bus. In that Councilwoman Teresa Schmidt had joined the group during the lunch recess, Ms. Glass took roll of the City Council again to reflect Councilwoman Schmidt's presence.

Present 4 - Vice Mayor Linda D. Curtis, Councilmember Will Moffett, Councilmember Teresa V. Schmidt, and Councilmember Chris Snead

Excused 3 - Councilmember Jimmy Gray, Councilmember Billy Hobbs, and Mayor Donnie R. Tuck

In response to Councilwoman Snead's question pertaining to bus access for the Hampton Roads Center central campus, she asked Pam Croom to elaborate and Croom responded that HRT

had a stop at Hardy Cash Drive however it is illegal for pedestrians to cross at this intersection.

In response to Councilman Moffett's question about how long HRT has been working on the Langley project, Pappas responded about four years. She explained how riders have to get off of the bus when it stops at the Langley gate if they don't have military identification cards. They then have to cross several lanes of traffic and wait for the bus to conclude its route on base and then re-enter the bus on the other side. There is no shelter as building is not allowed in the clear zone. They have concluded that it may not be prudent to continue to offer service to Langley. Councilman Moffett suggested that perhaps there could be transportation provided by Langley that brought riders out to catch the HRT bus instead.

While waiting at the Langley gate, Amarusio shared that buses get about 4.5 miles per gallon and they are doing the Langley route for approximately 150 riders each week while the riders without military identification cards wait. A survey shows that the 150 who use it are largely AAFES employees so it may be wise to reduce the route to a few peak hours as they are now serving only 1.4 people per hour.

Vice Mayor Curtis inquired if there was an app to assist bus riders. Pappas indicated that hackers had made one and HRT is working on one.

Councilwoman Schmidt inquired if somehow Uber could be made a part of the fleet and the group learned there is a funding issue as it would have to be competitively procured.

Capt. Hall of the United States Air Force Security Forces Squadron entered the bus for the tour along the Langley Air Force Base property.

Following the Langley portion, Chenault indicated that, due to time constraints, the tour would deviate a bit from the plan and

proceed to Buckroe for Route 115. He stated that it starts at the Transit Center and goes along King Street to Little Back River Road, Fox Hill Road, and Clemwood Parkway ultimately ending at Buckroe Shopping Center.

In response to Councilman Moffett's question about which route services the Veteran's Administration, Chenault responded 117. He continued to share that Buckroe routes have additional challenges of traffic and pedestrians and also the roads being close to houses.

As the tour returned toward City Hall, Chenault recapped that on Route 103 they hope to reintroduce service to Settlers Landing Road. They hope to shift Route 114 from service on Doolittle Road and Weaver Road to Mercury Boulevard. They would like to offer service to Boo Williams Sportsplex on Route 102 and possibly add new service to Armistead and Marcella. They need to address the Langley Air Force Base situation on Route 118 and hope to shift some of the service on 115 in Buckroe.

Harrell thanked Chenault for his narrative and shared that he was a product of Hampton City Schools. He went on to thank the entire HRT team and stated that they are going to ask to do this type of tour in each of the localities they serve. The state revenue loss on the capital side is an issue and there have been \$10 billion dollars in cuts in federal funding over the past ten with member cities funding 40% of the HRT operating budget. Harrell thanked the Vice Mayor and City Manager for the opportunity.

ADJOURNMENT

The bus returned to Hampton City Hall at 2:39 p.m. and Vice Mayor Curtis adjourned the meeting.

Donnie R. Tuck
Mayor

Katherine K. Glass, CMC
Clerk of Council

Date approved by Council _____