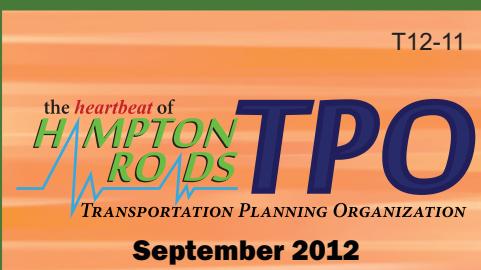
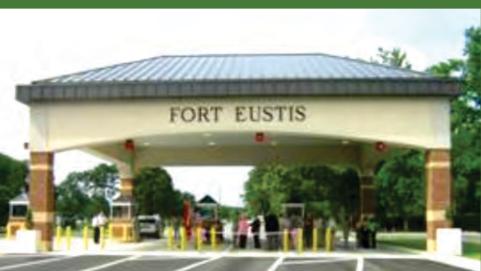
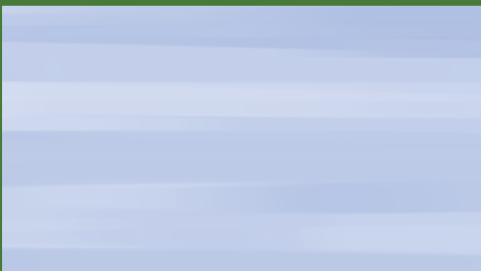


Hampton Roads Military Transportation Needs Study

Military Commuter Survey

Prepared by:
Hampton Roads
Transportation Planning Organization



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HAMPTON ROADS MILITARY TRANSPORTATION NEEDS STUDY

MILITARY COMMUTER SURVEY



PREPARED BY:



SEPTEMBER 2012

T12-11

REPORT DOCUMENTATION

TITLE:

Hampton Roads
Military Transportation Needs Study:
Military Commuter Survey

AUTHOR:

Samuel S. Belfield

PROJECT MANAGER:

Robert B. Case, P.E., P.T.O.E.

ABSTRACT

This portion of the Hampton Roads Military Transportation Needs Study builds on the first phase (Highway Network Analysis – September 2011), providing results from the Hampton Roads Military Commuter Survey conducted from November 8, 2011 to February 24, 2012. HRTPO staff developed the survey in coordination with local U.S. armed forces, local government, the Port of Virginia, HRT, and VDOT. The purpose of the survey is to determine the transportation challenges facing local military personnel during their daily commutes in Hampton Roads. The results will enable transportation decision-makers, including the HRTPO Board, to direct resources to solve those problems in an informed manner.

A total of 10,994 survey responses were received from the HRTPO military commuter survey. Many respondents expressed thanks for having the opportunity to communicate their transportation challenges. This report contains key findings and summaries from the survey. Most results have been summarized on a regional level to reveal general travel trends and patterns for local military commuters. Some results are summarized by military site to reveal travel patterns for that location. Data from this survey will be distributed to other local transportation stakeholders for further analysis and study in order to enhance travel throughout Hampton Roads. Finally, a set of HRTPO staff recommendations, intended to improve military travel throughout Hampton Roads, has been included.

REPORT DATE

September 2012

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ACKNOWLEDGMENTS

This report was prepared by the Hampton Roads Transportation Planning Organization (HRTPO) in cooperation with the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), the Virginia Port Authority (VPA), the Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA), the local military representatives, and the local jurisdictions and transit agencies within the Hampton Roads metropolitan planning area. The contents of this report reflect the views of the HRTPO. The HRTPO staff is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA, FTA, VDOT or DRPT. This report does not constitute a standard, specification, or regulation. FHWA, FTA, VDOT or DRPT acceptance of this report as evidence of fulfillment of the objectives of this program does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

NON-DISCRIMINATION

The HRTPO assures that no person shall, on the ground of race, color, national origin, handicap, sex, age, or income status as provided by Title VI of the Civil Rights Act of 1964 and subsequent authorities, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program or activity. The HRTPO Title VI Plan provides this assurance, information about HRTPO responsibilities, and a Discrimination Complaint Form.

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INTRODUCTION

In September 2011, the Hampton Roads Metropolitan Organization (HRTPO) staff completed phase I of the Hampton Roads Military Transportation Needs Study, entitled Highway Network Analysis¹. The HRTPO serves as the intergovernmental planning body or Metropolitan Planning Area (MPA).

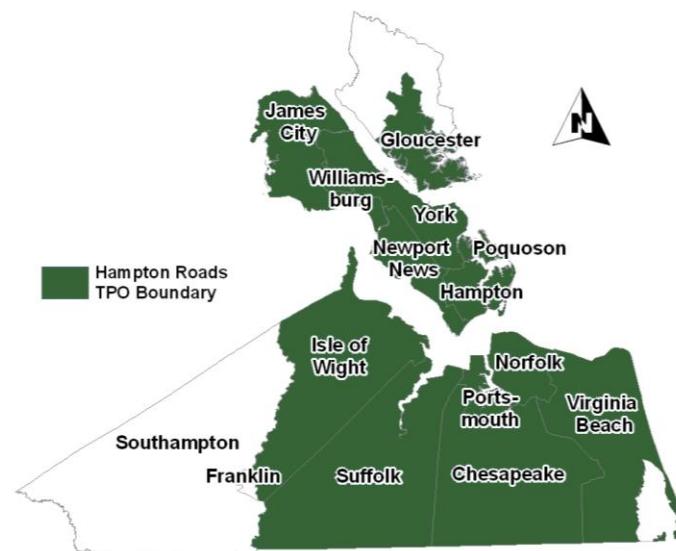
This report builds on the first phase initiative and provides results from the Hampton Roads Military Commuter Survey, which was conducted from November 8, 2011 to February 24, 2012. HRTPO staff developed the survey in coordination with local U.S. armed forces, local government, the Port of Virginia, HRT, and VDOT. The purpose of the survey is to determine the transportation challenges facing local military personnel during their daily commutes in Hampton Roads. The results will enable transportation decision-makers, including the HRTPO Board, to direct resources to solve those problems in an informed manner.

The survey was developed using Google documents and was hosted on the HRTPO website. HRTPO invited all military-related personnel (active-duty, civilians, reservists and others) who travel to/from major military and supporting sites on a regular basis in Hampton Roads to take the survey. Even though survey responses were sought from all military commuters in the region, military commuters that travel to/from 29 of the 38 military and supporting sites (see pages 5-7) identified in phase I of the study were specifically targeted.

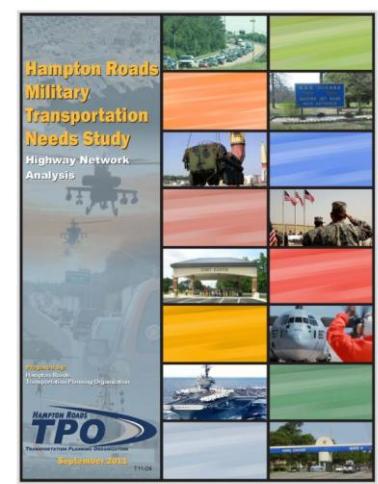
HRTPO staff coordinated with military and other local stakeholders to distribute the survey using a variety of methods:

- HRTPO website and e-newsletter
- Military websites
- Military and study stakeholders
- Transportation Technical Advisory Committee (TTAC) members
- Jurisdiction websites
- Military email chains from military leaders
- Local news and print media
- Newsletters and flyers
- Social Media (i.e. Facebook)

Hampton Roads Metropolitan Planning Area



Hampton Roads Military Transportation Needs Study Phase I: Highway Network Analysis



¹Hampton Roads Military Transportation Needs Study: Highway Network Analysis, HRTPO, September 2011.

MILITARY SITES INCLUDED IN THE SURVEY*

Chesapeake

- Naval Auxiliary Landing Field Fentress
- Naval Support Activity Northwest Annex
- St. Julien's Creek Annex - Norfolk Naval Shipyard

Hampton

- Langley Air Force Base
- NASA Langley Research Center

Newport News

- Fort Eustis
- Newport News Shipbuilding - Huntington Ingalls Industries
- US Marine Corps Reserve Center

Norfolk

- Lafayette River Annex - Naval Support Activity Norfolk**
- Naval Station Norfolk (NAVSTA Norfolk)
- Naval Support Activity Norfolk* (NSA)
- Saint Helena Annex - Norfolk Naval Shipyard
- US Army Corps of Engineers - Norfolk District

Portsmouth

- Craney Island Fuel Terminal
- Naval Medical Center (NMC) Portsmouth
- Norfolk Naval Shipyard (NSY)
- US Coast Guard - Atlantic Area and Fifth District (Portsmouth Federal Building)
- US Coast Guard - Base Portsmouth

Suffolk

- Joint Coalition Warfighting (JCW)

Virginia Beach

- Camp Pendleton - Military Reservation
- Joint Expeditionary Base Little Creek - Fort Story (East) (formerly "Fort Story")
- NAS Oceana Dam Neck Annex
- Naval Air Station Oceana

Virginia Beach/Norfolk

- Joint Expeditionary Base Little Creek - Fort Story (West) (formerly "Little Creek")

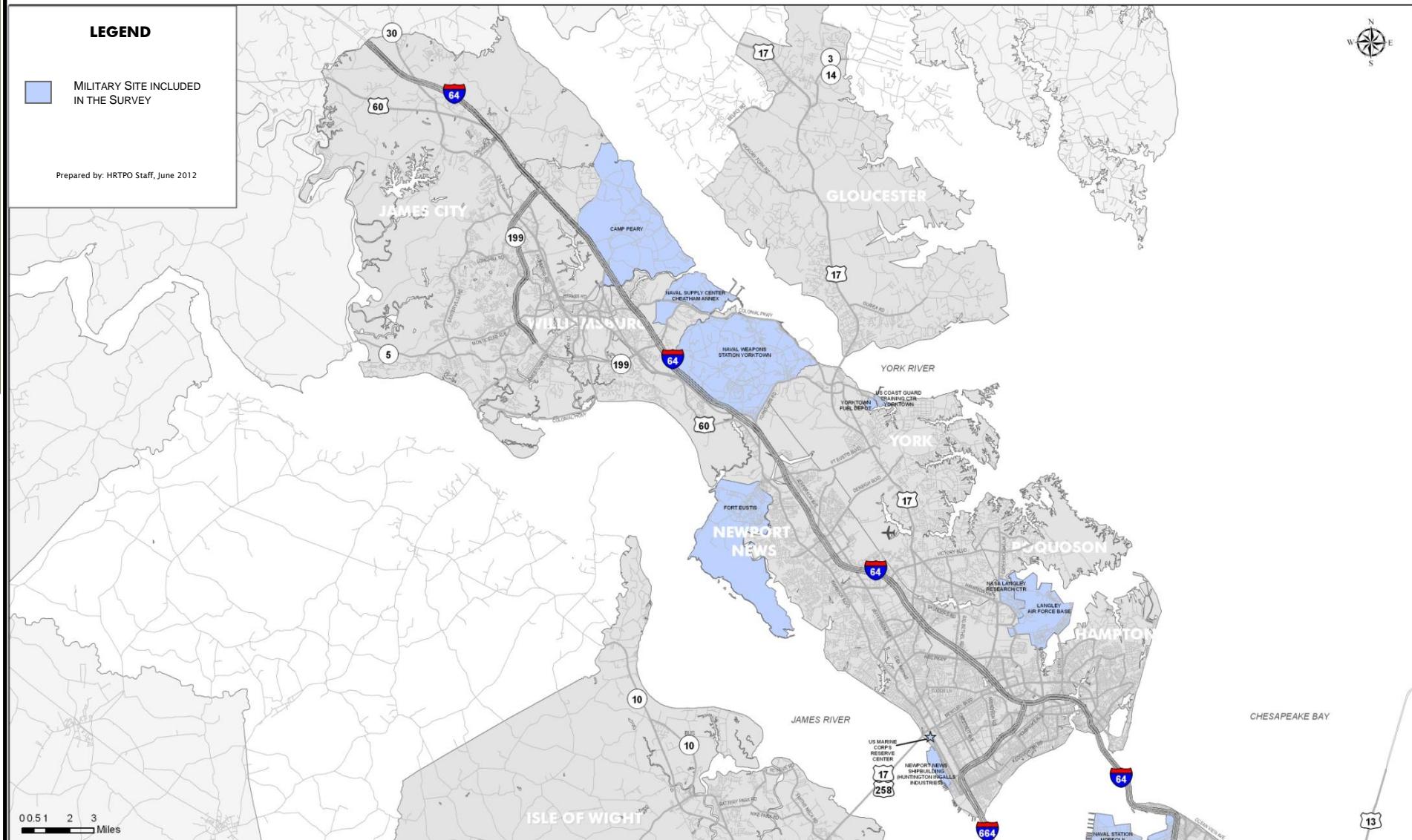
York County

- Camp Peary
- Naval Supply Center Cheatham Annex
- Naval Weapons Station Yorktown
- US Coast Guard Training Center Yorktown
- Yorktown Fuel Depot - Naval Weapons Station Yorktown

*29 of the 38 military and supporting sites (developed from phase I of the Hampton Roads Military Transportation Needs Study) were targeted for the survey as most military commuters access these locations on a daily basis.

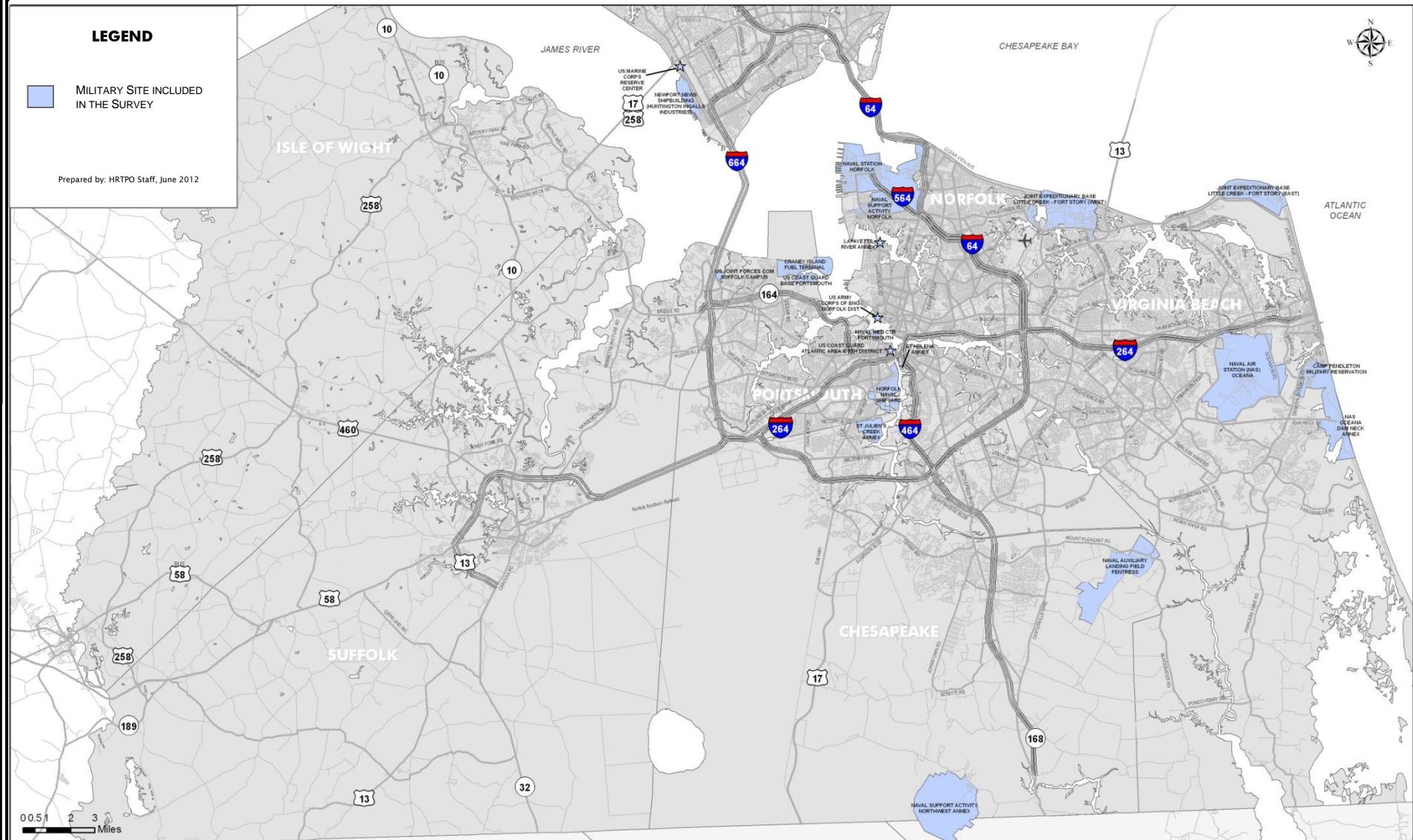
**Naval Support Activity Norfolk is now named Naval Support Activity Hampton Roads. All tables, maps, and figures within this report refer to this location as Naval Support Activity Norfolk since it was the name when the study was initiated.

MILITARY SITES INCLUDED IN THE SURVEY* – HAMPTON ROADS PENINSULA



*29 of the 38 military and supporting sites (developed from phase I of the Hampton Roads Military Transportation Needs Study) were targeted for the survey as most military commuters access these locations on a daily basis.

MILITARY SITES INCLUDED IN THE SURVEY* – HAMPTON ROADS SOUTHSIDE



*29 of the 38 military and supporting sites (developed from phase I of the Hampton Roads Military Transportation Needs Study) were targeted for the survey as most military commuters access these locations on a daily basis.

SURVEY RESULTS

A total of **10,994 survey responses** were received from the HRTPO military commuter survey. Many respondents expressed thanks for having the opportunity to communicate their transportation challenges. The following pages of this report contain key findings and summaries from the survey. Most results have been summarized on a regional level to reveal general travel trends and patterns for local military commuters. Some results are summarized by military site to reveal travel patterns for that location. Data from this survey will be distributed to other local transportation stakeholders for further analysis and study in order to enhance travel throughout Hampton Roads.

Survey results are presented in upcoming tables, graphs, and maps and are separated into the following subsections:

- Work Location and Military Demographics
- Home Residences
- Travel Time and Primary Mode
- Gate Installation Usage
- Transportation Problems to/from Work
- Congested Locations during Commute
- Commuting Alternatives
- Job-Related Travel within Hampton Roads
- Job-Related Travel outside of Hampton Roads
- Interest in High-Speed Passenger Rail
- Comments/Suggestions Regarding Transportation

A copy of the Military Commuter Survey questions is included in **Appendix A** of this report.



HRTPO Military Commuter Survey

WORK LOCATION AND MILITARY DEMOGRAPHICS

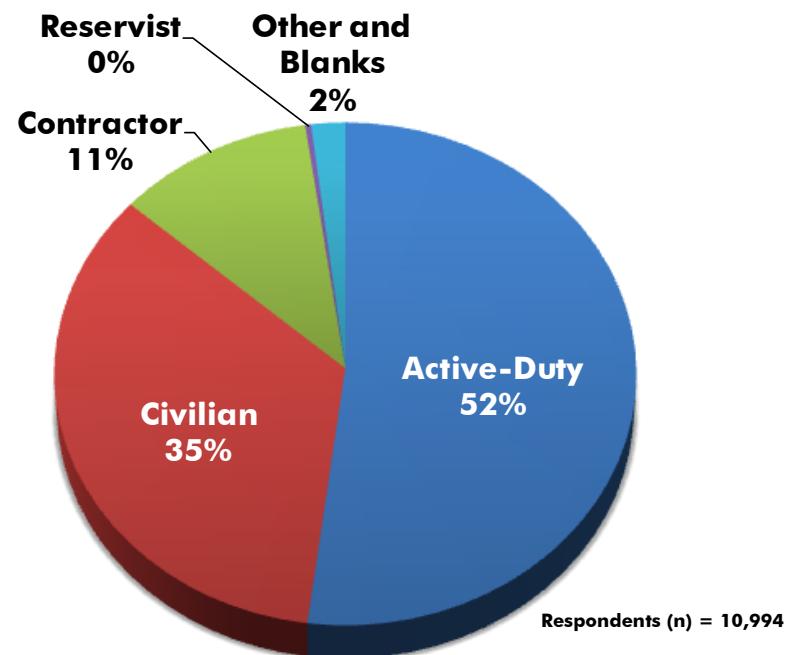
PRIMARY WORK LOCATION

Q: Where is your primary work location?

Military Site	Responses	Share
Norfolk – Naval Station Norfolk (NAVSTA Norfolk)	4,746	43.2%
Portsmouth – Naval Medical Center (NMC) Portsmouth	1,145	10.4%
Norfolk – Naval Support Activity Norfolk (NSA)	1,026	9.3%
Virginia Beach – Naval Air Station Oceana	827	7.5%
Hampton – NASA Langley Research Center	693	6.3%
Virginia Beach/Norfolk – Joint Expeditionary Base Little Creek - Fort Story (West) (formerly "Little Creek")	647	5.9%
Virginia Beach – NAS Oceana Dam Neck Annex	527	4.8%
Portsmouth – Norfolk Naval Shipyard (NSY)	337	3.1%
York County – Naval Weapons Station (NWS) Yorktown	141	1.3%
Norfolk – Lafayette River Annex - Naval Support Activity Norfolk	131	1.2%
Virginia Beach – Joint Expeditionary Base Little Creek - Fort Story (East) (formerly "Fort Story")	105	1.0%
Portsmouth – US Coast Guard - Base Portsmouth	94	0.9%
Portsmouth – US Coast Guard - Atlantic Area and Fifth District (Portsmouth Federal Building)	94	0.9%
Newport News – Newport News Shipyard (Huntington Ingalls Industries)	65	0.6%
Hampton – Langley Air Force Base	60	0.5%
York County – Naval Supply Center Cheatham Annex	56	0.5%
Norfolk – US Army Corps of Engineers - Norfolk District	52	0.5%
Suffolk – Joint Coalition Warfighting (JCW)	49	0.4%
Chesapeake – St. Julien's Creek Annex - Norfolk Naval Shipyard	29	0.3%
Newport News – Fort Eustis	26	0.2%
Chesapeake – Naval Support Activity Northwest Annex	24	0.2%
York County – US Coast Guard Training Center Yorktown	12	0.1%
York County – Yorktown Fuel Depot - Naval Weapons Station Yorktown	5	0.0%
Chesapeake – Naval Auxiliary Landing Field Fentress	2	0.0%
York County – Camp Peary	1	0.0%
Norfolk – Saint Helena Annex - Norfolk Naval Shipyard	1	0.0%
Virginia Beach – Camp Pendleton	1	0.0%
Other Military-Related Site	98	0.9%
TOTAL	10,994	100%

MILITARY STATUS

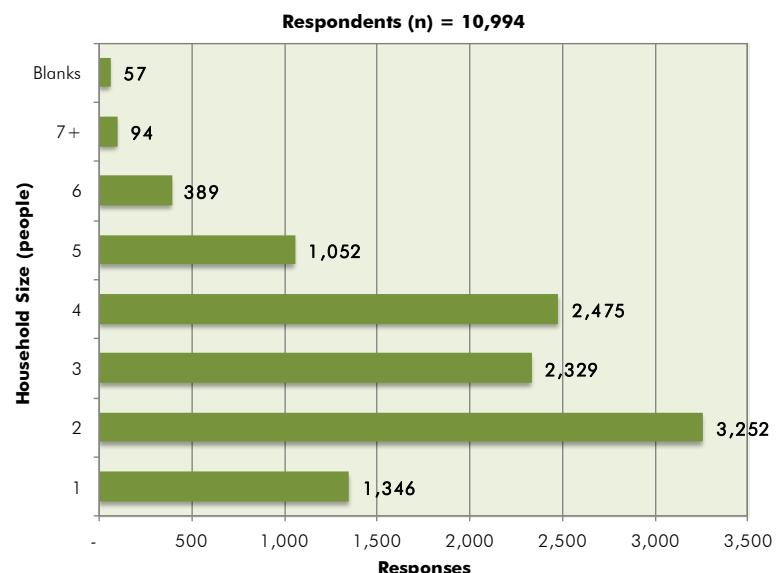
Q: What is your current military status?



Military Status	Responses	Share
Active-Duty	5,721	52%
Civilian	3,790	34%
Contractor	1,235	11%
Reservist	36	0%
Other and Blanks	212	2%
TOTAL	10,994	100%

HOUSEHOLD SIZE

Q: How many people are in your household (including yourself?)

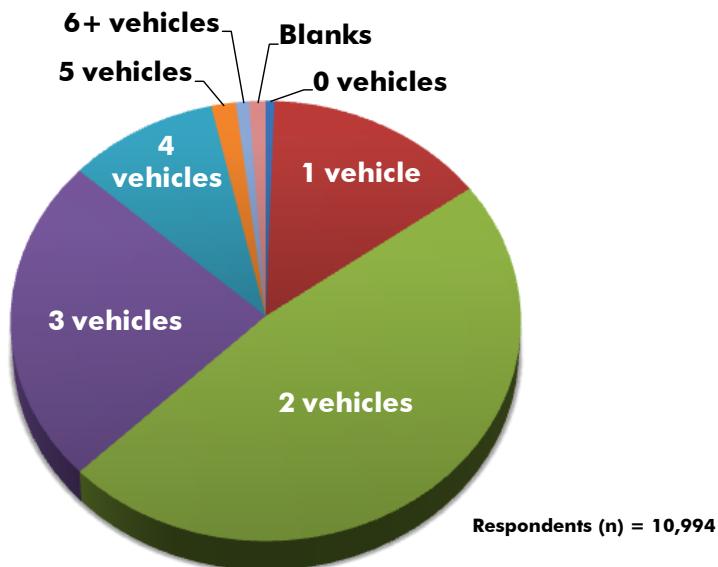


Household Size	Responses	Share
1	1,346	12%
2	3,252	30%
3	2,329	21%
4	2,475	23%
5	1,052	10%
6	389	4%
7+	94	1%
Blanks	57	1%
TOTAL	10,994	100%

Average Household Size **3.0**

VEHICLES IN HOUSEHOLD

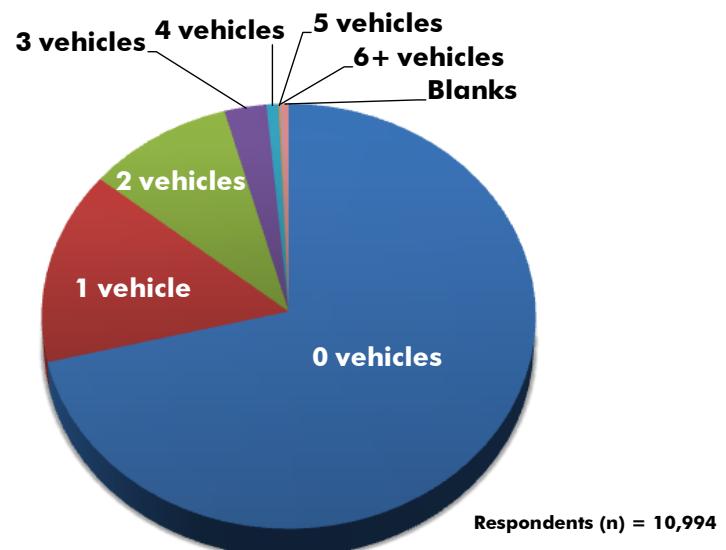
Q: How many vehicles do you have in your household?



Total Vehicles for all Respondents **25,785**
Average Vehicles per Household **2.4**

VEHICLES REGISTERED OUTSIDE VIRGINIA

Q: How many vehicles are registered outside of Virginia?



Total Vehicles Registered Outside of VA for all Respondents **5,188**
% Registered Outside of VA **20%**
Average Vehicles per Household **0.5**

HOME RESIDENCES AND COMMUTING

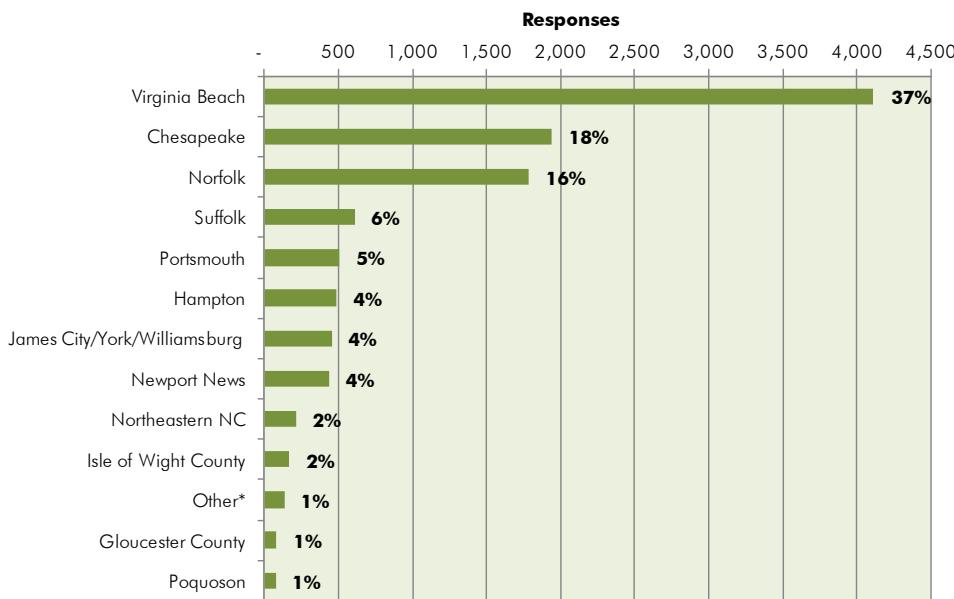
Q: What is the zip code of your home residence?

HOME RESIDENCES OF RESPONDENTS BY LOCALITY AND MILITARY SITE

Military Site	Chesapeake	Gloucester County	Hampton	Isle of Wight County	James City/York/Williamsburg	Newport News	Norfolk	Northeastern NC	Poquoson	Portsmouth	Suffolk	Virginia Beach	Other*	TOTAL	
Chesapeake – Naval Auxiliary Landing Field Fentress	2					1		2	5	2		2		2	
Chesapeake – Naval Support Activity Northwest Annex	12													24	
Chesapeake – St. Julien's Creek Annex - Norfolk Naval Shipyard	8		1	1	1	1	2	2	3	2	6	2	2	29	
Hampton – Langley Air Force Base	3	2	22	2	15	4	2		2		3	5		60	
Hampton – NASA Langley Research Center	30	26	118	24	221	110	42	1	47	9	21	25	19	693	
Newport News – Fort Eustis		5	3	1	2	4	2			2	2	5		26	
Newport News – Newport News Shipyard (Huntington Ingalls Industries)	12		6	1	6	11	6	2			5	12	4	65	
Norfolk – Lafayette River Annex - Naval Support Activity Norfolk	29	1	4	5	8	5	13	1		7	6	51	1	131	
Norfolk – Naval Station Norfolk (NAVSTA Norfolk)	821	12	202	45	72	143	1,104	89	7	176	238	1,794	43	4,746	
Norfolk – Naval Support Activity Norfolk (NSA)	218	1	25	23	26	32	159	13	4	28	67	423	7	1,026	
Norfolk – Saint Helena Annex - Norfolk Naval Shipyard							1							1	
Norfolk – US Army Corps of Engineers - Norfolk District	11		1	2	2	4	4	1	2	6		15	4	52	
Other Military-Related Site	19		5		2	4	10	3	1	4	13	32	5	98	
Portsmouth – Naval Medical Center (NMC) Portsmouth	313	5	28	27	8	23	149	21	2	167	110	282	10	1,145	
Portsmouth – Norfolk Naval Shipyard (NSY)	68	3	12	7	5	12	48	13		33	21	108	7	337	
Portsmouth – US Coast Guard - Atlantic Area and Fifth District (Portsmouth Federal Building)	22	1	1	10	1	4	9	7		7	12	18	2	94	
Portsmouth – US Coast Guard - Base Portsmouth	27	3	1	1	4	6	4	6		7	16	18	1	94	
Suffolk – Joint Coalition Warfighting (JCW)	9	1	1	3	3	3	4	1	1	1	6	16		49	
Virginia Beach – Camp Pendleton	1													1	
Virginia Beach – Joint Expeditionary Base Little Creek - Fort Story (East) (formerly "Fort Story")	19	3	3	2	1	1	16	3		6	5	45	1	105	
Virginia Beach – NAS Oceana Dam Neck Annex	73	1	14	4	4	6	47	12	1	7	17	338	3	527	
Virginia Beach – Naval Air Station Oceana	82		10	4	2	7	60	16			13	19	606	8	827
Virginia Beach/Norfolk – Joint Expeditionary Base Little Creek - Fort Story (West) (formerly "Little Creek")	144	3	12	4	12	9	86	15	3	22	37	295	5	647	
York County – Camp Peary								1						1	
York County – Naval Supply Center Cheatham Annex	6	1	1	1	17	14	3			1	2	6	4	56	
York County – Naval Weapons Station (NWS) Yorktown	8	12	17	2	40	30	10		3	3	2	11	3	141	
York County – US Coast Guard Training Center Yorktown	2	1				1			1	3	2	1	1	12	
York County – Yorktown Fuel Depot - Naval Weapons Station Yorktown		1				1					1		2	5	
TOTAL	1,939	82	487	169	453	435	1,783	212	74	507	607	4,114	132	10,994	

*Other – Home residence was located outside of Hampton Roads and Northeastern NC area.

HOME RESIDENCES OF RESPONDENTS BY LOCALITY



Locality	Responses	Share
Virginia Beach	4,114	37%
Chesapeake	1,939	18%
Norfolk	1,783	16%
Suffolk	607	6%
Portsmouth	507	5%
Hampton	487	4%
James City/York/Williamsburg	453	4%
Newport News	435	4%
Northeastern NC	212	2%
Isle of Wight County	169	2%
Other*	132	1%
Gloucester County	82	1%
Poquoson	74	1%
TOTAL	10,994	100%

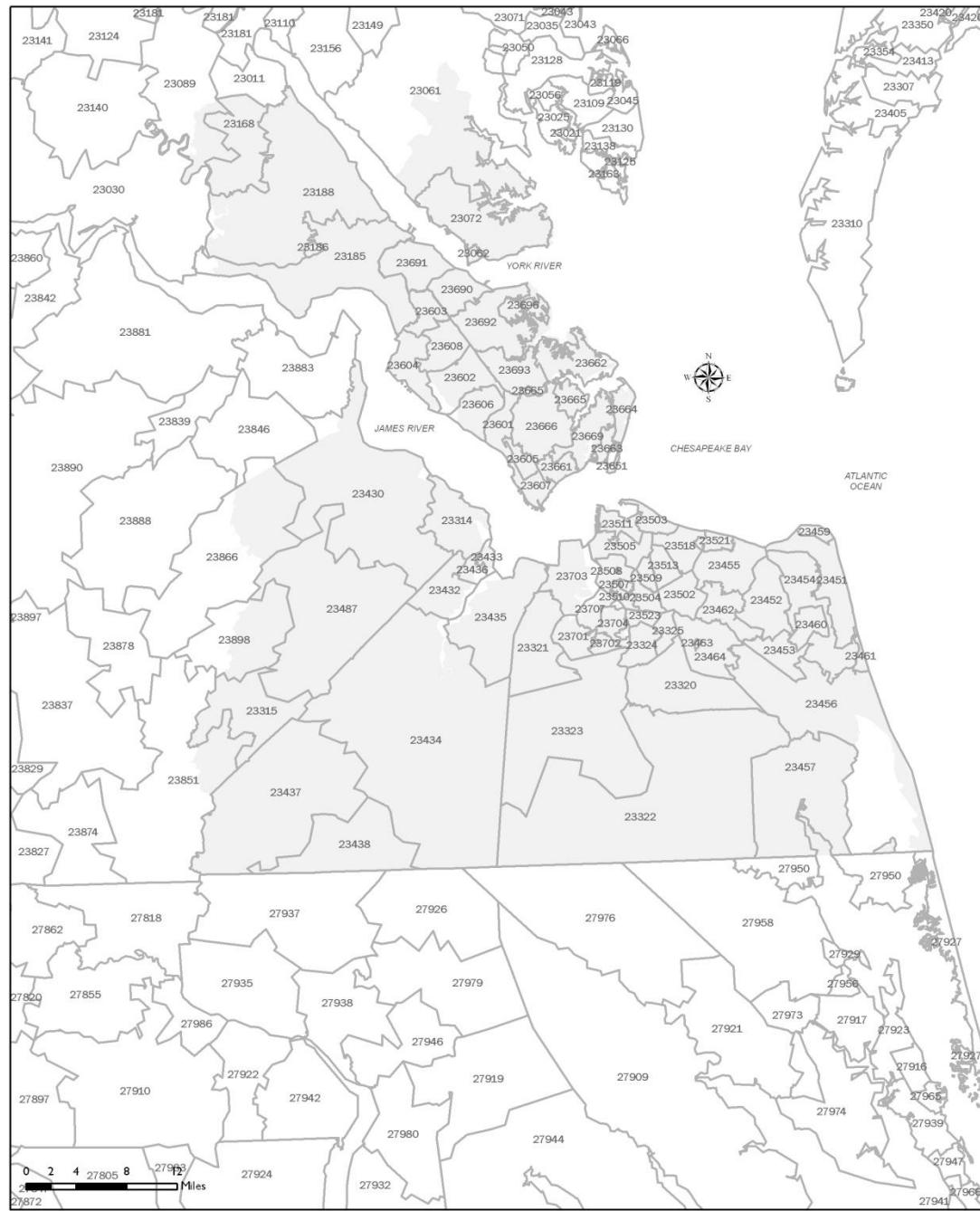
*Other – Home residence was located outside of Hampton Roads and Northeastern NC area.

TOP 15 HOME RESIDENCE ZIP CODES

Rank	Zip Code*	Locality	Responses	Share
1	23464	Virginia Beach	754	7%
2	23456	Virginia Beach	652	6%
3	23322	Chesapeake	619	6%
4	23462	Virginia Beach	555	5%
5	23454	Virginia Beach	552	5%
6	23320	Chesapeake	528	5%
7	23452	Virginia Beach	482	4%
8	23455	Virginia Beach	466	4%
9	23323	Chesapeake	347	3%
10	23453	Virginia Beach	338	3%
11	23435	Suffolk	327	3%
12	23505	Norfolk	292	3%
13	23503	Norfolk	288	3%
14	23321	Chesapeake	288	3%
15	23451	Virginia Beach	254	2%
Top 15 Subtotal			6,742	61%
Remainder of Zip Codes			4,252	39%
TOTAL			10,994	100%

*See location map on the following page.

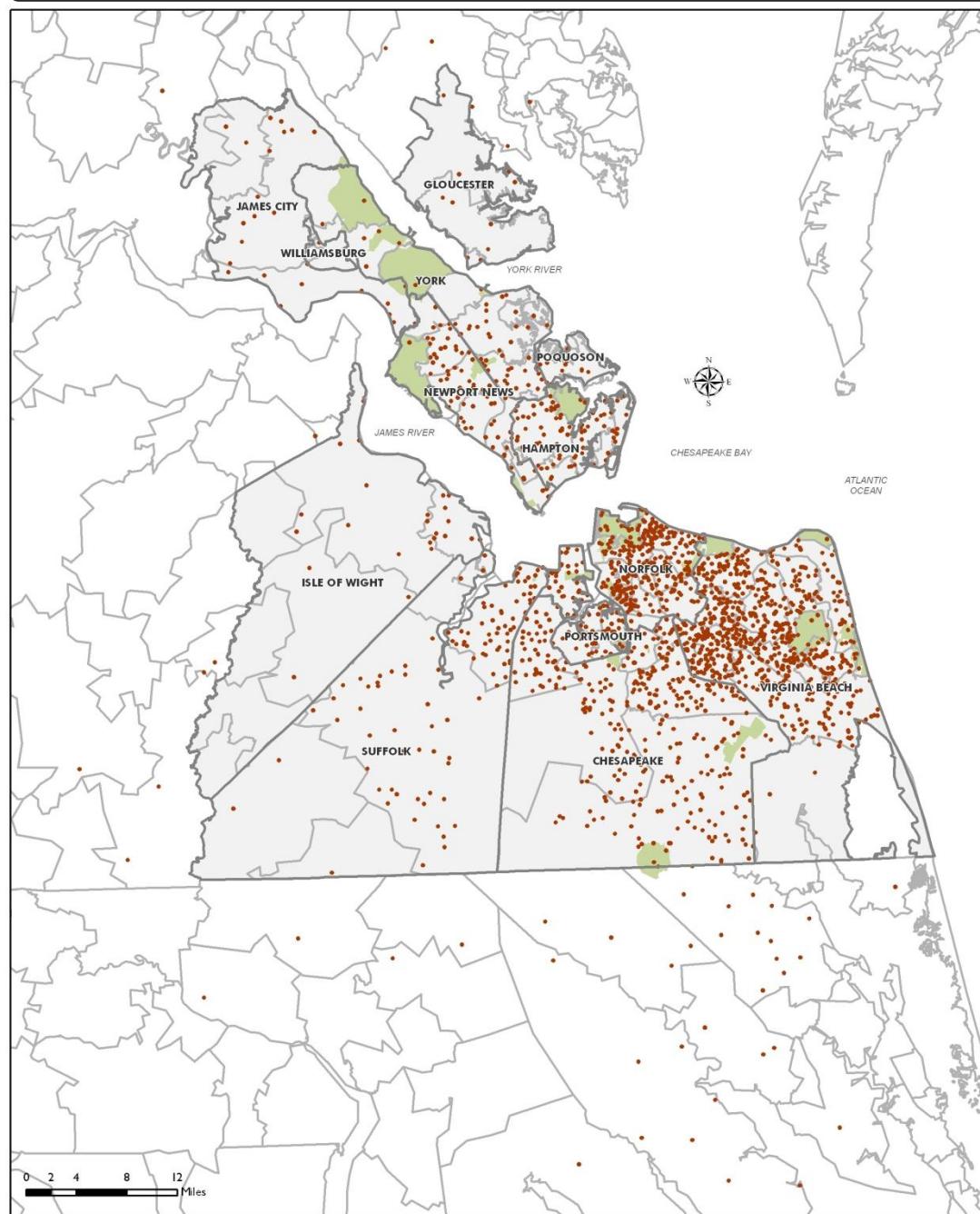
ZIP CODE REFERENCE MAP



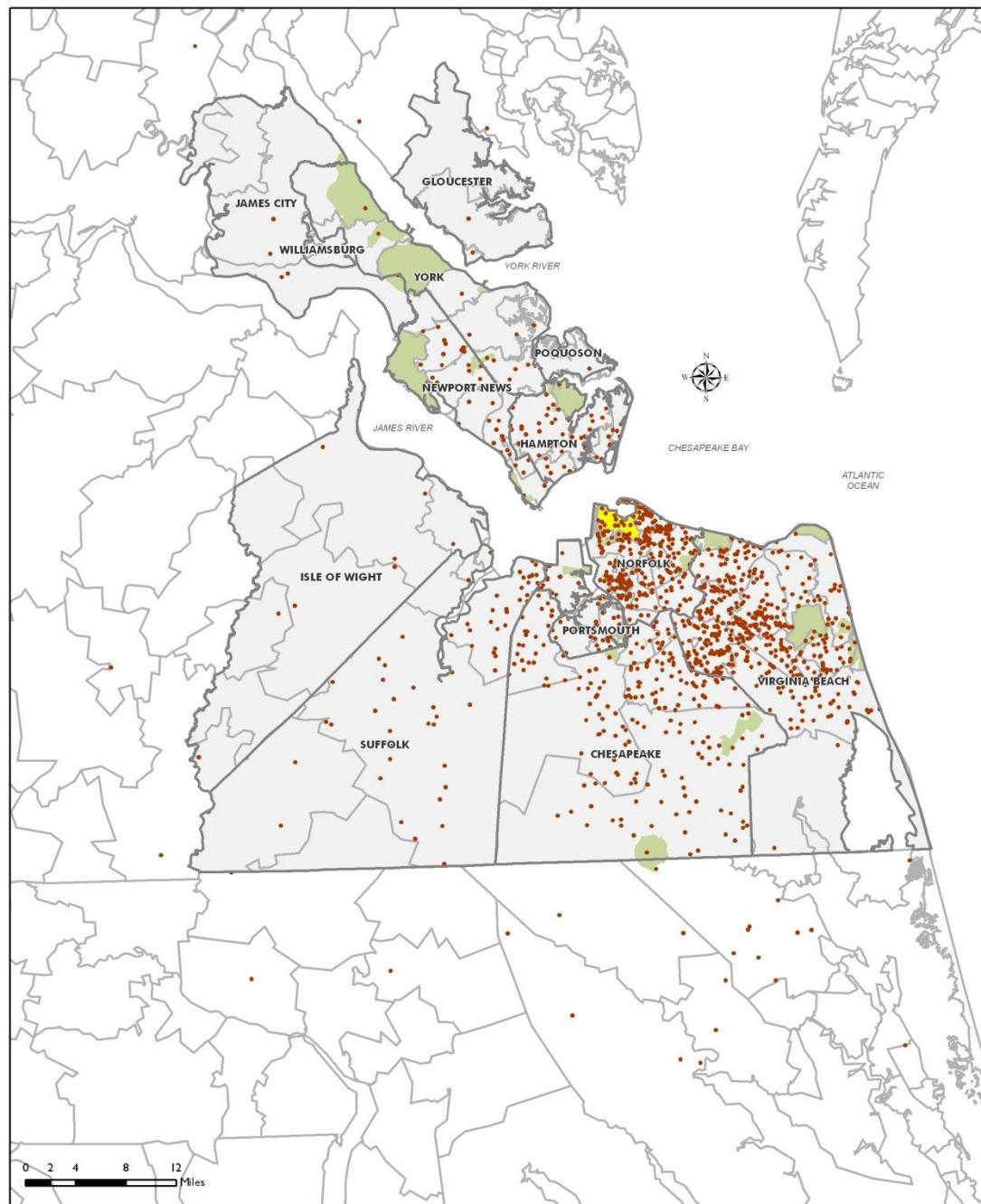
Legend

- Hampton Roads Metropolitan Planning Area
- Zip Code Boundary

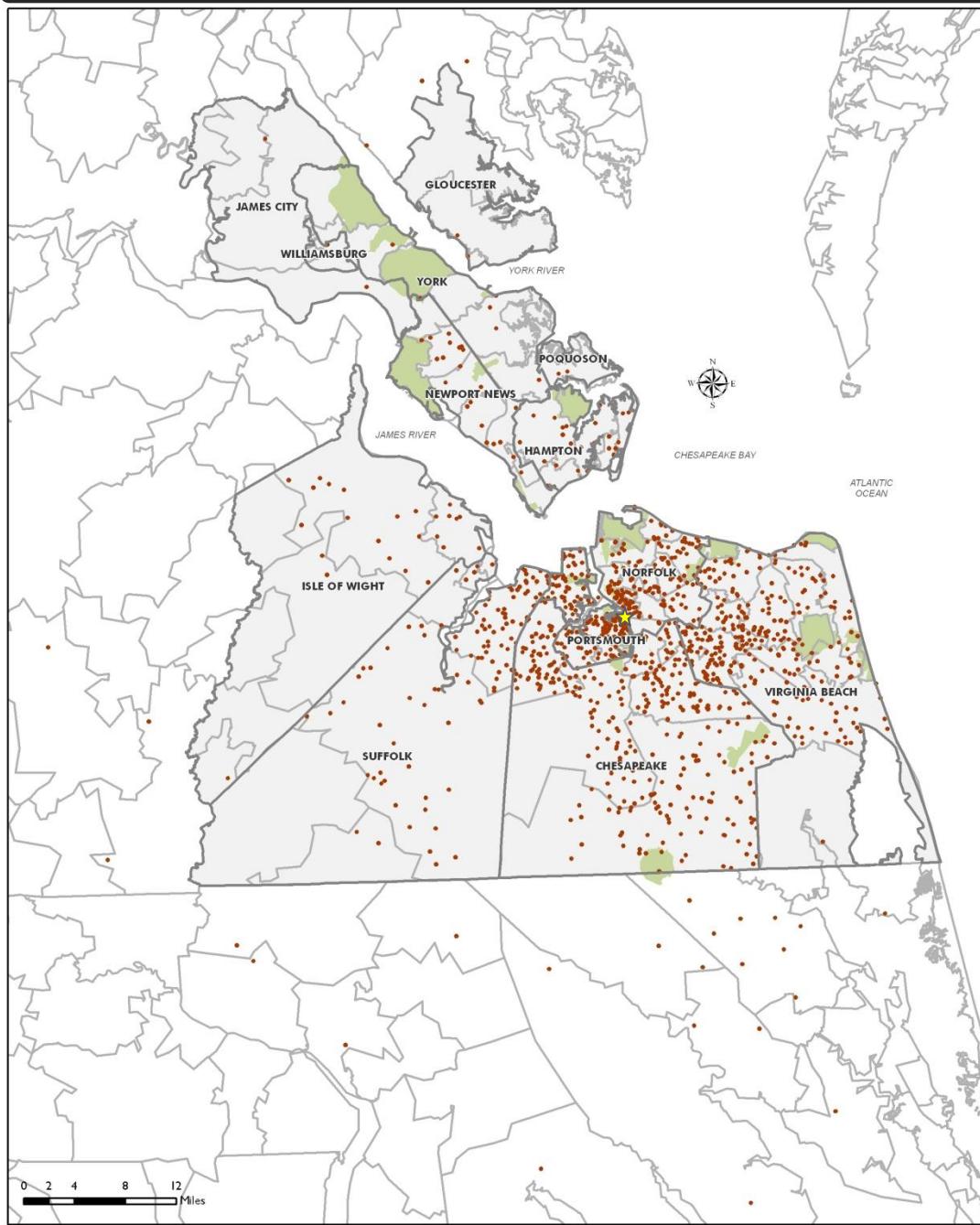
HOME RESIDENCES BY ZIP CODE – ALL SURVEYS



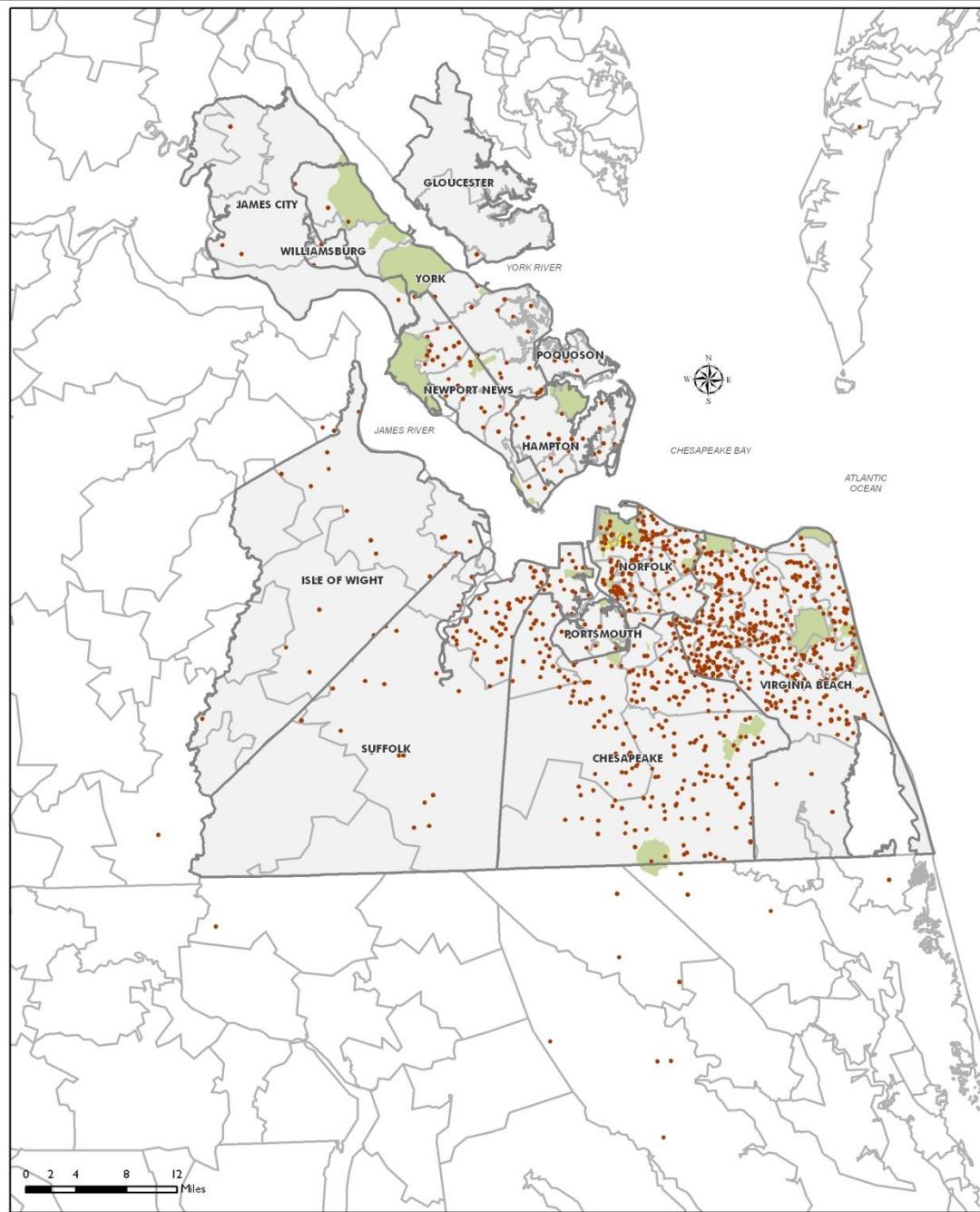
HOME RESIDENCES BY ZIP CODE – NAVAL STATION NORFOLK



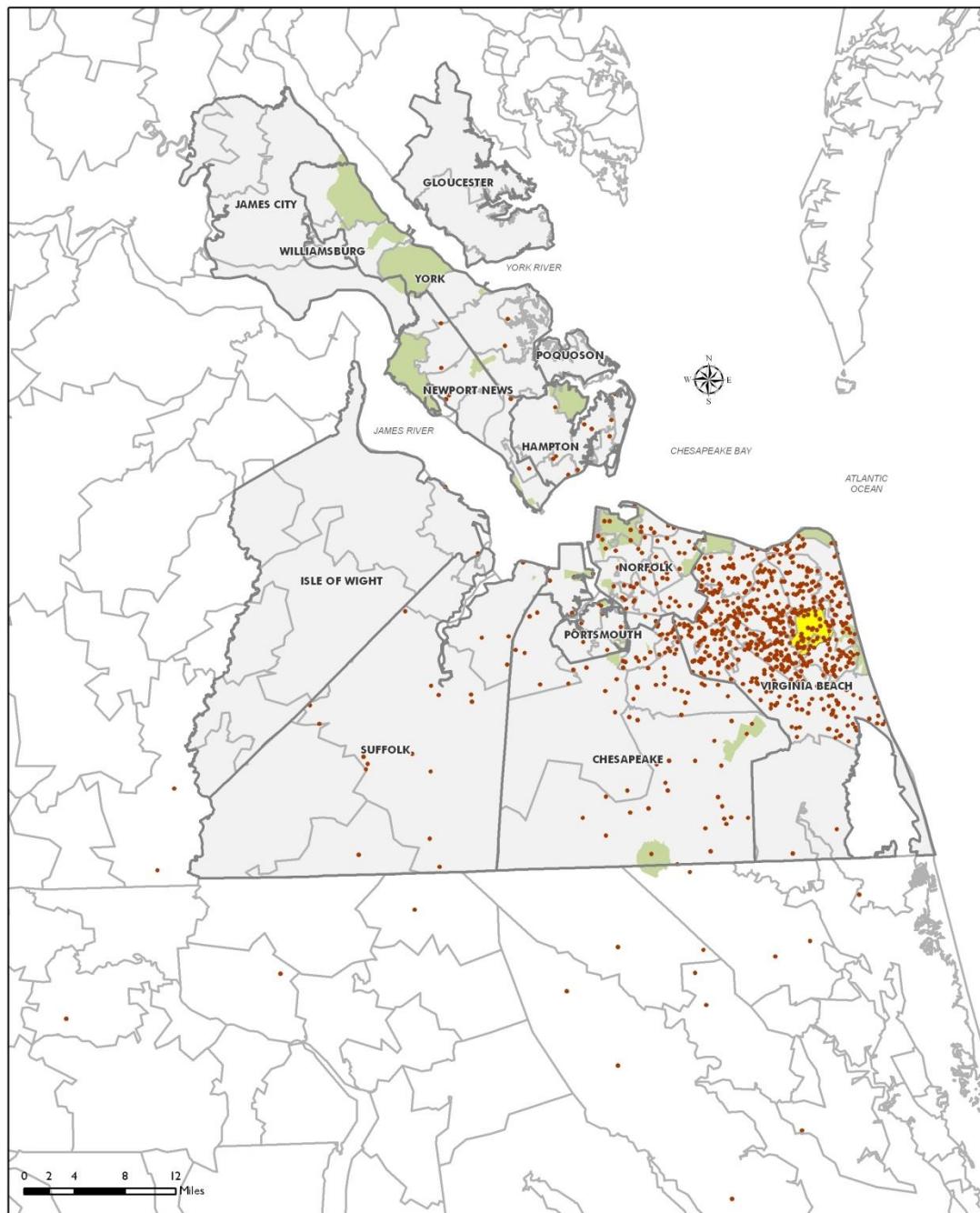
HOME RESIDENCES BY ZIP CODE – NAVAL MEDICAL CENTER PORTSMOUTH



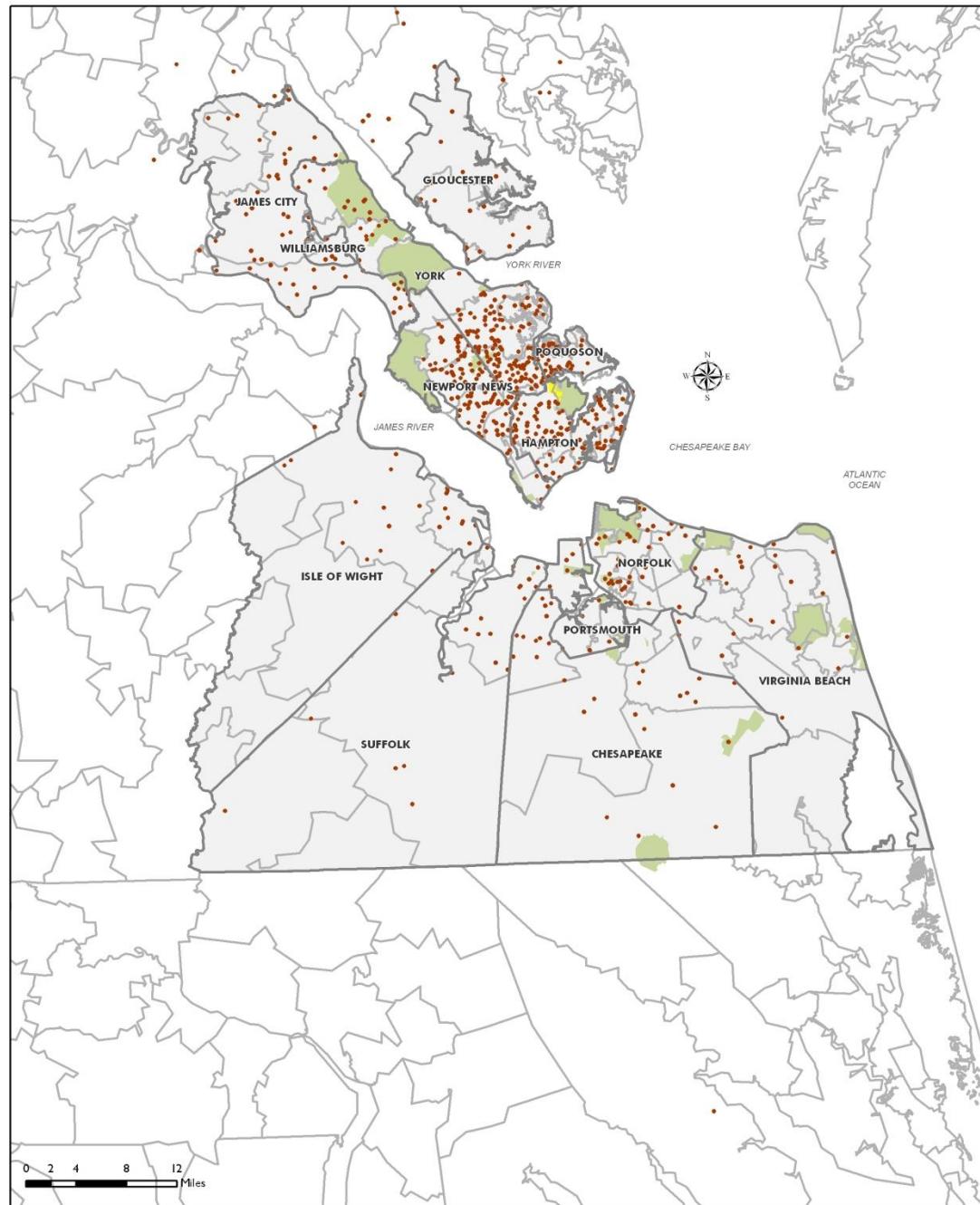
HOME RESIDENCES BY ZIP CODE – NAVAL SUPPORT ACTIVITY NORFOLK



HOME RESIDENCES BY ZIP CODE – NAS OCEANA (VIRGINIA BEACH)



HOME RESIDENCES BY ZIP CODE – NASA LANGLEY RESEARCH CENTER (HAMPTON)

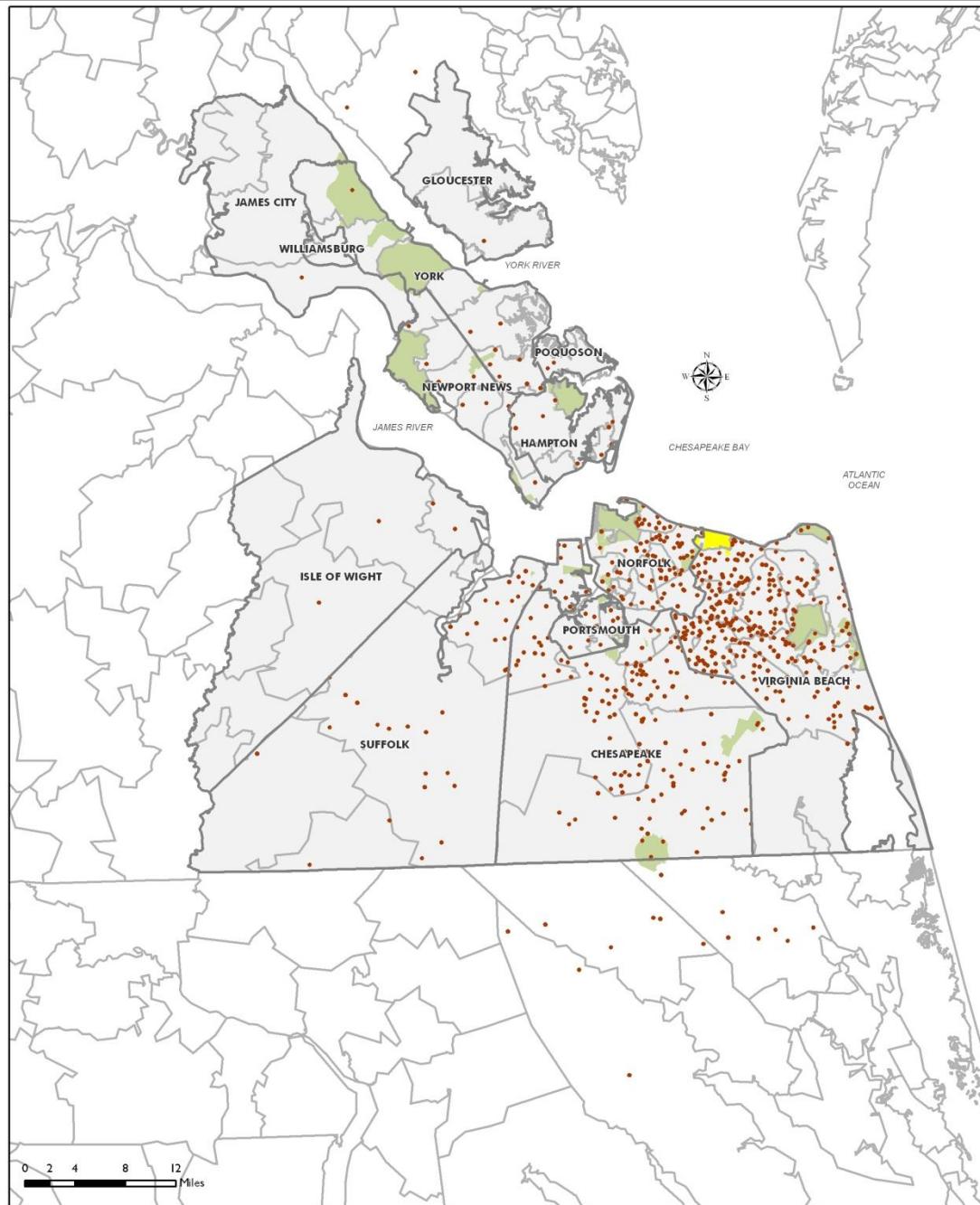


Legend

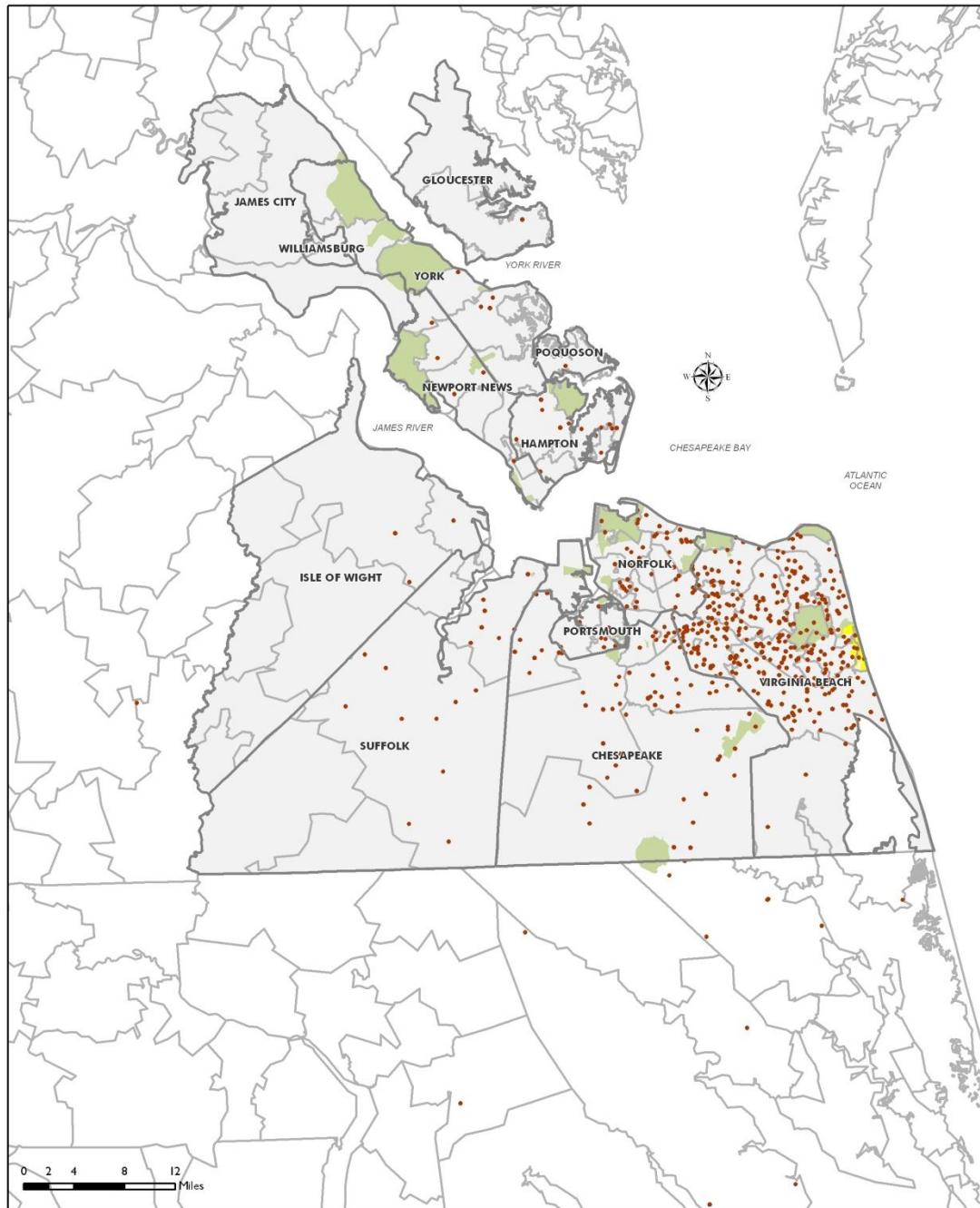
- Each dot represents the home location of 1 survey respondent
- Work Location
- Hampton Roads Metropolitan Planning Area
- Zip Code Boundary

*Dots within zip codes are distributed randomly.

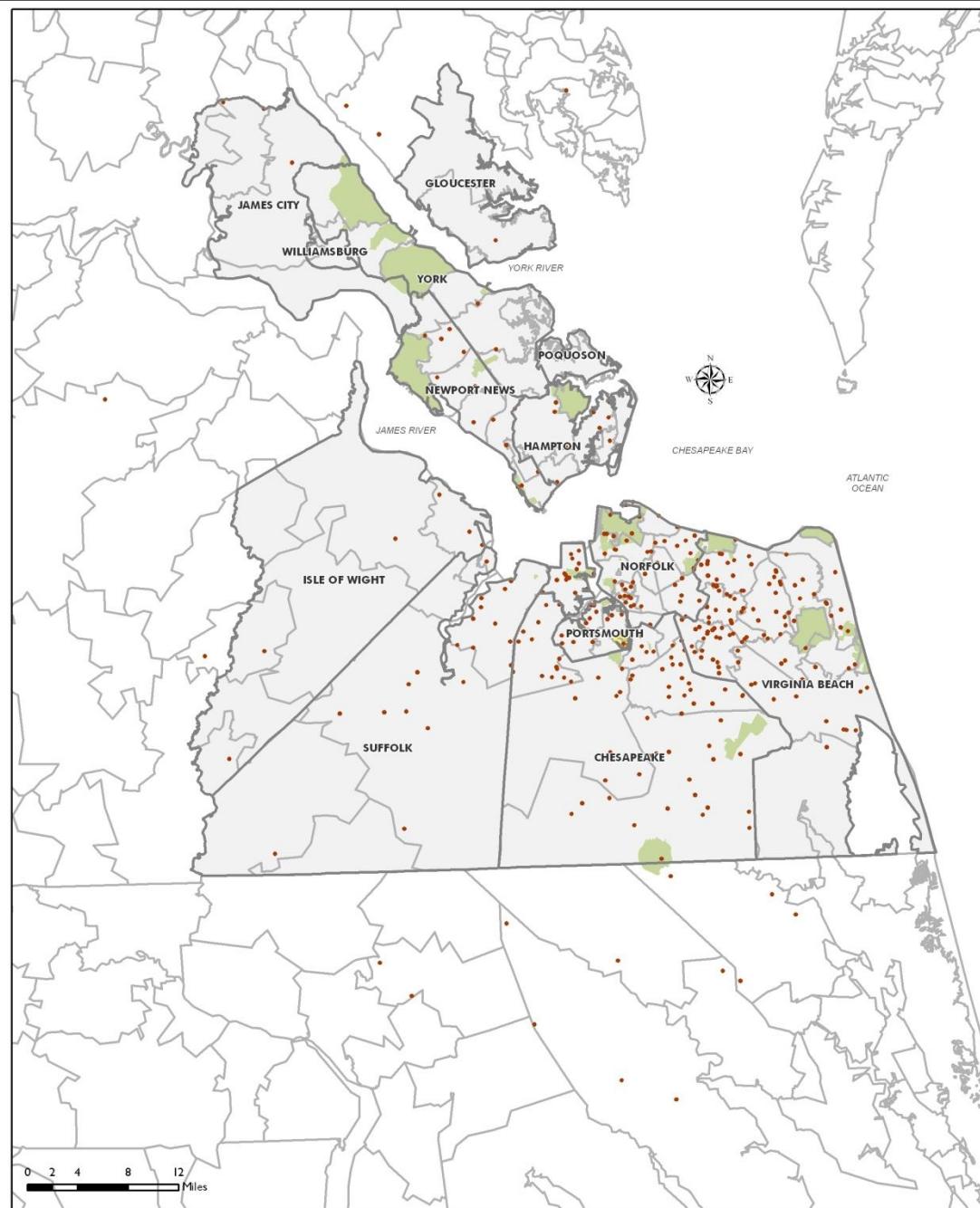
HOME RESIDENCES BY ZIP CODE – JEB LITTLE CREEK (NORFOLK/VIRGINIA BEACH)



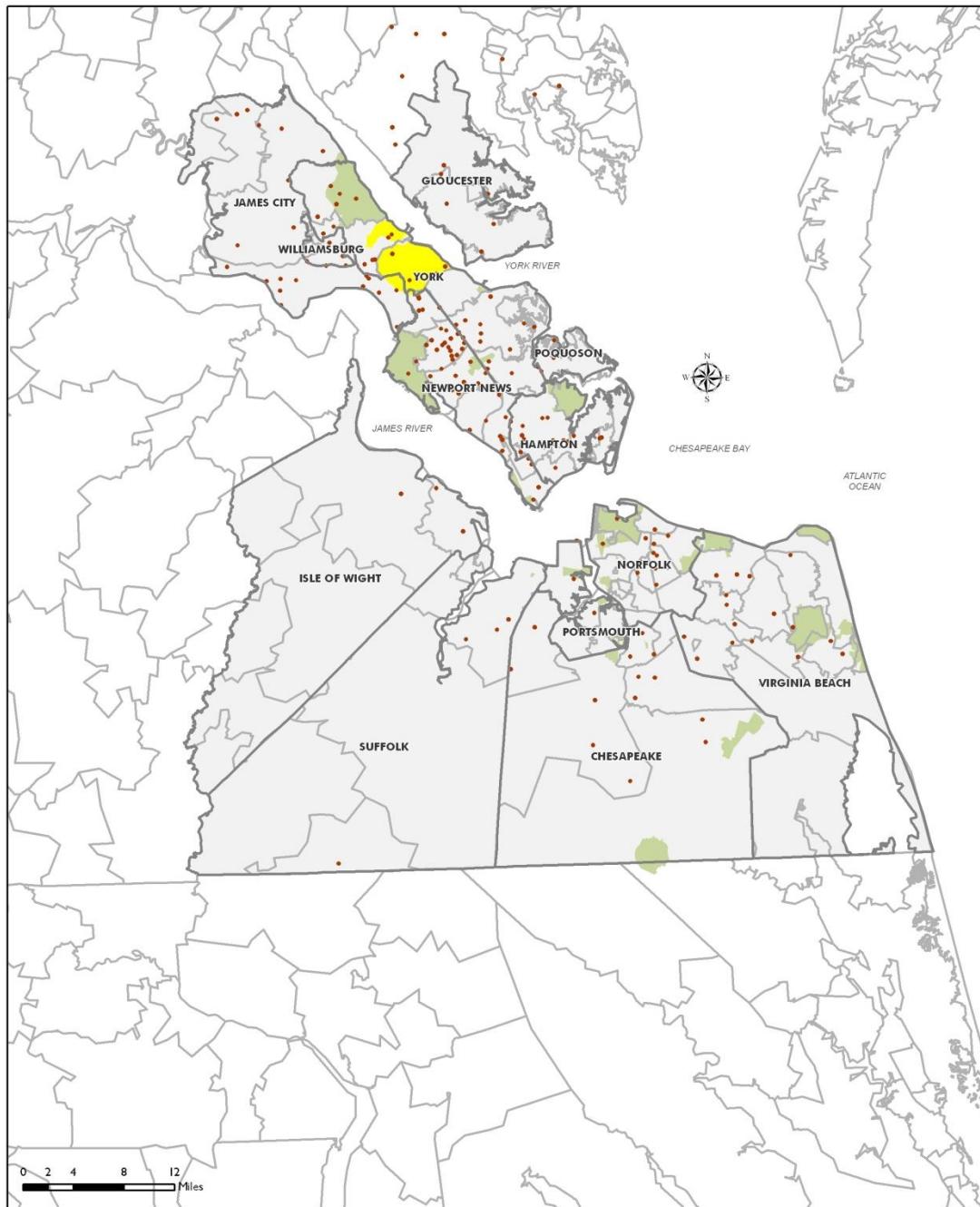
HOME RESIDENCES BY ZIP CODE – NAS OCEANA DAM NECK ANNEX (VIRGINIA BEACH)



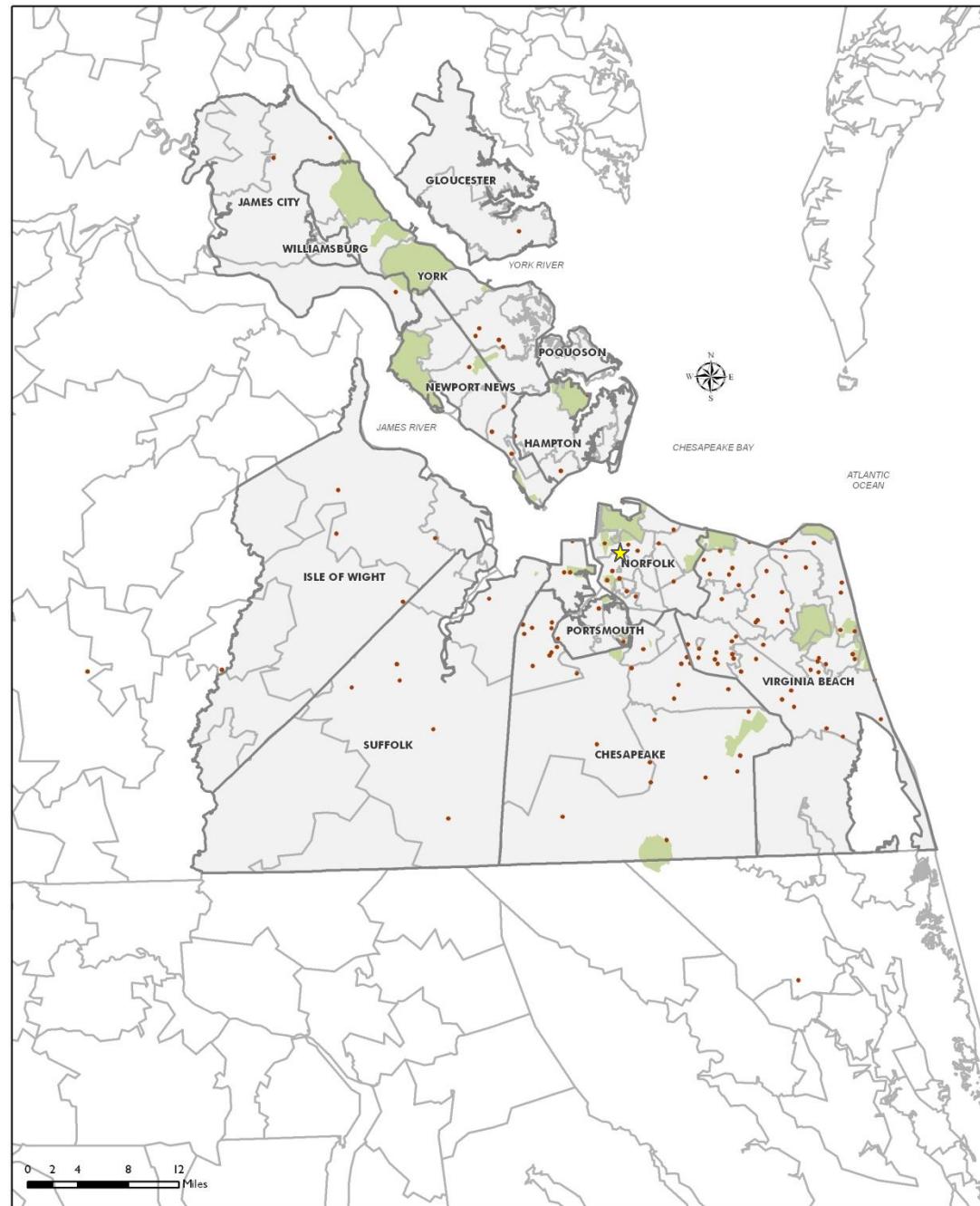
HOME RESIDENCES BY ZIP CODE – NORFOLK NAVAL SHIPYARD (PORTSMOUTH)



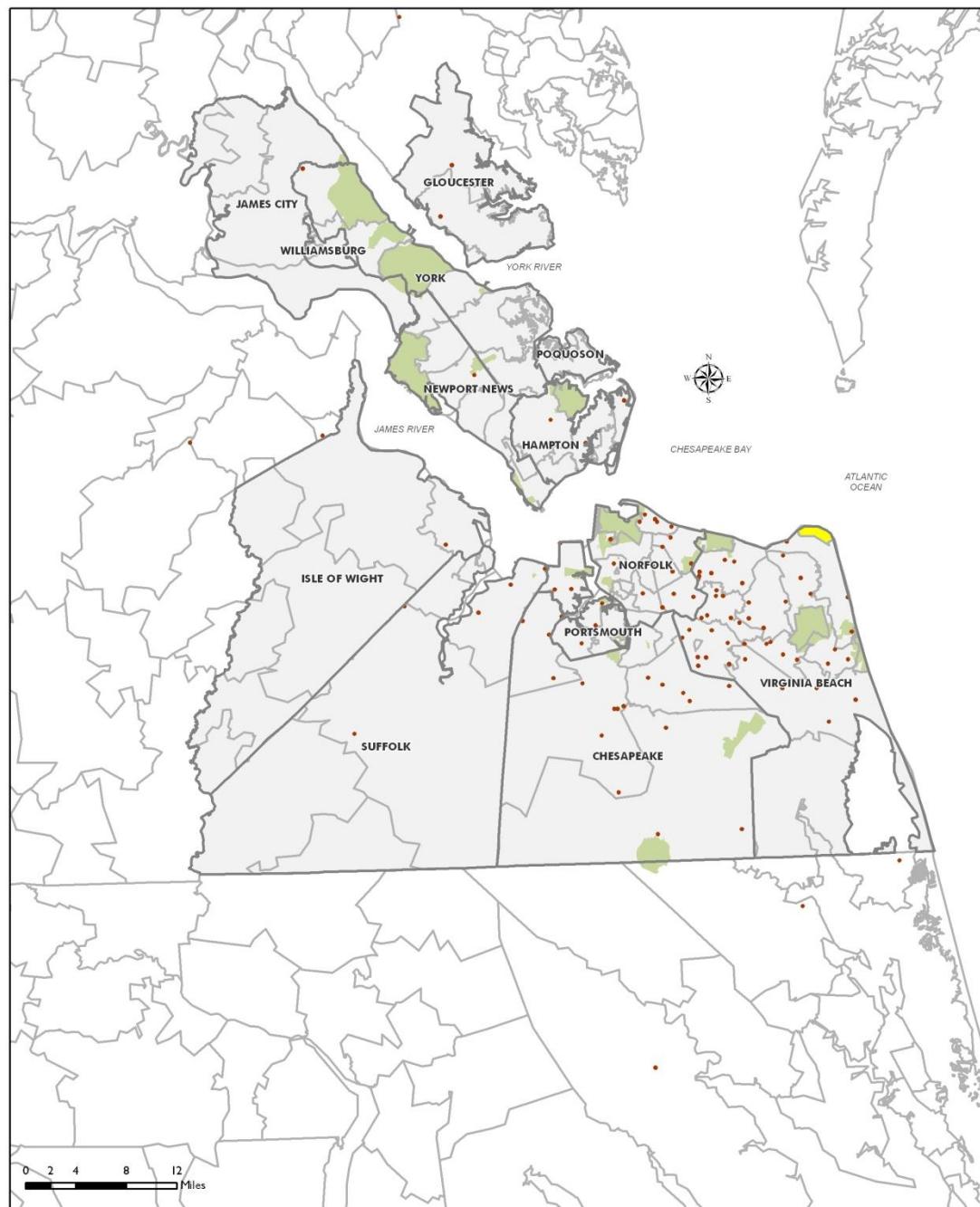
HOME RESIDENCES BY ZIP CODE – NAVAL WEAPONS STATION YORKTOWN & CHEATHAM ANNEX



HOME RESIDENCES BY ZIP CODE – NSA LAFAYETTE RIVER ANNEX (NORFOLK)



HOME RESIDENCES BY ZIP CODE – JEB FORT STORY (VIRGINIA BEACH)

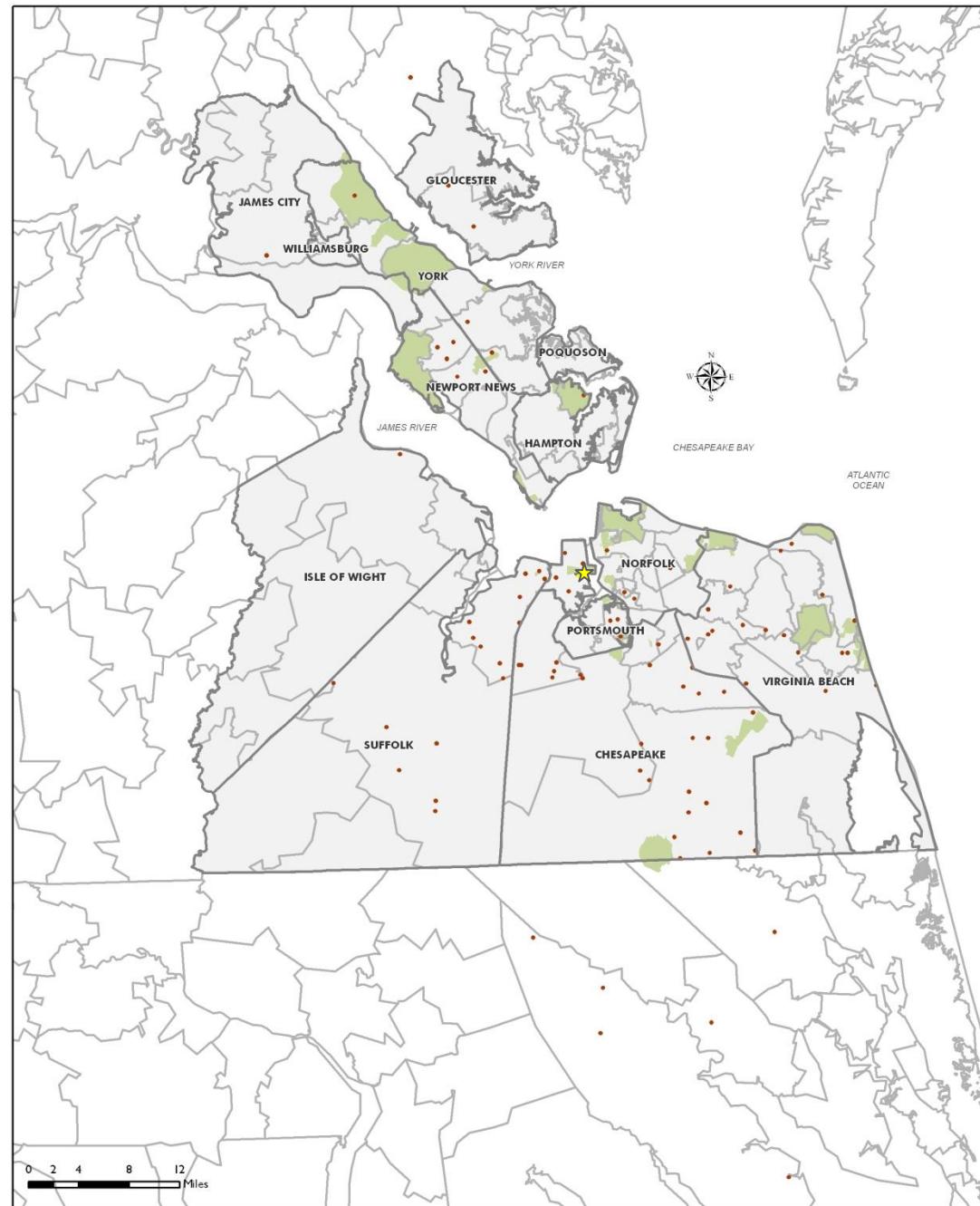


Legend

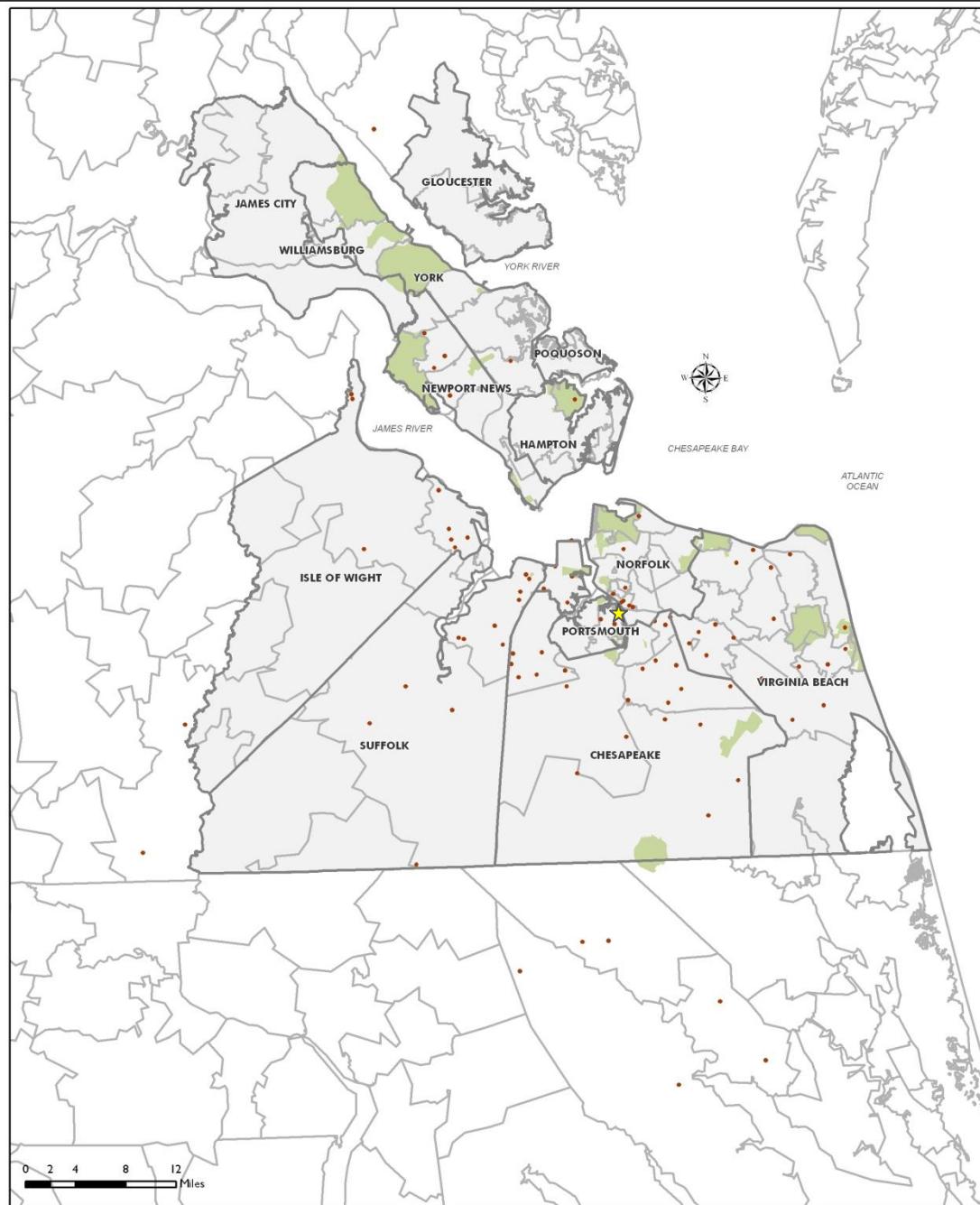
- Each dot represents the home location of 1 survey respondent
- Work Location
- Hampton Roads Metropolitan Planning Area
- Zip Code Boundary

*Dots within zip codes are distributed randomly.

HOME RESIDENCES BY ZIP CODE – US COAST GUARD (BASE PORTSMOUTH)



HOME RESIDENCES BY ZIP CODE – US COAST GUARD – ATLANTIC AREA & 5TH DISTRICT (PORTSMOUTH FEDERAL BUILDING)



HOME RESIDENCES OF RESPONDENTS BY ZIP CODE AND MILITARY SITE

HOME RESIDENCES OF RESPONDENTS BY ZIP CODE AND MILITARY SITE (CONTINUED)

Zip Code	Virginia										Portsmouth									
	Norfolk – Naval Station (NAVSTA Norfolk)	Portsmouth	Norfolk – Naval Medical Center (NMC)	Norfolk – Naval Support Activity Norfolk (NSA)	Virginia Beach – Naval Air Station Oceana	Hampton – Langley Research Center	Expeditionary Base Little Creek - Fort Story (West) "Little Creek"	Virginia Beach – Oceana Dam Neck Annex	Portsmouth Naval Shipyard (NSY)	York County Station (NWS)	Norfolk – Naval Station Norfolk	Beach – Joint Lafayette Expeditionary Support Activity (formerly "Fort Story") Norfolk	Virginia Beach – Joint Expeditionary Base Little Creek - Fort Story (East) Norfolk	Portsmouth Naval Base Portsmouth	Portsmouth – US Coast Guard – Atlantic Area and Fifth District (Portsmouth Federal Building)	Remaining Military Sites	Total			
23072	4	1								3				2		2		25		
27976	8	2	3	2			8	1	1	1						2	1	24		
23607	8	1	2				3	1		2	1						4	22		
23457	9	1	3	2				1	3	1							1	21		
23851	9	3	1	2					1	1							2	19		
23696	1		2	1	12												2	18		
23523	11	2	1	2							1							17		
27921	6	2		2					1	1					1	2	2	17		
23487	7	2	5					1						1				16		
23603	2	2	2					1	1		3						2	13		
23168	1		1		5					2	3							12		
23665	2											1		1	1		7	12		
23437	8				1	1				1								11		
23062	2	1	1		4						1							9		
23436	4	3	1														1	9		
23690	4		2		1	1				1	1							9		
27950	2	1	1	1			1		1	1				1		1		8		
23438	1	2		1				2									1	7		
23433	4	1			1					1								7		
27937	4	1	1															6		
23898	2									2		1						5		
23089	4					1												5		
23651	1	1	1		1												1	5		
23708			5															5		
23691	1						3				4							5		
23459		1																4		
27944	3	1																4		
27979	2								2									4		
27935	2	1		1							1							4		
27974	1	1		1														3		
23056					2						1							3		
23837	1	1										1						3		
23604			1								1					1		3		
23461								1	2									3		
27926	1	1		1														3		
23011					2													2		
23562	1								1									2		
23050	1										1							2		
22546	2																	2		
23128						1											1	2		
23545				1	1													2		
27970	2																	2		
23109											1	1						2		
23030						1										1		2		
23878	2																	2		
23546	1							1										2		
23890	1									1								2		
22473						2												2		
27916	2																	2		
23220	1							1										2		
22407				2														2		
23432			1	1														2		
32526	1																	1		
27949					1													1		
23681						1												1		

HOME RESIDENCES OF RESPONDENTS BY ZIP CODE AND MILITARY SITE (CONTINUED)

Zip Code	Norfolk – Naval Station (NAVSTA Norfolk)	Portsmouth – Naval Station (NMC)	Norfolk – Naval Medical Center (NMC)	Norfolk – Naval Support Activity Norfolk (NSA)	Virginia Beach – Naval Air Station Oceana	Hampton – NASA Langley Research Center	Expeditionary Base Little Creek - Fort Story (West) (formerly "Little Creek")	Virginia Beach – Dam Neck Annex	Portsmouth – NAS Oceana	York County – Naval Shipyard Annex	Norfolk – Naval Station Yorktown	Beach – Joint Support Activity (formerly "Fort Story")	Virginia Beach – Joint Support Activity (formerly "Fort Story")	Portsmouth – Naval Base Portsmouth	Portsmouth – US Coast Guard - Atlantic Area and Fifth District (Portsmouth Federal Building)	Remaining Military Sites	TOTAL
	Virginia Beach/Norfolk – Joint Expeditionary Base Little Creek - Fort Story (West) (formerly "Little Creek")																
27302					1												1
27942		1															1
23235				1													1
23532		1															1
23543							1										1
23074												1					1
27917		1															1
21401		1															1
23116				1													1
23140		1															1
23035		1															1
23874		1															1
27932												1					1
23294		1															1
23152		1															1
23149								1									1
23233		1															1
32514						1											1
23328		1															1
23883		1															1
23405				1													1
23866		1															1
22454		1															1
23595		1															1
27965																	1
23466		1															1
23380		1															1
23846													1				1
23710				1													1
23018								1									1
23111										1							1
23882															1		1
23315				1													1
27855						1											1
36089									1								1
23124									1								1
23542		1															1
23176									1								1
27938				1													1
27919										1							1
23181																1	1
23463						1											1
23001																1	1
23245										1							1
23222				1													1
22101															1		1
23307																	1
22102															1		1
23842																1	1
27589		1															1
23541				1													1
21601		1															1
23888		1															1
23829				1													1

TOTAL 4,746 1,145 1,026 827 693 647 527 337 141 131 105 94 94 481 10,994

RESPONDENTS THAT LIVE ON BASE

Q: Do you live on base?

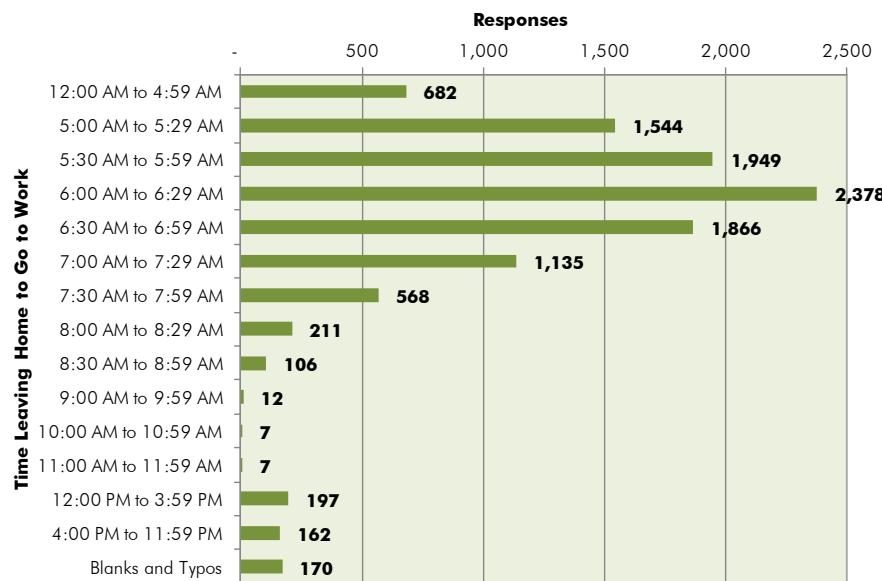
Military Site	Responses	Respondents that stated they live on base		Share
		base	Share	
Norfolk – Naval Station Norfolk (NAVSTA Norfolk)	4,707	88	2%	
Portsmouth – Naval Medical Center (NMC) Portsmouth	1,140	11	1%	
Norfolk – Naval Support Activity Norfolk (NSA)	1,023	17	2%	
Virginia Beach – Naval Air Station Oceana	823	46	6%	
Hampton – NASA Langley Research Center	687	2	0%	
Virginia Beach/Norfolk – Joint Expeditionary Base Little Creek - Fort Story (West) (formerly "Little Creek")	641	9	1%	
Virginia Beach – NAS Oceana Dam Neck Annex	522	10	2%	
Portsmouth – Norfolk Naval Shipyard (NSY)	337	6	2%	
York County – Naval Weapons Station (NWS) Yorktown	141	5	4%	
Norfolk – Lafayette River Annex - Naval Support Activity Norfolk	131	1	1%	
Virginia Beach – Joint Expeditionary Base Little Creek - Fort Story (East) (formerly "Fort Story")	104	1	1%	
Other Military-Related Site	95	2	2%	
Portsmouth – US Coast Guard - Base Portsmouth	94	0	0%	
Portsmouth – US Coast Guard - Atlantic Area and Fifth District (Portsmouth Federal Building)	93	0	0%	
Newport News – Newport News Shipyard (Huntington Ingalls Industries)	63	1	2%	
Hampton – Langley Air Force Base	60	4	7%	
York County – Naval Supply Center Cheatham Annex	55	2	4%	
Norfolk – US Army Corps of Engineers - Norfolk District	47	1	2%	
Suffolk – Joint Coalition Warfighting (JCW)	49	0	0%	
Chesapeake – St. Julien's Creek Annex - Norfolk Naval Shipyard	28	0	0%	
Newport News – Fort Eustis	25	0	0%	
Chesapeake – Naval Support Activity Northwest Annex	23	0	0%	
York County – US Coast Guard Training Center Yorktown	11	0	0%	
York County – Yorktown Fuel Depot - Naval Weapons Station Yorktown	5	0	0%	
Chesapeake – Naval Auxiliary Landing Field Fentress	2	1	50%	
York County – Camp Peary	1	0	0%	
Norfolk – Saint Helena Annex - Norfolk Naval Shipyard	1	0	0%	
Virginia Beach – Camp Pendleton	1	0	0%	
Blanks	85	0	0%	
TOTAL	10,994	207	2%	

*Note: 85 of the 10,994 respondents did not answer this question.

TRAVEL TIME AND PRIMARY MODE

TIME LEAVING HOME TO GO TO WORK

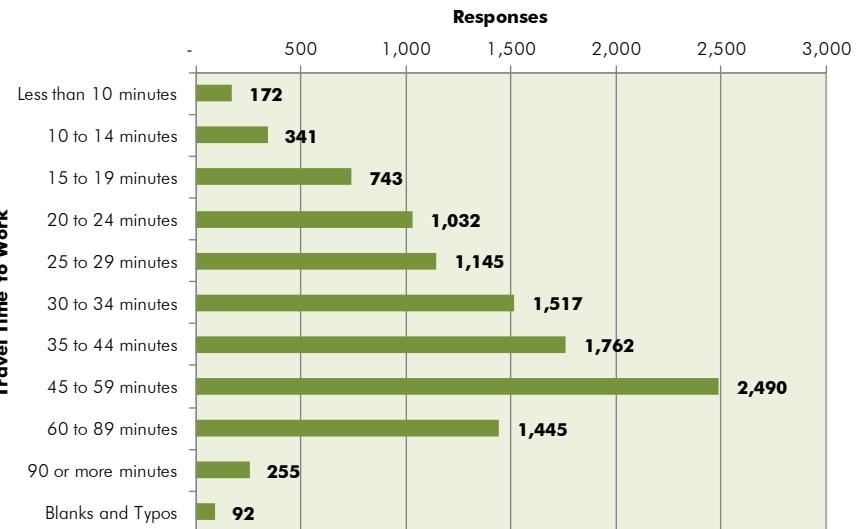
Q: When do you usually leave your home for work?



Time Leaving Home to Go to Work	Responses	Share
12:00 AM to 4:59 AM	682	6.2%
5:00 AM to 5:29 AM	1,544	14.0%
5:30 AM to 5:59 AM	1,949	17.7%
6:00 AM to 6:29 AM	2,378	21.6%
6:30 AM to 6:59 AM	1,866	17.0%
7:00 AM to 7:29 AM	1,135	10.3%
7:30 AM to 7:59 AM	568	5.2%
8:00 AM to 8:29 AM	211	1.9%
8:30 AM to 8:59 AM	106	1.0%
9:00 AM to 9:59 AM	12	0.1%
10:00 AM to 10:59 AM	7	0.1%
11:00 AM to 11:59 AM	7	0.1%
12:00 PM to 3:59 PM	197	1.8%
4:00 PM to 11:59 PM	162	1.5%
Blanks and Typos	170	1.5%
TOTAL	10,994	100.0%

TRAVEL TIME TO WORK

Q: How long is your commute from home to work?



Travel Time to Work	Responses	Share
Less than 10 minutes	172	1.6%
10 to 14 minutes	341	3.1%
15 to 19 minutes	743	6.8%
20 to 24 minutes	1,032	9.4%
25 to 29 minutes	1,145	10.4%
30 to 34 minutes	1,517	13.8%
35 to 44 minutes	1,762	16.0%
45 to 59 minutes	2,490	22.6%
60 to 89 minutes	1,445	13.1%
90 or more minutes	255	2.3%
Blanks and Typos	92	0.8%
TOTAL	10,994	100.0%

Median Travel Time to Work – All Responses **35.0**

Mean Travel Time to Work – All Responses **37.9**

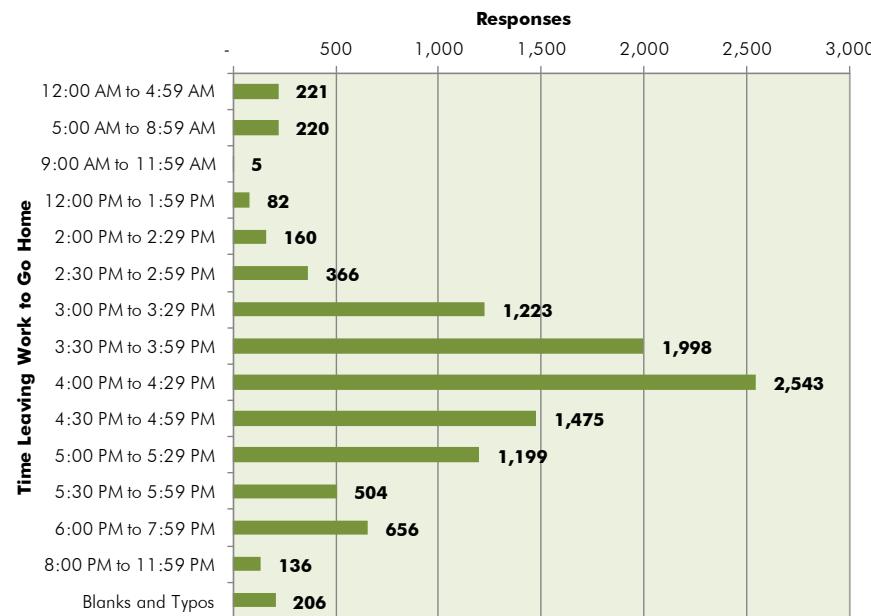
Mean Travel Time to Work – United States* **25.3**

Mean Travel Time to Work – Hampton Roads* **23.7**

*US Census Bureau, 2010 American Community Survey

TIME LEAVING WORK TO GO HOME

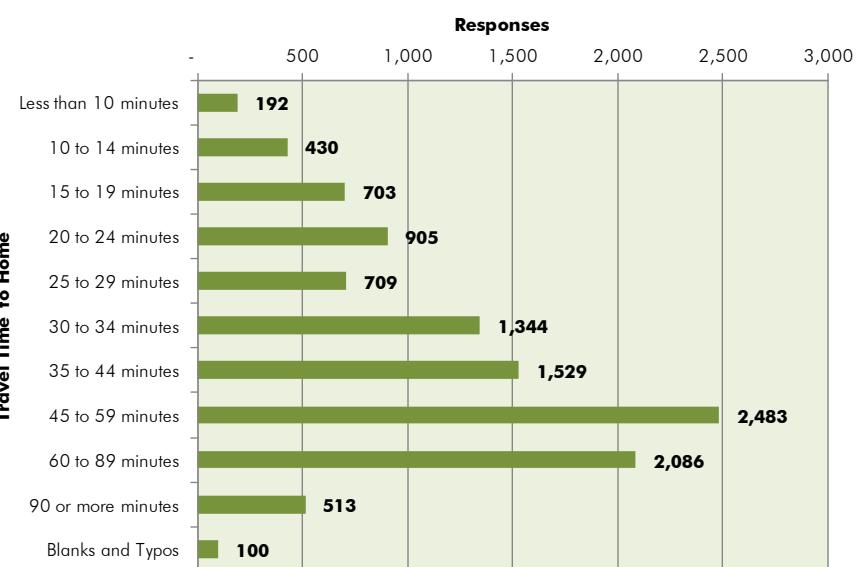
Q: When do you usually leave work for home?



Time Leaving Work to Go Home	Responses	Share
12:00 AM to 4:59 AM	221	2.0%
5:00 AM to 8:59 AM	220	2.0%
9:00 AM to 11:59 AM	5	0.0%
12:00 PM to 1:59 PM	82	0.7%
2:00 PM to 2:29 PM	160	1.5%
2:30 PM to 2:59 PM	366	3.3%
3:00 PM to 3:29 PM	1,223	11.1%
3:30 PM to 3:59 PM	1,998	18.2%
4:00 PM to 4:29 PM	2,543	23.1%
4:30 PM to 4:59 PM	1,475	13.4%
5:00 PM to 5:29 PM	1,199	10.9%
5:30 PM to 5:59 PM	504	4.6%
6:00 PM to 7:59 PM	656	6.0%
8:00 PM to 11:59 PM	136	1.2%
Blanks and Typos	206	1.9%
TOTAL	10,994	100.0%

TRAVEL TIME TO HOME

Q: How long is your commute from work to home?



Travel Time to Home	Responses	Share
Less than 10 minutes	192	1.7%
10 to 14 minutes	430	3.9%
15 to 19 minutes	703	6.4%
20 to 24 minutes	905	8.2%
25 to 29 minutes	709	6.4%
30 to 34 minutes	1,344	12.2%
35 to 44 minutes	1,529	13.9%
45 to 59 minutes	2,483	22.6%
60 to 89 minutes	2,086	19.0%
90 or more minutes	513	4.7%
Blanks and Typos	100	0.9%
TOTAL	10,994	100.0%

Median Travel Time to Home – All Responses
40.0

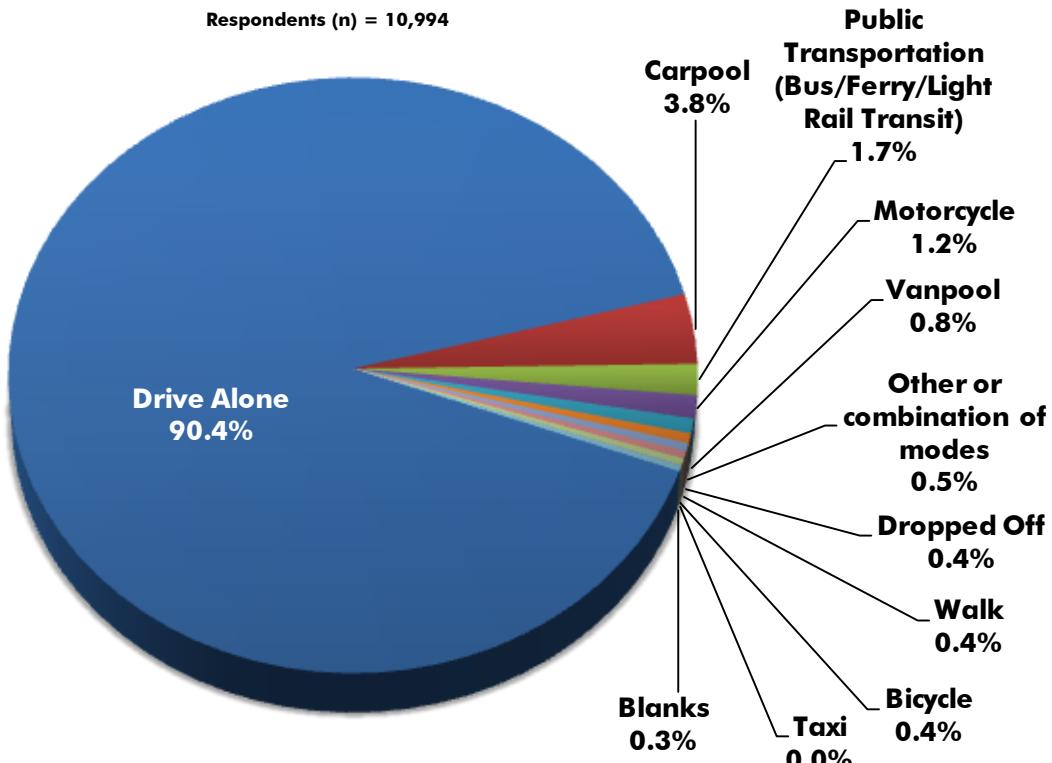
Mean Travel Time to Home – All Responses
41.7

MEDIAN AND MEAN TRAVEL TIMES TO WORK/HOME BY MILITARY SITE

Military Site	Responses	Median	Mean	Responses	Median	Mean
		Travel Time to Work (minutes)	Travel Time to Work (minutes)		Travel Time to Home (minutes)	Travel Time to Home (minutes)
Norfolk – Naval Station Norfolk (NAVSTA Norfolk)	4,712	45.0	44.7	4,714	45.0	43.7
Portsmouth – Naval Medical Center (NMC) Portsmouth	1,133	30.0	33.0	1,129	40.0	41.0
Norfolk – Naval Support Activity Norfolk (NSA)	1,022	35.0	37.5	1,020	45.0	46.7
Virginia Beach – Naval Air Station Oceana	816	25.0	26.9	817	30.0	32.0
Hampton – NASA Langley Research Center	686	25.0	26.7	685	30.0	31.2
Virginia Beach/Norfolk – Joint Expeditionary Base Little Creek - Fort Story (West) (formerly "Little Creek")	644	30.0	32.6	644	40.0	42.4
Virginia Beach – NAS Oceana Dam Neck Annex	522	30.0	34.8	523	35.0	39.7
Portsmouth – Norfolk Naval Shipyard (NSY)	335	30.0	33.3	336	40.0	41.5
York County – Naval Weapons Station (NWS) Yorktown	141	25.0	29.2	137	30.0	36.7
Norfolk – Lafayette River Annex - Naval Support Activity Norfolk	129	35.0	36.9	130	45.0	48.6
Virginia Beach – Joint Expeditionary Base Little Creek - Fort Story (East) (formerly "Fort Story")	105	30.0	37.0	103	40.0	45.7
Portsmouth – US Coast Guard - Base Portsmouth	94	31.0	34.4	94	40.0	40.9
Portsmouth – US Coast Guard - Atlantic Area and Fifth District (Portsmouth Federal Building)	94	30.0	35.2	94	36.5	40.0
Newport News – Newport News Shipyard (Huntington Ingalls Industries)	63	35.0	37.9	64	45.0	47.0
Hampton – Langley Air Force Base	60	25.0	28.5	60	30.0	34.2
York County – Naval Supply Center Cheatham Annex	55	30.0	35.6	54	37.5	48.3
Norfolk – US Army Corps of Engineers - Norfolk District	48	30.0	34.6	47	45.0	42.6
Suffolk – Joint Coalition Warfighting (JCW)	49	35.0	34.0	49	43.0	43.0
Chesapeake – St. Julien's Creek Annex - Norfolk Naval Shipyard	28	30.0	37.6	28	42.5	45.5
Newport News – Fort Eustis	26	42.5	39.8	26	47.5	50.1
Chesapeake – Naval Support Activity Northwest Annex	24	30.0	33.4	24	30.0	36.4
York County – US Coast Guard Training Center Yorktown	11	45.0	48.5	11	60.0	58.6
York County – Yorktown Fuel Depot - Naval Weapons Station Yorktown	5	30.0	40.0	4	45.0	47.5
Chesapeake – Naval Auxiliary Landing Field Fentress	2	37.5	37.5	2	35.0	35.0
York County – Camp Peary	1	80.0	80.0	1	65.0	65.0
Norfolk – Saint Helena Annex - Norfolk Naval Shipyard	1	10.0	10.0	1	15.0	15.0
Virginia Beach – Camp Pendleton	1	15.0	15.0	1	45.0	45.0
Other Military-Related Site	95	38.0	37.9	96	42.5	44.4
Blanks and Typos	92	na	na	100	na	na
TOTAL	10,994	35.0	37.9	10,994	40.0	41.7

PRIMARY MODE OF TRANSPORTATION TO WORK

Q: What is your primary mode of transportation to work?



Primary Mode	Responses	Share
Drive Alone	9,937	90.4%
Carpool	418	3.8%
Public Transportation (Bus/Ferry/Light Rail Transit)	185	1.7%
Motorcycle	137	1.2%
Vanpool	89	0.8%
Other or combination of modes	58	0.5%
Dropped Off	49	0.4%
Walk	44	0.4%
Bicycle	40	0.4%
Taxi	4	0.0%
Blanks	33	0.3%
TOTAL	10,994	100.0%

GATE INSTALLATION USAGE

GATE INSTALLATION USAGE

Q: Which gate do you typically use to access Langley Air Force Base?

Military Site Gate	Responses	Share
West Gate (N. Armistead Ave)	26	43%
LaSalle Ave Gate	14	23%
King St Gate	8	13%
E Durand St (Golf Course) Gate	4	7%
NASA Gate	4	7%
Blanks	2	3%
Other Gate	1	2%
Wythe Creek Rd Gate	1	2%
TOTAL	60	100%

Q: Which gate do you typically use to access NASA Langley Research Center?

Military Site Gate	Responses	Share
Commander Shepard Blvd Gate	409	59%
Wythe Creek Rd Gate	277	40%
Both Gates	3	0%
E Durand St (Golf Course) Gate	3	0%
Blanks	1	0%
TOTAL	693	100%

Q: Which gate do you typically use to access Fort Eustis?

Military Site Gate	Responses	Share
Gate 1 - Main (Fort Eustis Blvd)	21	81%
Gate 2 (Shellabarger Dr)	5	19%
TOTAL	26	100%

Q: Which gate do you typically use to access Lafayette River Annex?

Military Site Gate	Responses	Share
Main Gate (Hampton Blvd)	66	50%
Back Gate (Lexan Ave)	63	48%
Blanks	2	2%
TOTAL	131	100%

Q: Which gate do you typically use to access Naval Station Norfolk?

Military Site Gate	Responses	Share
Gate 3/3A (Bainbridge Ave from I-564)	1,146	24%
Gate 4 (Bay Ave)	1,012	21%
Gate 2 (Hampton Blvd northbound near Admiral Taussig Blvd)	743	16%
Gate 5 (Hampton Blvd/B Ave/Seabee Rd)	528	11%
Gate 1 (Admiral Taussig Blvd westbound near Hampton Blvd)	448	9%
Gate 22 (Granby St/Patrol Rd)	446	9%
Gate 10 (Ridgewell Ave/Bellinger Blvd)	250	5%
None (work outside of military site or live on site)	58	1%
Blanks	54	1%
Other Gate or varies based on traffic	41	1%
Gate 6 (Hampton Blvd/D Ave)	20	0%
TOTAL	4,746	100%

GATE INSTALLATION USAGE (CONTINUED)

Q: Which gate do you typically use to access Naval Support Activity Norfolk?

Military Site Gate	Responses	Share
Gate 5 (Terminal Blvd/Meredith St)	840	82%
Gate 10 (Helmick St)	64	6%
Post 201 (Hampton Blvd)	52	5%
Other Gate or varies based on traffic	30	3%
None (work outside of military site)	21	2%
Blanks	19	2%
TOTAL	1,026	100%

Q: Which gate do you typically use to access Norfolk Naval Shipyard?

Military Site Gate	Responses	Share
Gate 10 (Port Centre Pkwy/Portsmouth Blvd)	123	36%
Gate 15 (Effingham St)	99	29%
Gate 3 (Lincoln St/Gosport Row)	37	11%
Gate 36 (Elm Ave)	28	8%
None (Work outside of military site)	27	8%
Other Gate or varies based on traffic	17	5%
Blanks	6	2%
TOTAL	337	100%

Q: Which gate do you typically use to access Naval Medical Center Portsmouth?

Military Site Gate	Responses	Share
Main Gate (Effingham St)	801	70%
Gate 2 (Parkview Ave/Spratley St)	329	29%
Blanks	7	1%
Both Gates (varies based on traffic)	6	1%
None (work outside of military site or live on site)	3	0%
TOTAL	1,146	100%

Q: Which gate do you typically use to access JEB Fort Story?

Military Site Gate	Responses	Share
Gate 6 (Atlantic Ave - west end from Shore Dr)	34	32%
Gate 1 (Little Creek Rd)	28	27%
Gate 5 (Independence Blvd)	14	13%
Blanks	13	12%
Gate 3 (Helicopter Rd)	11	10%
Gate 8 (Atlantic Ave - east end from 89th St)	5	5%
TOTAL	105	100%

GATE INSTALLATION USAGE (CONTINUED)

Q: Which gate do you typically use to access JEB Little Creek?

Military Site Gate	Responses	Share
Gate 1 (Little Creek Rd)	327	51%
Gate 5 (Independence Blvd)	201	31%
Gate 3 (Helicopter Rd)	117	18%
Gates 3 and 5	1	0%
Blanks	1	0%
TOTAL	647	100%

Q: Which gate do you typically use to access NAS Oceana?

Military Site Gate	Responses	Share
Main Gate (Tomcat Blvd)	450	54%
Gate 2 (London Bridge Rd)	364	44%
Blanks	4	0%
Both (Main Gate and Gate 2)	3	0%
None (Live on Base)	3	0%
Other Gate	2	0%
Dam Neck Annex Main Gate	1	0%
TOTAL	827	100%

Q: Which gate do you typically use to access NAS Oceana Dam Neck Annex?

Military Site Gate	Responses	Share
Main Gate (Dam Neck Rd/ Vanguard St)	505	96%
Blanks	7	1%
South Gate (Sandpiper Rd/ Regulus Ave)	5	1%
Back Gate	4	1%
Oceana Main Gate (Tomcat Blvd)	3	1%
SPECWAR Area	2	0%
Other Gate	1	0%
TOTAL	527	100%

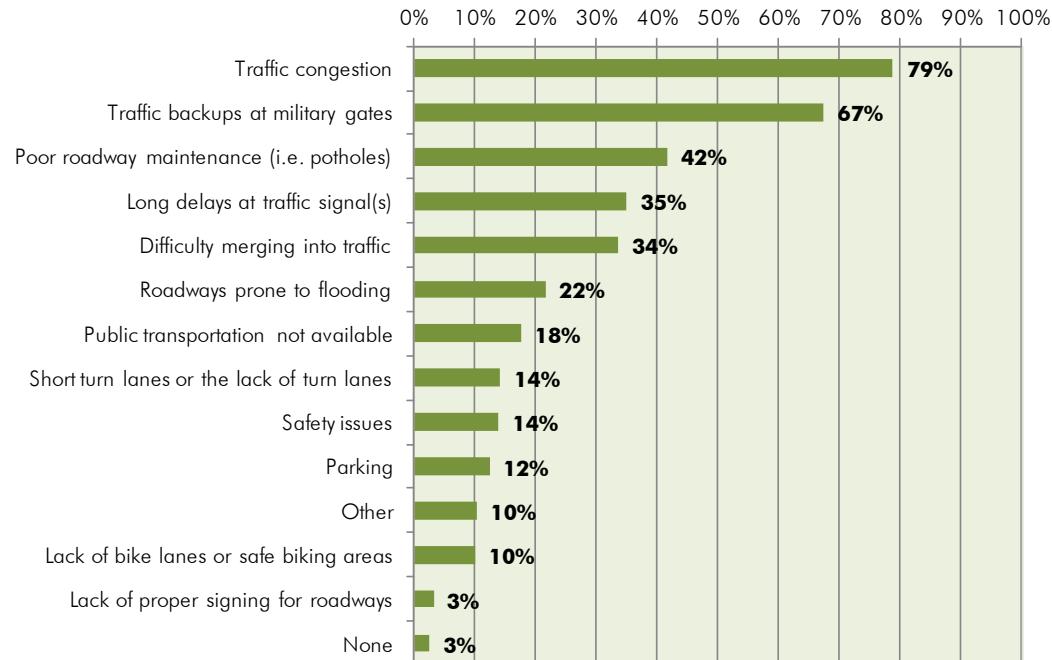
Q: Which gate do you typically use to access Naval Weapons Station Yorktown?

Military Site Gate	Responses	Share
Gate 1 (Old Williamsburg Rd/ Main Rd)	95	67%
Gate 3 (Jefferson Avenue)	33	23%
Blanks	5	4%
Other Gate	4	3%
Pier Gate	3	2%
None (Work outside of military site)	1	1%
TOTAL	141	100%

TRANSPORTATION PROBLEMS TO/FROM WORK

TRANSPORTATION PROBLEMS TO/FROM WORK – ALL RESPONSES

Q: What transportation problems do you face on your commute to/from work?*



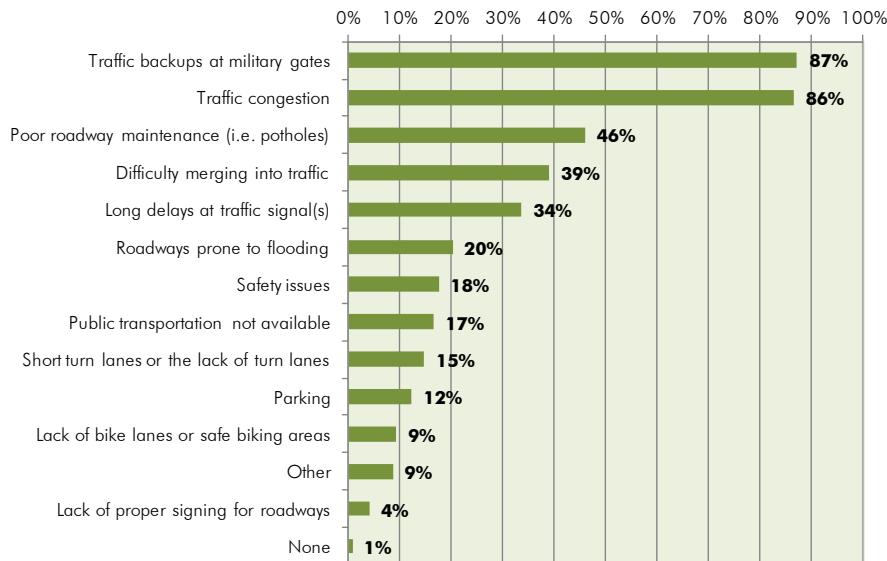
Rank	Transportation Problems	Responses	Share
1	Traffic congestion	8,373	79%
2	Traffic backups at military gates	7,157	67%
3	Poor roadway maintenance (i.e. potholes)	4,428	42%
4	Long delays at traffic signal(s)	3,722	35%
5	Difficulty merging into traffic	3,570	34%
6	Roadways prone to flooding	2,300	22%
7	Public transportation not available	1,875	18%
8	Short turn lanes or the lack of turn lanes	1,515	14%
9	Safety issues	1,485	14%
10	Parking	1,318	12%
11	Other	1,102	10%
12	Lack of bike lanes or safe biking areas	1,071	10%
13	Lack of proper signing for roadways	342	3%
14	None	281	3%
TOTAL Respondents Polled*			10,634

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

*Drive Alone, Dropped Off, Vanpool, Carpool, Motorcycle, or Taxi modes only (10,634 respondents).

TRANSPORTATION PROBLEMS TO/FROM WORK – NAVAL STATION NORFOLK

Q: What transportation problems do you face on your commute to/from work?*



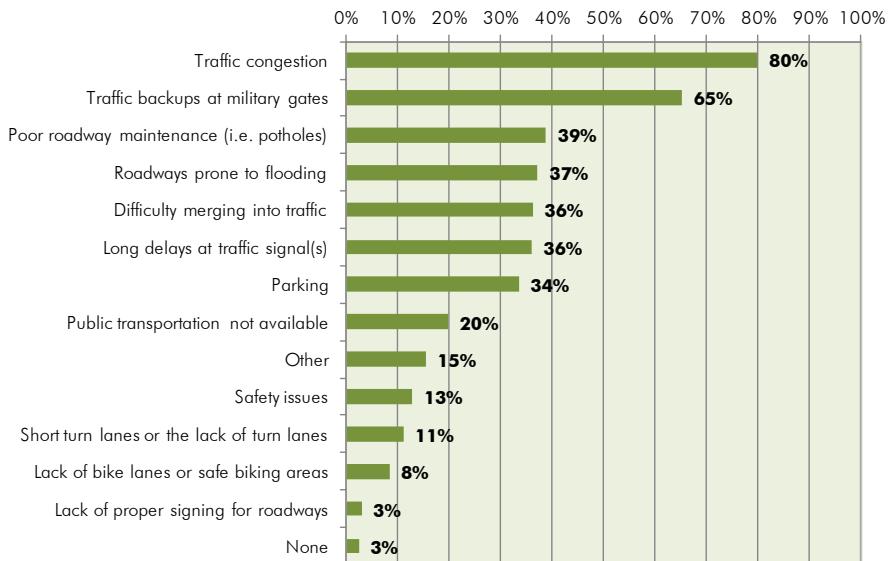
Rank	Transportation Problems	Responses	Share
1	Traffic backups at military gates	3,961	87%
2	Traffic congestion	3,928	86%
3	Poor roadway maintenance (i.e. potholes)	2,088	46%
4	Difficulty merging into traffic	1,773	39%
5	Long delays at traffic signal(s)	1,529	34%
6	Roadways prone to flooding	920	20%
7	Safety issues	800	18%
8	Public transportation not available	754	17%
9	Short turn lanes or the lack of turn lanes	673	15%
10	Parking	562	12%
11	Lack of bike lanes or safe biking areas	428	9%
12	Other	396	9%
13	Lack of proper signing for roadways	189	4%
14	None	38	1%
TOTAL Respondents Polled*		4,544	

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

*Drive Alone, Dropped Off, Vanpool, Carpool, Motorcycle, or Taxi modes only.

TRANSPORTATION PROBLEMS TO/FROM WORK – NAVAL MEDICAL CENTER PORTSMOUTH

Q: What transportation problems do you face on your commute to/from work?*

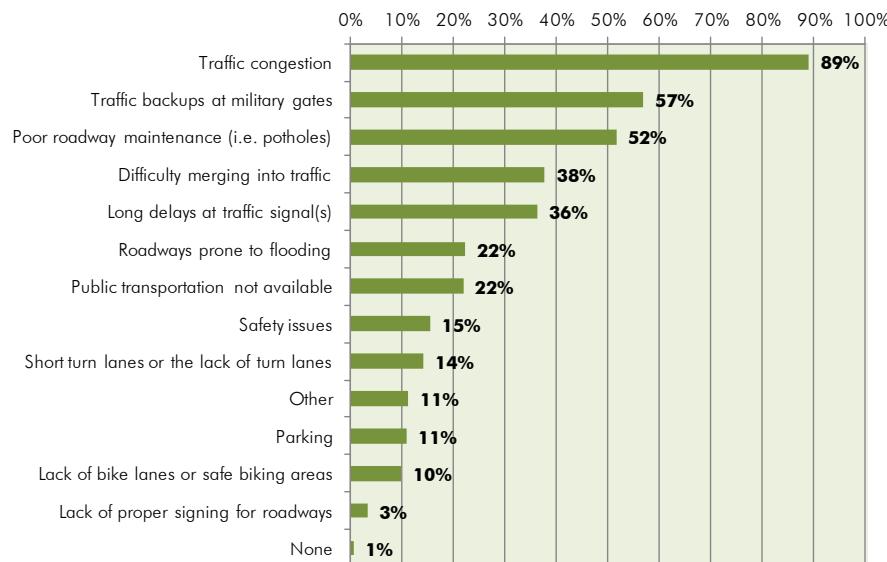


Rank	Transportation Problems	Responses	Share
1	Traffic congestion	888	80%
2	Traffic backups at military gates	725	65%
3	Poor roadway maintenance (i.e. potholes)	432	39%
4	Roadways prone to flooding	414	37%
5	Difficulty merging into traffic	403	36%
6	Long delays at traffic signal(s)	401	36%
7	Parking	373	34%
8	Public transportation not available	220	20%
9	Other	172	15%
10	Safety issues	143	13%
11	Short turn lanes or the lack of turn lanes	124	11%
12	Lack of bike lanes or safe biking areas	94	8%
13	Lack of proper signing for roadways	34	3%
14	None	28	3%
TOTAL Respondents Polled*		1,113	

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

TRANSPORTATION PROBLEMS TO/FROM WORK – NAVAL SUPPORT ACTIVITY NORFOLK

Q: What transportation problems do you face on your commute to/from work?*



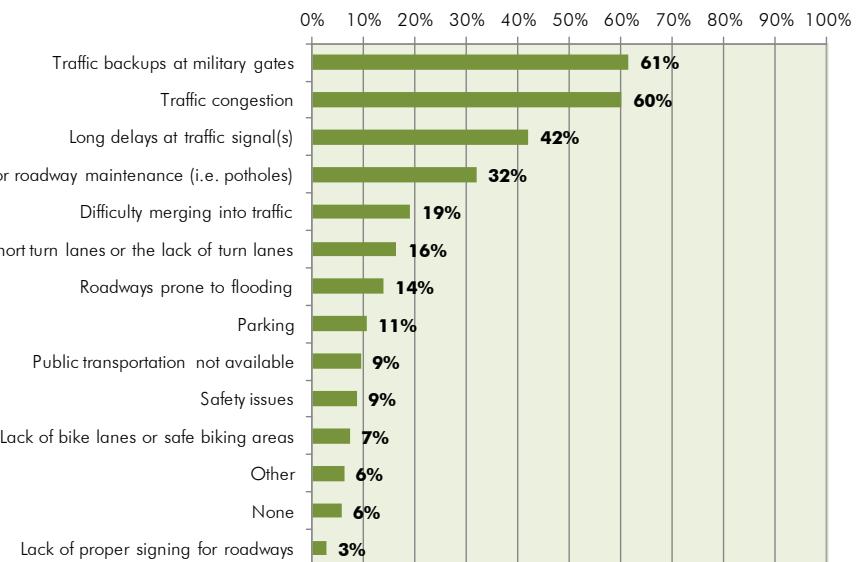
Rank	Transportation Problems	Responses	Share
1	Traffic congestion	890	89%
2	Traffic backups at military gates	569	57%
3	Poor roadway maintenance (i.e. potholes)	516	52%
4	Difficulty merging into traffic	378	38%
5	Long delays at traffic signal(s)	363	36%
6	Roadways prone to flooding	223	22%
7	Public transportation not available	219	22%
8	Safety issues	155	15%
9	Short turn lanes or the lack of turn lanes	142	14%
10	Other	113	11%
11	Parking	109	11%
12	Lack of bike lanes or safe biking areas	99	10%
13	Lack of proper signing for roadways	34	3%
14	None	7	1%
TOTAL Respondents Polled*		1,001	

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

*Drive Alone, Dropped Off, Vanpool, Carpool, Motorcycle, or Taxi modes only.

TRANSPORTATION PROBLEMS TO/FROM WORK – NAS OCEANA (VIRGINIA BEACH)

Q: What transportation problems do you face on your commute to/from work?*

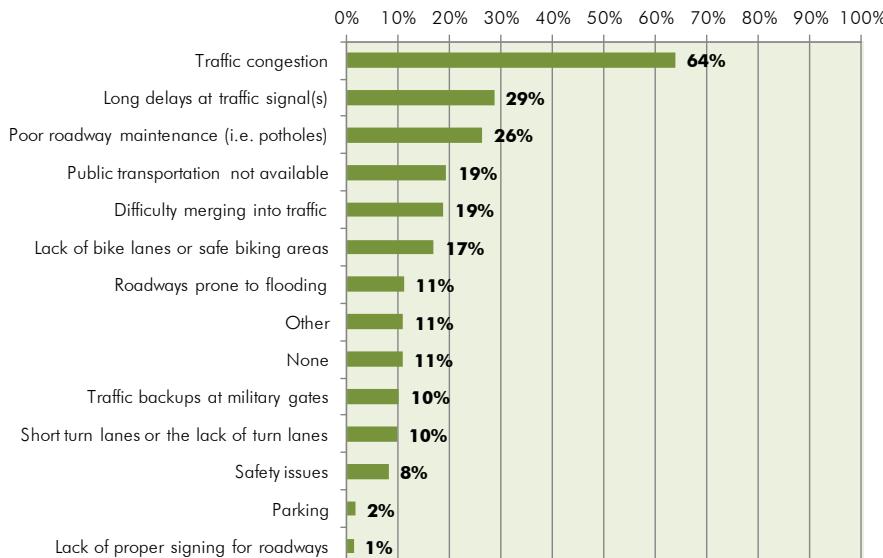


Rank	Transportation Problems	Responses	Share
1	Traffic backups at military gates	495	61%
2	Traffic congestion	484	60%
3	Long delays at traffic signal(s)	339	42%
4	Poor roadway maintenance (i.e. potholes)	257	32%
5	Difficulty merging into traffic	154	19%
6	Short turn lanes or the lack of turn lanes	132	16%
7	Roadways prone to flooding	112	14%
8	Parking	85	11%
9	Public transportation not available	76	9%
10	Safety issues	70	9%
11	Lack of bike lanes or safe biking areas	59	7%
12	Other	50	6%
13	None	46	6%
14	Lack of proper signing for roadways	23	3%
TOTAL Respondents Polled*		806	

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

**TRANSPORTATION PROBLEMS TO/FROM WORK –
NASA Langley Research Center (Hampton)**

Q: What transportation problems do you face on your commute to/from work?*



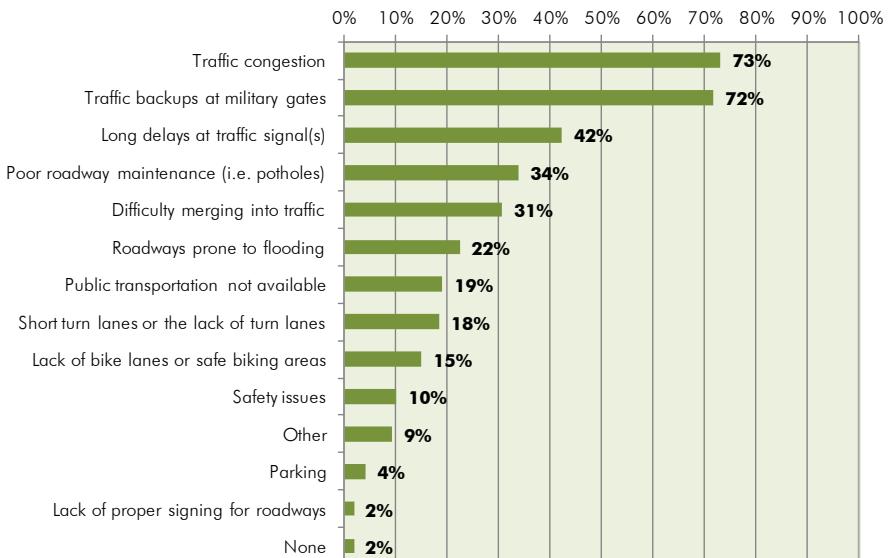
Rank	Transportation Problems	Responses	Share
1	Traffic congestion	430	64%
2	Long delays at traffic signal(s)	193	29%
3	Poor roadway maintenance (i.e. potholes)	178	26%
4	Public transportation not available	131	19%
5	Difficulty merging into traffic	127	19%
6	Lack of bike lanes or safe biking areas	114	17%
7	Roadways prone to flooding	75	11%
8	Other	74	11%
9	None	73	11%
10	Traffic backups at military gates	69	10%
11	Short turn lanes or the lack of turn lanes	66	10%
12	Safety issues	55	8%
13	Parking	12	2%
14	Lack of proper signing for roadways	9	1%
TOTAL Respondents Polled*		675	

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

*Drive Alone, Dropped Off, Vanpool, Carpool, Motorcycle, or Taxi modes only.

**TRANSPORTATION PROBLEMS TO/FROM WORK –
JEB Little Creek (Norfolk/Va Beach)**

Q: What transportation problems do you face on your commute to/from work?*

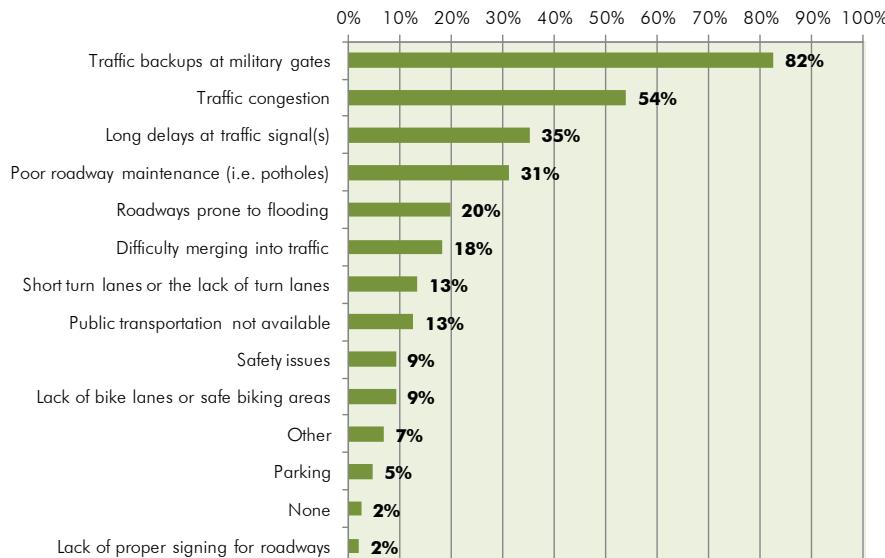


Rank	Transportation Problems	Responses	Share
1	Traffic congestion	466	73%
2	Traffic backups at military gates	457	72%
3	Long delays at traffic signal(s)	270	42%
4	Poor roadway maintenance (i.e. potholes)	216	34%
5	Difficulty merging into traffic	196	31%
6	Roadways prone to flooding	143	22%
7	Public transportation not available	122	19%
8	Short turn lanes or the lack of turn lanes	118	18%
9	Lack of bike lanes or safe biking areas	96	15%
10	Safety issues	65	10%
11	Other	60	9%
12	Parking	27	4%
13	Lack of proper signing for roadways	12	2%
14	None	12	2%
TOTAL Respondents Polled*		638	

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

TRANSPORTATION PROBLEMS TO/FROM WORK – NAS OCEANA DAM NECK ANNEX (VA BEACH)

Q: What transportation problems do you face on your commute to/from work?*



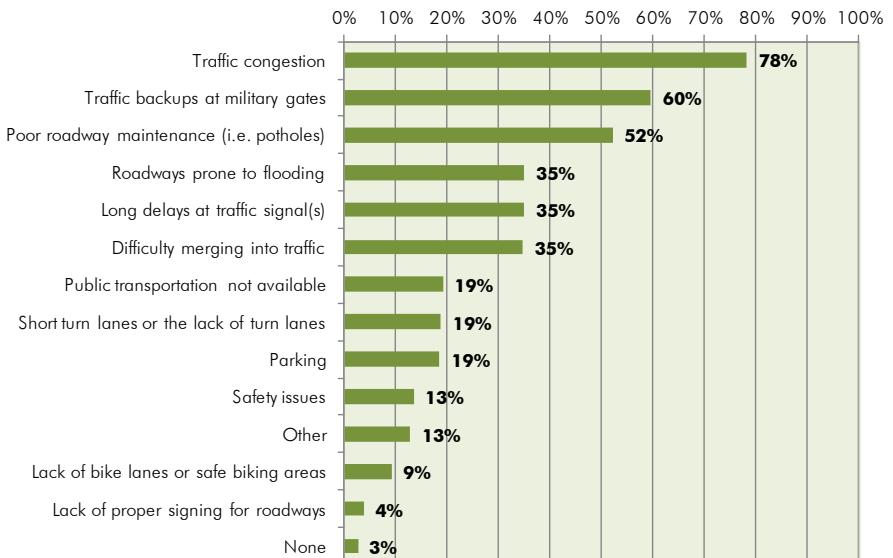
Rank	Transportation Problems	Responses	Share
1	Traffic backups at military gates	431	82%
2	Traffic congestion	282	54%
3	Long delays at traffic signal(s)	184	35%
4	Poor roadway maintenance (i.e. potholes)	163	31%
5	Roadways prone to flooding	103	20%
6	Difficulty merging into traffic	95	18%
7	Short turn lanes or the lack of turn lanes	70	13%
8	Public transportation not available	66	13%
9	Safety issues	48	9%
10	Lack of bike lanes or safe biking areas	48	9%
11	Other	36	7%
12	Parking	25	5%
13	None	13	2%
14	Lack of proper signing for roadways	11	2%
TOTAL Respondents Polled*		523	

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

*Drive Alone, Dropped Off, Vanpool, Carpool, Motorcycle, or Taxi modes only.

TRANSPORTATION PROBLEMS TO/FROM WORK – NORFOLK NAVAL SHIPYARD (PORTSMOUTH)

Q: What transportation problems do you face on your commute to/from work?*

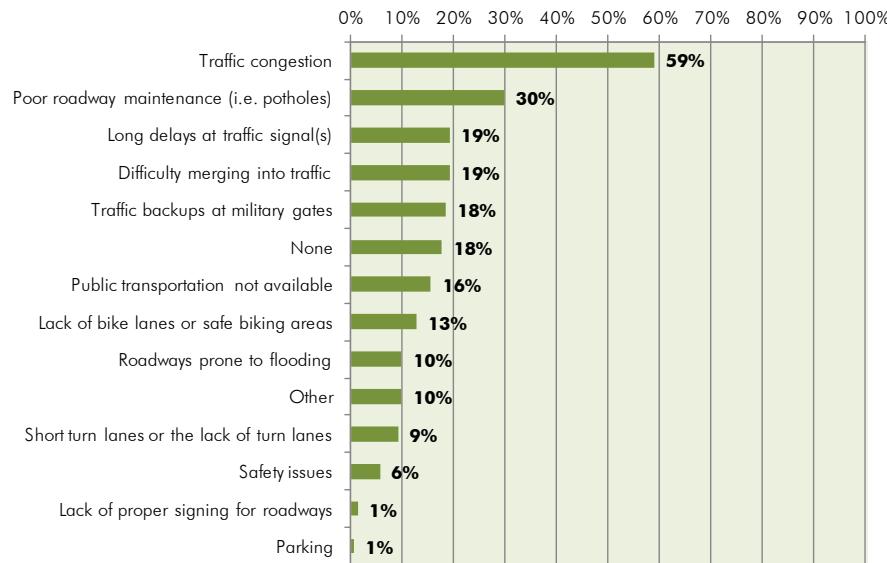


Rank	Transportation Problems	Responses	Share
1	Traffic congestion	261	78%
2	Traffic backups at military gates	199	60%
3	Poor roadway maintenance (i.e. potholes)	174	52%
4	Roadways prone to flooding	117	35%
5	Long delays at traffic signal(s)	117	35%
6	Difficulty merging into traffic	116	35%
7	Public transportation not available	64	19%
8	Short turn lanes or the lack of turn lanes	63	19%
9	Parking	62	19%
10	Safety issues	45	13%
11	Other	43	13%
12	Lack of bike lanes or safe biking areas	31	9%
13	Lack of proper signing for roadways	13	4%
14	None	9	3%
TOTAL Respondents Polled*		334	

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

TRANSPORTATION PROBLEMS TO/FROM WORK – NAVAL WEAPONS STATION YORKTOWN

Q: What transportation problems do you face on your commute to/from work?*



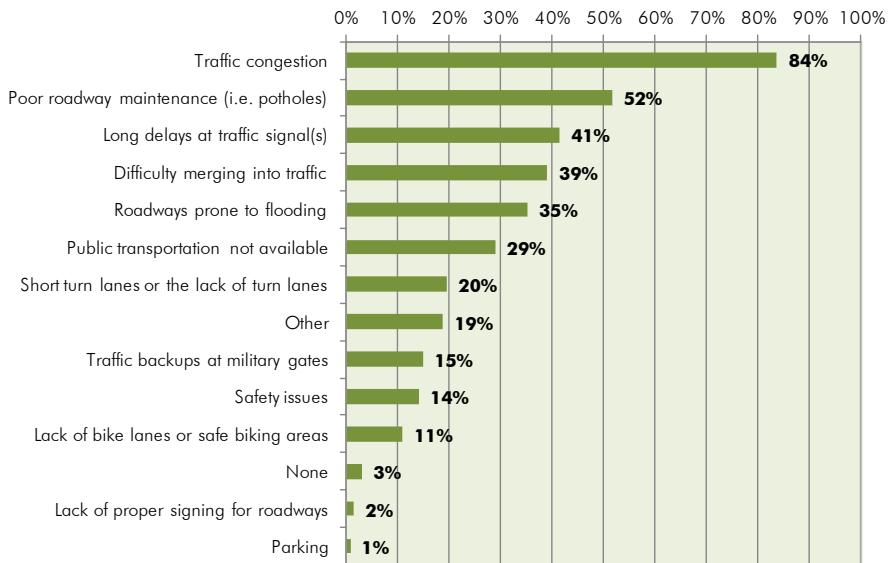
Rank	Transportation Problems	Responses	Share
1	Traffic congestion	83	59%
2	Poor roadway maintenance (i.e. potholes)	42	30%
3	Long delays at traffic signal(s)	27	19%
4	Difficulty merging into traffic	27	19%
5	Traffic backups at military gates	26	18%
6	None	25	18%
7	Public transportation not available	22	16%
8	Lack of bike lanes or safe biking areas	18	13%
9	Roadways prone to flooding	14	10%
10	Other	14	10%
11	Short turn lanes or the lack of turn lanes	13	9%
12	Safety issues	8	6%
13	Lack of proper signing for roadways	2	1%
14	Parking	1	1%
TOTAL Respondents Polled*		141	

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

*Drive Alone, Dropped Off, Vanpool, Carpool, Motorcycle, or Taxi modes only.

TRANSPORTATION PROBLEMS TO/FROM WORK – NSA LAFAYETTE RIVER ANNEX (NORFOLK)

Q: What transportation problems do you face on your commute to/from work?*

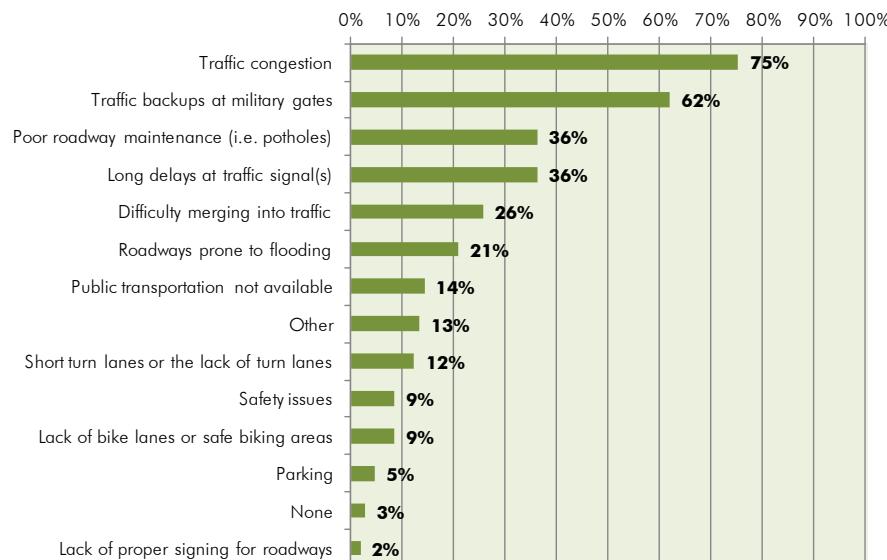


Rank	Transportation Problems	Responses	Share
1	Traffic congestion	107	84%
2	Poor roadway maintenance (i.e. potholes)	66	52%
3	Long delays at traffic signal(s)	53	41%
4	Difficulty merging into traffic	50	39%
5	Roadways prone to flooding	45	35%
6	Public transportation not available	37	29%
7	Short turn lanes or the lack of turn lanes	25	20%
8	Other	24	19%
9	Traffic backups at military gates	19	15%
10	Safety issues	18	14%
11	Lack of bike lanes or safe biking areas	14	11%
12	None	4	3%
13	Lack of proper signing for roadways	2	2%
14	Parking	1	1%
TOTAL Respondents Polled*		128	

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

**TRANSPORTATION PROBLEMS TO/FROM WORK –
JEB FORT STORY (VIRGINIA BEACH)**

Q: What transportation problems do you face on your commute to/from work?*



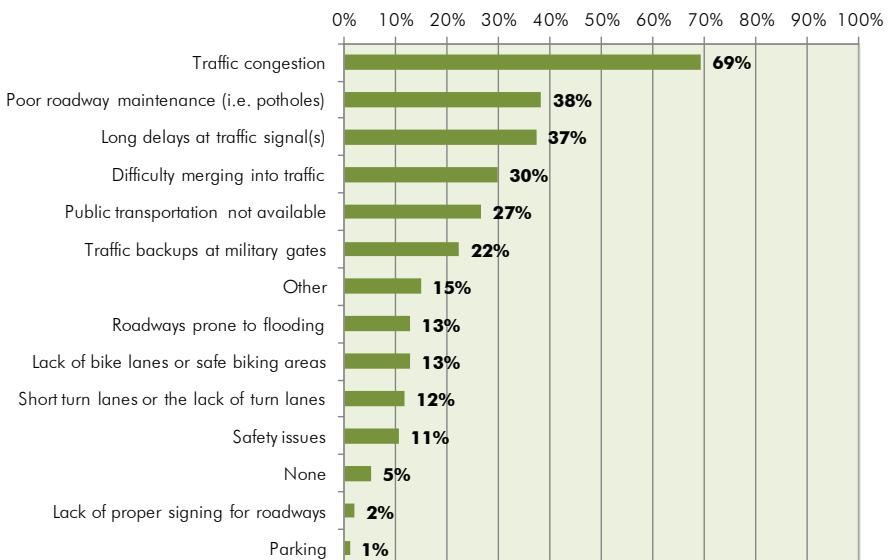
Rank	Transportation Problems	Responses	Share
1	Traffic congestion	79	75%
2	Traffic backups at military gates	65	62%
3	Poor roadway maintenance (i.e. potholes)	38	36%
4	Long delays at traffic signal(s)	38	36%
5	Difficulty merging into traffic	27	26%
6	Roadways prone to flooding	22	21%
7	Public transportation not available	15	14%
8	Other	14	13%
9	Short turn lanes or the lack of turn lanes	13	12%
10	Safety issues	9	9%
11	Lack of bike lanes or safe biking areas	9	9%
12	Parking	5	5%
13	None	3	3%
14	Lack of proper signing for roadways	2	2%
TOTAL Respondents Polled*		105	

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

*Drive Alone, Dropped Off, Vanpool, Carpool, Motorcycle, or Taxi modes only.

**TRANSPORTATION PROBLEMS TO/FROM WORK –
US COAST GUARD (BASE PORTSMOUTH)**

Q: What transportation problems do you face on your commute to/from work?*

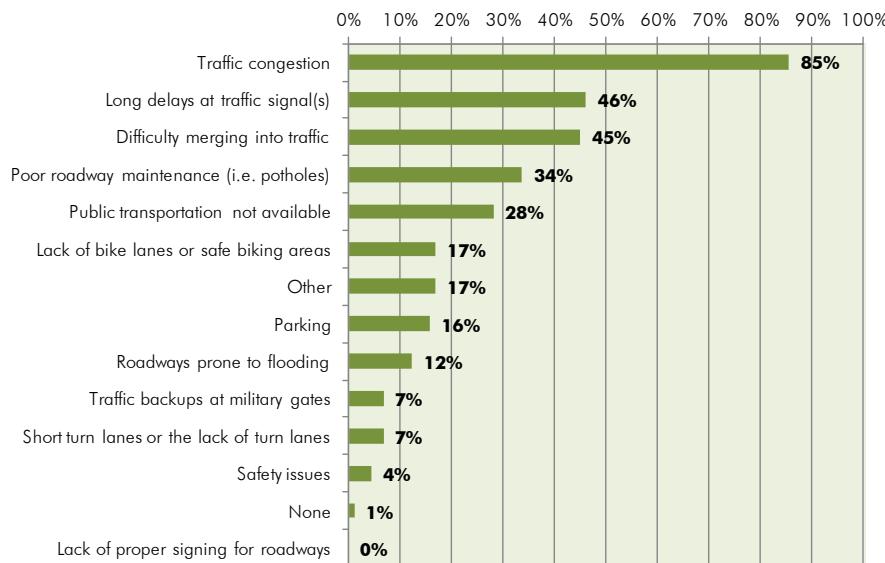


Rank	Transportation Problems	Responses	Share
1	Traffic congestion	65	69%
2	Poor roadway maintenance (i.e. potholes)	36	38%
3	Long delays at traffic signal(s)	35	37%
4	Difficulty merging into traffic	28	30%
5	Public transportation not available	25	27%
6	Traffic backups at military gates	21	22%
7	Other	14	15%
8	Roadways prone to flooding	12	13%
9	Lack of bike lanes or safe biking areas	12	13%
10	Short turn lanes or the lack of turn lanes	11	12%
11	Safety issues	10	11%
12	None	5	5%
13	Lack of proper signing for roadways	2	2%
14	Parking	1	1%
TOTAL Respondents Polled*		94	

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

**TRANSPORTATION PROBLEMS TO/FROM WORK –
USCG – ATLANTA AREA & 5TH DISTRICT**

Q: What transportation problems do you face on your commute to/from work?*



Rank	Transportation Problems	Responses	Share
1	Traffic congestion	76	85%
2	Long delays at traffic signal(s)	41	46%
3	Difficulty merging into traffic	40	45%
4	Poor roadway maintenance (i.e. potholes)	30	34%
5	Public transportation not available	25	28%
6	Lack of bike lanes or safe biking areas	15	17%
7	Other	15	17%
8	Parking	14	16%
9	Roadways prone to flooding	11	12%
10	Traffic backups at military gates	6	7%
11	Short turn lanes or the lack of turn lanes	6	7%
12	Safety issues	4	4%
13	None	1	1%
14	Lack of proper signing for roadways	0	0%
TOTAL Respondents Polled*		89	

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

*Drive Alone, Dropped Off, Vanpool, Carpool, Motorcycle, or Taxi modes only.

CONGESTED LOCATIONS DURING COMMUTE

CONGESTED MILITARY GATE LOCATIONS

Q: IMPORTANT: Please tell us the locations where these problems occur.*

Note: 3,151 (30%) of 10,634 polled respondents stated that congestion occurs at military gates. This table summarizes the first congested gate location specified by respondents.

Military Site	Congested Gate														no specific gate	Total
	1	2	3	3/3A	4	5	6	10	11	15	22	36	"Main"			
Norfolk – Naval Station Norfolk (NAVSTA Norfolk)	55	86		404	315	191	5	63	1	148			8	633	1,909	
Portsmouth – Naval Medical Center (NMC) Portsmouth	14	12		1									130	104	261	
Virginia Beach/Norfolk – Joint Expeditionary Base Little Creek - Fort Story (West) (formerly "Little Creek")	64		41	5	2	58							1	63	234	
Norfolk – Naval Support Activity Norfolk (NSA)	1	1		14	5	57		2			1		1	103	185	
Virginia Beach – NAS Oceana Dam Neck Annex		1	1		1								110	68	181	
Virginia Beach – Naval Air Station Oceana	4	25											56	91	176	
Portsmouth – Norfolk Naval Shipyard (NSY)								19		16		1	1	30	67	
Hampton – NASA Langley Research Center											2		5	43	50	
Virginia Beach – Joint Expeditionary Base Little Creek - Fort Story (East) (formerly "Fort Story")	7		3		6	1							6	23		
Norfolk – Lafayette River Annex - Naval Support Activity Norfolk					1							1	2	9	13	
Hampton – Langley Air Force Base													1	8	9	
Portsmouth – US Coast Guard - Base Portsmouth													1	7	8	
Other Military-Related Site													1	6	7	
Newport News – Fort Eustis	3												3	1	7	
York County – Naval Supply Center Cheatham Annex													1	4	5	
Newport News – Newport News Shipyard (Huntington Ingalls Industries)												1		3	4	
York County – Naval Weapons Station (NWS) Yorktown	1		1										2		4	
Chesapeake – St. Julien's Creek Annex - Norfolk Naval Shipyard													2		2	
Portsmouth – US Coast Guard - Atlantic Area and Fifth District (Portsmouth Federal Building)													1	1	2	
Suffolk – Joint Coalition Warfighting (JCW)						1							1		2	
York County – Yorktown Fuel Depot - Naval Weapons Station Yorktown													1		1	
Norfolk – US Army Corps of Engineers - Norfolk District													1		1	
TOTAL	149	125	46	425	324	312	6	84	1	16	153	1	323	1,186	3,151	

*Drive Alone, Dropped Off, Vanpool, Carpool, Motorcycle, or Taxi modes only (10,634 respondents).

MILITARY GATE LOCATIONS AVOIDED DURING COMMUTE

Q: Are there any roadways, intersections, or roadway facilities that you avoid during your commute to/from work?*

Note: 389 (4%) of 10,634 polled respondents stated that they avoid military gates during their commute. This table summarizes the first military gate location specified by respondents.

Military Site	Gate Avoided During Commute													Total
	1	2	3	3/3A	4	5	6	10	15	22	"Hampton Blvd"	"Main"	no specific gate	
Norfolk – Naval Station Norfolk (NAVSTA Norfolk)	4	8		63	50	26	1	9		19	16	10	90	296
Portsmouth – Naval Medical Center (NMC) Portsmouth												19	4	23
Virginia Beach/Norfolk – Joint Expeditionary Base Little Creek - Fort Story (West) (formerly "Little Creek")	2		5		5							1	8	21
Virginia Beach – Naval Air Station Oceana		2										6	7	15
Norfolk – Naval Support Activity Norfolk (NSA)					1	2	1	1	1				10	15
Virginia Beach – NAS Oceana Dam Neck Annex													8	8
Hampton – NASA Langley Research Center												1	4	5
Norfolk – Lafayette River Annex - Naval Support Activity Norfolk													2	2
Portsmouth – Norfolk Naval Shipyard (NSY)									1				1	2
York County – Naval Supply Center Cheatham Annex													1	1
York County – Naval Weapons Station (NWS) Yorktown					1									1
TOTAL	6	10	6	64	50	33	1	10	1	20	16	37	135	389

*Drive Alone, Dropped Off, Vanpool, Carpool, Motorcycle, or Taxi modes only (10,634 respondents).

CONGESTED LOCATIONS ON PUBLIC ROADWAYS DURING COMMUTE

Q: IMPORTANT: Please tell us the locations where these problems occur.*

Note: 8,135 (76%) of 10,634 polled respondents specified that congestion occurs on public roadways. This table summarizes the first/primary congested location specified by respondents.

Rank	Congested Location	Responses	Share	Rank	Congested Location	Responses	Share	Rank	Congested Location	Responses	Share
1	Downtown Tunnel (I-264)	467	6%	47	General Booth & Dam Neck	21	0%	97	I-264 (I-64/Va Beach Interchange to Lynnhaven Pkwy)	6	0%
2	I-564	441	5%	50	Dominion & Cedar	20	0%	97	I-564 & Granby	6	0%
3	I-64 & I-564	424	5%	50	Little Creek Rd	20	0%	97	I-64 (Victory Blvd/Oyster Pt Rd to I-664/Hampton Coliseum)	6	0%
4	Midtown Tunnel (Rte 58)	359	4%	52	I-264 & Effingham	19	0%	97	Centerville Trpk	6	0%
5	Hampton Roads Bridge Tunnel (I-64)	356	4%	53	I-64/Bowers Hill to I-64/Va Beach Interchange	18	0%	97	Effingham & Portsmouth	6	0%
6	I-64 & I-264	339	4%	53	I-64 & Norview	18	0%	97	Granby & Bay View	6	0%
7	Hampton Blvd	332	4%	55	I-64 & Chesapeake	17	0%	97	Kempsville & Centerville	6	0%
8	I-64 (I-564/Wards Corner to I-264/Va Beach Interchange)	154	2%	55	Bay Ave	17	0%	97	Magruder & Commander Shepard	6	0%
9	I-64 & Indian River	128	2%	55	Military Hwy	17	0%	97	Magruder Blvd	6	0%
10	I-64 & Northampton	98	1%	55	Wythe Creek Rd	17	0%	97	Oceana Blvd	6	0%
11	High Rise Bridge (I-64)	76	1%	59	General Booth & Oceana	16	0%	97	Portsmouth Blvd	6	0%
12	I-64 & Ft Eustis	75	1%	59	Virginia Beach & Independence	16	0%	97	Shore & Diamond Springs	6	0%
12	Indian River Rd	75	1%	61	First Colonial Rd	14	0%	110	Rte 13/58/460	5	0%
14	Dam Neck Rd	73	1%	61	Hampton Roads Center & Big Bethel	14	0%	110	Rte 168 & Mt Pleasant	5	0%
15	Effingham St	66	1%	61	Jefferson & Oyster Point	14	0%	110	I-64 & Rte 199	5	0%
16	I-264 & Independence	65	1%	61	Northampton Blvd	14	0%	110	I-64 & George Washington	5	0%
17	I-64 & I-464	62	1%	65	I-64 & Military	13	0%	110	I-64 & Mercury	5	0%
18	Monitor Merrimac Memorial Bridge Tunnel (I-664)	58	1%	65	I-64 & Terminal	13	0%	110	Battlefield Blvd	5	0%
19	I-64 & Jefferson	56	1%	65	I-64 (reversible HOV lane)	13	0%	110	Brambleton Ave	5	0%
19	West Norfolk Bridge (Rte 164)	56	1%	65	Effingham & London	13	0%	110	Coleman Bridge (Rte 17)	5	0%
21	Virginia Beach & First Colonial	54	1%	65	Granby & Little Creek	13	0%	110	Dam Neck & Drakes Mill	5	0%
22	Hampton & Terminal	53	1%	65	Princess Anne Rd	13	0%	110	Dam Neck & Upton	5	0%
22	Terminal Blvd	53	1%	71	Rte 17 (Chesapeake)	12	0%	110	General Booth & London Bridge	5	0%
24	I-64 & Tidewater	52	1%	71	Mercury Blvd	12	0%	110	General Booth Blvd	5	0%
25	I-64 (I-664/Hampton Coliseum to I-564/Wards Corner)	49	1%	71	Shore & Little Creek	12	0%	110	Greenbrier Pkwy	5	0%
25	Independence Blvd	49	1%	74	Indian River & Kempsville	11	0%	110	Virginia Beach & Newtown	5	0%
27	Dam Neck & London Bridge	47	1%	74	Ocean View Ave	11	0%	110	Warwick Blvd	5	0%
28	Dominion Blvd	44	1%	76	Rte 168	9	0%	125	Rte 17 & Old Mill	4	0%
29	Steel Bridge (Rte 17/Dominion Blvd)	40	0%	76	I-264 & I-464	9	0%	125	Rte 17 & Victory	4	0%
30	Shore Dr	38	0%	76	I-264 & First Colonial	9	0%	125	Rte 17 (Gloucester)	4	0%
31	I-64 & I-664	35	0%	76	I-264 & Witchduck	9	0%	125	I-264 & Lynnhaven	4	0%
31	I-64 & Bay	35	0%	76	I-64 (Greenbrier Pkwy to I-264/Bowers Hill)	9	0%	125	I-264 & Tidewater	4	0%
31	Granby St	35	0%	76	Jefferson Ave	9	0%	125	I-64 & Settlers Landing	4	0%
34	Terminal & Diven	34	0%	76	London Bridge Rd	9	0%	125	Admiral Taussig Blvd	4	0%
35	Rte 17 & Hampton	29	0%	76	Virginia Beach Blvd	9	0%	125	Armistead & Commander Shepard	4	0%
35	Rte 17 (York County)	29	0%	84	Rte 17 & Moses Grandy	8	0%	125	Armistead Ave	4	0%
35	I-564 & Terminal	29	0%	84	1st View St	8	0%	125	Chesapeake & Shore	4	0%
38	Dam Neck & Holland	26	0%	84	I-264 & Newtown	8	0%	125	Diamond Springs Rd	4	0%
39	Berkley Bridge (I-264/Rte 337)	25	0%	84	I-64 & Granby	8	0%	125	Hampton & Victory	4	0%
39	Princess Anne & Dam Neck	25	0%	84	Indian River & Centerville	8	0%	125	Holland Rd	4	0%
41	Hampton & Little Creek	24	0%	84	Northampton & Diamond Springs	8	0%	125	Indian River & Elbow	4	0%
41	Independence & Shore	24	0%	84	Princess Anne & Kempsville	8	0%	125	Little Creek & Halprin	4	0%
43	I-64 (I-264/Va Beach Interchange to Greenbrier Pkwy)	23	0%	84	Victory Blvd	8	0%	125	Lynnhaven & Salem	4	0%
43	Gilmerton Bridge (Rte 13)	23	0%	92	I-564 & Admiral Taussig	7	0%	125	Mercury & Armistead	4	0%
43	Tidewater Dr	23	0%	92	I-64 & 4th View	7	0%	125	Mercury & Jefferson	4	0%
46	Rte 164	22	0%	92	Hampton Hwy	7	0%	125	MLK & London	4	0%
47	1st View & Bay	21	0%	92	High St	7	0%	125	Newtown Rd	4	0%
47	I-64 (points west to Victory Blvd/Oyster Pt Rd)	21	0%	92	James River Bridge	7	0%	125	Northampton & Wesleyan	4	0%
				97	Rte 164 & Cedar	6	0%				

*Drive Alone, Dropped Off, Vanpool, Carpool, Motorcycle, or Taxi modes only (10,634 respondents).

CONGESTED LOCATIONS ON PUBLIC ROADWAYS DURING COMMUTE (CONTINUED)

Q: IMPORTANT: Please tell us the locations where these problems occur.*

Note: 8,135 (76%) of 10,634 polled respondents specified that congestion occurs on public roadways. This table summarizes the first/primary congested location specified by respondents.

Rank Congested Location	Responses	Share	Rank Congested Location	Responses	Share	Rank Congested Location	Responses	Share
125 Norview Ave	4	0%	194 I-64	2	0%	194 St Pauls & Market	2	0%
125 Rosemont Rd	4	0%	194 I-664	2	0%	194 Terminal & Granby	2	0%
125 Virginia Beach & Great Neck	4	0%	194 Rte 164 & Bridge	2	0%	194 Terminal & Meredith	2	0%
125 Wylde Creek & Carys Chapel	4	0%	194 Rte 17 & Canal	2	0%	194 Virginia Beach & London Bridge	2	0%
150 Rte 199	3	0%	194 Rte 17 & Effingham	2	0%	194 Warwick & Boxley	2	0%
150 Rte 17 & Cedar	3	0%	194 Rte 17 & Ella Taylor	2	0%	248 I-264	1	0%
150 Rte 17 & Lakeside	3	0%	194 Rte 17 & Hanwoods Mill	2	0%	248 I-464	1	0%
150 Rte 17 (Portsmouth)	3	0%	194 Rte 17 & Military	2	0%	248 Rte 168 & Battlefield	1	0%
150 1st View & Ridgewell	3	0%	194 Rte 17 (North Carolina)	2	0%	248 Rte 17 & Dare	1	0%
150 I-264 & City Hall	3	0%	194 I-264 & Rosemont	2	0%	248 Rte 17 & Ft Eustis	1	0%
150 I-264 & London Bridge	3	0%	194 I-264 & Virginia Beach	2	0%	248 Rte 17 & Goosley	1	0%
150 I-64 & Hampton Roads Center	3	0%	194 4th View St	2	0%	248 Rte 17 & Grafton HS	1	0%
150 I-664 (I-64/Hampton Coliseum to Bridge Rd/Western Fwy)	3	0%	194 I-64 & 1st View	2	0%	248 Rte 17 & Guinea	1	0%
150 Admiral Taussig & Mall	3	0%	194 I-64 & Battlefield	2	0%	248 Rte 17 & Lafayette Heights	1	0%
150 Brambleton & Church	3	0%	194 I-64 & Little Creek	2	0%	248 Rte 17 & Main	1	0%
150 Cedar Rd	3	0%	194 I-64 & Ocean View	2	0%	248 Rte 17 & Oriana	1	0%
150 Chesapeake & Little Creek	3	0%	194 I-64 & Yorktown	2	0%	248 1st View & Maple	1	0%
150 Dam Neck & Bold Ruler	3	0%	194 Admiral Taussig & Hammond	2	0%	248 I-264 & Brambleton	1	0%
150 Dam Neck & Salem	3	0%	194 Airlines & Portsmouth	2	0%	248 I-264 & Frederick	1	0%
150 Dominion & Great Bridge	3	0%	194 Ballahack Rd	2	0%	248 I-264 & General Booth	1	0%
150 Dominion & Moses Grandy	3	0%	194 Battlefield & Volvo	2	0%	248 I-264 & Holland	1	0%
150 Elbow Rd	3	0%	194 Bayview & Granby	2	0%	248 I-264 & Indian River	1	0%
150 Ferrell & Indian Lakes	3	0%	194 Brambleton & Boush	2	0%	248 I-264 & Laskin	1	0%
150 Fox Hill Rd	3	0%	194 Centerville & Elbow	2	0%	248 I-264 & Military	1	0%
150 Ft Eustis Blvd	3	0%	194 Colonial Ave	2	0%	248 38th St	1	0%
150 Great Neck Rd	3	0%	194 Dam Neck & Rosemont	2	0%	248 4th View & Bay	1	0%
150 Hampton & Admiral Taussig	3	0%	194 Effingham & High	2	0%	248 I-564 & Little Creek	1	0%
150 Hampton & Helmick	3	0%	194 Frederick Blvd	2	0%	248 Rte 58 & Rte 164	1	0%
150 Hampton & Princess Anne	3	0%	194 General Booth & Red Mill	2	0%	248 I-64 & Mallory	1	0%
150 Hampton & Redgate	3	0%	194 Granby & Bay	2	0%	248 I-64 & Oyster Point	1	0%
150 Hampton Roads Center Pkwy	3	0%	194 Hampton & Semple Farm	2	0%	248 I-64 & Victory	1	0%
150 Harpers Rd	3	0%	194 Holland & Rosemont	2	0%	248 I-664 & Rte 164	1	0%
150 High & Cedar	3	0%	194 Independence & Pleasure House	2	0%	248 I-664 & Bridge	1	0%
150 Independence & Holland	3	0%	194 Independence & Princess Anne	2	0%	248 Azalea Garden & Little Creek	1	0%
150 Indian River & Dam Neck	3	0%	194 Indian River & Ferrell	2	0%	248 Bainbridge & Gilbert	1	0%
150 Kempsville Rd	3	0%	194 Indian River & Providence	2	0%	248 Battery Park Rd	1	0%
150 Laskin & First Colonial	3	0%	194 Jefferson & Ft Eustis	2	0%	248 Battlefield & Cedar	1	0%
150 Little Creek & Military	3	0%	194 Laskin Rd	2	0%	248 Battlefield & Centerville	1	0%
150 London Blvd	3	0%	194 Lynnhaven & Holland	2	0%	248 Battlefield & Johnstown	1	0%
150 Lynnhaven Pkwy	3	0%	194 Magruder & Big Bethel	2	0%	248 Battlefield & Kempsville	1	0%
150 Magruder & Semple Farm	3	0%	194 Military & Indian River	2	0%	248 Bayview Blvd	1	0%
150 Ocean View & Bay	3	0%	194 Monticello & St Pauls	2	0%	248 Benns Church & Reynolds	1	0%
150 Oyster Point Rd	3	0%	194 Moses Grandy & Cedar	2	0%	248 Big Bethel Rd	1	0%
150 Princess Anne & North Landing	3	0%	194 North Landing Rd	2	0%	248 Birdneck & Bells	1	0%
150 St Pauls Blvd	3	0%	194 Port Centre Pkwy	2	0%	248 Birdneck Rd	1	0%
150 Tidewater & Little Creek	3	0%	194 Princess Anne & Brandywine	2	0%	248 Brambleton & Colley	1	0%
150 Virginia Beach & Lynnhaven	3	0%	194 Princess Anne & Salem	2	0%	248 Brambleton & Tidewater	1	0%
150 Yorktown Rd	3	0%	194 Settlers Landing & Bridge	2	0%	248 Bridge & Harbour View	1	0%
			194 Shore & Pleasure House	2	0%	248 Bridge Rd	1	0%

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CONGESTED LOCATIONS ON PUBLIC ROADWAYS DURING COMMUTE (CONTINUED)

Q: IMPORTANT: Please tell us the locations where these problems occur.*

Note: 8,135 (76%) of 10,634 polled respondents specified that congestion occurs on public roadways. This table summarizes the first/primary congested location specified by respondents.

Rank Congested Location	Responses	Share	Rank Congested Location	Responses	Share	Rank Congested Location	Responses	Share
248 Cape Henry Ave	1	0%	248 Independence & South Plaza	1	0%	248 Portsmouth & Taylor	1	0%
248 Carrollton Blvd	1	0%	248 Indian River & Indian Lakes	1	0%	248 Portsmouth & Victory	1	0%
248 Carys Chapel Rd	1	0%	248 Indian River & Reon	1	0%	248 Princess Anne & Fenwick	1	0%
248 Cedar & Cahoon	1	0%	248 International Terminal & Diven	1	0%	248 Princess Anne & General Booth	1	0%
248 Centerville & Hidden Valley	1	0%	248 J Clyde Morris & Semple Farm	1	0%	248 Princess Anne & Lynnhaven	1	0%
248 Chesapeake & Norview	1	0%	248 J Clyde Morris & Victory	1	0%	248 Princess Anne & Newtown	1	0%
248 Church St	1	0%	248 J Clyde Morris Blvd	1	0%	248 Princess Anne & Seaboard	1	0%
248 Coast Guard & Cedar	1	0%	248 Jefferson & Harpersville	1	0%	248 Providence & Lord Dunmore	1	0%
248 Coast Guard Blvd	1	0%	248 Kempsville & Brandon	1	0%	248 Providence Rd	1	0%
248 Colley & 27th	1	0%	248 King St	1	0%	248 Ridgewell Ave	1	0%
248 Colley Ave	1	0%	248 Lake View Pkwy	1	0%	248 Rippard Ave	1	0%
248 Commander Shepard Blvd	1	0%	248 Lewellyn & 31st	1	0%	248 Saunders Rd	1	0%
248 Crawford St	1	0%	248 London Bridge & Mirror Lake	1	0%	248 Semple Farm Rd	1	0%
248 Dam Neck & Corporate Landing	1	0%	248 London Bridge & Potters	1	0%	248 Settlers Landing Rd	1	0%
248 Dam Neck & Galvani	1	0%	248 London Bridge & Princess Anne	1	0%	248 Shore & 1st View	1	0%
248 Dam Neck & Harpers	1	0%	248 London Bridge & Rosemont	1	0%	248 Shore & 4th View	1	0%
248 Dam Neck & Monet	1	0%	248 Lynnhaven & Roundhill	1	0%	248 Shore & East Beach	1	0%
248 Denbigh Blvd	1	0%	248 Lynnhaven & Silina	1	0%	248 Shore & Kroger	1	0%
248 Dock Landing Rd	1	0%	248 Lynnhaven & Sundevil	1	0%	248 Smith Neck Rd	1	0%
248 Dominion & Bainbridge	1	0%	248 Magruder & Hardy Cash	1	0%	248 South Plaza Tr	1	0%
248 Dominion & George Washington	1	0%	248 Mason Creek & Ridgewall	1	0%	248 Spratley St	1	0%
248 Effingham & Crawford	1	0%	248 Mercury & Andrews	1	0%	248 Taylor Rd	1	0%
248 Effingham & Elm	1	0%	248 Mercury & Fox Hill	1	0%	248 Thomas Nelson Dr	1	0%
248 Elbow & Round Hill	1	0%	248 Mercury & Todds	1	0%	248 Tidewater & Granby	1	0%
248 First Colonial & Donna	1	0%	248 Military & Campostella	1	0%	248 Tidewater & Norview	1	0%
248 First Colonial & Potters	1	0%	248 Military & Corporate	1	0%	248 Upton & Pathfinder	1	0%
248 Freemason & Boush	1	0%	248 Military & Georgetown	1	0%	248 Upton Dr	1	0%
248 General Booth & Birdneck	1	0%	248 Military & Lowery	1	0%	248 Victory & Oyster Point	1	0%
248 General Booth & Nimmo	1	0%	248 Military & Princess Anne	1	0%	248 Virginia Beach & Birdneck	1	0%
248 General Booth & North Landing	1	0%	248 Military & Robin Hood	1	0%	248 Virginia Beach & Granby	1	0%
248 Godwin & Hillpoint	1	0%	248 Moses Grandy & George Washington	1	0%	248 Virginia Beach & Laskin	1	0%
248 Granby & Diven	1	0%	248 Mt Pleasant & Fentress Airfield	1	0%	248 Virginia Beach & Mustang	1	0%
248 Granby & Patrol	1	0%	248 Mt Pleasant & North Landing	1	0%	248 Virginia Beach & Rosemont	1	0%
248 Hampton Hwy	1	0%	248 Mt Pleasant Rd	1	0%	248 Virginia Beach & Witchduck	1	0%
248 Hampton & 1st	1	0%	248 Nansemond Pkwy	1	0%	248 Warwick & Colony	1	0%
248 Hampton & Bolling	1	0%	248 Newtown & Daniel Smith	1	0%	248 Warwick & Denbigh	1	0%
248 Hampton & Jamestown	1	0%	248 Newtown & Diamond Springs	1	0%	248 Warwick & J Clyde Morris	1	0%
248 Hampton & Magnolia	1	0%	248 Norfolk & Birdneck	1	0%	248 Wesleyan & Baker	1	0%
248 Hampton & Seabes	1	0%	248 Northampton & Bayside	1	0%	248 Western Branch & Taylor	1	0%
248 Hampton & Tabb Smith	1	0%	248 Northampton & Bayview	1	0%	248 Witchduck & Grayson	1	0%
248 Haygood Rd	1	0%	248 Northampton & Norwich	1	0%	248 Wythe Creek & Commander Shepard	1	0%
248 Holland & Buckner	1	0%	248 Norview & Azalea Garden	1	0%	248 Wythe Creek & Lauren	1	0%
248 Holland & Chimney Hill	1	0%	248 Ocean View & 1st View	1	0%	248 Wythe Creek & Little Florida	1	0%
248 Hungarian Rd	1	0%	248 Oceana & Bells	1	0%	248 Wythe Creek & Poquoson	1	0%
248 Independence & Baxter	1	0%	248 Oceana & Harpers	1	0%	No specific location provided	2,155	26%
248 Independence & Bonney	1	0%	248 Oceana & Potters	1	0%	TOTAL	8,135	100%
248 Independence & Buckner	1	0%	248 Old Dam Neck & Davinci	1	0%			
248 Independence & Columbus	1	0%	248 Oyster Point & Canon	1	0%			
248 Independence & Haygood	1	0%	248 Penniman Rd	1	0%			

*Drive Alone, Dropped Off, Vanpool, Carpool, Motorcycle, or Taxi modes only (10,634 respondents).

PUBLIC ROADWAY LOCATIONS AVOIDED DURING COMMUTE

Q: Are there any roadways, intersections, or roadway facilities that you avoid during your commute to/from work?*

Note: 5,501 (52%) of 10,634 polled respondents stated that they avoid public roadway locations during their commute. This table summarizes the first/primary public roadway location specified by respondents.

Rank	Location Avoided	Responses	Share
1	none	1,108	20%
2	Downtown Tunnel (I-264)	389	7%
3	I-564	322	6%
4	Hampton Blvd	274	5%
5	I-64 & I-264	155	3%
6	I-64 (I-564/Wards Corner to I-264/Va Beach Interchange)	144	3%
7	I-64 & I-564	134	2%
8	Midtown Tunnel (Rte 58)	128	2%
9	Effingham St	88	2%
10	Hampton Roads Bridge Tunnel (I-64)	70	1%
11	Military Hwy	58	1%
12	I-64 (I-664/Hampton Coliseum to I-564/Wards Corner)	53	1%
13	I-64 & Northampton	51	1%
14	High Rise Bridge (I-64)	46	1%
14	Independence Blvd	46	1%
16	Indian River Rd	45	1%
17	Dominion Blvd	41	1%
18	Terminal Blvd	40	1%
19	I-64 & I-464	37	1%
20	Little Creek Rd	34	1%
21	Jefferson Ave	29	1%
22	I-264 & Independence	28	1%
23	Hampton & Terminal	25	0%
23	I-64 (points west to Victory Blvd/Oyster Pt Rd)	25	0%
25	I-64 & Indian River	23	0%
25	Steel Bridge (Rte 17/Dominion Blvd)	23	0%
27	I-64 (reversible HOV lane)	21	0%
28	Dam Neck Rd	20	0%
28	I-264 & Effingham	20	0%
28	Tidewater Dr	20	0%
31	Gilmerton Bridge (Rte 13)	19	0%
32	1st View St	18	0%
32	Northampton Blvd	18	0%
32	Virginia Beach Blvd	18	0%
35	Bay Ave	17	0%
35	Granby St	17	0%
37	Holland Rd	16	0%
38	Virginia Beach & Independence	15	0%
39	Berkley Bridge (I-264/Rte 337)	14	0%
39	General Booth Blvd	14	0%
39	I-264 (I-64/Va Beach Interchange to Lynnhaven Pkwy)	14	0%
39	Rte 164	14	0%
43	Virginia Beach & First Colonial	13	0%
44	I-264 (I-64/Bowers Hill to I-64/Va Beach Interchange)	12	0%
44	Jefferson & Oyster Point	12	0%
44	Monitor Merrimac Memorial Bridge Tunnel (I-664)	12	0%
44	Oceana Blvd	12	0%

Rank	Location Avoided	Responses	Share
48	I-64 & Bay	11	0%
48	I-64 (I-264/Va Beach Interchange to Greenbrier Pkwy)	11	0%
48	Rte 17 & 134	11	0%
51	Dam Neck & Holland	10	0%
51	First Colonial Rd	10	0%
51	Indian River & Kempsville	10	0%
51	Mercury Blvd	10	0%
51	Princess Anne Rd	10	0%
51	Rte 17 (York County)	10	0%
57	I-564 & Terminal	9	0%
57	I-64 & Ft Eustis	9	0%
57	I-64 (Greenbrier Pkwy to I-264/Bowers Hill)	9	0%
57	Lynnhaven Pkwy	9	0%
57	Magruder Blvd	9	0%
57	West Norfolk Bridge (Rte 164)	9	0%
63	Granby & Little Creek	8	0%
63	I-264 & Witchduck	8	0%
65	Battlefield Blvd	7	0%
65	Effingham & London	7	0%
65	General Booth & Oceana	7	0%
65	I-264 & First Colonial	7	0%
65	I-64 & Jefferson	7	0%
65	Independence & Shore	7	0%
65	Princess Anne & Dam Neck	7	0%
65	Rte 168	7	0%
65	Shore Dr	7	0%
74	Hampton & Little Creek	6	0%
74	Hampton Roads Center & Big Bethel	6	0%
74	I-464	6	0%
74	I-64 & 4th View	6	0%
74	I-64 & I-664	6	0%
74	Oyster Point Rd	6	0%
80	Dominion & Cedar	5	0%
80	Elbow Rd	5	0%
80	Harpers Rd	5	0%
80	High St	5	0%
80	I-264 & I-464	5	0%
80	I-64 & Military	5	0%
80	Independence & Holland	5	0%
80	Princess Anne & Kempsville	5	0%
80	Rosemont Rd	5	0%
80	Virginia Beach & Newtown	5	0%
90	Dam Neck & London Bridge	4	0%
90	I-264 & Lynnhaven	4	0%
90	Princess Anne & Holland	4	0%
90	Rte 17 & Victory	4	0%
90	Rte 17 (Chesapeake)	4	0%
90	Rte 17 (Portsmouth)	4	0%
90	Tidewater & Little Creek	4	0%

Rank	Location Avoided	Responses	Share
90	Victory Blvd	4	0%
90	Warwick Blvd	4	0%
99	4th View St	3	0%
99	Admiral Taussig Blvd	3	0%
99	Ft Eustis Blvd	3	0%
99	General Booth & North Landing	3	0%
99	I-64 & George Washington	3	0%
99	Granby	3	0%
99	I-64 & Terminal	3	0%
99	Kempsville Rd	3	0%
99	Laskin & First Colonial	3	0%
99	Magruder & Commander Shepard	3	0%
99	Portsmouth Blvd	3	0%
99	St Pauls Blvd	3	0%
99	Witchduck Rd	3	0%
112	1st View & Maple	2	0%
112	Airline & Portsmouth	2	0%
112	Armitstead Ave	2	0%
112	Bayview Blvd	2	0%
112	Big Bethel Rd	2	0%
112	Brambleton & Colley	2	0%
112	Brambleton Ave	2	0%
112	Diven St	2	0%
112	Dominion & Great Bridge	2	0%
112	Elm Ave	2	0%
112	Fox Hill Rd	2	0%
112	General Booth & Dam Neck	2	0%
112	Greenbrier Pkwy	2	0%
112	Hampton & 21st	2	0%
112	Hampton & Admiral Taussig	2	0%
112	Hampton Hwy	2	0%
112	I-264 & I-664	2	0%
112	I-264 & Newtown	2	0%
112	I-264 (Lynnhaven Pkwy to Va Beach Oceanfront)	2	0%
112	I-564 & Admiral Taussig	2	0%
112	I-64 & J Clyde Morris	2	0%
112	I-64 & Norview	2	0%
112	I-64 & Tidewater	2	0%
112	I-664 (I-64/Hampton Coliseum to Bridge Rd/Western Fwy)	2	0%
112	Independence & Baxter	2	0%
112	Independence & Princess Anne	2	0%
112	Indian River & Ferrell	2	0%
112	J Clyde Morris Blvd	2	0%
112	James River Bridge	2	0%
112	Jefferson & Victory	2	0%
112	Laskin Rd	2	0%
112	Little Creek & Diven	2	0%
112	London Blvd	2	0%

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PUBLIC ROADWAY LOCATIONS AVOIDED DURING COMMUTE (CONTINUED)

Q: Are there any roadways, intersections, or roadway facilities that you avoid during your commute to/from work?*

Note: 5,501 (52%) of 10,634 polled respondents stated that they avoid public roadway locations during their commute. This table summarizes the first/primary public roadway location specified by respondents.

Rank Location Avoided	Responses	Share
112 London Bridge Rd	2	0%
112 Mercury & Fox Hill	2	0%
112 Military & George Washington	2	0%
112 Military & Northampton	2	0%
112 Mt Pleasant Rd	2	0%
112 Nansemond Pkwy	2	0%
112 Newtown Rd	2	0%
112 Oceana & Tomcat	2	0%
112 Rte 17 & Hampton	2	0%
112 Tidewater & Thole	2	0%
155 1st View & Bay	1	0%
155 21st St	1	0%
155 22nd St	1	0%
155 4th View & Oceanview	1	0%
155 Bainbridge & Gilbert	1	0%
155 Battlefield & Centerville	1	0%
155 Big Bethel & Old Big Bethel	1	0%
155 Birdneck & Bells	1	0%
155 Brambleton & Duke	1	0%
155 Bridge Rd	1	0%
155 Centerville Tnpk	1	0%
155 Chesapeake & Little Creek	1	0%
155 Chesapeake Blvd	1	0%
155 Church St	1	0%
155 Coliseum Dr	1	0%
155 Colley Ave	1	0%
155 Cunningham & Executive	1	0%
155 Effingham & Elm	1	0%
155 Elbow & Round Hill	1	0%
155 Ferrell & Indian Lakes	1	0%
155 First Colonial & Bonney	1	0%
155 Frederick Blvd	1	0%
155 General Booth & London Bridge	1	0%
155 Granby & Bay	1	0%
155 Great Neck Rd	1	0%
155 Greenbrier & Volvo	1	0%
155 Hampton & Brambleton	1	0%
155 Hampton Roads Center & Butler Farm	1	0%
155 High & London	1	0%
155 High & Western Branch	1	0%
155 Holland & South Plaza	1	0%
155 I-264	1	0%
155 I-264 & Berkeley	1	0%
155 I-264 & City Hall	1	0%
155 I-264 & Crawford	1	0%
155 I-264 & General Booth	1	0%
155 I-264 & London Bridge	1	0%
155 I-264 & Port Centre	1	0%
155 I-264 & Rosemont	1	0%

Rank Location Avoided	Responses	Share
155 I-264 & Tidewater	1	0%
155 I-564 & Bay	1	0%
155 I-564 & Granby	1	0%
155 I-64 & Chesapeake	1	0%
155 I-64 & Little Creek	1	0%
155 I-64 & Mercury	1	0%
155 I-64 & Settlers Landing	1	0%
155 I-64 & Yorktown	1	0%
155 I-64 (Victory Blvd/Oyster Pt Rd to I-664/Hampton Coliseum)	1	0%
155 I-664	1	0%
155 I-664 & Portsmouth	1	0%
155 I-664 (Bridge Rd/Western Fwy to I-64/I-264/Bowers Hill)	1	0%
155 Independence & Edwin	1	0%
155 Independence & Haygood	1	0%
155 Indian River & Centerville	1	0%
155 Indian River & Reon	1	0%
155 Jefferson & Denbigh	1	0%
155 LaSalle Ave	1	0%
155 Little Creek & Halprin	1	0%
155 Little Florida & Odd	1	0%
155 Lynnhaven & Holland	1	0%
155 Lynnhaven & Potters	1	0%
155 Magruder & Semple Farm	1	0%
155 Magruder & Yorktown	1	0%
155 Mason Creek Rd	1	0%
155 Mercury & Jefferson	1	0%
155 Military & Corporate	1	0%
155 Military & Indian River	1	0%
155 Military & Robert Hall	1	0%
155 MLK Hwy	1	0%
155 Monticello & St Pauls	1	0%
155 Monticello Ave	1	0%
155 Nansemond & Sleepy Hole	1	0%
155 Nimmo & Upton	1	0%
155 North Landing Rd	1	0%
155 Northampton & Diamond Springs	1	0%
155 Northampton & Shore	1	0%
155 Norview & Sedgefield	1	0%
155 Ocean View Ave	1	0%
155 Oceana & Harpers	1	0%
155 Penniman Rd	1	0%
155 Princess Anne & Ferrell	1	0%
155 Princess Anne & General Booth	1	0%
155 Princess Anne & Landstown HS	1	0%
155 Princess Anne & Newtown	1	0%
155 Princess Anne & North Landing	1	0%
155 Princess Anne & Providence	1	0%
155 Rippard Ave	1	0%

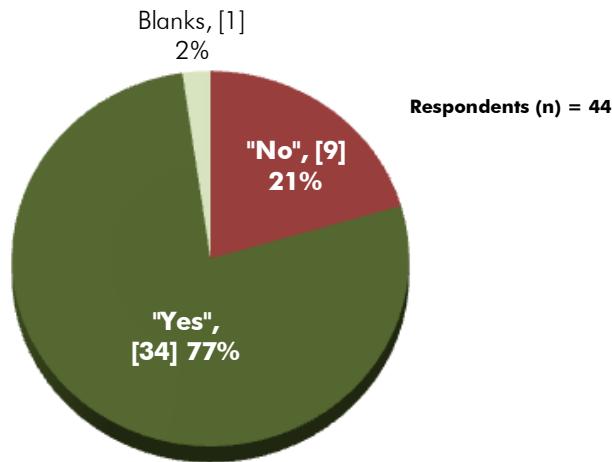
Rank Location Avoided	Responses	Share
155 Rosemont & Bonnie	1	0%
155 Rte 13/58/460	1	0%
155 Rte 164 & Towne Point	1	0%
155 Rte 168 & Mt Pleasant	1	0%
155 Rte 17 & 143	1	0%
155 Rte 17 & Cedar	1	0%
155 Rte 17 & Colonial	1	0%
155 Rte 17 & Goosley	1	0%
155 Rte 17 & Magruder	1	0%
155 Rte 17 & Military	1	0%
155 Rte 17 & Moses Grandy	1	0%
155 Rte 199	1	0%
155 Rte 199 & Jamestown	1	0%
155 Settlers Landing Rd	1	0%
155 Shore & Diamond Springs	1	0%
155 Shore & Great Neck	1	0%
155 St Pauls & City Hall	1	0%
155 Terminal & Diven	1	0%
155 Terminal & Meredith	1	0%
155 Tidewater & Mason Creek	1	0%
155 Twin Pines Rd	1	0%
155 Virginia Beach & Rosemont	1	0%
155 Wythe Creek & Carys Chapel	1	0%
155 Yorktown Rd	1	0%
No specific location provided	1,165	21%
TOTAL	5,501	100%

*Drive Alone, Dropped Off, Vanpool, Carpool, Motorcycle, or Taxi modes only (10,634 respondents).

COMMUTING ALTERNATIVES

SIDEWALK NEEDS

Q: Are there sidewalks available for your entire commute?*

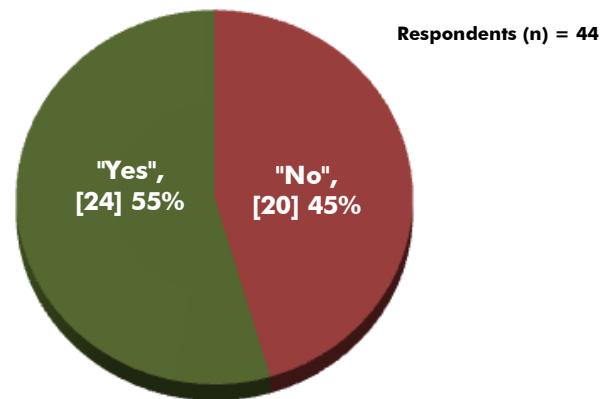


Q: If not, please list where sidewalks are needed.*

Locations by Locality	Responses	Share
Norfolk		
1st View St (north of St George St)	1	11%
Granby St, Tidewater Dr, Chesapeake Blvd (various locations)	1	11%
Virginia Beach		
NAS Oceana Dam Neck Annex (along the road towards the mini-nex. from the green top barracks to the main gate)	1	11%
Naval Air Station Oceana (near squadrons)	1	11%
Naval Air Station Oceana (Throughout base)	1	11%
No specific location provided	4	44%
TOTAL	9	100%

PEDESTRIAN SIGNAL NEEDS

Q: Are there pedestrian signals available to cross busy streets?*



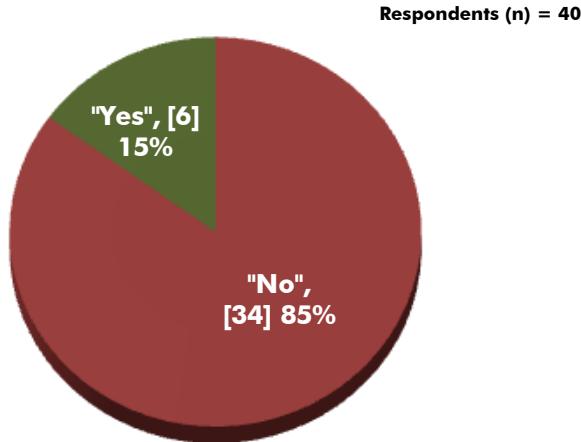
Q: If not, where are pedestrian signals needed?*

Locations by Locality	Responses	Share
Hampton		
Langley Air Force Base (in front of Building 25)	1	5%
Norfolk		
Hampton Blvd/Admiral Taussig Blvd (ped crossing warning signs/signals needed)	1	5%
Tidewater Ave, Bay Ave, and Granby St (various locations)	1	5%
Portsmouth		
Effingham St and Crawford Pkwy	3	15%
Naval Medical Center (intersections outside of site)	1	5%
No crosswalk or signage across Crawford Pkwy at Court St	1	5%
Virginia Beach		
NAS Oceana Dam Neck Annex (at the end of the vfa-106 barracks, vfa-103 barracks near the galley, and on the road outside of hangar 404)	1	5%
Naval Air Station Oceana (in front of hangar bay)	1	5%
Naval Air Station Oceana (Throughout base)	1	5%
No specific location provided	9	45%
TOTAL	20	100%

*Walk mode only (44 respondents).

BICYCLE ACCOMMODATION NEEDS

Q: Are there adequate bicycle accommodations (sidewalks, bike paths/lanes, shoulders) for your entire commute?*



Q: If not, please list where bicycle accommodations are needed.*

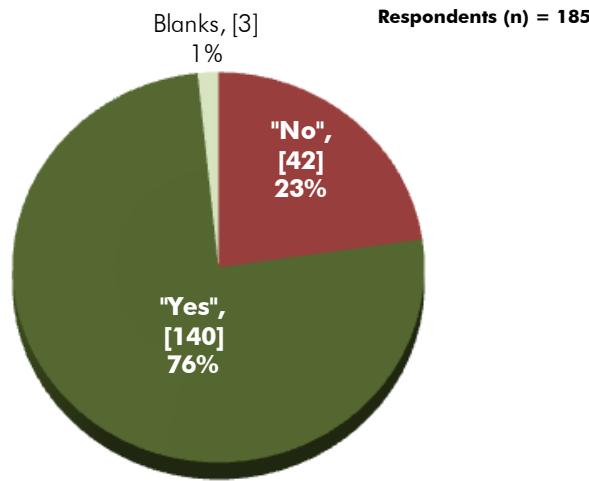
Locations by Locality	Responses	Share
Chesapeake		
Indian River Rd	1	2%
Joliff Rd	1	2%
Airline Blvd	1	2%
Portsmouth Blvd	1	2%
Hampton		
Wythe Creek Rd	2	4%
Mercury Blvd (Andrews Blvd to Fox Hill Rd)	1	2%
Fox Hill Rd (Mercury Blvd to Clemwood Pkwy)	1	2%
Little Back River Rd (King St to Clemwood Pkwy)	1	2%
Armistead Ave (Mercury Blvd to Commander Shepard Blvd)	1	2%
Commander Shepard Blvd (Armistead Ave to NASA main gate)	1	2%
Newport News		
Oyster Point Rd (Jefferson Ave to Canon Blvd)	1	2%
Norfolk		
Hampton Blvd	6	11%
Granby St	3	6%
Little Creek Rd	2	4%
Tidewater Dr	2	4%
More bike lanes	2	4%
Bayview Blvd	1	2%
Between Naval Station Norfolk and Ghent	1	2%
Clarendon Ave	1	2%
Colley Ave	1	2%
Colley Ave at Brambleton Ave	1	2%
Plume St	1	2%
Southampton Ave	1	2%
Wider shoulders/sidewalks	1	2%
Norfolk/Virginia Beach		
Shore Dr	4	8%
JEB Little Creek Gate 1	1	2%
Ocean View Ave	1	2%
More bike lanes	1	2%
Portsmouth		
Coast Guard Blvd	1	2%
County St	1	2%
Military Site entrances (bike lanes and bike racks)	1	2%
Naval Medical Center (surrounding area)	1	2%
West Norfolk Rd	1	2%
Virginia Beach		
Harpers Rd	1	2%
Military Hwy at Indian River Rd	1	2%
Prosperity Rd	1	2%
York County/Poquoson/Hampton		
Route 17/Yorktown Rd/Wythe Creek Rd	1	2%
No specific location provided	2	4%
TOTAL	53	100%

*Bicycle mode only (40 respondents).

Note: Some respondents listed more than one location.

BUS STOP/ROUTE NEEDS

Q: Are bus stops and routes conveniently located near where you live?*



Q: If not, where are bus routes/stops needed?*

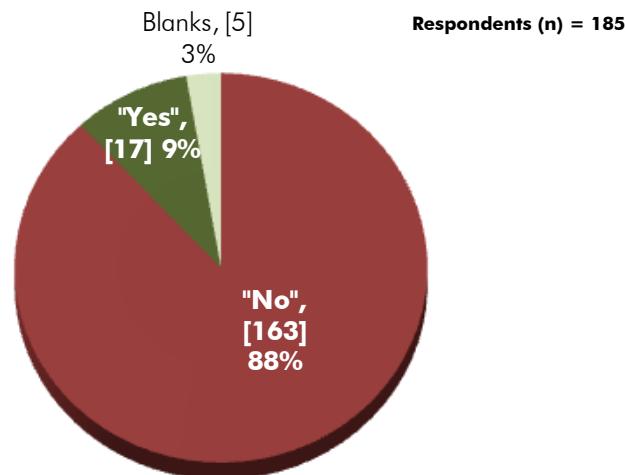
Locations by Locality	Responses	Share
Chesapeake		
Mount Pleasant Rd at Centerville Tpk	2	4%
Hillcrest Pkwy	1	2%
Robert Hall Blvd	1	2%
VA/NC border at Rte 168	1	2%
Norfolk		
Admiral Taussig Blvd at Hampton Blvd	2	4%
Hampton Blvd (between 21st St and Redgate Ave)	2	4%
Hampton Blvd at Princess Anne Rd	2	4%
Better transfer between Route 23 and Route 2	1	2%
Colonial Ave at Princess Anne Rd (Rte 23 to Rte 2 connection)	1	2%
Military Circle	1	2%
Naval Station Norfolk Gate 2	1	2%
Naval Station Norfolk Gate 4	1	2%
Norfolk/Virginia Beach		
Newtown Road area	1	2%
Virginia Beach		
Pungo	3	6%
Birdneck Rd at I-264	2	4%
Between Indian River Park and Ride lot and LRT (Military Hwy)	1	2%
Dam Neck Rd at Holland Rd	1	2%
Diamond Springs Rd @ Wesleyan Dr	1	2%
Ferrell Pkwy at Indian Lakes Blvd	1	2%
Green Meadow Dr	1	2%
Holland Rd at Lynnhaven Pkwy	1	2%
Indian River Rd at Lynnhaven Pkwy	1	2%
Landstown Commons Shopping Ctr	1	2%
N Landing Rd at Princess Anne Rd	1	2%
Oceanfront	1	2%
Princess Anne Rd at Dam Neck Rd	1	2%
Princess Anne Rd at Indenpence Blvd	1	2%
Princess Anne Rd at Lynnhaven Pkwy	1	2%
Route between Silverleaf Commuter Station and I-264/Witchduck Rd	1	2%
S Independence Blvd at Princess Anne Rd	1	2%
No specific location provided	16	30%
TOTAL	53	100%

Note: Some respondents listed more than one location.

*Public Transportation (Bus/Ferry/Light Rail Transit) modes only (185 respondents).

LIGHT RAIL STOP/ROUTE NEEDS

Q: Are light rail (The Tide) stops and routes conveniently located for your commute?*



Q: If not, where are light rail (The Tide) stops/routes needed?*

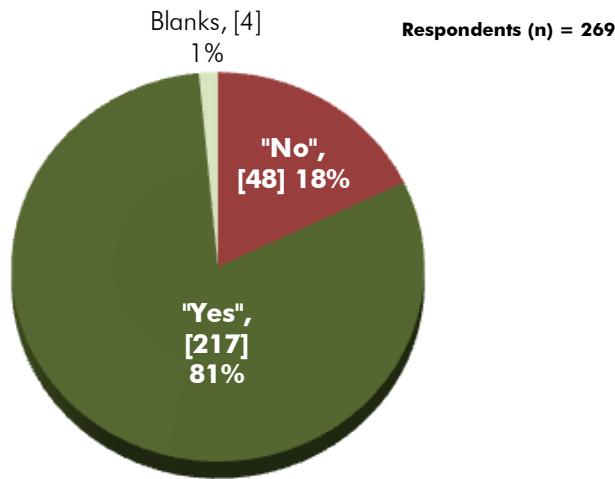
Locations by Locality	Responses	Share
Chesapeake		
Chesapeake	3	1%
Hillcrest Pkwy	1	0%
Mount Pleasant Rd at Centerville Tnpk	1	0%
Greenbrier	1	0%
Hampton		
Hampton	1	0%
Newport News		
Denbigh Blvd at Warwick Blvd	1	0%
Newport News	1	0%
Warwick Blvd (Lee Hall to NN Shipyard)	1	0%
Warwick Blvd or Jefferson Ave	1	0%
Norfolk		
Naval Station Norfolk	43	21%
Ghent	2	1%
Hampton Blvd/Colley Ave/Colonial Ave	1	0%
Newtown Rd	1	0%
Virginia Beach Blvd at Janaf	1	0%
Norfolk/Virginia Beach		
Little Creek Rd	2	1%
Virginia Beach Blvd	2	1%
Portsmouth		
Northwest Portsmouth	1	0%
Suffolk		
Northern Suffolk	1	0%
Virginia Beach		
Virginia Beach	23	11%
Virginia Beach (Town Center)	13	6%
Virginia Beach (oceanfront)	11	5%
Indian River Rd at Reon Dr	3	1%
Dam Neck Rd at Princess Anne Rd	2	1%
Silverleaf Commuter Station	2	1%
Birdneck Rd at Laskin Rd	1	0%
Dam Neck Rd at Holland Rd	1	0%
Indian River Rd	1	0%
Indian River Rd at Lynnhaven Pkwy	1	0%
Little Neck Rd	1	0%
Lynnhaven Pkwy	1	0%
Lynnhaven Pkwy at Princess Anne Rd	1	0%
Lynnhaven Pkwy at Virginia Beach Blvd	1	0%
Princess Anne Courthouse area	1	0%
Princess Anne Rd at Independence Blvd	1	0%
Rosemont Rd	1	0%
S Indenpedence Blvd	1	0%
Virginia Beach (Kempsville)	1	0%
Multiple Localities		
All park and ride lots	1	0%
All military bases	1	0%
No specific location provided	71	34%
Not interested in LRT	2	1%
TOTAL	207	100%

Note: Some respondents listed more than one location.

*Public Transportation (Bus/Ferry/Light Rail Transit) modes only (185 respondents).

STREET LIGHTING NEEDS

Q: Is there adequate street lighting for your entire commute?*



Q: If not, please list where street lighting improvements are needed?*

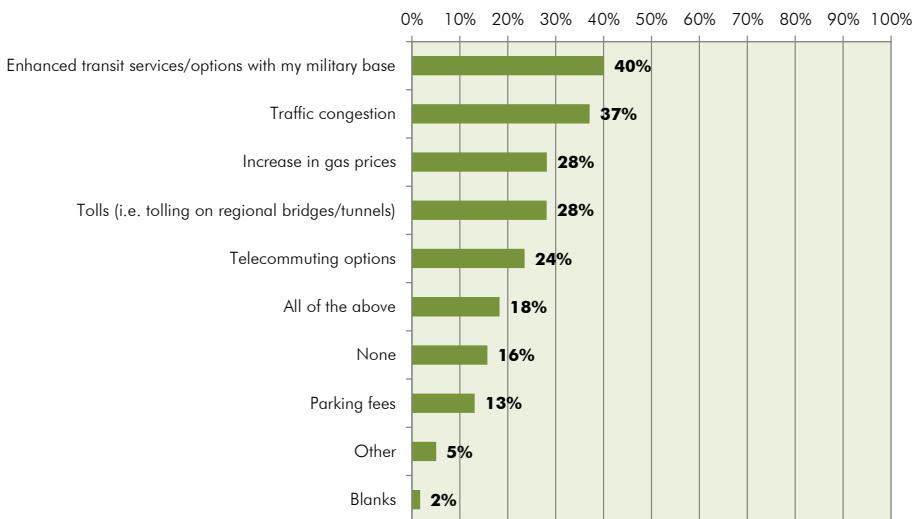
Locations by Locality	Responses	Share
Chesapeake		
Airline Blvd	1	2%
Joliff Rd	1	2%
Portsmouth Blvd	1	2%
Norfolk		
1st View St	1	2%
4th View St	1	2%
Bay Ave	1	2%
Elizabeth River Trail/Southampton Ave/Claremont Ave	1	2%
Granby St	1	2%
Hampton Blvd (Rogers Ave to Terminal Blvd)	1	2%
Harrison Opera House Bus Stop	1	2%
Navy Exchange area	1	2%
Norfolk/Virginia Beach		
Little Creek Rd	1	2%
Shore Dr	1	2%
Poquoson		
Carys Chapel Rd	1	2%
Portsmouth		
Crawford Pkwy	1	2%
Elm Ave	1	2%
Naval Medical Center (Main Gate and Fort Nelson Park)	1	2%
Naval Ave	1	2%
Spratley St	1	2%
Suffolk		
Burbage Dr/College Dr	1	2%
Virginia Beach		
Indian River Rd Park & Ride lot	7	12%
Silverleaf Commuter Station (lights are not always on)	4	7%
Naval Air Station Oceana (Upton Rd, Oceana Blvd, Tomcat Blvd, D St on base)	2	3%
Holland Rd (General Booth Blvd to Dam Neck Rd)	1	2%
Independence Blvd (north end)	1	2%
Indian River Rd (south end)	1	2%
Rural areas	1	2%
No specific location provided	22	37%
TOTAL	59	100%

Note: Some respondents listed more than one location.

*Walk, Bicycle, and Public Transportation (Bus/Ferry/Light Rail Transit) modes only (269 respondents).

FACTORS THAT WOULD INFLUENCE ALTERNATE MODES OF TRANSPORTATION

Q: What factors would cause you to consider an alternate mode of transportation?*



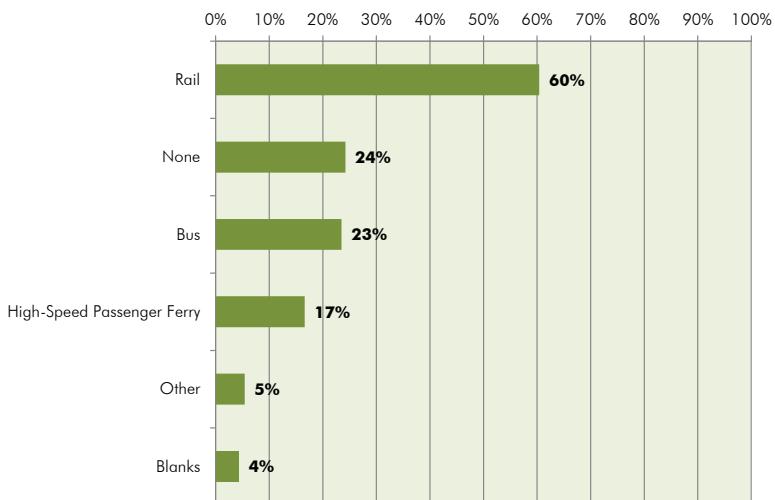
Rank Factors	Responses	Share
1 Enhanced transit services/options with my military base	4,060	40%
2 Traffic congestion	3,758	37%
3 Increase in gas prices	2,854	28%
4 Tolls (i.e. tolling on regional bridges/tunnels)	2,847	28%
5 Telecommuting options	2,384	24%
6 All of the above	1,853	18%
7 None	1,595	16%
8 Parking fees	1,326	13%
9 Other	514	5%
10 Blanks	176	2%

TOTAL Respondents Polled* 10,127

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

TRANSIT MODES OF INTEREST THAT ARE NOT CURRENTLY AVAILABLE

Q: Which transit mode would you be interested in for your commute (if not currently available)?*



Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

*Drive Alone, Dropped Off, Motorcycle, or Taxi modes only.

REASONS WHY MILITARY COMMUTERS ARE NOT INTERESTED IN TRANSIT

Q: If you are not interested in transit services, please explain why.*

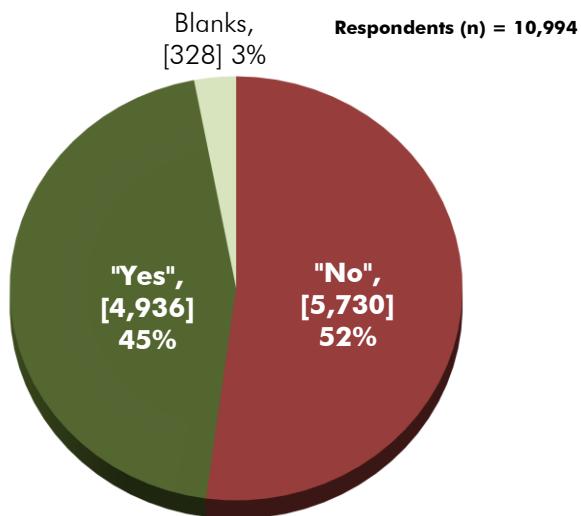
Note: 2,925 (29%) of 10,127 polled respondents provided an explanation for why they are not interested in transit. This table summarizes the first/primary reason specified by respondents.

Rank	Reason for not using transit	Responses	Share
1	Takes too much time	858	29%
2	No specific reason provided	309	11%
3	No access to/within base (i.e. light rail transit, shuttle on base)	292	10%
4	Prefer to drive personal automobile	236	8%
5	Children/other dependents (i.e. daycare, medical, emergencies)	231	8%
6	Location of transit routes/stops	222	8%
7	Other	212	7%
8	Work schedule (i.e. variable work hours)	208	7%
9	Need a vehicle at work for job (i.e. meetings/other required travel)	142	5%
10	Safety & security concerns (i.e. on board, at stops, in parking lots)	92	3%
11	Reliability	67	2%
12	Transit hours of operation	34	1%
13	Cleanliness	22	1%
TOTAL		2,925	100%

*Drive Alone, Dropped Off, Motorcycle, or Taxi modes only (10,127 respondents).

INTEREST IN A SHUTTLE/TRANSIT CIRCULATOR SERVICE WITHIN THEIR MILITARY INSTALLATION

Q: Would you be interested in a shuttle/transit circulator service for travel within your military installation?*

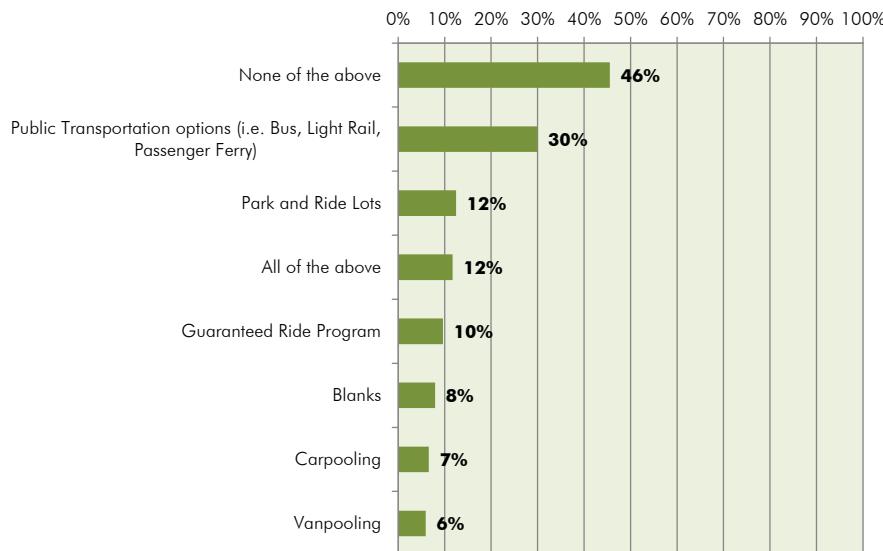


Military Site (Primary Work Location)	"Yes"	"No"	Blanks	"Yes" Share
Norfolk – Naval Station Norfolk (NAVSTA Norfolk)	2,470	2,133	143	52%
Portsmouth – Naval Medical Center (NMC) Portsmouth	476	627	42	42%
Norfolk – Naval Support Activity Norfolk (NSA)	390	604	32	38%
Virginia Beach – Naval Air Station Oceana	361	452	14	44%
Hampton – NASA Langley Research Center	202	464	27	29%
Virginia Beach/Norfolk – Joint Expeditionary Base Little Creek - Fort Story (West) (formerly "Little Creek")	263	367	17	41%
Virginia Beach – NAS Oceana Dam Neck Annex	224	291	12	43%
Portsmouth – Norfolk Naval Shipyard (NSY)	180	149	8	53%
York County – Naval Weapons Station (NWS) Yorktown	59	80	2	42%
Norfolk – Lafayette River Annex - Naval Support Activity Norfolk	35	88	8	27%
Virginia Beach – Joint Expeditionary Base Little Creek - Fort Story (East) (formerly "Fort Story")	54	49	2	51%
Other Military-Related Site	32	63	3	33%
Portsmouth – US Coast Guard - Base Portsmouth	27	62	5	29%
Portsmouth – US Coast Guard - Atlantic Area and Fifth District (Portsmouth Federal Building)	28	64	2	30%
Newport News – Newport News Shipyard (Huntington Ingalls Industries)	25	40		38%
Hampton – Langley Air Force Base	20	37	3	33%
York County – Naval Supply Center Cheatham Annex	28	27	1	50%
Norfolk – US Army Corps of Engineers - Norfolk District	12	39	1	23%
Suffolk – Joint Coalition Warfighting (JCW)	14	33	2	29%
Chesapeake – St. Julien's Creek Annex - Norfolk Naval Shipyard	9	19	1	31%
Newport News – Fort Eustis	14	10	2	54%
Chesapeake – Naval Support Activity Northwest Annex	8	16		33%
York County – US Coast Guard Training Center Yorktown	3	9		25%
York County – Yorktown Fuel Depot - Naval Weapons Station Yorktown		5		0%
Chesapeake – Naval Auxiliary Landing Field Fentress	1		1	50%
York County – Camp Peary	1			100%
Norfolk – Saint Helena Annex - Norfolk Naval Shipyard		1		0%
Virginia Beach – Camp Pendleton		1		0%
TOTAL	4,936	5,730	328	45%

*All Respondents.

INTEREST IN COMMUTING ALTERNATIVES

Q: I am interested in learning more about:*



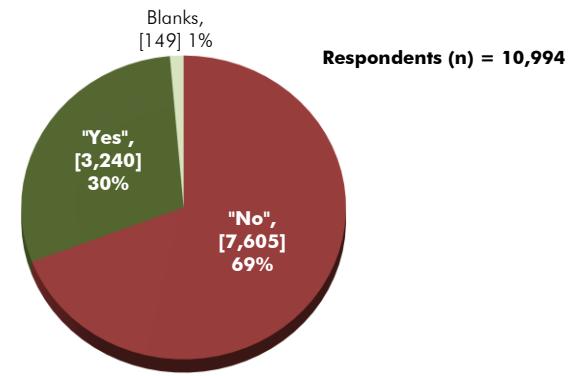
Rank	Transportation Alternatives	Responses	Share
1	None of the above	5,005	46%
2	Public Transportation options (i.e. Bus, Light Rail, Passenger Ferry)	3,293	30%
3	Park and Ride Lots	1,368	12%
4	All of the above	1,288	12%
5	Guaranteed Ride Program	1,061	10%
6	Blanks	872	8%
7	Carpooling	725	7%
8	Vanpooling	650	6%
TOTAL Respondents Polled*		10,994	

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

*All Respondents.

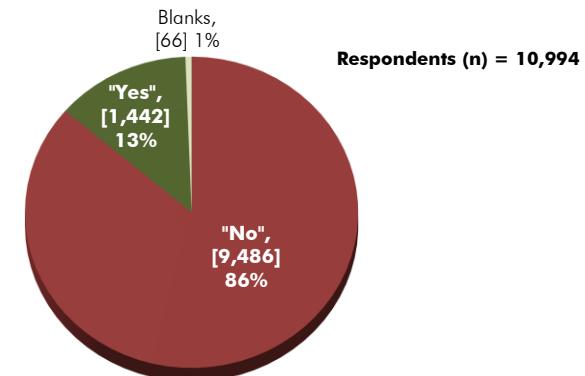
AWARENESS OF MASS TRANSPORTATION BENEFIT PROGRAM

Q: Are you aware of the Mass Transportation Benefit Program (Transportation Incentive Program)?**
(Once enrolled, military and civilian personnel are eligible for reimbursement up to \$125 in commuter fare per month for using alternative modes, such as bus, light rail, vanpool, or ferry)



AWARENESS OF NURIDE COMMUTER REWARDS PROGRAM

Q: Are you aware of the NuRide commuter rewards program?**
(Free rewards from sponsors for using alternative modes, such as carpool/vanpool, bike, walk, telecommute or public transit)

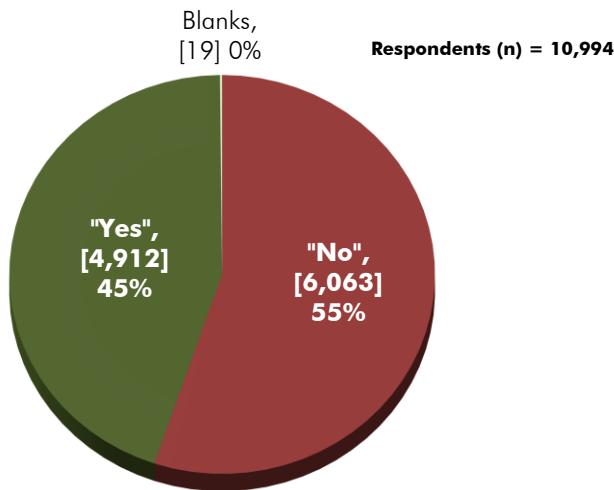


**After completing the survey, respondents were provided a link to Hampton Roads Transit's TRAFFIX website (www.goht.com/services/traffix/programs/) for more information on transportation alternatives programs, such as the Mass Transportation Benefit Program & NuRide.

**JOB-RELATED TRAVEL
WITHIN HAMPTON ROADS**

JOB – RELATED TRAVEL WITHIN HAMPTON ROADS

Q: Do you frequently visit other military locations in Hampton Roads as part of your work duties?



Q: What other military locations in Hampton Roads do you travel to as part of your duties?

Rank	Military Site	Responses	Share
1	Norfolk – Naval Station Norfolk (NAVSTA Norfolk)	2,412	49%
2	Virginia Beach/Norfolk – Joint Expeditionary Base Little Creek - Fort Story (West) (formerly "Little Creek")	2,107	43%
3	Virginia Beach – NAS Oceana Dam Neck Annex	1,914	39%
4	Virginia Beach – Naval Air Station Oceana	1,883	38%
5	Portsmouth – Naval Medical Center (NMC) Portsmouth	1,819	37%
6	Portsmouth – Norfolk Naval Shipyard (NSY)	1,334	27%
7	Virginia Beach – Joint Expeditionary Base Little Creek - Fort Story (East) (formerly "Fort Story")	1,209	25%
8	Norfolk – Naval Support Activity Norfolk (NSA)	1,181	24%
9	York County – Naval Weapons Station (NWS) Yorktown	691	14%
10	Chesapeake – Naval Support Activity Northwest Annex	494	10%
11	Hampton – Langley Air Force Base	471	10%
12	Chesapeake – St. Julien's Creek Annex - Norfolk Naval Shipyard	423	9%
13	Newport News – Fort Eustis	394	8%
14	Newport News – Newport News Shipyard (Huntington Ingalls Industries)	381	8%
15	York County – Naval Supply Center Cheatham Annex	336	7%
16	Norfolk – Lafayette River Annex - Naval Support Activity Norfolk	254	5%
17	Suffolk – Joint Coalition Warfighting (JCW)	249	5%
18	Portsmouth – US Coast Guard - Base Portsmouth	217	4%
19	Norfolk – Saint Helena Annex - Norfolk Naval Shipyard	216	4%
20	Chesapeake – Naval Auxiliary Landing Field Fentress	166	3%
21	Other	130	3%
22	Virginia Beach – Camp Pendleton	127	3%
23	Portsmouth – Craney Island Fuel Terminal	126	3%
24	York County – Yorktown Fuel Depot - Naval Weapons Station Yorktown	114	2%
25	Portsmouth – US Coast Guard - Atlantic Area and Fifth District (Portsmouth Federal Building)	113	2%
26	York County – US Coast Guard Training Center Yorktown	112	2%
27	Hampton – NASA Langley Research Center	58	1%
28	York County – Camp Peary	49	1%
29	Norfolk – US Army Corps of Engineers - Norfolk District	46	1%
30	blank	44	1%
31	Newport News – US Marine Corps Reserve Center	26	1%

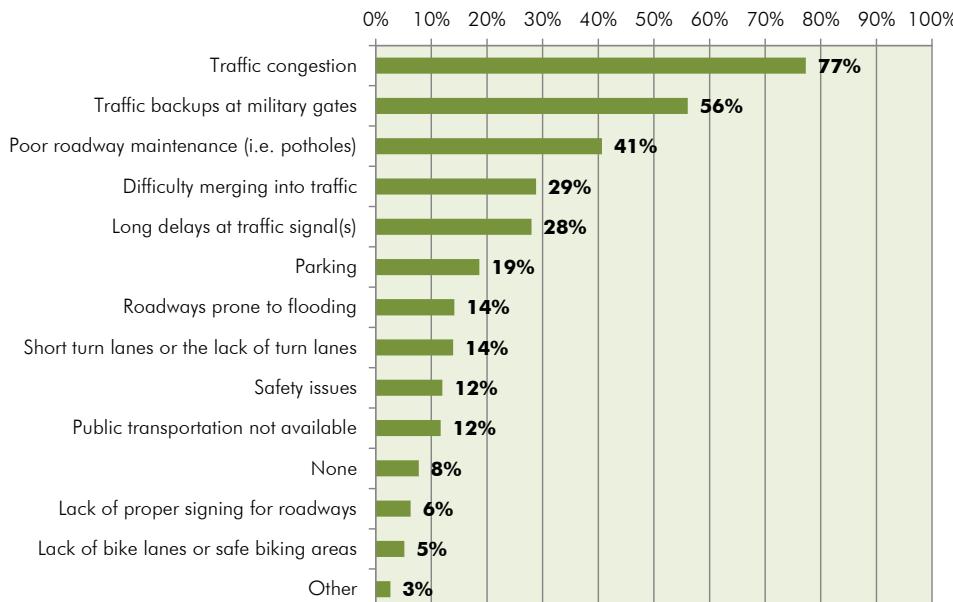
TOTAL Respondents Polled* 4,912

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

*4,912 respondents said "yes" that they frequently traveled to other military locations in Hampton Roads.

TRANSPORTATION PROBLEMS BETWEEN MILITARY SITES IN HAMPTON ROADS

Q: What transportation problems do you face when traveling between military locations?*



Rank	Transportation Problems	Responses	Share
1	Traffic congestion	3,796	77%
2	Traffic backups at military gates	2,754	56%
3	Poor roadway maintenance (i.e. potholes)	1,997	41%
4	Difficulty merging into traffic	1,415	29%
5	Long delays at traffic signal(s)	1,375	28%
6	Parking	914	19%
7	Roadways prone to flooding	695	14%
8	Short turn lanes or the lack of turn lanes	684	14%
9	Safety issues	588	12%
10	Public transportation not available	573	12%
11	None	380	8%
12	Lack of proper signing for roadways	309	6%
13	Lack of bike lanes or safe biking areas	253	5%
14	Other	129	3%
TOTAL Respondents Polled*		4,912	

Note: Respondents were allowed to select more than one checkbox, so percentages may add up to more than 100%.

*4,912 respondents said "yes" that they frequently traveled to other military locations in Hampton Roads.

CONGESTED LOCATIONS ON PUBLIC ROADWAYS BETWEEN MILITARY SITES

Q: IMPORTANT: Please tell us the locations where these problems occur.*

Note: 2,017 (41%) of 4,912 polled respondents specified that congestion occurs on public roadways between military sites. This table summarizes the first/primary congested location specified by respondents.

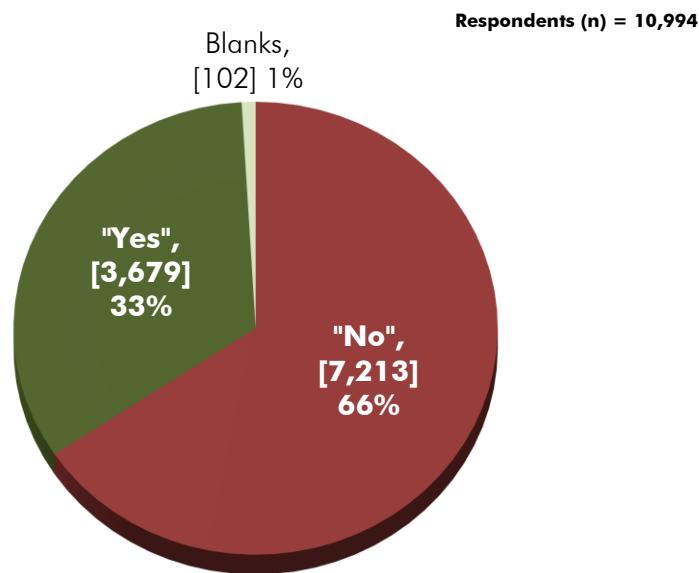
Rank	Congested Location	Responses	Share	Rank	Congested Location	Responses	Share	Rank	Congested Location	Responses	Share
1	Hampton Roads Bridge Tunnel (I-64)	114	6%	33	Berkley Bridge (I-264/Rte 337)	3	0%	56	I-64 & Little Creek	1	0%
2	I-64 & I-264	111	6%	33	Hampton & Little Creek	3	0%	56	I-64 & Tidewater	1	0%
3	Downtown Tunnel (I-264)	107	5%	33	Hampton & Terminal	3	0%	56	I-64/I-664/Hampton Coliseum to I-564/Wards Corner	1	0%
4	Hampton Blvd	106	5%	33	Shore & Little Creek	3	0%	56	I-64 (I-264/Va Beach Interchange to Greenbrier Pkwy)	1	0%
5	Midtown Tunnel (Rte 58)	93	5%	33	Tidewater Dr	3	0%	56	I-64 (Greenbrier Pkwy to I-264/Bowers Hill)	1	0%
6	I-564	55	3%	33	Virginia Beach & Independence	3	0%	56	Admiral Taussig & Mall	1	0%
7	Little Creek Rd	50	2%	41	I-264 & Lynnhaven	2	0%	56	Brambleton Ave	1	0%
8	I-64 & I-564	41	2%	41	I-264 & Tidewater	2	0%	56	Dam Neck & London Bridge	1	0%
9	Shore Dr	27	1%	41	I-64 & I-664	2	0%	56	Dam Neck & Monet	1	0%
10	Dam Neck Rd	14	1%	41	I-64 & Bay	2	0%	56	Diamond Springs Rd	1	0%
11	I-64 & Ft Eustis	11	1%	41	I-64 & Fourth View	2	0%	56	Effingham & London	1	0%
12	Effingham St	10	0%	41	I-64 & Indian River	2	0%	56	Ft Eustis Blvd	1	0%
12	Independence Blvd	10	0%	41	I-64 & Norview	2	0%	56	Hampton & Admiral Taussig	1	0%
12	Terminal Blvd	10	0%	41	Armistead Ave	2	0%	56	Hampton & Redgate	1	0%
15	I-264 & Independence	9	0%	41	First Colonial Rd	2	0%	56	Holland Rd	1	0%
15	I-64 & Jefferson	9	0%	41	Gilmerton Bridge (Rte 13)	2	0%	56	Independence & Holland	1	0%
17	Independence & Shore	8	0%	41	Jefferson Ave	2	0%	56	Independence & Little Creek	1	0%
17	Oceana Blvd	8	0%	41	Ocean View Ave	2	0%	56	Laskin & First Colonial	1	0%
19	I-64 (I-564/Wards Corner to I-264/Va Beach Interchange)	7	0%	41	Princess Anne & Kempsville	2	0%	56	Lynnhaven Pkwy	1	0%
19	Northampton Blvd	7	0%	41	Shore & Diamond Springs	2	0%	56	Military Hwy	1	0%
21	Monitor Merrimac Memorial Bridge Tunnel (I-664)	6	0%	41	St Pauls Blvd	2	0%	56	none	1	0%
21	Virginia Beach & First Colonial	6	0%	56	Rte 164 & Cedar	1	0%	56	Northampton & Diamond Springs	1	0%
23	I-264 & First Colonial	5	0%	56	Rte 17 & Effingham	1	0%	56	Northampton & Shore	1	0%
23	I-264 (I-64/Va Beach Interchange to Lynnhaven Pkwy)	5	0%	56	Rte 17c	1	0%	56	Ocean View & 1st View	1	0%
23	General Booth & Dam Neck	5	0%	56	1st View St	1	0%	56	Princess Anne & Dam Neck	1	0%
23	High Rise Bridge (I-64)	5	0%	56	I-264 & I-464	1	0%	56	Princess Anne Rd	1	0%
23	Indian River Rd	5	0%	56	I-264 & Frederick	1	0%	56	Rippard & Ridgewell	1	0%
28	I-264 & Effingham	4	0%	56	I-264 & Newtown	1	0%	56	Steel Bridge (Rte 17/Dominion Blvd)	1	0%
28	I-264 (I-64/Bowers Hill to I-64/Va Beach Interchange)	4	0%	56	I-264 & Witchduck	1	0%	56	Terminal & Diven	1	0%
28	I-64 (points west to Victory Blvd/Oyster Pt Rd)	4	0%	56	I-264 (Lynnhaven Pkwy to Va Beach Oceanfront)	1	0%	56	Tidewater & Little Creek	1	0%
28	Chesapeake & Shore	4	0%	56	I-564 & Terminal	1	0%	56	Virginia Beach & Great Neck	1	0%
28	General Booth Blvd	4	0%	56	I-64 & Rte 199	1	0%	56	Virginia Beach & Tidewater	1	0%
33	Rte 164	3	0%	56	I-64 & I-464	1	0%	56	Virginia Beach Blvd	1	0%
33	I-64 & Northampton	3	0%	56	I-64 & Bland	1	0%		No specific location provided	1,052	52%
										TOTAL	2,017 100%

*4,912 respondents said "yes" that they frequently traveled to other military locations in Hampton Roads.

**JOB-RELATED TRAVEL
OUTSIDE OF HAMPTON ROADS**

JOB – RELATED TRAVEL OUTSIDE OF HAMPTON ROADS

Q: Do you drive/fly to cities or military locations outside of Hampton Roads as part of your work duties?



TOP CITIES/MILITARY LOCATIONS – DRIVING (OUTSIDE OF HAMPTON ROADS)

Q: Name the top cities or military locations you drive to (i.e. Washington DC, Richmond):

Note: 2,916 (79%) of 3,679 polled respondents specified a city or military location that they drive to. This table summarizes the first location specified by respondents.

Rank	City/Military Location	Responses	Share
1	Washington, DC/Northern VA	1835	63%
2	Patuxent River, MD	93	3%
3	Richmond, VA	84	3%
4	Jacksonville, FL	56	2%
5	Quantico, VA	44	2%
6	Camp Lejeune, NC	41	1%
7	Baltimore, MD	38	1%
8	Philadelphia, PA	27	1%
9	Charleston, SC	23	1%
10	Dahlgren, VA	19	1%
10	Wallop Island, VA	19	1%
12	Bethesda, MD	18	1%
13	Fort Meade, MD	17	1%
14	Mechanicsburg, PA	16	1%
14	Mayport, FL	16	1%
16	Cherry Point, NC	15	1%
17	Fort A.P. Hill	13	0%
18	Fort Pickett, VA	12	0%
19	Fort Lee, VA	11	0%
19	Groton, CT	11	0%
21	Blackstone, VA	9	0%
21	Kings Bay, GA	9	0%
23	San Diego, CA	8	0%
23	Elizabeth City, NC	8	0%
25	Newport, RI	7	0%
25	Beaufort, SC	7	0%
27	Moyock, NC	6	0%
27	Fort Bragg, NC	6	0%
27	NC	6	0%
27	Key West, FL	6	0%
27	Fayetteville, NC (Fort Bragg)	6	0%
27	Earle, NJ	6	0%
27	Annapolis, MD	6	0%
34	Charlottesville, VA	5	0%
34	Millington, TN	5	0%
34	Panama City, FL	5	0%
34	Lakehurst, NJ	5	0%
34	Lexington Park, MD	5	0%
39	Petersburg, VA	4	0%
39	MD	4	0%

Rank	City/Military Location	Responses	Share
39	Gulfport, MS	4	0%
39	FL	4	0%
39	Pensacola, FL	4	0%
39	Fort Belvior, VA	4	0%
39	Fort Knox, KY	4	0%
39	Sugar Grove, WV	4	0%
47	Lynchburg, VA	3	0%
47	Orlando, FL	3	0%
47	New York, NY	3	0%
47	Greenbelt, MD	3	0%
47	Greensboro, NC	3	0%
47	Solomons Island, MD	3	0%
53	Cape May, NJ	2	0%
53	Chicago, IL	2	0%
53	Fredericksburg, VA	2	0%
53	Fort Detrick, MD	2	0%
53	Stafford, VA	2	0%
53	Charlotte, NC	2	0%
53	Biloxi, MS	2	0%
53	Goddard, MD	2	0%
53	Raleigh, NC	2	0%
53	Fallon, NV	2	0%
53	Havelock, NC	2	0%
53	Colonial Heights, VA	2	0%
53	Wilmington, DE	2	0%
53	Dare County, NC	2	0%
53	WV	2	0%
68	Houston, TX	1	0%
68	Emporia, VA	1	0%
68	Southern Pines, NC	1	0%
68	Boston, MA	1	0%
68	Columbia, SC	1	0%
68	Asheville, NC	1	0%
68	Eastern Shore	1	0%
68	Lexington, KY	1	0%
68	Suitland, MD	1	0%
68	Gaithersburg, MD	1	0%
68	Alamogordo, NM	1	0%
68	Martinsburg, WV	1	0%
68	Point Mugu, CA	1	0%

Rank	City/Military Location	Responses	Share
68	California, MD	1	0%
68	Rochester, NY	1	0%
68	Glenco, KY	1	0%
68	Snead Ferry, NC	1	0%
68	ME	1	0%
68	Chincoteague, VA	1	0%
68	Camden, NJ	1	0%
68	College Park, MD	1	0%
68	Fort Gordon, GA	1	0%
68	White Oak, MD	1	0%
68	Fort Jackson, SC	1	0%
68	Columbia, MD	1	0%
68	Detroit, MI	1	0%
68	Carderock, MD	1	0%
68	MS	1	0%
68	Atlantic City, NJ	1	0%
68	Dover, DE	1	0%
68	Buefort, SC	1	0%
68	NE	1	0%
68	San Antonio, TX	1	0%
68	New Kent County, VA	1	0%
68	Seattle, WA	1	0%
68	New Orleans, LA	1	0%
68	Columbus, OH	1	0%
68	Federick, MD	1	0%
68	St Louis, MO	1	0%
68	Durham, NC	1	0%
68	Kingwood, WV	1	0%
68	Atlanta, GA	1	0%
68	Tampa, FL	1	0%
68	Offutt AFB, NE	1	0%
68	Warner Robins, GA	1	0%
68	Greenville, SC	1	0%
68	Waterford, CT	1	0%
68	PA	1	0%
68	Kittery, ME	1	0%
68	Cleveland, OH	1	0%
68	Memphis, TN	1	0%
68	Delaware Bay	1	0%
	No specific location provided	261	9%
	TOTAL	2,916	100%

*3,679 respondents said "yes" that they drive/fly to cities or military locations outside of Hampton Roads.

TOP CITIES/MILITARY LOCATIONS – FLYING (OUTSIDE OF HAMPTON ROADS)

Q: Name the top cities or military locations you fly to:

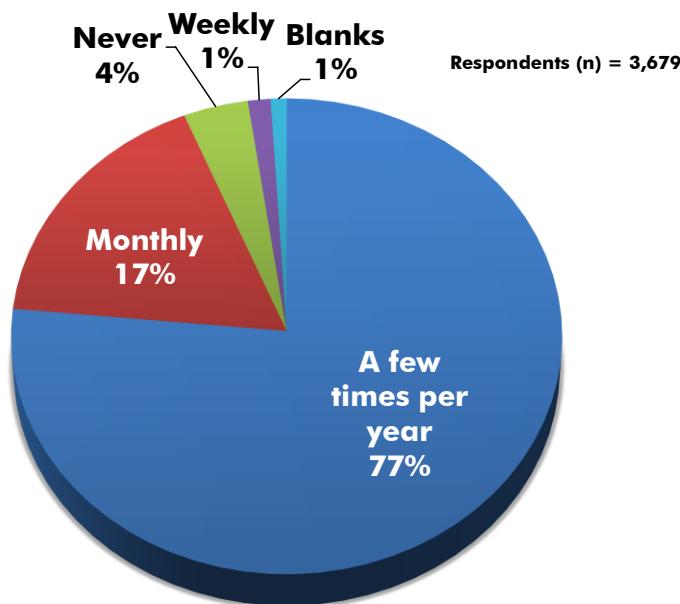
Note: 2,838 (77%) of 3,679 polled respondents specified a city or military location that they fly to. This table summarizes the first location specified by respondents.

Rank	City/Military Location	Responses	Share	Rank	City/Military Location	Responses	Share	Rank	City/Military Location	Responses	Share	Rank	City/Military Location	Responses	Share
1	San Diego, CA	660	23%	56	Naples, Italy	7	0%	95	Fort Lewis, WA	2	0%	123	Burbank, CA	1	0%
2	Jacksonville, FL	226	8%	56	Mountain View, CA	7	0%	95	West Palm Beach, FL	2	0%	123	Germany	1	0%
3	Washington, DC/Northern VA	130	5%	56	HI	7	0%	95	Twenty-nine Palms, CA	2	0%	123	Austin, TX	1	0%
4	Fallon, NV	106	4%	60	Portland, OR	6	0%	95	Crane, IN	2	0%	123	Corpus Christi, TX	1	0%
5	Key West, FL	74	3%	60	NY	6	0%	95	Bloomington, IN	2	0%	123	Indian Head, IN	1	0%
6	Newport, RI	65	2%	62	Omaha, NE	5	0%	95	Boulder, CO	2	0%	123	Addison, TX	1	0%
7	Mayport, FL	57	2%	62	Richmond, VA	5	0%	95	Petaluma, CA	2	0%	123	Cedar Rapids, IA	1	0%
8	Los Angeles, CA	48	2%	62	Fort Knox, KY	5	0%	95	Islip, NY	2	0%	123	El Centro, CA	1	0%
9	Pensacola, FL	46	2%	62	North Island, CA	5	0%	95	Mechanicsburg, PA	2	0%	123	Pusan, Korea	1	0%
10	Groton, CT	45	2%	62	Fort Meade, MD	5	0%	95	Manchester, NH	2	0%	123	NV	1	0%
11	Charleston, SC	42	1%	62	Las Vegas, NV	5	0%	123	AZ	1	0%	123	Autec, Bahamas	1	0%
12	Tampa, FL	38	1%	62	Portsmouth, NH	5	0%	123	Fort Huachuca, AZ	1	0%	123	Guantanamo Bay, Cuba	1	0%
13	Orlando, FL	37	1%	69	Earle, NJ	4	0%	123	Lakehurst, NJ	1	0%	123	Rockaway, NJ	1	0%
14	Millington, TN	36	1%	69	Rota, Spain	4	0%	123	Manila, Philippines	1	0%	123	Oak Harbor, WA	1	0%
15	Houston, TX	33	1%	69	Mobile, AL	4	0%	123	Puget Sound, WA	1	0%	123	Joint Base, NJ	1	0%
16	Huntsville, AL	30	1%	69	Beaufort, SC	4	0%	123	Djibouti, Africa	1	0%	123	Oakland, CA	1	0%
17	Philadelphia, PA	29	1%	69	Alameda, CA	4	0%	123	Brunswick, MA	1	0%	123	San Diego County, CA	1	0%
18	Seattle, WA	28	1%	69	TX	4	0%	123	McCalister, OK	1	0%	123	Oceanside, CA	1	0%
19	Cleveland, OH	28	1%	69	Detroit, MI	4	0%	123	Venice, Italy	1	0%	123	Brooklyn, NY	1	0%
20	San Antonio, TX	28	1%	69	Charlotte, NC	4	0%	123	Doha, Qatar	1	0%	123	Oiftut, NE	1	0%
21	Colorado Springs, CO	26	1%	69	Pascagoula, MS	4	0%	123	IL	1	0%	123	Savannah, GA	1	0%
22	Chicago, IL	24	1%	69	Guam	4	0%	123	Fort Leavenworth, KS	1	0%	123	OH	1	0%
22	Atlanta, GA	24	1%	69	Whidbey Island, WA	4	0%	123	Ridgecrest, CA	1	0%	123	Seal Beach, CA	1	0%
24	Boston, MA	23	1%	80	Cherry Point, NC	3	0%	123	Meridian, MS	1	0%	123	Cahokia, IL	1	0%
25	Panama City, FL	22	1%	80	Fort Lauderdale, FL	3	0%	123	Sarasota, FL	1	0%	123	Fort Bliss, TX	1	0%
26	San Francisco, CA	21	1%	80	Salt Lake City, UT	3	0%	123	Fort Leonard Wood, MO	1	0%	123	Biloxi, MS	1	0%
26	Kittery, ME	21	1%	80	Ames, IA	3	0%	123	Spokane, WA	1	0%	123	Yuma, AZ	1	0%
28	Bahrain	19	1%	80	Stuttgart, Germany	3	0%	123	Dover, DL	1	0%	123	Oxnard, CA	1	0%
28	Gulfport, MS	19	1%	80	Bethesda, MD	3	0%	123	Tucson, AZ	1	0%	123	St Augustine, FL	1	0%
30	Providence, RI	18	1%	80	Louisville, KY	3	0%	123	Corona, CA	1	0%	123	PA	1	0%
31	Port Hueneme, CA	17	1%	80	Camp Lejeune, NC	3	0%	123	Warner Robins, GA	1	0%	123	Lake Cormorant, MS	1	0%
31	Great Lakes, IL	17	1%	80	China Lake, CA	3	0%	123	Monterey, CA	1	0%	123	Palmdale, CA	1	0%
33	Denver, CO	14	0%	80	Indianapolis, IN	3	0%	123	Augusta, GA	1	0%	123	Fort Campbell, KY-TN	1	0%
33	Kings Bay, GA	14	0%	80	Sennis Space Center, MS	3	0%	123	Monterey, CA	1	0%	123	Palo Alto, CA	1	0%
35	Miami, FL	13	0%	80	Japan	3	0%	123	Annapolis, MD	1	0%	123	Columbus, OH	1	0%
35	Pearl Harbor, HI	13	0%	80	Waikiki, HI	3	0%	123	Fort Sam Houston, TX	1	0%	123	Hanscom AFB, MA	1	0%
37	New Orleans, LA	12	0%	80	Point Mugu, CA	3	0%	123	Italy	1	0%	123	Lexington, KY	1	0%
37	St. Louis, MO	12	0%	80	Lemoore, CA	3	0%	123	Myrtle Beach, SC	1	0%	123	Pasadena, CA	1	0%
37	Memphis, TN	12	0%	95	Souda Bay, Greece	2	0%	123	Albany, NY	1	0%	123	Tyndall AFB, FL	1	0%
37	Europe	12	0%	95	Cincinnati, OH	2	0%	123	MS	1	0%	123	Harford, CT	1	0%
41	El Centro, CA	11	0%	95	Syracuse, NY	2	0%	123	Killeen, Texas	1	0%	123	Ventura County, CA	1	0%
41	Honolulu, HI	11	0%	95	El Paso, TX	2	0%	123	Munich, Germany	1	0%	123	Patuxant River, MD	1	0%
43	Edwards, CA	10	0%	95	Blackstone, VA	2	0%	123	Florida, MO	1	0%	123	Lissabon, Munich	1	0%
44	Dayton, OH	9	0%	95	Pope AFB, NC	2	0%	123	Fort Smith, AR	1	0%	123	Camp Alterbury, IN	1	0%
44	Fort Worth, TX	9	0%	95	Newark, NJ	2	0%	123	Singapore	1	0%	123	Long Island, NY	1	0%
44	CA	9	0%	95	Yokosuka, Japan	2	0%	123	Coronado, CA	1	0%	123	Hill AFB, UT	1	0%
44	Reno, NV	9	0%	95	Tokyo, Japan	2	0%	123	Aberdeen, MD	1	0%	123	Westover AFB, MA	1	0%
44	FL	9	0%	95	Fayetteville, NC	2	0%	123	NE	1	0%	123	Albuquerque, NM	1	0%
44	Dallas, TX	9	0%	95	Buffalo, NY	2	0%	123	Latina, Italy	1	0%	123	Wilmington, NC	1	0%
44	Baltimore, MD	9	0%	95	Diego Garcia	2	0%	123	Netherlands	1	0%	123	AL	1	0%
51	New York, NY	8	0%	95	Silverdale, WA	2	0%	123	Lisbon, Portugal	1	0%	123	Pittsburgh, PA	1	0%
51	Brussels, Belgium	8	0%	95	Nashville, TN	2	0%	123	Frankfurt, Germany	1	0%	123	Zurich, Switzerland	1	0%
51	Bremerton, WA	8	0%	95	Bangor, WA	2	0%	123	Ventura, CA	1	0%	123	Korea	1	0%
51	New London, CT	8	0%	95	Columbia, SC	2	0%	123	Fullerton, CA	1	0%	123	Kuwait	1	0%
51	Cape Canaveral, FL	8	0%	95	Everett, WA	2	0%	123	Fort Drum, NY	1	0%	No specific location provided	244	9%	
56	Scott AFB, IL	7	0%	95	Fort Chaffee, AR	2	0%	123	Galveston, TX	1	0%	TOTAL	2,838	100%	

*3,679 respondents said "yes" that they drive/fly to cities or military locations outside of Hampton Roads.

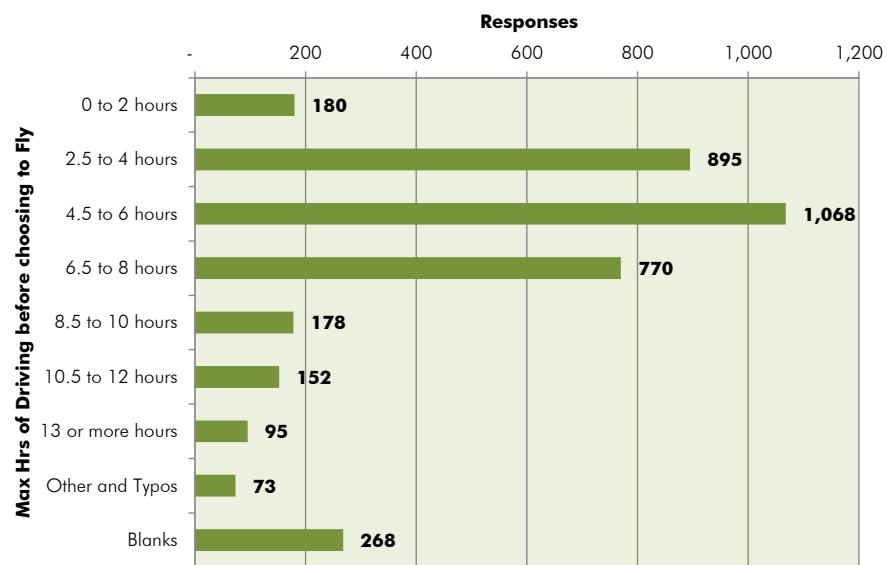
AIR TRAVEL FREQUENCY (JOB – RELATED TRAVEL)

Q: How frequently do you travel outside of Virginia via air travel?



MAX HOURS OF DRIVING BEFORE CHOOSING TO FLY (JOB – RELATED TRAVEL)

Q: When traveling for work outside of Virginia, what are the maximum hours you will drive before choosing to fly (i.e. 8 hours)?



Max Hours of Driving Before Choosing to Fly	Responses	Share
0 to 2 hours	180	4.9%
2.5 to 4 hours	895	24.3%
4.5 to 6 hours	1,068	29.0%
6.5 to 8 hours	770	20.9%
8.5 to 10 hours	178	4.8%
10.5 to 12 hours	152	4.1%
13 or more hours	95	2.6%
Other and Typos	73	2.0%
Blanks	268	7.3%
TOTAL	3,679	100.0%

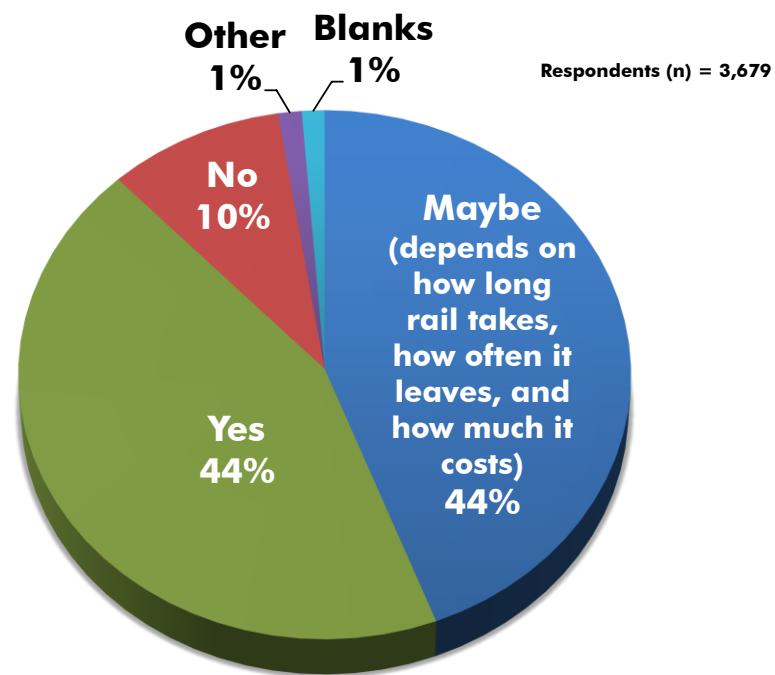
	Hours
Median Time (3,338 Responses)	6.0
Mean Time (3,338 Responses)	6.3

*3,679 respondents said "yes" that they drive/fly to cities or military locations outside of Hampton Roads.

INTEREST IN HIGH-SPEED PASSENGER RAIL

INTEREST IN HIGH-SPEED PASSENGER RAIL

Q: If high-speed passenger rail service was available between Hampton Roads and these locations, would you choose this mode over a personal vehicle?



Would you utilize high-speed passenger rail if available?	Responses	Share
Maybe (depends on how long rail takes, how often it leaves, and how much it costs)	1,626	44%
Yes	1,611	44%
No	350	10%
Other	47	1%
Blanks	45	1%
TOTAL	3,679	100%

*3,679 respondents said "yes" that they drive/fly to cities or military locations outside of Hampton Roads.

**COMMENTS/SUGGESTIONS
REGARDING TRANSPORTATION**

SUMMARY OF COMMENTS/SUGGESTIONS REGARDING TRANSPORTATION

Q: Please provide any other comments or suggestions regarding transportation to and from military facilities in Hampton Roads.

Note: 3,713 (34%) of 10,994 polled respondents provided additional comments or suggestions. This table summarizes the first/primary comment or suggestion specified by respondents.

Rank	Comment or Suggestion	Responses	Share
1	Expand Light Rail Transit (LRT)	729	20%
2	Make changes to HOV lanes (i.e. convert to HOT, open to military, convert to transit)	252	7%
3	Improve military gate operations (i.e. more personnel, travel lanes, gates, id scanning)	251	7%
4	Interested in more public transit	214	6%
5	Better maintenance of roads/bridges (i.e. potholes, rough joints)	148	4%
6	Not in favor of tolls for transportation funding	139	4%
7	Encourage/allow alternative work schedules (i.e. staggered work hours, telework)*	137	4%
8	Additional bike lanes/paths	105	3%
9	Construct/expand regional roadways, bridges and tunnels	103	3%
10	Expand public transit hours of operation*	69	2%
11	Construct additional park and ride lots*	47	1%
12	Suggestions for HRT*	43	1%
13	Implement public transit - ferry service	39	1%
14	Implement high-speed passenger rail	37	1%
15	Implement public transit to/from/within military sites*	29	1%
16	Construct Third Crossing/Patriot's Crossing	24	1%
17	Other suggestion(s)	21	1%
18	Suggestions for military*	19	1%
19	Expand Hampton Roads Bridge Tunnel	14	0%
19	In favor of tolls for transportation funding	14	0%
21	Widen I-64 from Newport News to Richmond	13	0%
22	Expand Midtown Tunnel	7	0%
22	Keep HRT bus route 409*	7	0%
24	In favor of raising gas tax for transportation funding	6	0%

Rank	Comment or Suggestion	Responses	Share
24	Not in favor of Light Rail Transit (LRT)	6	0%
26	Implement ramp metering	5	0%
27	Suggestions for Norfolk	4	0%
28	Expand Dominion Blvd (Rte 17)	3	0%
29	Expand High Rise Bridge (I-64)	2	0%
29	Improve travel along Hampton Blvd	2	0%
29	Make public transit more reliable (i.e. arrival/departure times)	2	0%
29	Satisfied user of HRT's TRAFFIX program (carpool and other transportation alternatives)	2	0%
29	Suggestions for VDOT*	2	0%
34	Construct additional sidewalks/improve connectivity	1	0%
34	Construct MLK Extension	1	0%
34	Construct new Rte 460	1	0%
34	Encourage military to carpool	1	0%
34	Improve evacuation routes	1	0%
34	Improve incident response	1	0%
34	Improve lighting and traffic signal timings along Battlefield Blvd	1	0%
34	Improve traffic flow through Monitor Merrimac Memorial Bridge Tunnel (I-664)	1	0%
34	Interchange improvements at Bowers Hill (I-64/I-264/I-664)	1	0%
34	Make improvements to I-64 (I-564/Wards Corner to I-664/Bowers Hill)	1	0%
34	Suggestion for Chesapeake*	1	0%
34	Suggestion for Hampton*	1	0%
34	Suggestion for Portsmouth*	1	0%
34	Suggestion for Virginia Beach*	1	0%
	General comment	1,204	32%
	TOTAL	3,713	100%

*These suggestions for HRT (Hampton Roads Transit), military commands, VDOT (Virginia Department of Transportation), and local jurisdictions are reproduced in **Appendix B**.

SUMMARY OF SURVEY RESULTS

Based on the analysis presented in this report, a summary of key findings from the HRTPO Military Commuter Survey (10,994 responses were received) are provided below:

Military Demographics and Work Location

- 43.2% of all surveys were completed by respondents that work at Naval Station Norfolk.
- 52% of respondents are active-duty, 35% are civilians, and 11% are contractors.
- Military commuters have an average household size of 3.0 (including themselves).
- Military commuters have an average of 2.4 vehicles per household.
- 1% (62 of 10,994) of military households have 0 vehicles.
- 20% of all vehicles (5,188 of 25,785) owned by military respondents are registered outside of Virginia.

Home Residences

- 37% of respondents live in Virginia Beach, 18% in Chesapeake, and 16% in Norfolk.
- The top 5 home residence zip codes were 23464 (Va Beach), 23456 (Va Beach), 23322 (Chesapeake), 23462 (Va Beach), and 23454 (Va Beach).
- 2% of respondents live on base.

Travel Time and Primary Mode

- The highest share of military commuters (21.6%) leave their home for work between 6:00 am and 6:29 am.
- Mean travel time to work (all responses) was 37.9 minutes. According to US Census Bureau (2010 American Community Survey), the mean travel time to work was 25.3 minutes (USA) and 23.7 minutes (Hampton Roads).
- Median travel time to work (all responses) was 35 minutes.
- The highest share of military commuters (23.1%) leave work for home between 4:00 pm and 4:29 pm.
- Mean travel time to home (all responses) was 41.7 minutes.
- Median travel time to home (all responses) was 40 minutes.

- Median travel time to work for Naval Station Norfolk was 45 minutes, which was 10 minutes higher than the survey average (35 minutes).
- 90.4% of all military commuter respondents drive alone to/from work.

Transportation Problems to/from Work

- The top 3 transportation problems to/from work were:
 1. Traffic congestion (79%)
 2. Traffic backups at military gates (67%)
 3. Poor roadway maintenance (i.e. potholes) (42%)
- The top transportation problem for Naval Station Norfolk was:
 1. Traffic backups at military gates (87%)
- The top transportation problem for NAS Oceana Dam Neck Annex (Va Beach) was:
 1. Traffic backups at military gates (82%)

Top Congested Military Gate Locations

- Naval Station Norfolk
 1. Gate 3/3A (404 responses)
 2. Gate 4 (315 responses)
 3. Gate 5 (191 responses)
 4. Gate 22 (148 responses)
- Naval Medical Center Portsmouth
 1. "Main" Gate (130 responses)
- JEB Little Creek-Fort Story (formerly "Little Creek")
 1. Gate 1 (64 responses)
 2. Gate 5 (58 responses)
 3. Gate 3 (41 responses)
- Naval Support Activity Norfolk (NSA)
 1. Gate 5 (57 responses)
- NAS Oceana Dam Neck Annex
 1. "Main" Gate (110 responses)
- NAS Oceana
 1. "Main" Gate (56 responses)
 2. Gate 2 (25 responses)
- Norfolk Naval Shipyard (Portsmouth)
 1. Gate 10 (19 responses)
 2. Gate 15 (16 responses)

Congested Locations on Public Roadways during Commute

- The top 10 congested locations experienced by military commuters to/from work are:
 1. Downtown Tunnel (I-264)
 2. I-564
 3. I-64 & I-564
 4. Midtown Tunnel (Rte 58)
 5. Hampton Roads Bridge Tunnel (I-64)
 6. I-64 & I-264
 7. Hampton Blvd
 8. I-64 (I-564/Wards Corner to I-264/Va Beach Interchange)
 9. I-64 & Indian River Rd
 10. I-64 & Northampton Blvd
- The top 10 public roadway locations that are avoided by military commuters to/from work are:
 1. None
 2. Downtown Tunnel (I-264)
 3. I-564
 4. Hampton Blvd
 5. I-64 & I-264
 6. I-64 (I-564/Wards Corner to I-264/Va Beach Interchange)
 7. I-64 & I-564
 8. Midtown Tunnel (Rte 58)
 9. Effingham St
 10. Hampton Roads Bridge Tunnel (I-64)

Pedestrian Signal Needs

- The top location requested for a pedestrian signal was:
 1. Effingham St at Crawford Pkwy (Portsmouth) (3 responses)

Bicycle Accommodation Needs

- The top locations requested for bicycle accommodations were:
 1. Hampton Blvd (Norfolk) (6 responses)
 2. Shore Dr (Norfolk/Va Beach) (4 responses)
 3. Granby St (Norfolk) (3 responses)

Bus Stop/Route Needs

- The top locations requested for bus stops/routes were:
 1. Pungo (Va Beach) (3 responses)
 2. Mt Pleasant Rd at Centerville TnPk (Chesapeake) (2 responses)
 3. Admiral Taussig Blvd at Hampton Blvd (Norfolk) (2 responses)
 4. Hampton Blvd (21st St to Redgate Ave) (Norfolk) (2 responses)
 5. Hampton Blvd at Princess Anne Rd (Norfolk) (2 responses)
 6. Birdneck Rd at I-264 (Va Beach) (2 responses)

Light Rail Stop/Route Needs

- The top locations requested for light rail stops/routes were:
 1. Naval Station Norfolk (21%) (43 responses)
 2. Virginia Beach (no specific location) (11%) (23 responses)
 3. Virginia Beach (Town Center) (6%) (13 responses)
 4. Virginia Beach (Oceanfront) (5%) (11 responses)

Street Lighting Needs

- The top locations requested for street lighting improvements were:
 1. Indian River Rd Park & Ride lot (Va Beach) (7 responses)
 2. Silverleaf Commuter Station (lights are not always on) (Va Beach) (4 responses)
 3. Naval Air Station Oceana (Upton Rd, Oceana Blvd, Tomcat Blvd, D St on base) (Va Beach) (2 responses)

Commuting Alternatives

- The top factor that would influence military commuters who currently drive to choose an alternate mode of transportation was “Enhanced transit services/options with my military base” (4,060 responses – 40%).
- The top transit mode of interest that is not currently available is rail (6,115 responses – 60%).
- The top reasons why military commuters are not using transit are:
 1. Takes too much time (858 responses – 29%)
 2. No specific reason provided (309 responses – 11%)
 3. No access to/within base (i.e. LRT, shuttle on base) (292 responses – 10%)
 4. Prefer to drive personal automobile (236 responses – 8%)
 5. Children/other dependents (i.e. daycare, medical, emergencies) (231 responses – 8%)
 6. Location of transit routes/stops (222 responses – 8%)

Commuting Alternatives (continued)

- 45% of respondents are interested in a shuttle/transit circulator service within their military installation (4,936 responses).
- 30% of respondents are interested in learning more about public transportation options (i.e. bus, light rail, passenger ferry) (5,005 responses).
- 69% of respondents were not aware of the Mass Transportation Benefit Program (7,605 responses).
- 86% of respondents were not aware of the NuRide Commuter Rewards Program (9,486 responses).

Job-Related Travel within Hampton Roads

- 45% of respondents frequently visit other military locations within Hampton Roads as part of their work duties (4,912 responses).

Transportation Problems between Military Sites in Hampton Roads

- The top 3 transportation problems between military sites were:
 1. Traffic congestion (77%)
 2. Traffic backups at military gates (56%)
 3. Poor roadway maintenance (i.e. potholes) (41%)

Congested Locations on Public Roadways between Military Sites

- The top 10 congested locations experienced by military travelers between military sites are:
 1. Hampton Roads Bridge Tunnel (I-64)
 2. I-64 & I-264
 3. Downtown Tunnel (I-264)
 4. Hampton Blvd
 5. Midtown Tunnel (Rte 58)
 6. I-564
 7. Little Creek Rd
 8. I-64 & I-564
 9. Shore Dr
 10. Dam Neck Rd

Job-Related Travel outside of Hampton Roads

- 33% of respondents drive/fly to cities or military locations outside of Hampton Roads as part of their work duties (3,679 responses).

- The top 5 cities/military locations that military personnel drive to are:
 1. Washington, DC/Northern VA (63%)
 2. Patuxent River, MD (3%)
 3. Richmond, VA (3%)
 4. Jacksonville, FL (2%)
 5. Quantico, VA (2%)
- The top 5 cities/military locations that military personnel fly to are:
 1. San Diego, CA (23%)
 2. Jacksonville, FL (8%)
 3. Washington, DC/Northern VA (5%)
 4. Fallon, NV (4%)
 5. Key West, FL (3%)
- The median value of maximum hours military personnel will drive before choosing to fly was 6 hours (3,338 responses).

Interest in High-Speed Passenger Rail

- 44% of military respondents stated they would use high-speed passenger rail service for job-related travel outside of Hampton Roads if it were available. Another 44% answered, "Maybe (depending on how long rail takes, how often it leaves, and how much it costs.)"

Comments/Suggestions Regarding Transportation

- The top 10 comments/suggestions for transportation were (out of 3,713 responses):
 1. General comment (1,204 responses – 32%)
 2. Expand Light Rail Transit (729 responses – 20%)
 3. Make changes to HOV lanes (i.e. convert to HOT, open to military, convert to transit) (252 responses – 7%)
 4. Improve military gate operations (i.e. more personnel, travel lanes, gates, id scanning) (251 responses – 7%)
 5. Interested in more public transit (214 responses – 6%)
 6. Better maintenance of roads/bridges (i.e. potholes, rough joints) (148 responses – 4%)
 7. Not in favor of tolls for transportation funding (139 responses – 4%)
 8. Encourage/allow alternative work schedules (i.e. staggered work hours, telework) (137 responses – 4%)
 9. Additional bike lanes/paths (105 responses – 3%)
 10. Construct/expand regional roadways, bridges and tunnels (103 responses – 3%)

RECOMMENDATIONS

The following is a set of HRTPO staff recommendations intended to improve military travel throughout Hampton Roads. These recommendations are based on military commuter responses from this survey and the analysis presented in this report:

Congested Locations on Public Roadways to/from Work and between Military Sites

- It is recommended that the HRTPO address congestion at the top congested locations via congestion mitigation strategies contained in the Hampton Roads CMP* (i.e. eliminate person trips, shift trips from automobile to other modes or HOV, improve roadway operations, or add capacity). The top 13 congested locations are:

1. Downtown Tunnel (I-264)
2. I-564
3. I-64 & I-564
4. Midtown Tunnel (Rte 58)
5. Hampton Roads Bridge Tunnel (I-64)
6. I-64 & I-264
7. Hampton Blvd
8. I-64 (I-564/Wards Corner to I-264/Va Beach Interchange)
9. I-64 & Indian River Rd
10. I-64 & Northampton Blvd
11. Little Creek Rd
12. Shore Dr
13. Dam Neck Rd

Congested Military Gates

- It is recommended that local military commands improve operations at congested military gates. Some solutions suggested by military commuters include:
 - Providing additional personnel at gates
 - Additional travel lanes or gates
 - ID scanning technologies at gates
 - HOV gate lanes to encourage carpooling.

Based on survey responses, the top congested military gates are:

1. Naval Station Norfolk – Gates 3/3A, 4, 5, and 22
2. Naval Medical Center Portsmouth – “Main” Gate
3. JEB Little Creek-Fort Story (formerly “Little Creek”) – Gates 1, 5, and 3
4. Naval Support Activity Norfolk (NSA) – Gate 5
5. NAS Oceana Dam Neck Annex – “Main” Gate (Dam Neck Rd/Vanguard St)
6. NAS Oceana – “Main” Gate (Tomcat Blvd)
7. Norfolk Naval Shipyard (Portsmouth) – Gate 10 and 15

Light Rail Extension

- Extend light rail passenger service to Naval Station Norfolk and Virginia Beach (Town Center and/or Oceanfront).

High-Speed and Intercity Passenger Rail

- Increase speed and frequency of intercity passenger rail service connecting Hampton Roads to Petersburg (Fort Lee), Richmond, Washington DC and beyond.

Bus and Related Services

- Change existing HRT bus routes (919 and 922) from entering through Norfolk Naval Base Gate 3A to enter Gate 4 and stop at Bellinger Blvd to service the command at the SP-64 Complex**.
- Continue service for HRT bus route 409 on the Peninsula***.
- Provide enhanced transit service/options at major military bases, such as a shuttle/transit circulator service within the base and to/from other locations (exchange, medical facilities, other military sites, etc.).
- Expand public transit hours of operations to accommodate military commuters.
- Provide designated vehicles/bikes (vehicle/bike pool) or other transportation services, such as zipcar (www.zipcar.com), to military personnel who commute via public transportation for mid-day errands and/or meetings.

Travel Demand Management Strategies

- Given the low awareness of available travel demand management (TDM) programs, it is recommended that local military commands solidify partnerships with Hampton Roads Transit (HRT)/TRAFFIX and Williamsburg Area Transport (WAT) to promote the usage of TDM strategies such as working off-peak hours, telecommuting, ridesharing (carpools/vanpools), and using public transit.

*Hampton Roads Congestion Management Process (CMP): 2010 Update, HRTPO, September 2010.

**Mentioned by 27 military commuters within the survey (See Appendix B).

***Mentioned by 8 military commuters within the survey (See Appendix B). HRT Peninsula Commuter bus route 409 was recommended for full elimination in the HRT: Service and Schedule Efficiency Review (March 2011).

Pedestrian Signal Improvements

- Add a pedestrian signal at the intersection of Effingham St and Crawford Pkwy in Portsmouth.

Bicycle Accommodations

- Consider providing bicycle accommodations (i.e. bike lanes/ paths) at the following locations:
 1. Hampton Blvd (Norfolk)
 2. Shore Dr (Norfolk/Va Beach)
 3. Granby St (Norfolk)

Street Lighting Improvements

- Improve street lighting at the following locations:
 1. Indian River Rd Park & Ride lot (Va Beach)
 2. Silverleaf Commuter Station (lights are not always on) (Va Beach)
 3. Naval Air Station Oceana (Upton Rd, Oceana Blvd, Tomcat Blvd, D St on base) (Va Beach)

Usage of HOV Lanes

- Consider converting High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes to improve the usage of the existing roadway capacity.

Military Commuter Survey Data

- Continue to use the detailed responses from this survey in order to determine further military transportation needs and make improvements to the transportation system (Military commuter survey data has already been provided to the Navy and two private transportation consultants for ongoing initiatives to improve passenger rail and travel to/from Naval Station Norfolk and Naval Support Activity Norfolk).
- It is recommended that HRT/TRAFFIX, military, VDOT, and local jurisdictional staff review the specific suggestions made by military commuters included in **Appendix B** of this report.

PUBLIC REVIEW AND COMMENTS

As part of the Hampton Roads Transportation Planning Organization's (HRTPO) efforts to provide opportunities for the public to review and comment on this draft report prior to the final product being published, a public review period was conducted from July 11, 2012 through August 1, 2012. No public comments were received.

APPENDICES

Appendix A

HRTPO Military Commuter Survey Questions 91

Appendix B

Selected Comments/Suggestions for Jurisdictions/Agencies 99

Military Commuter Survey

The Hampton Roads Transportation Planning Organization (HRTPO) has joined with U.S. Armed Forces, local government, the Port of Virginia, HRT, and VDOT to conduct a military transportation needs assessment to determine challenges facing local military personnel during their daily commutes in Hampton Roads. Your input on this survey will assist us to identify the transportation problems in our region, enabling decision-makers to direct resources to solving those problems.

Who should take this survey?

Any military-related personnel (active-duty, civilians, contractors, reservists and others) that travel to/from military facilities on a regular basis in Hampton Roads.

This survey should only take about 5 – 10 minutes. Participants must select "submit" at the end of the survey in order for their results to be counted.

Thank you!

Military Demographics and Work Location

What is your current military status?

- Active-Duty
- Civilian
- Contractor
- Reservist
- Other:

How many people are in your household (including yourself)?

- 1
- 2
- 3
- 4
- 5
- 6
- Other:

How many vehicles do you have in your household?

- 0

- 1
- 2
- 3
- 4
- Other:

How many vehicles are registered outside of Virginia?

- 0
- 1
- 2
- 3
- 4
- Other:

Where is your primary work location?

- Chesapeake – Naval Auxiliary Landing Field Fentress
- Chesapeake – Naval Support Activity Northwest Annex
- Chesapeake – St. Julien's Creek Annex - Norfolk Naval Shipyard
- Hampton – Langley Air Force Base
- Hampton – NASA Langley Research Center
- Newport News – Fort Eustis
- Newport News – Newport News Shipyard (Huntington Ingalls Industries)
- Newport News – US Marine Corps Reserve Center
- Norfolk – Lafayette River Annex - Naval Support Activity Norfolk
- Norfolk – Naval Station Norfolk (NAVSTA Norfolk)
- Norfolk – Naval Support Activity Norfolk (NSA)
- Norfolk – Saint Helena Annex - Norfolk Naval Shipyard
- Norfolk – US Army Corps of Engineers - Norfolk District
- Portsmouth – Craney Island Fuel Terminal
- Portsmouth – Naval Medical Center (NMC) Portsmouth
- Portsmouth – Norfolk Naval Shipyard (NSY)
- Portsmouth – US Coast Guard - Atlantic Area and Fifth District (Portsmouth Federal Building)
- Portsmouth – US Coast Guard - Base Portsmouth
- Suffolk – Joint Coalition Warfighting (JCW)
- Virginia Beach – Camp Pendleton

- Virginia Beach – Joint Expeditionary Base Little Creek - Fort Story (East) (formerly "Fort Story")
- Virginia Beach/Norfolk – Joint Expeditionary Base Little Creek - Fort Story (West) (formerly "Little Creek")
- Virginia Beach – NAS Oceana Dam Neck Annex
- Virginia Beach – Naval Air Station Oceana
- York County – Camp Peary
- York County – Naval Supply Center Cheatham Annex
- York County – Naval Weapons Station (NWS) Yorktown
- York County – US Coast Guard Training Center Yorktown
- York County – Yorktown Fuel Depot - Naval Weapons Station Yorktown
- Other:

**Note, respondents are asked to select a specific gate number/name if the military installation has more than one gate for access.*

Commuting

So that we may understand your daily commute:

What is zip code of your home residence? (5 digit number)

Do you live on base?

- Yes
- No

Please name a major intersection near your home: Roadway 1:

Roadway 2:

When does your work shift typically start? (Use military time format - Example: 07:00)

When does your work shift typically end? (Use military time format - Example: 15:00)

When do you usually leave your home for work? (Use military time format - Example: 06:30)

How long is your commute from home to work? (Estimated average in minutes; Example: 25)

When do you usually leave work for home? (Use military time format - Example: 15:15)

How long is your commute from work to home? (Estimated average in minutes; Example: 30)

What is your primary mode of transportation to work?

- Drive Alone
- Dropped Off
- Vanpool
- Carpool
- Motorcycle
- Walk
- Bicycle
- Public Transportation (Bus/Ferry/Light Rail Transit)
- Taxi
- Other:

**Note, if respondents select:*

"Drive Alone, Dropped Off, Vanpool, Carpool, Motorcycle, or Taxi", they proceed to page 5.
"Walk", they proceed to page 7.
"Bicycle", they proceed to page 8.
"Public Transportation (Bus/Ferry/Light Rail Transit)", they proceed to page 9.
"Other", they proceed to page 10.

Personal Vehicle

What transportation problems do you face on your commute to/from work? (Select all that apply)

- Traffic backups at military gates
- Traffic congestion
- Poor roadway maintenance (i.e. potholes)
- Lack of proper signing for roadways
- Roadways prone to flooding
- Long delays at traffic signal(s)
- Short turn lanes or the lack of turn lanes
- Difficulty merging into traffic
- Safety issues
- Parking
- Public transportation not available
- Lack of bike lanes or safe biking areas
- None
- Other:

*IMPORTANT: Please tell us the locations where these problems occur. (If you face multiple problems, please restate the problem and the corresponding location for each, such as the gate, roadway segment or intersection)

Do you primarily travel by interstate to/from work?

- Yes
- No

Are there any roadways, intersections, or roadway facilities that you avoid during your commute to/from work? (If yes, please specify below)

**Note, respondents proceed to Commuting Alternatives on page 11 after these questions.*

Walk

Are there sidewalks available for your entire commute?

Yes
 No

If not, please list where sidewalks are needed.



Are there pedestrian signals available to cross busy streets?

Yes
 No

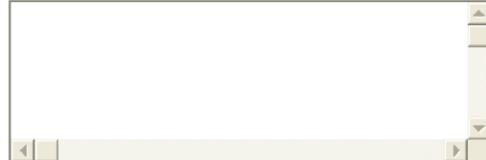
If not, where are pedestrian signals needed?



Is there adequate street lighting for your entire commute?

Yes
 No

If not, please list where street lighting improvements are needed.



**Note, respondents proceed to Commuting Alternatives on page 12 after these questions.*

Bicycle

Are there adequate bicycle accommodations (sidewalks, bike paths/lanes, shoulders) for your entire commute?

Yes
 No

If not, please list where bicycle accommodations are needed.



Is there adequate street lighting for your entire commute?

Yes
 No

If not, please list where street lighting improvements are needed.



**Note, respondents proceed to Commuting Alternatives on page 12 after these questions.*

Public Transportation

Are bus stops and routes conveniently located near where you live?

- Yes
- No

If not, where are bus routes/stops needed?

Are light rail (The Tide) stops and routes conveniently located for your commute?

- Yes
- No

If not, where are light rail (The Tide) stops/routes needed?

Is there adequate street lighting for your entire commute (including transit stops)?

- Yes
- No

If not, please list where street lighting improvements are needed.

**Note, respondents proceed to Commuting Alternatives on page 12 after these questions.*

Other Commutes

What transportation issues do you face on your commute to/from work?

**Note, respondents proceed to Commuting Alternatives on page 12 after this question.*

Commuting Alternatives*

What factors would cause you to consider an alternate mode of transportation? (Select all that apply)

- Increase in gas prices
- Traffic congestion
- Tolls (i.e. tolling on regional bridges/tunnels)
- Parking fees
- Enhanced transit services/options with my military base
- Telecommuting options
- All of the above
- None
- Other:

Which transit mode would you be interested in for your commute (if not currently available)?
(Select all that apply)

- Bus
- Rail
- High-Speed Passenger Ferry
- None
- Other:

If you are not interested in transit services, please explain why.

*These questions are only for respondents that select personal vehicle (drive alone, dropped off, motorcycle, or taxi) as primary mode.

Commuting Alternatives

Would you be interested in a shuttle/transit circulator service for travel within your military installation?

- Yes
- No

I am interested in learning more about: (Select all that apply)

- Carpooling
- Vanpooling
- Guaranteed Ride Program
- Public Transportation options (i.e. Bus, Light Rail, Passenger Ferry)
- Park and Ride Lots
- All of the above
- None of the above

Are you aware of the Mass Transportation Benefit Program (Transportation Incentive Program)?
(Once enrolled, military and civilian personnel are eligible for reimbursement up to \$125 in commuter fare per month for using alternative modes, such as bus, light rail, vanpool, or ferry)

- Yes
- No

Are you aware of the NuRide commuter rewards program? (Free rewards from sponsors for using alternative modes, such as carpool/vanpool, bike, walk, telecommute or public transit)

- Yes
- No

Job-Related Travel (within Hampton Roads)

Do you frequently visit other military locations in Hampton Roads as part of your work duties?

- Yes
- No

Secondary Work Locations

What other military locations in Hampton Roads do you travel to as part of your duties? (Select all that apply)

- Chesapeake – Naval Auxiliary Landing Field Fentress
- Chesapeake – Naval Support Activity Northwest Annex
- Chesapeake – St. Julian's Creek Annex - Norfolk Naval Shipyard
- Hampton – Langley Air Force Base
- Hampton – NASA Langley Research Center
- Newport News – Fort Eustis
- Newport News – Newport News Shipyard (Huntington Ingalls Industries)
- Newport News – US Marine Corps Reserve Center
- Norfolk – Lafayette River Annex - Naval Support Activity Norfolk
- Norfolk – Naval Station Norfolk (NAVSTA Norfolk)
- Norfolk – Naval Support Activity Norfolk (NSA)
- Norfolk – Saint Helena Annex - Norfolk Naval Shipyard
- Norfolk – US Army Corps of Engineers - Norfolk District
- Portsmouth – Craney Island Fuel Terminal
- Portsmouth – Naval Medical Center (NMC) Portsmouth
- Portsmouth – Norfolk Naval Shipyard (NSY)
- Portsmouth – US Coast Guard - Atlantic Area and Fifth District (Portsmouth Federal Building)
- Portsmouth – US Coast Guard - Base Portsmouth
- Suffolk – US Joint Forces Command (USJFCOM) - Suffolk Campus
- Virginia Beach – Camp Pendleton
- Virginia Beach – Joint Expeditionary Base Little Creek - Fort Story (East) (formerly "Fort Story")
- Virginia Beach/Norfolk – Joint Expeditionary Base Little Creek - Fort Story (West) (formerly "Little Creek")
- Virginia Beach – NAS Oceana Dam Neck Annex

- Virginia Beach – Naval Air Station Oceana
- York County – Camp Peary
- York County – Naval Supply Center Cheatham Annex
- York County – Naval Weapons Station (NWS) Yorktown
- York County – US Coast Guard Training Center Yorktown
- York County – Yorktown Fuel Depot - Naval Weapons Station Yorktown
- Other:

What transportation problems do you face when traveling between military locations? (Select all that apply)

- Traffic backups at military gates
- Traffic congestion
- Poor roadway maintenance (i.e. potholes)
- Lack of proper signing for roadways
- Roadways prone to flooding
- Long delays at traffic signal(s)
- Short turn lanes or the lack of turn lanes
- Difficulty merging into traffic
- Safety issues
- Parking
- Public transportation not available
- Lack of bike lanes or safe biking areas
- None
- Other:

*IMPORTANT: Please tell us the locations where these problems occur. (If you face multiple problems, please restate the problem and the corresponding location for each, such as the gate, roadway segment or intersection)

Job-Related Travel (outside of Hampton Roads)

Do you drive/fly to cities or military locations outside of Hampton Roads as part of your work duties?

- Yes
- No

Job-Related Travel (outside of Hampton Roads)

Name the top cities or military locations you drive to (i.e. Washington DC, Richmond):

Name the top cities or military locations you fly to:

How frequently do you travel outside of Virginia via air travel?

- Weekly
- Monthly
- A few times per year
- Never

When traveling for work outside of Virginia, what are the maximum hours you will drive before choosing to fly? (i.e. 8 hours)

If high-speed passenger rail service was available between Hampton Roads and these locations, would you choose this mode over a personal vehicle?

- Yes
- No
- Maybe (depends on how long rail takes, how often it leaves, and how much it costs)
- Other:

Other Comments

Please select "Submit" below in order for your survey to be counted. Thank you!

Please provide any other comments or suggestions regarding transportation to and from military facilities in Hampton Roads.

If you would like to be notified of the survey results, please provide your email address below (optional):

This question was added on November 29, 2011 after 2,931 survey responses were collected

Thanks, you're done!

Your response has been submitted. Thank you for your participation!

If you would like more information on public transportation services in Hampton Roads, please visit:

<http://www.gohrt.com/>
or
<http://www.williamsburgtransport.com/>

If you would like more information on transportation alternatives programs, including:

-carpooling
-vanpooling
-the Mass Transportation Benefit program
-NuRide commuter rewards

please visit:
<http://www.gohrt.com/services/traffix/programs/>

APPENDIX B:
SELECTED COMMENTS/SUGGESTIONS FOR JURISDICTIONS/AGENCIES

Note: 3,713 (34%) of the 10,994 polled respondents provided additional comments or suggestions regarding transportation (see summary table on page 83). Of the 3,713 comments/suggestions, HRTPO staff selected 361 that include valuable detailed information and reproduced them in this appendix.

It is recommended that staff from the following jurisdictions/agencies review these comments/suggestions by military commuters in order to determine further military transportation needs and make improvements to the transportation system:

- City of Chesapeake
- City of Hampton
- Hampton Roads Transit (HRT)
- Local Military Commands
- City of Norfolk
- City of Portsmouth
- Virginia Department of Transportation (VDOT)
- City of Virginia Beach

Jurisdiction or Agency	Comment or Suggestion
for Chesapeake	Information (i.e. opening hours) of drawbridges (High Rise, Steel Bridge, Great Bridge) in Chesapeake needs to be more adequately publicized/displayed. (Maybe twitter.)
for Hampton	The Mercury Blvd. bridge acts like dam when bad weather and high tides occur and forces the creek to flood all of Riverdale housing area in which I live. The residences have complained to City Council for years, but they have not done anything to raise the bridge. City Council also continues to allow addition land fill of wet lands around the creek which has contributed to the flooding problems. Any help with this would be greatly appreciated.
for HRT	Bring back HRT Express route 663 (from Hampton to NSN)
for HRT	Route 47 bus Churchland/Portsmouth should at least have a stop at Port Centre PKWY/ Portsmouth BLVD (GATE 10 of NNSY). Also the stop at Florida street is too long and unnecessary. A commute that should be only 20 to 30 mins takes 1 hr from Churchland Bridge to Court st/County ST last bus stop currently.
for HRT	The hours that the bus run is sometimes not convenient. In the morning the last bus is at 6:50 am and 4:50 pm. back to silverleaf in Virginia Beach. If I came in last or leave early; I must drive. Normal working hours are 6:30 am - 3:00 pm.
for HRT	Very limited in the am from VB to Norfolk. 919 bus travels through the entire base before getting to the Navy Exchange stop. It would be nice to have at least 1 bus just didn't do that.
for HRT	I think all personnel should continually be informed of the programs for commute and information of the rewards they can receive when commuting.
for HRT	Express Buses between the Major Bases with some sort of express clearance at the gates would be a big benefit.
for HRT	I'm not interested in learning more about existing transportation options. The Navy does a good job of explaining existing transportation options. All options are poor! The bus routes and options from Va Beach will not work.
for HRT	A huge portion of military commuters come from Va Beach and Chesapeake - those are the routes you need to work on.
for HRT	I used to take the Silverleaf everyday to work but now starting mid year this year the bus CANNOT get you to work on time...I could take the 5:20 and be lucky to get here on time and the 5:45 will never get you here by 6:30...
for HRT	I currently ride HRT bus 922 to and from work on an average of 7 days out of a two week period. In the afternoon, many drivers don't follow the schedule route times. Scheduling should be altered to allow drivers time to operate the route on time. I don't know how many times, riders have been told "Traffic held me up."
for HRT	For example, the first stop in the afternoon picks up riders at Lafayette River Annex. The bus should be there before the schedule time. Then proceed to the next stop and if the bus arrives at the stop early, wait for riders until time to leave for the next stop. I can somewhat understand buses being a little late by the time they reach the last stop on the base, but to drive by a stop before a schedule time is poor customer service and this happens often causing me to have to arrive at my stop 7 to 10 minutes before the scheduled pickup time because God only knows when the bus will arrive.
for HRT	If any stakeholders reviewing this survey would like to contact me I would gladly expand on my comments and ideas.
for HRT	I've tried to talk people into riding the Bus and have been told: "There is no way to get home when the base closes for inclement weather, have an appointment, or early release"
for HRT	For closures - might consider a way to have riders sign up for "Computer Alerts" and the Military work with HRT to notify riders and have buses dispatched early.
for HRT	Also, maybe have one bus that goes to the base and the Park & Rides around noon for people having appointments. Would give them an opportunity make a morning or afternoon appointments and still utilize the Bus to work (maybe even 2 days a week Wed & Fri). Also - Base needs to communicate with HRT & Riders when Buses are not allowed on the Base due to Exercises or Emergencies. Some people cannot get home any other way and the walk from the Piers to the NEX is quite a distance.
for HRT	I work at the MILITARY SEALIFT COMMAND NEAR GATE FOUR. I am the FACILITIES DIRECTOR. I assist all of the HRT passengers for bus usage at my facility.
for HRT	Currently I have 85 personnel that use the HRT. I also provide a LEASED VEHICLE to meet the passengers at the HRT stop and bring them to work at SP64. I
for HRT	could have more than double users if the route was changed to enter GATE FOUR, it currently goes thru Gate 3a and exits GATE FOUR. WE NEED SOME
for HRT	ASSISTANCE IN GETTING the route changed. The Base commander supports it. "WE NEED THE BUS ROUTE CHANGED TO ENTER GATE FOUR TO SERVICE
for HRT	THE SP COMPLEX." I COULD GUARANTEE MANY MORE RIDERS IF ROUTE WAS CHANGED TO ENTER GATE FOUR VICE 3A. THE HRT ROUTES THAT WE
for HRT	USE AT MSC ARE ROUTES
for HRT	# 919 AND 922.I AM AVAILABLE TO DISCUSS "ANYTIME". MY TELEPHONE NUMBER IS (757) XXX-XXXX.
for HRT	Bus (routes #'s 919 & 922) already "EXITS" thru Gate 4; why not enter? Also, I have to drive if I come in late or leave early. Bus 919 am schedule first bus 5:20
for HRT	last bus 6:50 pm schedule first bus 3:00 and last 4:50.
for HRT	when the ships are in why are more buses and time available. That is one reason why traffic is so BAD trying to get on base.
for HRT	We BETTER and convenience public transportation that is reliable. More bus to service the Tidewater area. Then more people would ride and maybe traffic would improve.
for HRT	The express bus Routes #919 and #922 would better serve the staff in the SP complex if they entered through gate 4 and stopped at the light on Bellanger.
for HRT	It would help is one of the HRT buses entered through Gate 4 and stop at the first traffic light bus stop as our main installation is right inside Gate 4.
for HRT	I would like for the bus to enter through Gate four and stop at the bus stop at the red light on Bellinger Blvd to better serve our command. Bus already "EXITS" thru
for HRT	Gate Four. The two routes that could better serve us are Routes #919 and #922.

Jurisdiction or Agency	Comment or Suggestion
for HRT	Request the HRT bus routes be changed from entering through Norfolk Naval Base Gates 3A to enter Gate#4 to service the command at the SP-64 Complex. We want the bus to enter through Gate four and stop at the bus stop at the red light on Bellinger Blvd to better serve us. Bus already "EXITS" thru Gate Four. The two routes that could better serve us are Routes #919 and #922.
for HRT	Would like to see the bus enter through Gate four and stop at the bus stop at the red light on Bellinger Blvd to better serve individuals assigned to MSFSC. Bus already "EXITS" thru Gate Four. The two routes that could better serve us are Routes #919 and #922.
for HRT	I recommend that Routes #919 and #922 be revised to accomdate ENTERING and EXITING GATE 4.
for HRT	Changed jobs in June 2011 to MSC SP-64 complex and had to stop taking the bus because it would not ENTER GATE 4 (took the bus since 2004, prior to job change). I would take the bus again, if above changes are made. I believe numerous other people at MSC and others in the area would agree.
for HRT	There is a need for the HRT bus to enter through Gate 4 (vice gate 3A) at Naval Station Norfolk, to service MSC at the SP-64 complex.
for HRT	Max Busses should enter gate 4, Bus already "EXITS" thru Gate Four. The two routes that could better serve us are Routes #919 and #922. they should enter ythru gate 4 and serve the breezy point complex.
for HRT	It would be beneficial for me if there were some of the morning routes dropping off in the opposite pattern once on the base. It takes so much longer for me to get to work on the bus despite the HOV because of waiting in line at Gate 3A and the fact that the building I'm going to is the 2nd to last to be dropped off. This is one of the reasons I do not always take the bus.
for HRT	Request that HRT buses enter Gate 4 in the morning commute since they exit same gate in the evening. Gate 4 is closest to my workplace.
for HRT	I'm a regular HRT Wave customer. And I would love for the route to drop off near gate 4 instead of going the opposite way. There are many riders that work on this side of the base. The bus picks up from 3rd and Bellinger but does not drop off there?
for HRT	Bus to Norfolk Naval base shall have one that enter and leave from Gate 4.
for HRT	Recommend HRT bus route be modified from entering through Gates 3a to enter Gate #4 to service the command at the SP-64 Complex. Bus exits out of gate 4, it should stay on same route coming in, just backwards.
for HRT	There also needs to be shelters at all bus stops, I see many people waiting for bus along Rosemont Road in all sort of weather and there is no shelters. That would be great construction jobs and help ridership, when you don't have to stand in the rain.
for HRT	Run a second bus from Holland Road to base that would leave after 0700 (say 0715), not everybody needs to get to work for 0730.
for HRT	Thank you
for HRT	I WOULD HIGHLY RECOMMEND THAT THE TRT BUS 919 AND 922 COME THRU GATE 4 IN THE MORNING INSTEAD OF COMING THRU 564. IT IS LESSER TRAFFIC AT GATE 4, BESIDES THERE ARE A LOT OF US WHO WORKED NEAR GATE 4. THESE BUSES ALREADY EXIT IN THIS GATE. IT MAKES MORE SENSE TO COME THRU THIS GATE IN THE MORNING AS WELL.
for HRT	HRT MAX routes need more stops on NAVSTA Norfolk. I currently have to walk 1 mile, there could be stop at the front of V-53. Base Shuttle not an option because it is too infrequent and too crowded
for HRT	stop at the bus stop at the red light on Bellinger Blvd to better serve us. Bus already "EXITS" thru Gate Four
for HRT	The bus needs to have more drop off points at NOB in the morning - specifically the bus stop by Breezy Point O- club.
for HRT	There's a Bus that services the Base in the morning but it enters thru Gate 3/3a which will not service my command which is off Bay Ave. It already leaves out of Gate 4 in the evenings. Can't it enter Gate 4 and leave Gate 4?
for HRT	I've a MAX RIDER for over 10 years, I worked I in different commands in NOB, and the MAX program is so wonderful, convenient & awesome!! But, last fall 2010 I transferred here in Personnel Support Mall here in Hampton Blvd across the Elementary School/Fire Dept.but before I took the job, I ask the Customer Service if I will have service from Silver Leaf since the route for 919 goes straight to Lafayette they said none at all. So everything was a very good transitio, I have no problem to and fro. this past month the shift of drivers changed the relax, convenient, dependable HRT ride I get in the afternoon... Couple drivers whom they just passed & drove by me and ignored me, I was so upset!! Called cUSTOMER SERVICE so many occasions, talked to Complaint DEPT. many times. One Tuesday NOV29/DEC6, this same bus driver at 400 Or 408 route 919 to Silver Leaf ignored & passed by me and that day was cold freeezing, rain... even im just waving my ticket, he didnt even look at me? so I had to wait for the last driver who goes to NEX, She's nice lady, bit it took me almost 2 hrs to be home, and missed my class. so, upset!!
for HRT	The 2nd Tuesday DEC 2nd, same driver..passed me, he had stop to the red ligh & I run to him knocking on the dood beiging to open him w/ my ticket.. he just ignored me & never open the door, so cold & mean driver? where is this Customer Service? Now the Monday..WED/THU/FRI driver is stopping and picking me up. why there is no consistency?
for HRT	PLEASE I NEED SOME HELP AND ASSISTANCE? Those people whose said will fix this issue havent done anything? for months now? Im always stressed out/ANXIOUS if this driver at 4pm afternoon will stop & pick me up! Just want the home on time and be on time on my class.
for HRT	I look forward to someone will solve ths issue PLEASE!!
for HRT	I would like to see bus #919 to enter through Gate four and stop at the bus stop at the red light on Bellinger Blvd to better serve me where I work at breezy point at Naval Station Norfolk. The Bus already "EXITS" thru Gate Four.
for HRT	I think that I would be more interested in Public Transit if there was a bus that dropped people off on the "air" side of Naval Station Norfolk. I see the HRT buses driving on, but only to the "ship" side. If something like that were to be available, I would consider using public transportation.

Jurisdiction or Agency	Comment or Suggestion
for HRT	<p>[1] The Route 2 bus needs a stop for workers at the NAVSTA Norfolk Pass Office located across the street from Gate 5. [2] The Route 2 bus needs stops for workers near the southern and northern entrances to the Norfolk International Terminals. [3] The Route 2 needs a pickup spot located closer to NAVSTA Gates 1 and 2 at Admiral Taussig and Hampton Boulevard. [4] The Route 2 bus needs to coordinate with the Route 23 bus to allow passengers to transfer without excessive wait time or missing connections. For example if the Route 23 bus crossed Princess Anne and Colonial at about 06:20 to 06:25 then passengers could transfer to the Route 2 bus at Redgate Ave. This transfer was enabled until the route changes in October 2011. [5] There is a need for a route to Norfolk International Airport. Presently the nearest bus stop is the Route 15 stop that is one mile and two-tenths mile from the airport terminals. The alternate is a thirty dollar taxi ride.</p>
for HRT	<p>PLEASE CHANGE THE BUS ROUTE TO ENTER FROM 564 W TO GATE 4 IN THE MORNINGS. THANK YOU!</p>
for HRT	<p>I currently take HRT Bus 922 to/fm work sometimes. I would take more if bus was on schedule more often. Sometime doesn't show up in the morning and is very late in afternoon sometimes. Also, in the mornings Bus 922 does not go on Breezy Pt side of the base (where I work) so I have to rely on shuttle van from my Command which makes commute time longer. Why doesn't Bus 922 use Gate 4 in the morning? It exits the base via Gate 4 in the afternoon, why can't it come into the base via Gate 4 in the morning?</p>
for HRT	<p>[1] Include HRT system maps on laminated boards within each military recreation building, NEX facility, billeting area [2] Arrange for the NEX to sell HRT tickets at the convenience counter [3] Arrange for bus route schedules to be available at the MWR recreation buildings. [4] Install an electronic route finder machine at the MWR/NEX buildings. [5] Operate push-to-cross Hampton Blvd/Taussig Blvd pedestrian crossing signals 24 hours daily.. Presently the signals only operate after 08:00. [6] Install traffic signs and signals warning of the pedestrian crossings at Hampton Blvd and Taussig Blvd. Presently there are no signs or signals to warn the vehicle traffic of pedestrians attempting to cross these busy highways. [7] Provide HRT routes to Norfolk International Airport from downtown Norfolk and the NAVSTA Norfolk.. [8] Provide wall-mounted HRT system maps at Norfolk International Airport, the USO at the airport, the Greyhound Terminal, and at the Amtrak Terminal, Provide bus schedules for appropriate routes as well</p>
for HRT	<p>Please change the morning bus routes to Norfolk Naval station # 919 and # 922 to enter the base thru Gate # 4, vice entering through Gate 3(a). The breezy point folks don't have a morning bus stop. Thanks.</p>
for HRT	<p>Bus 919/922 should come into gate 4 vice gate 3/3a in which the personal from MSC could be dropped off by breezy point vice by Airlant where they have to wait for a van to pick them up to go to breezy point.</p>
for HRT	<p>Reroute bus 922 to enter base at Gate 4, near where my office is located vice Gate 3a. Run an additional 922 bus at 0700 from Greenbrier/Indian River road.</p>
for HRT	<p>I work at Naval station Norfolk in the area of Breezy Point close to the entrance of gate 4 off Bay Ave, I often ride the HRT 922 express bus. Why can't the bus enter gate 4 during the morning commute?</p>
for HRT	<p>Would like to see Bus 922 to naval Station Norfolk come through Gate 4 and stop/pick-up at Bellinger Blvd and Fifth Ave</p>
for HRT	<p>There is a need to change the bus entry route to better serve us at the MSC. This change would be for the bus routes # 919 and # 922 to enter the base thru Gate # 4, vice entering through Gate 3(a). Entering thru Gate 4 would enable the bus to stop at the bus stop off Bellinger Ave. (Near SP-64, and is the same stop that is used for your return trip home) This would provide a closer stop to the MSC Complex than the one near the Fire Station on the corner of 2nd Ave and Franklin St. This would eliminate having to wait for the command shuttle to come to the bus stop and transport all to the SP Complex. Presently there is NO BUS SHUTTLE available providing services to the SP (Breezy Point) area of the Naval Base.</p>
for HRT (expand hours of operation)	<p>Traffic congestion is not going to get better until there is efficient and effective and convenient mass transit to ALL the bases. This means it needs to start running early (BEFORE 0430) and have express lines that make very few stops. The best option would be to rip out the HOV lanes and replace them with light rail. Run the light rail near all the bases and then run a shuttle every 10-15 minutes around the base.</p>
for HRT (expand hours of operation)	<p>If there were shuttles that directly went to the military bases at regular hours during commute, I would consider using it.</p>
for HRT (expand hours of operation)	<p>The military goes to work early and goes home late. HRT (and TRT back in the day) has never understood this. If the MAX bus routes started at 4am and ended at 8pm, you'd be overwhelmed with passengers and wonder why you never thought of this before.</p>
for HRT (expand hours of operation)	<p>Due to traffic and early work schedule, I have a hard time finding transportation from Downtown Suffolk to Sewell Point Dental Clinic. I need to be at work By 6:30AM and off 3:45PM.</p>
for HRT (expand hours of operation)	<p>If the MAX buses increased their scheduled leave and pickup times I would be more inclined to use it. It was a great service when I had the opportunity to use it but since I tend to leave work at a later time I can not catch the correct MAX Bus back to Silverleaf Station.</p>
for HRT (expand hours of operation)	<p>Limited locations and schedules of public transportation make its use difficult. I could easily telework. My command claims to support it, but makes so many limitations that it becomes worthless at reducing traffic volume and parking problems.</p>
for HRT (expand hours of operation)	<p>If there were public transportation left early enough in the morning I would use it. I'm a shift worker that works 2 weeks of nights and 2 weeks of days so it would have to leave by 4 AM from Chesapeake area.</p>

Jurisdiction or Agency	Comment or Suggestion
for HRT (expand hours of operation)	HRT has come leaps and bounds over the 20 years I have been in the area. Unfortunately my working hours have prevented me from capitalizing on its use. Hours of operation would be the first change I would ask for.
for HRT (expand hours of operation)	I would love to be able to bike to work from Norfolk to Portsmouth if the Ferry started an hour earlier.
for HRT (expand hours of operation)	Public transportation needs to be more readily available, with better times... when I was stationed at NOB, I wanted to take the bus... but could not as the bus as scheduled at the time would get me to work late, and I would have had to leave early... definitely unacceptable in a military setting. For me to consider public transportation, it needs to be convenient, and it can't take me significantly longer than it would to drive.
for HRT (expand hours of operation)	Would be interested in public transportation that connects to Little Creek early enough to be at Gate 1 by 0800 (takes three transfers to get from Suffolk to Gate 1, and earliest connection is approx 0830 after leaving Suffolk at 0630).
for HRT (expand hours of operation)	After work and on weekends I tend to drive around and the main issue comes to tunnel traffic. The traffic is horrendous from 1430 to well past 1800 for both tunnels. One thing that has been noticed was that the 1st run for the ferry starts at 0700 which is too late for anyone to use it for work if they live in Norfolk and work in Portsmouth and vice versa. A better time for the ferry to start running would be 0600 and run frequently.
for HRT (expand hours of operation)	HRT Bus is inconvenient for my work schedule and duties. A longer running rail as in DC.
for HRT (expand hours of operation)	start the ferry at earlier times and more military will use it.
for HRT (expand hours of operation)	Even taking the bus, the commute to Naval Station Norfolk is horribly long, due to the limited personnel manning the gates, and lack of staggered schedules. The best HRT can do is to offer buses at about 0500 and 0715, and at least one later bus in the afternoon (4:45 or so), for those who can adjust their schedules.
for HRT (expand hours of operation)	If there was a better schedule for the max transit that supported my work times (pick up around 5am and drop off around 5pm) and travel from Western Suffolk to NAVSTA Norfolk I would definitely consider using transit services.
for HRT (expand hours of operation)	I have investigated using the Max bus, but schedule does not fit with mine plus the bus stops at the base are too far from my workplace (work right outside the main gate at the medical clinic, the bus stops near the exchange but only on a limited basis.
for HRT (expand hours of operation)	The Silverleaf station is now only open from 5am to 9am. That is similar to when it was built. For the past several years it had been open until 5pm. Please open it back from 1530 to 1700 in the afternoon.
for HRT (expand hours of operation)	I'd like to see the River Ferries change their hours to accomodate earlier working individuals at the Portsmouth Naval Hospital. If that were an option then I could bike to the ferry locations and ride the ferry to Portsmouth, and back.
for HRT (expand hours of operation)	Extending the hours of the commuter service so the service is available 24 hours a day to accomodate the different 'shifts' of military/civilian personnel. Although the traffic is not normally a problem at 0400, it is terrible at 1600 and if the commuter service was available at 0400 - I would be more inclined to use it which would make the afternoon commute a little easier.
for HRT (expand hours of operation)	I am constantly late for work when riding the bus, there should be a special lane for the bus when it get on 564 to the naval station that way we do not have to sit in traffic, I enjoy riding the bus but not coming to work late, maybe the bus should leave earlier, to get to the base I know other people that ride the bus are late also, so if you want other people to ride the bus you have to figure out a way to get the riders on time for work.
for HRT (expand hours of operation)	Revisit bus schedule at Greenbrier Mall.
for HRT (expand hours of operation)	The gates do their best to get people on to base. But there are so many people that drive themselves into work because there is no other guarantee that you can get to work on time. If there was a public transportation system set up specifically to get sailors on base on time I would definitely prefer it. When we drive into work people have to get up earlier than 0500 to have a hope to get to work on time. If there is weather or an accident you have to leave earlier. Another thing that I would suggest, and I am not sure if it is already in place, a system of tow trucks and response teams that are standing by on the major highways to clear accidents or disabled vehicles quickly.
for HRT (expand hours of operation)	Transportation for the military bases must run early morning and late nights to accomodate the many hours that military personnel work..... its not just an every day 8 hour work day for them.
for HRT (expand hours of operation)	Bus service at Terminal and Hampton Blvd to Indian River park and ride at 1700 does not exist
for HRT (expand hours of operation)	Move departure time of HRT MAX Route 919 from 0520 to 0500
for HRT (expand hours of operation)	I would love to bike the 5 miles to the ferry and take the ferry to work. Unfortunately, it doesn't start until 7am, the time I need to be at work. Why don't you post at all the bases a sign up sheet or something saying if you get xxx number of people to commit, maybe with a prepaid commuter card or something, you will run 6am ferry service. I bet you will get the numbers you need for it.
for HRT (expand hours of operation)	Ferry does not start until 0700. My work starts at 0700. Love to ride it with my bike if it started earlier. Love to ride my bike via surface roads, but cannot ride through tunnel on a bike.
for HRT (expand hours of operation)	The Ferry between Norfolk and Portsmouth starts at 0700. If it started one hour earlier, I would use the ferry.
for HRT (expand hours of operation)	I believe if there were more MAX bus routes assigned to NSA compound, more people would ride or participate in the TIP program offered to military, civilians, and contractors. Currently, there are two MAX buses that pickup in the morning (05:45 or 06:20) to the NSA facility and one MAX bus in the evening that pickup at(16:30). There needs to be MAX bus routes at NSA facility on the hour until a certain time in the morning and in the evening. I believe this would create more ridership and this would ease congestion on the roadways. Also if the MAX bus had a route from Chesapeake assigned to NSA facility, you would have more ridership and this would furthermore, ease congestion on the roadways. There are many people that live in Chesapeake that work at the NSA facility. The TIP program is an excellent program for employees to participate. It sure has de-stressed me from traffic woes, I love riding the MAX bus from home to work and vice versa. I would encourage anyone to try it to de-stress their home and work commute.

Jurisdiction or Agency	Comment or Suggestion
for HRT (expand hours of operation)	A concern with car pools is my work often runs late into the evening. I can not be tied to a car pool leave time. Any sort of public transportation should offer rides from base to at least 18:30 Thanks for the opportunity to participate
for HRT (expand hours of operation)	WOULD LIKE TO SEE MID DAY BUS OUT FOR HALF DAYS, EVEN IF IT WERE ONE DAY PER WEEK SO APPTS. COULD BE SCHEDULED AND WE COULD GET A BUS BACK, SINCE THE CAB CANNOT BE USED FOR THIS. TO MAKE IT COST EFFECTIVE MAYBE EVEN TWICE PER MONTH SO RIDERS CAN WORK THEIR SCHEDULE AROUND THAT.
for HRT (expand hours of operation)	Don't use the Bus because I need to be able to leave when I want do to elderly parents and children. If the express bus would have a mid day run I would consider riding it.
for HRT (expand hours of operation)	I would like to take advantage of the bus but I think that the last bus is early for a lot of people. If only the hours could be pushed back just a little. For example maybe the last bus on base should run around a little past 5 or 5pm. I think more people would take advantage of the bus program if more time was permitted.
for HRT (expand hours of operation)	Improve bus service, especially to/from Naval Station Norfolk to Chesapeake & Virginia Beach. Currently the hours are too restrictive. We need continuous and frequent (every 15 minutes) bus service to/from park & rides from 0500 till 2200.
for HRT (expand hours of operation)	Some of the buses going to the Silverleaf Station, I see sitting on the side of the road on my way to the station and they don't get there until a few minutes before time to leave the station. Passengers could be boarding if they would come on to the station.
for HRT (expand hours of operation)	The last bus of the day coming back to the station, some people feel it's unreliable, they've been left stranded and so have I for that matter. extended bus hours for those working earlier/later shifts. Designated bike lanes throughout VB and Norfolk/Portsmouth not just the tourist areas of VB or new builds by Dam Neck.
for HRT (expand hours of operation)	I have used the Express Bus service from Greenbrier Mall to Navy Base Norfolk in the past; but many times work hours exceeded Bus schedule times.
for HRT (expand hours of operation)	Problem with current bus schedules is limited options for time. Would work for morning commute from Indian river commuter lot but limited options in the evening for my varying departure schedule. If used this only solves the easy part of the I-64 transit home and not the back-ups on Indian River road.
for HRT (expand hours of operation)	I recommend rail car systems and MUCH EARLIER ferry hours
for HRT (expand hours of operation)	The main issue with public transportation to and from military facilities is available times. Most public transit does not start early enough for people who go to the gym before work or have to report for duty (watchstanding) early (0600 start time, etc.). Also, evening times pose the same problems with having transit available after work. I would have used the bus when I worked at NSA Norfolk, but I had class after work and there was not transportation to ODU and from ODU back to Virginia Beach available. Mass transit is necessary in this area, but it has to service all of the military areas and run enough hours to really be useful for the military population.
for HRT (expand hours of operation)	I haven't seen HRT bus service for the hours I work. I arrive on Norfolk base hopefully by 05:30, for the 30 mins of "calming" time after stressful drive in. I never see buses this early. I leave home by 04:45am
for HRT (expand hours of operation)	Wish more MAX bus service hours were available for those of us on a varying schedule. Normal hours are not always the hours worked for various reasons. Even if I could ride the bus twice per week, that would be great!
for HRT (expand hours of operation)	Please provide an earlier Bus Route from the 23321 area to Gate 1 at JOB-Little Creek. There is a lot of people in that area that commute to work here since my facility used to be based and that area and we moved to JOB-Little Creek leaving people commuting 30+ miles one way to work a day now.
for HRT (expand hours of operation)	i believe HRT is doing a great job having the Park and ride. I ride the bus (max) and love it. wish it was more frequent times, especially in the afternoon. since the last bus runs from base to silverleaf is before 5PM. But i love it. thanks HRT for making my ride to work easier.
for HRT (expand hours of operation)	Research needed to determine if a second evening transit run is need at NSA (route 918) one hour later (1730)
for HRT (expand hours of operation)	I would consider riding the bus from the Independence Blvd location to the military base, but the bus leaves early in the morning. It does not match my work hours.
for HRT (expand hours of operation)	Gas prices are already high, I already pay a toll to cross the York River and I don't have a public transportation option so these wouldn't effect my choice on commuting. If public transportation was available it would have to be more than a single bus or carpool. I work between 6 and 10 hours per day so my schedule is constantly changing. I need multiple departure times for my trip home.
for HRT (expand hours of operation)	Public transportation is a joke if it is meant to be accessible to the military community. Times are not designed for a military schedule. Start and end times are often during the workday vice allowing for travel time.
for HRT (expand hours of operation)	There are no convenient routes moving from one area to another (Smithfield, Hampton, Chesapeake to Norfolk). In order to travel from Smithfield to Norfolk, it takes three buses and three hours with no way to easily get to the starting point. The return trip would take four hours; beginning a couple hours after initial arrival.
for HRT (expand hours of operation)	There is also limited safe parking in most areas.
for HRT (expand hours of operation)	Express bus options should be extended for those who have children who cannot leave until the school bus leaves. For Chesapeake that is 0745 to 0800. So I'd like to ride the bus but there is no direct option for me.
for HRT (expand hours of operation)	When the traffic is heavy, riding the bus will guarantee being late. If you add an earlier bus from the park and ride, we might be on time but it makes the commute so much longer. I have been driving to work lately so I'm not late in the morning. Would like other options. The train directly to the base would be great!

Jurisdiction or Agency	Comment or Suggestion
for HRT (expand hours of operation)	bus end schedule are not offer late at night and end to early on the weekend.
for HRT (expand hours of operation)	THERE SHOULD MORE BUSES LEAVEING FROM THE PICK UP POINTS, INDIAN RIVER, GREENBRIER MALL AND SILVER LEAF. AT 0500 BUS DEPARTURE FROM SILVER LEAF TO THE BASE WILL ALLOW RIDERS TO ARRIVE TO WORK ON TIME.
for HRT (expand hours of operation)	ENFORCED FLEXIBE WORKING HOURS AT THE SHIPS. TIPS PROGRAM NEEDS A ROBUST PUBLIC RELATION CAMPAIGN AND IT SHOULD PUSHED TO ALL THAT QUALIFY TO USE IT.
for HRT (expand hours of operation)	Bus service from Newport News/Hampton to Naval Station and LRA. Currently there are too many transfers involved in getting to LRA. The bus service should coordinated with start times (6:00 - 9:00).
for HRT (expand hours of operation)	I feel that there is not a big enough window for leaving and returning to the park and rides for the military to fully utilize this benefit.
for HRT (expand hours of operation)	HRT BUS FROM GREENBRIER DOES NOT LEAVE TILL 05:15 THIS CAUSES A PROBLEM WHEN I AM SUPPOSE TO START WORK AT 06:00 AND THE BUS ON AVERAGE NEVER GETS ME TO MY LOCATION TILL 06:00-06:20. IN MY OPINION THE BUS SHOULD LEAVE AT 05:00 OR 04:45 THIS WOULD ALLOW THE BUS TO GET PEOPLE TO THERE WORK LOCATIONS WITHOUT SITING ON THE HWY IN HEAVY MORNING BASE TRAFFIC
for HRT (expand hours of operation)	When I worked on JEB Little Creek last year, I considered the bus. However, there wasn't a bus leaving early enough to arrive by 0630.
for HRT (expand hours of operation)	Infrequent current bus service hinders my use of such services
for HRT (expand hours of operation)	Would like more than one bus in the PM.
for HRT (expand hours of operation)	We need convenient, cost-effective, mass transportation in Hampton Roads. The transportation needs to start early in the morning and run late to accommodate military working hours
for HRT (expand hours of operation)	I live 26 miles from NAVSTA Norfolk and if I want to take the bus I have to drive to Silverleaf Park and Ride, which is 13 miles from my house. I would take the 919 to work but it's more of a hassle than it's worth if I'm already driving halfway to work. If the 960 started running early enough for me to take the 919 from Silverleaf at 05:20 then I would ride the bus every day.
for HRT (expand hours of operation)	Current public transportation does not fit within my current work schedule. If you had a light rail like the big cities (DC, Chicago, etc.) where it continually runs I would look at using it.
for HRT (expand hours of operation)	In other cities, I relied on public transportation. In Hampton Roads, I have tried to use public transportation but it always fell just short of being adequate. For example, when I was on a ship at Naval Station Norfolk, I often had to be aboard by 05:00 or 05:30. Bus routes started too late. When I was in an office at Naval Station, I wanted to take the express bus but the last one in the afternoon left at 16:45, too early. I commuted by bicycle to Little Creek because I could find a safe route through neighborhoods. I don't commute with my bike on a bus because there is no guarantee that I will find an open bike rack. Here is an idea: Build safe bicycle lanes to connect to the Tide, then allow bikes on the cars, similar to BART in San Francisco. Bicycles will extend the reach of the rail system. Matt Sharpe
for HRT (expand hours of operation)	Need to have a MAX bus leaving the Naval Base Norfolk to Silverleaf Park and Ride for those that have Doctor Apt etc and would like to work 1/2 day. Now the 1st bus leaves at 1513 and that's to late to get to Silverleaf and then on to a Dr. Apt.
for HRT (expand hours of operation)	MAX BUS 922 THAT LEAVES GREENBRIER MALL AT 5:15AM NEEDS TO DEPART AT 5:00AM. THIS WOULD ALLOW ME TO GET TO WORK ON TIME.
for HRT (expand hours of operation)	It would be nice to have MAX Express bus to start from the Norfolk Bases starting at 1400 going back to the Park and Ride, vice 1500.
for HRT (expand hours of operation)	Also helpful is maybe have a noon shuttle to return to Park and Ride if possible 3 days a week, so you can ride the bus in and maybe make appointments during the week ie: Doctors.
for HRT (expand hours of operation)	Would like to get the ferry to run a little earlier (i.e. 0630) in the morning to allow me to get in at an appropriate time. The Norfolk to Portsmouth side would be great if it left at 0630... or even 0645.
for HRT (expand hours of operation)	A more comprehensive bus schedule for the area that allows for the earlier work hours of military personnel. I would love to use the bus but the distance I would have to drive to reach a bus station is ridiculous. Make a transit center closer to the beach(resort) area. Possibly near the convention center. I would also like to see better service between VB and NN. I will be commuting from VB to NN at the end of this year and would love to be able to use the bus vice driving 80+ miles a day.
for HRT (expand hours of operation)	I take the bus about 25% of my working days. I would like my bus (922) to use Gate 4 in the mornings and to have later runs at the end of the work day.
for HRT (Route 409)	Please do not do away with Route 409. This bus is needed to by quite a few Military to get to Newport News Shipyard area.
for HRT (Route 409)	Currently ride the 409 route bus to/from work but HRT/Newport News are preparing to eliminate the route.
for HRT (Route 409)	Bus Route 409 is my typical mode of transportation to/from work. I normally take this every weekday. If this route goes away, as rumor has it, it will be almost impossible for me to go to Warwick Ave to catch the 406 or 407.
for HRT (Route 409)	HRT is currently trying to eliminate the 400 series commuter service bus routes on the peninsula, including the route 409 which I use to go to work at Newport News Shipbuilding (Bldg 600). These bus routes provide service for commuters with physical handicaps, such as myself, and also help to reduce pollution and traffic on the peninsula. In particular, the route 409 bus is the only HRT route which provides direct service from upper Newport News to the shipyard's Building 600 where I work. Since these bus routes only operate twice a day (one inbound trip and one outbound trip) the cost of continuing to operate these routes, particularly the Route 409, appears minimal compared to their benefit. In addition I would like to note that HRT does not advertise / promote these routes and therefore they are not utilized by commuters as much as they should or could be.
for HRT (Route 409)	I depend on the Peninsula Commuter Route #409 for getting to work

Jurisdiction or Agency	Comment or Suggestion
for HRT (Route 409)	<p>I primarily take the commuter routes (415, 430 and 409) to and from work. Periodically there are efficiency initiatives undertaken by HRT and subsequent threats that these routes will be eliminated. These buses are always full and if the routes are reduced or eliminated there would be additional pressure on the regular routes to fill the void. If this were to happen, I would be forced to drive to work rather than take the regular routes that are already overcrowded.</p> <p>Rather than reduce or eliminate the commuter routes HRT should focus on improving awareness of the commuter routes and making them more accessible. The Route 409, which serves Bldg 600 and outlying buildings at NNS, should be expanded to cover VASSIC, Huntington Hall, and ect.</p>
for HRT (Route 409)	<p>There are at least 10 of us that ride the 409 bus on the peninsula every morning as a primary means of transportation to/from work. We are hearing rumors that it will go away. Please don't let that happen!</p>
for military	<p>Staggered work hours on Military Bases is one method I don't see mentioned for military and civilians who work there. When I committed to NOB I would ensure I got to work everyday prior to 5:30 AM to avoid the interstate traffic congestion.</p>
for military	<p>Much help needed; a big portion of delays could be avoided by commands simply staggering hours so not all personnel are trying to cram into work by 0730!!!</p>
for military	<p>Easy solution but no one wants to bend.</p>
for military	<p>RELOCATE COMMANDS FROM NS NORFOLK. There are too many people in too small of an area. It isn't hard.</p>
for military	<p>The problems stem from the bases(surprise!). The great majority of the traffic problems arise from people trying to get into and out of the bases at the same time every day. That's why the rush hours are different than every other city (6am-830am, and 3pm-530pm). The reason I drive alone to work every day is not because I can't catch a bus to work; it's because once I get to work, I'm stuck at my building b/c I don't have a car. So if I need to go to the NEX, get a haircut, go to the dry cleaners, get some lunch, I need my car to do it b/c those are not just around the corner (especially at NAVSTA Norfolk). And, most of the time, I don't have a half an hour to wait for the next bus. So, to allow myself the mobility on base during the day, I drive to work alone.</p> <p>If there were a way I could catch public transportation to work AND continue using it to get around the base, I wouldn't drive. But, it would need to be a dedicated service on my base in order to make rounds fast enough so I wasn't stuck waiting for the bus for a half hour.</p>
for military	<p>This is an issue that should not cost any real money. If the "brass" were to stagger beginning of shift times between units more widely not everyone would have to be on the roads at the same time.</p>
for military	<p>Work with Naval Station Norfolk Commanding Officer and secure all exits from 564 leaving access only to gates 1, 2 and 3, 3A. The traffic routinely exits at the Navy exchange or turns left at Hampton Blvd. and short cuts to Gate 5. Gate 5 should only be used for Hampton Blvd. Traffic. All exchange and Medical access should be from Hampton Blvd.</p>
for military	<p>Parking on base is not good. If one doesn't arrive an hour early to work then one spends 15 minutes looking for somewhere to park or one has to park what seems a mile away.</p> <p>a 2 or 3 story parking garage would help out quit a bit with this situation.</p>
for military	<p>Please provide more education on alternative forms of transportation! Increase service ON the base. It is not convenient to use public transportation if you cannot come close to your place of business. In addition, if there is service on base to locations like the galley, medical facilities and on-base shopping, this would greatly increase the use of public transportation as a viable, convenient option.</p>
for military	<p>IF THEY WERE REALLY CONCERNED LIGHT RAIL WOULD HAVE COME TO THE BASE AND MORE MAX BUSES WOULD STOP AT THE NAVY EXCHANGE. PLUS THE CO OF THE NAVAL BASE WOULD REALLY MAKE SURE COMMANDS HAD STAGGERED TIMES TO COME IN TO WORK SO IT WOULD NOT AND HOUR TO 90 MINUTE TO TAKE A 20 MINUTE DRIVE TO WORK. TO BOTTLE NECK THOUSANDS INTO ONE PLACE AT THE SAME TIME IS ASKING FOR YOUR DAY TO START OFF WITH VERY MUCH STRESS. MAKE PEOPLE RIDE THE BUSES. TOO MUCH SELFISHNESS IN THIS COMMUNITY. BRING THE SHUTTLE BUSES BACK TOO FOR SAILORS TO GET AROUND THE BASE.</p>
for military	<p>A shuttle on base would be Excellent! Naval Station Norfolk needs to open and use more gates.</p>
for military	<p>Move a Carrier to Florida. Traffic is already bad now due to the difficulty with building infrastructure in HR. The traffic is only going to get worse when USS ABRAHAM LINCOLN (CVN 72) arrives from the west coast, and then manning up of and commissioning of the GERALD R. FORD.</p>
for military	<p>There is no incentive for people on NAVSTA to carpool or ride share. Pierside parking, dedicated commuter lots. There should be a bus only lane on 564 or bus only gate for entrance to NAVSTA, that would increase participation. Military in uniform should NOT be in HOV after 6AM, also HOV lanes on 564 need to be enforced or dedicated lane/gate for HOV traffic only.</p>
for military	<p>Naval Medical Center Portsmouth must absolutely build a second parking garage</p>
for military	<p>Have a buses that runs more frequently on bases</p>
for military	<p>The bus I use now is #922 route to the base, the bus route goes to base via 564, I get off on the first bus stop 1st ave I believe). This adds another 30 to 60 minutes to the bus ride. Then someone from our office has to pick me up and take me another 10 minutes to my office.</p> <p>my normal hours are from 700 to 1530. To get to work on time I leave my home at 500 to catch the 530 bus a greenbrier to get to work by 700. Normally I get to work by 630, but 1 of 5 days I don't arrive till 700. I never want to be late so I take the 530 bus.</p> <p>On the way home though the bus picks us up less than a 5 minute walk away, which is gate 4 bus stop. It would be nice if the bus could either come in Gate 4 or Gate 22 and drop us off at the breezy point area, which is right at Bldg SP64, 48 and 49.</p>
for military	<p>There are many people that ride the #919 and #922 bus that work at MSC (Breezy Point complex) which is inside of Gate Four. We would like the bus to enter through Gate Four and stop at the bus stop at the red light on Bellinger Blvd to better serve us. Both buses already pick us up here and "EXIT" thru Gate four.</p>
for military	<p>It would be nice if the morning bus drivers would drop off handicap personnel in front of the building they work in vice the nearest marked stop.</p>

Jurisdiction or Agency	Comment or Suggestion
for military	There is inadequate parking at NMCP. If you work the 1100-1900 shift, it is almost impossible to find parking. This needs to be addressed by the command or they need greater incentives for alternative forms of transportation.
for military	signs to notify if the back gate is open or closed before the turn on london.
for military (alternative work schedules)	In my profession I could easily work from home a few days a week. However, my Command does not allow teleworking. It is my opinion that the Government would experience significant cost and productivity benefits by allowing professional services employees to telework. This would decrease the number individuals commuting on a daily basis. I would strongly suggest that the study pay particular attention to the number of people required to report to Naval Station Norfolk on a daily basis that do not necessarily need to.
for military (alternative work schedules)	Get something down rather than continue with study after study! Admiral Harvey made a great statement that I recently read! Paraphrasing "Why would I be an advocate for additional Missions here in Hampton Roads, when I can't get my people to work right now!!!! There must be an extensive exploration of teleworking to assist this problem!
for military (alternative work schedules)	I think if more civilians on base have the option to work from home a few days a week, then traffic will be reduced significantly. It is something I have been inquiring about within my command for about a year.
for military (alternative work schedules)	Go to flex hours like the Wash DC area to help ease some of traffic telecommute
for military (alternative work schedules)	flex hours expand exit lanes reconfigure traffic signal timing
for military (alternative work schedules)	Maybe the military should consider alternate work schedules. Sometimes there are too many people standing around not working because there are too many in the same area at the same time. Also, it may make it more helpful on a personal level so people could take care of other things at home. Maybe make 10 hr. work days so we are not all traveling everyday.
for military (alternative work schedules)	Two work shifts (0700-1500 and 0900-1700) for all DOD employees and military active duty members working on military installation in the Hampton Roads area to alleviate morning and afternoon traffic congestion.
for military (alternative work schedules)	I think if the ships stagger the schedules from 6:00am to 8:00am to get to work in the morning then that would not cost anyone anything and it would alleviate the majority of the traffic in the morning. It all revolves around the fact that everyone tries to get to work at the same time and leaves at the same time. It doesn't make any sense.
for military (alternative work schedules)	Suggestion to have Active Duty Military start work hrs as early as 0400 to assist civilian workforce with traffic while trying to enter naval station norfolk. It will lessen traffic accidents. They have typically been infractions with Active Duty (those that I've noticed).
for military (alternative work schedules)	one suggestion for Naval Station norfolk would to have staggering hours for coming/leaving the base. I think this would eliminate some of the traffic congestion instead of have x amount of people leaving the base at one time and causing issues.
for military (alternative work schedules)	Please fix this problem. Stagger work hours, open all gates. Max number of gate guards. Put in bike lanes. Flex hours. Why in the world does the new light rail NOT go to the base? I would stay in this area if it were not for the fact that I cannot get from point A to point B in a reasonable amount of time. I would never recommend anyone take orders here if they have other options. The military pours millions of dollars into this area and you would think it would be a main priority to help us to get to work on time with infrastructure improvements.
for military (alternative work schedules)	Military units should be encouraged to implement staggered hours in order to lessen the congestion in the morning. if military commands would stagger the work hours for those onboard ships it would relieve a lot of the back ups experienced each day.
for military (alternative work schedules)	In the event of a major event >> Forcecon Delta, consider use of cones on I-564 to divert part of one lane from I-564 onto LEFTMOST lane of I-564 FROM BASE to allow transit to MALL DRIVE for Sewells Point and NEX traffic.
for military (alternative work schedules)	Consider encouragement for staggering work hours on ships, e.g. 0700-1530, 0645-1515, 0715-1545, etc. to smooth out peaks in traffic.
for military (alternative work schedules)	ANOTHER TUNNEL OR BRIDGES LINKING HAMPTON TO NORFOLK MIGHT BE OF GREAT HELP REDUCING TRAFFIC MAY BE THE CO OF NORFOLK NAVAL BASE SHOULD HAVE COMMANDS OR SHIP PERSONNEL COME IN TO WORK AT DIFFERENT TIMES. MAY BE IN INTERVALS OF 2 HOURS AND SECURE IN INTERVALS OF TWO HOURS.
for military (alternative work schedules)	The military installations need to shuffle working hours between all of the ships that are in port and all of the shore facilities on the bases. When all of the ships are in port, the traffic is unmanageable. Need to do a staggered shift in the morning.
for military (alternative work schedules)	Flex schedules for workers might take the flow of traffic coming in and leaving all at the same time.
for military (alternative work schedules)	I believe that the money that it costs in lost man hours when mil and civ arrive to work late could be used to hire someone to man more gates. We could also stagger working hours so that not all commands are at work or leaving work at the same times. We could change some working hours to 10 hour/4 day a week jobs and increase telecommuting as much as possible. I was rear-ended this past week. I also strongly believe that we need to educate our sailors about safe driving and hold them more accountable when they do things like rear end people because they were texting or talking. We need more police to enforce the law.
for military (alternative work schedules)	It needs to be suggested to the navy base leadership to offer staggered start times--this would alleviate traffic at peak flows.
for military (alternative work schedules)	Honestly I think if Commanding Officer's staggered the workday times, it would ease a lot of the congestion. It's obvious the difference in volume in traffic when only one of the aircraft carriers are out to sea. It's ridiculous how early people have to leave work to get there on time. Another thing I never mentioned was how miserable trying to get across the Hampton Roads Bridge Tunnel is pretty much 24/7. I have never gone over it without slowing down to at least 25 miles an hour. The infrastructure in Ocean View as far as on ramps and merging is atrocious. There should be lights or something that limit the number of people trying to get on during peak hours to eliminate people established on the road to slow down for people trying to merge, which then causes people behind them to hit their brakes and starts a vicious cycle.

Jurisdiction or Agency	Comment or Suggestion
for military (alternative work schedules)	Alternative working hours.
for military (alternative work schedules)	Commands onboard the various military installations should consider shifting their work hours. Example would be on NAVSTA Norfolk, certain Commands work from 0600 - 1500, other Commands work from 0700 - 1600, and so on. This would help to ease congestion.
for military (alternative work schedules)	It freakin sucks because the base does not manage the traffic flow and the work schedules of the sailors properly. There needs to be a staggered work day for the sailors or there needs to be more gates opened at the base, simple. And the state police needs to monitor the HOV EVERYDAY because there is nothing but
for military (alternative work schedules)	single drivers in the HOV during the HOV ONLY hours.....start enforcing the damned law! And force the navy base to open more gates, and stagger the work day for the sailors.
for military (alternative work schedules)	stagger ships arrival and departure times to lessen the amount of vehicle travel at a given time, Better paint the parking spots east of mcdonalds(carrier pier mcdonalds) to increase the cars that can park, right now there are some that take up two or more spaces because they are not painted well enough. Every
for military (alternative work schedules)	morning people "make spots" to park, maybe these "creative" spots could actually be spots. Also I think there are too many spots designated for mcdonalds, because they are almost always empty maybe 10-15 spots I never see being utilized even during peak hours.
for military (alternative work schedules)	Please do ANYTHING. Sailors hate being stationed here because of the traffic. The roads are terrible (pot holes, loud) and volume is insane from 0530-0730 and 1530-1730. Encourage the base to institute shift hours so the entire base isn't trying to drive the roads at the same time. Pax River, MD does this and it really helps the flow into the base.
for military (alternative work schedules)	The base needs to be more proactive and not reactive. They should know when the big deck ships are in and plan on doubled-up gate guards, and reverse outgoing lanes to incoming lanes.
for military (alternative work schedules)	Mass transit in to the base should have one gate and one lane open to them so they do not hold up other traffic.
for military (alternative work schedules)	Commanding Officers should be encouraged to allow 10% of their force to telecommute the heavier trafficked days as well. Saves gas, time and resources, but realize this privilege would have to be extended to those responsible enough for it.
for military (alternative work schedules)	Stagger work day start and finish times to minimize impact traffic going into Naval Station Norfolk.
for military (alternative work schedules)	Convince my boss to let me telecommute!
for military (alternative work schedules)	Civilians should come in earlier or later than military personnel. We should be reimbursed for damages/repairs to vehicles due to the road conditions. These roads are heavily traveled. We don't have any other choice but to use them. I've never seen so many potholes and I think Virginia could do a better job maintaining the roads.
for military (alternative work schedules)	Staggering arrival and departure times on base as much as possible would be extremely helpful. Bringing the option of telecommuting to contractors would help enormously. Improving traffic conditions on base, such as the intersection of Bellinger Blvd and 5th Ave, would prevent much of the congestion at the gates.
for military (alternative work schedules)	Adding high-speed ferries from Portsmouth Naval Hospital to NAVSTA would prevent much of the congestion at the Midtown and Downtown tunnels. Extending the light rail to ODU and NAVSTA and pairing it with vanpooling or commuter buses would prevent congestion. There are so many options that we could employ other than expanding the tunnels and adding tolls.
for military (alternative work schedules)	If there was any way of this, Sea and Shore commands should separate working hours. Most of the traffic in the mornings have come mainly because of the aircraft carriers. If that doesn't work, maybe shifting 1 or 2 carriers to another base will be a great help since most of the east coast carriers are here. or maybe even shifting other ships elsewhere. Another problem we are facing is how many cars break down inside the tunnel each day. I understand it is out of our hands but we should have very thorough inspections on these vehicles so we don't have to worry about them breaking down. Thank you. I appreciate you starting something like this.
for military (alternative work schedules)	I think the commands on naval station norfolk should stagger the beginning and end of shift times. that way there isn't a back up at the same time.
for military (alternative work schedules)	Stagger the hours on the base break down the base into three areas, have them come in 1/2 hour intervals this could relieve the congestion on our base.
for military (alternative work schedules)	Chokepoints at the gates are the main cause for all the traffic. I would recommend staggering the times for personnel to come into work. I would also
for military (alternative work schedules)	recommend developing an elaborate rail system with multiple stations located in the city that all lead directly to the base. These stations would need large parking structures so personnel could drive to the stations and leave their cars. If necessary, make the stations "Gates" to the base with guards that check ID to further reduce the impact of chokepoints. Rails should lead directly into the base.
for military (alternative work schedules)	I truly believe there is no way to fix the congestion problem with out extensive road way reconstruction to allow more lanes, however is pointless due to limited amount of gates norfolk has to allow traffic in. I feel there are two options to solve nofolks problem with traffic. One is to cut nofolks military personnel in half
for military (alternative work schedules)	who are stationed here by restationing elsewhere and moving commands to bases that are not so over populated, however would cause economic problems and so many more. Another would be to have different shifts in which the military works. I.E if there are 20 ships on base. Have 5 come in at 0430, 5 come in at 0530, etc. There really is a severe over population problem here in the hampton roads area with military personnel which causes all the traffic problems. It really is a nearly impossible problem to fix with out extreme and costly changes.
for military (alternative work schedules)	There are so many things that can be done to reduce morning traffic heading into the bases. The shore commands and ships on Naval Station Norfolk can
for military (alternative work schedules)	stagger work schedules by 1-2 hours. If all the shore units started even just an hour before or after the ships, that would make a huge difference. There's also a noticeable difference in gate congestion when there's 2-3 officers on each traffic lane heading into the base. Twice the amount of cars move through the gates with three officers versus one. This option is so obvious, I can't believe it doesn't happen on a regular basis. There could also be more gates built or the current gates enlarged, and new lanes coming off the highway directly into the base.
for military (alternative work schedules)	Commands on Naval Station Norfolk should stagger their working hours to reduce the amount of vehicles on the road at the same time.

Jurisdiction or Agency	Comment or Suggestion
for military (alternative work schedules)	As I previously stated base traffic has rippling effect of other negative quality of life issues. People who are not even trying to get to the base are also stuck in the traffic just due to going in the same direction. Convincing DoD to move more towards telecommuting would benefit not only traffic concerns but also fiscally. Another option would be staggering work hours more; currently every commander thinks his/her command must start work at 0700.
for military (alternative work schedules)	Teleworking helps alleviate the traffic and boosts productivity. Commands should consider adding more teleworking day to eligible personnel.
for military (alternative work schedules)	If commands (both mil and non mil on base) were to stagger work hours it would help with early morning traffic
for military (alternative work schedules)	Traffic is worse the the large ships like the Aircraft Carriers are in homeport. Staggering working hours for the larger ship would allow the traffic to flow better vice everyone trying to get in at one time. Parents are limited due to daycare so leaving 2 hours early is sometimes not an option. After 0730 the traffic to Norfolk Base is pretty good.
for military (alternative work schedules)	ONE OF THE BEST TOOLS FOR ALLEVIATING THE TRAFFIC PROBLEMS ON NORFOLK NAVAL BASE HAS BEEN THE COORDINATED STAGGERING OF THE WORK HOURS SO THAT EVERYONE DOES NOT REPORT AT 6AM OR 7AM. I HAVE BEEN BLESSED WITH A REPORT TIME OF 0530 AND YOU REALLY MISS ALL THE TRAFFIC, COURSE MY TIME WAS JUST CHANGED TO 0600...STILL COME IN AT 0530.
for military (alternative work schedules)	some one needs to stagger the work hours at nas norfolk.
for military (alternative work schedules)	Why must every single command on the base start at 0630-0700 why not 0900-1700 alot of every sailors work day if not most is time just wasted there isn't really a good reason to work 10 plus hours everyday if 5 of them are wasted doing nothing. The work would get done just the same if half of the base started work at 0800.
for military (alternative work schedules)	Can you suggest to military commands that they stagger starting hours or go to 4 day workdays to ease congestion?
for military (alternative work schedules)	Maybe a good idea is to stagger the work force from 6 am to 9 am in shifts.
for military (alternative work schedules)	Start times could be staggered. Seems like everyone starts at 0600. Re-teaching courtesy of merging.
for military (alternative work schedules)	Base traffic is becoming increasingly congested and it is impossible to anticipate. I am now leaving 1 hr and 15 minutes before my report time of 6:00 to be on time for a 25 mile commute.
for military (alternative work schedules)	As a supervisor, I can not hold my employees accountable for being on time because of the traffic. It would be beneficial to stagger reporting times and assigning contractors to certain gates. PLEASE DO NOT MOVE SHIPS from Little Creek to Norfolk.
for military (alternative work schedules)	Telework...Telework...Telework! Telework should be made an option at every Military Command in the Hampton Roads area due to the massive traffic congestion. Especially for areas like Norfolk Naval Base.
for military (alternative work schedules)	The military installation should vary the times people have to come in better.
for military (alternative work schedules)	The Biggest Problems: Excessive loading of piers at Naval Base - poorly coordinated ship movements, lack of staggered shifts for sailors, ineffective but delaying security measures, inadequate number of gates open. Military Leadership has to take an active role in improving the situation.
for military (alternative work schedules)	Teleworking more than one day per pay period will help decrease traffic congestion.
for military (alternative work schedules)	Need to more aggressively use telecommuting and adaptive work schedules
for military (alternative work schedules)	Suggestion regarding transportation to and from military facilities in Hampton Roads by changing commuters work schedules eliminating vast commuters travelling to and from the military bases all at the same time.
for military (alternative work schedules)	Unfortunately, many of the area traffic problems are a result of common working hours for the area military bases and extremely poor driving habits, neither of which can easily be resolved.
for military (alternative work schedules)	Recommend teaming up with base commanders in establishing more telecommuting options to decrease traffic OR suggesting a slight change in worker hours so not everybody is leaving and exiting the base at the same times. Seems to be the most cost effective.
for military (alternative work schedules)	Perhaps state government pressures to curtail military rush hour as San Diego has attempted to stagger working hours for the ships and shore units could decrease some of the issues.
for military (alternative work schedules)	Teleworking is a valuable option to reduce the traffic burden on our local roadways. While not everyone can do this each day, managers should be given the authority to allow staff to telework. This will reduce gas consumption, reduce the parking stress at NMCP and prove a moral boost to staff who can often accomplish more from home due to fewer interruptions.
for military (alternative work schedules)	I think it would be very helpful to the traffic situation in Hampton Roads if more personnel could either telework, or commands would be more lenient in allowing employees to have a flexible work schedule!!
for military (alternative work schedules)	alternate ship schedules
for military (alternative work schedules)	ONLY THING THAT WILL ALEVE TRAFFIC ISSUES IS COMMANDS WORKING VARIED SHIFTS OR A DRASTIC CUT ELIMINATING MULTIPLE CIVILIAN JOBS ON BASE.
for military (alternative work schedules)	Maybe if there is a staggered work schedule for employees traveling in the same direction. It could eliminate some of the congestion and accidents along the road. On none work day traveling in the direction it only take about 15min. and work days over and 1hr.
for military (alternative work schedules)	Initiate a telecommuting program to enable many employees to work from home or off-site telecommuting centers.
for military (alternative work schedules)	I believe commuter problems can be alleviated if the military embraces teleworking as a preferred alternative to on-site work. Most white-collar positions are suitable for this arrangement but organizations are slow to pursue implementation of Public Law 111-292.
for military (alternative work schedules)	The HRTPO needs to apply pressure to base CO's to stagger the beginning of working hours for units attached to their bases. If the entire Hampton Roads military community did not have to be at work at 0700, the congestion would decrease and commuting would not be as big a hassle. I live about 20 mins door to door from my office, and it takes me about an hour if not more to get to work. That is ridiculous. If half of the base started work at 0700 and the other half at 0800, I guarantee an improvement in traffic congestion. Maybe even break the base into thirds and stagger starts over three hours, alternating each week or each month so that all commands get a crack at the later times. This is the simplest solution to the problem. No construction or money needed.

Jurisdiction or Agency	Comment or Suggestion
for military (alternative work schedules)	Telecommuting or other alternative work schedules would help substantially with the cost of commuting to and from work.
for military (alternative work schedules)	More staggered work hours may help traffic congestion.
for military (alternative work schedules)	The Fleet should stagger the ships work hours. The traffic has been a nightmare for several months and another carrier is arriving in December. Everyone reports at the same time causing a daily 5 mile backup.
for military (alternative work schedules)	Change work start and stop times based on work location:
for military (alternative work schedules)	NSN & JEB-NAB: First in first out. Ships & Pierside Support Commands Start 05:30 - 14:30
for military (alternative work schedules)	NSN-NAS, Oceana, Air Commands: 06:00-15:00
for military (alternative work schedules)	NSN, Oceana, Other Support Commands: 06:30-15:30
for military (alternative work schedules)	Perhaps traffic congestion would lessen if work shifts were staggered putting fewer cars on the road at the same time.
for military (alternative work schedules)	I would love to see an alternate work schedule plan for my organization to help resolve some of the traffic problems. I spend an average of 2 hours each day sitting in traffic. If I was allowed to work 10 hours four days a week, I would gladly do so. I would also like to see a light rail from Newport News to Norfolk.
for military (alternative work schedules)	Not sure if this would be considered applicable to the survey, but working 4 days 10 hrs per day, should be considered an option for employees on the Naval Station
for military (alternative work schedules)	I have a 90 mile commute every day to and from work, but before being hired I was told that tele-work was an option. I accepted the job but now I'm told NAVFAC MIDLANTs 1102s can't tele-work! My coworkers and I have asked for this option several times since but the answer is still no!
for military (alternative work schedules)	Morning commute is the worse part of being stationed in Hampton Roads. Perhaps commands could be encouraged to stagger work hours- more efficient.
for military (alternative work schedules)	Everyone seems to be leaving and arriving at the same time. Maybe hours of leaving and arriving could be staggered.
for military (alternative work schedules)	Car pools are a good idea in theory but military work hours are not reliable and workers work late often which creates ride problems for all involved in car pool.
for military (alternative work schedules)	Military leaders are not sensitive to this not do they show any concern about how long it takes to get in the gates. This could easily be corrected with more personnel during peak hours prior to the build up of traffic. By 0700 or 0600, traffic is already stacked up miles.
for military (alternative work schedules)	would like to see base leadership take a more active role by staggering start times aboard naval station Norfolk.
for military (alternative work schedules)	When bigger ships pull in they should all have different set times when they have to be at work. Also when security is checking two i.d.'s at a time at each checkpoint that helps traffic flow faster. Another thing is if people wouldn't forget their i.d.'s or have to get turned around this would help the situation also but everyone's always going to be irresponsible just like getting up in time to go to work.
for military (alternative work schedules)	Military personnel should stagger work start times to avoid major congestion in the morning hours.
for military (alternative work schedules)	-Staggering the traffic by varying the working hours can help ease peak loading...tenant commands on local bases should have target percentages to help encourage the distribution, and there should be some incentive for meeting the target.
for military (alternative work schedules)	-Some traffic regulations should be adjusted to reduce the number of cars cutting through neighborhoods, making U-turns, etc.
for military (alternative work schedules)	Perhaps changing work schedule can decrease the stress that we face daily on our roadways. The military has flexible options for how we can operate, but the process for doing so requires a higher authority to mandate something for this to be successful. When left to an individual command, they will fail as so many have when trying to implement. Something to consider.
for military (alternative work schedules)	If working hours were staggered from different commands starting at 0530,0630,0730, that may reduce the amount of traffic congestion coming into and leaving the base.
for military (alternative work schedules)	stagger the working hours because everyone is miserable and people are getting in accidents because either they wake up too early and are sleep deprived and driving at half attentiveness, or they feel they must rush to work to prevent being late and are only focused on getting to work quickly and not safely.
for military (alternative work schedules)	I suggest staggering the arrival time of base personnel. A flexible arrival time could help ease gate traffic congestion during the morning rush hour(s).
for military (alternative work schedules)	we need change work schedule all over the base
for military (alternative work schedules)	NAVAL STATION, NORFOLK -- HAVING SOME FLEX IN SHIFTS.. IT GETS CRAZY WHEN ALL THE SHIPS ARE IN AND CAN TAKE UP TO TWO HOURS TO GET ON THE BASE. LOTS OF LOST PRODUCTIVITY.
for military (alternative work schedules)	Increase stagger of working hours. Increased support services for faster ID checks at gates.
for military (alternative work schedules)	Don't know if there are any options to stagger start times to spread out the traffic during peak times. There just doesn't seem to be sufficient roads to handle the current commuter capacity.
for military (alternative work schedules)	Local military truly needs to embrace alternate work schedules - require it vice just "authorizing" it. I time shift at my current job and it is seamless. I had a chance to meet w/ Cong. Rigell recently and when he found out I commute from VaBch to Hampton every day he asked me how the tunnel was. I told him the HRBT tunnel wasn't the problem, instead it was the thousands of military people trying to cram in and out of the Naval Station.
for military (alternative work schedules)	Telecommute or I even thought why have a satellite office at bases closest to your home. We actually have subordinate commands at the base closest to my home.
for military (alternative work schedules)	We need to stagger the work hours for the different ships with as many ships that we have to help traffic
for military (alternative work schedules)	Would like to see an alternate mode of transportation to my NASA Langley work location allowing for shift workers.
for military (alternative work schedules)	Stagger hours, open more gates, build another tunnel. Something must change.
for military (alternative work schedules)	I worked on NSN for several months and waited for over 45 mins on many occasions to get into base. It usually took about a half hour from the time I left my house to the time I was on base, it should only take maybe 15 minutes. advanced notice and alternative work options should be given when a situation arises that will likely cause major traffic delays.

Jurisdiction or Agency	Comment or Suggestion
for military (alternative work schedules)	Staggered work hours. If everyone wasn't trying to get to the same place at the same times the problem would not be as bad. Have some commands start early than others.
for military (alternative work schedules)	I think staggering start times would be the cheapest and most effective way of aiding traffic. The problem is in the major bottlenecks at the gates and major intersections, which could be reduced by having fewer cars traveling per minute through these bottleneck over a longer period of time. Also encouraging people to live closer to where they work could help aid travel times
for military (alternative work schedules)	Having everyone show up to work at the same time is going to cause massive delays. Would it be possible to stagger the work hours. Choke points on freeways are also a problem. Maybe opening HOV lanes up to all from 0600 - 0900 would help alleviate some congestion on outside lanes. But again - you go from 2 lanes to one - and the choke point causes back ups. Possible to widen HOV or make I564 reversible lane in morning.
for military (alternative work schedules)	Alternating Arrival/Dismissal Times to avoid "Congestion" and the need for Tolls.
for military (alternative work schedules)	Stagger the work shifts
for military (alternative work schedules)	perhaps by flexing the start and end of work hours at the largest employers congestion could be lessened
for military (alternative work schedules)	I am a knowledge worker in a service oriented business and telecommuting is NOT allowed! The clock is watched and I must arrive and leave at the specified times! There is zero tolerance for schedule flexibility. Old school managers need a kick in the pants from local government or to be more positive, maybe a reward of some kind, to start allowing telecommuting. Hampton Roads needs to get with this trend!
for military (alternative work schedules)	Increase teleworking opportunities
for military (alternative work schedules)	VMS are unreliable and now with new bulbs difficult to read under optimal conditions and worthless during heavy rain/fog. Teleworking IS a solution for reducing traffic congestion; however, fear of public perception impedes widespread implementation. It will take a strong leader in DoD to support/mandate such a policy and be at a location long enough to monitor financial benefits (energy, construction, traffic).
for military (alternative work schedules)	Suggest base stagger civilian and government personnel work hours to spread out the rush hour density.
for military (alternative work schedules)	Vary the ships and carriers work schedules so not everyone is commuting to work around the same time. One morning right after several ships came in, it took me 1 hour and 40 minutes to get to work due to traffic congestion.
for military (alternative work schedules)	Telecommuting is a wonderful option and as a contractor I have successfully used it numerous times.
for military (alternative work schedules)	Telecommuting, Light Rail and a voluntary staggered begin and end to work days would be helpful.
for military (alternative work schedules)	maybe have half of the base on different working hours so that you don't have a rush at the same time
for military (alternative work schedules)	A change in work schedules can also help and provide less congestion. i.e. - work schedule from 5 or 530 until 2 or 230.
for military (alternative work schedules)	this could elevate traffic congestion. work schedule of 4 10 hour days instead of all week or rdo can elevate congestion issues.
for military (alternative work schedules)	Light rail seems to work in many major cities; if it can be expanded, it can work here also.
for military (alternative work schedules)	1. Commanders should be encouraged to stagger hours
for military (alternative work schedules)	2. DOD should revise rules which restrict telecommuting.
for military (alternative work schedules)	A lot of the problems are not road related, but driver ignorance, Sailors leaving too late and rushing to work, etc. Staggered working hours for base personnel/ships might alleviate some of the traffic problems near base.
for military (alternative work schedules)	Over the holidays the HOV lanes were open to all, that made traffic flow more freely and there were hardly any backups during the afternoon rush hours. The morning is always painful because there are thousands of Sailors trying to get to work at the same time. I wish the bases would stagger out report times, but due to security/safety concerns I understand why everyone must report in the early AM hours.
for military (alternative work schedules)	I think the traffic at gates could be solved if it wasn't so many people trying to get through at a certain time. I think that if the ship is at piers 1-4 the sailors should come in at this time and then ships at gate 5-14 should come in at this time and so forth. The sailors going to the piers should be designated to certain gates and civilians are designated to the others.
for military (alternative work schedules)	Have military as well as civilian personnel stagger work days and hours.
for military (alternative work schedules)	The issue is that they need to stagger the times were people come to work.
for military (alternative work schedules)	The reporting times for people need to be staggered there are just to many people trying to get through these gates at one time in the morning. I have to leave my house no later than 4:45 just to get to work by 6 it is totally absurd
for military (alternative work schedules)	Suggest the military base to have staggered working hours. IE; Carriers and Air groups come in at 0600, LHA, LHD, LSD'S come in at 0630, DDG, FFG, CG'S come in at 0700, Shore duty comes in at 0730. This is the only way to ease traffic. 30,000 people coming to 5 open gates trying to make it to work by 0700 just does not work.
for military (alternative work schedules)	The delay at the gate is based on various factors. My commute is 30 minutes on a good day and 1 hour on a bad day. There is no way to tell ahead of time. The options are come in vary late many days or come in very early some days. Neither option does much for setting a positive frame of mind to start the workday. Other than staggering work hours, I do not have much to offer in the way of solutions (that are reasonable). I just hope something is done, I AM NOT A HAPPY CAMPER!
for military (alternative work schedules)	Stagger starting/stop work hours for major commands at Naval Station Norfolk and NNSY Open all gates with additional gate monitors in the morning Invest in widening and improving roadways on and off base Add additional bridges as tunnels contribute to backups and accidents Run light rail from suburban areas with high military concentrations to the major military facilities with a frequent enough schedule to allow flexibility for travelers to select this mode of transportation over their POV.

Jurisdiction or Agency	Comment or Suggestion
for military (alternative work schedules)	Do more with delaying the work force. More people seem to have the same stop times
for military (alternative work schedules)	Urge Commanding Officers to stagger morning report times. Traffic is mostly a concern in the morning because most installations and ships have a 0700 report time. So if I have to report at 0700 I have to leave my house at 0530 to be on time, however if the time is adjusted to 0800, I can leave at 0715.
for military (alternative work schedules)	There has always been a problem with thousands of sailors on NAVSTA Norfolk commuting at the same hours. Their work hours should be staggered so that they are not all attempting to get to work at the same time and departing their ships at the same time. This congestion leads to the numerous accidents and pile-ups along the interstates. Commanding Officers should work together to stagger their daily reporting and departure times.
for military (alternative work schedules)	I could telecommute 3-4 days a week but because of the "culture" here, I have to show up at work every day to be "seen".
for military (alternative work schedules)	<ul style="list-style-type: none"> - No tolls on tunnels - Increase gas tax to generate funds to expand HRBT
for military (alternative work schedules)	I suggest alternating ship start times, whether by type of ship, or pier the ship is located on. I feel that this would keep the traffic on I-564 from turning into a parking lot every morning.
for military (alternative work schedules)	Traffic congestion to base would be greatly mitigated by staggering working hours for different commands within the base. It is 8 miles from my front door to my ship on NOB and it takes me 45 minutes to drive there every morning because everyone who works at NOB is trying to make it to work by 7. Also a park and ride or rail system that travels onto base would be highly effective.
for military (alternative work schedules)	With a little coordination, most of the backup on I-564 could be alleviated if ships on the waterfront would stagger their workdays by even half an hour, especially since every ship on the waterfront conducts 1st watch turnover at 0630.
for military (alternative work schedules)	Suggestion to stagger work times seems sound, but I've never seen it happen. Provide more direct guidance to unit commanders/incentives to get more results.
for military (alternative work schedules)	Suggestion: Stagger the 'start' time for various commands on the waterfront. i.e.: for one month DESRON or CSG "X" will have normal working hours from 0630-1430, DESRON or CSG "Y" will have normal working hours from 0830 - 1630 etc. and then after a month, rotate who has the early and late days.
for military (alternative work schedules)	Background: On days that I have to attend training or meetings and can go directly from home to Naval Station Norfolk and do not have to arrive until 0730 or 0800, I have no delay and get to the base in approx 15 min; however when nearly every ship on the waterfront is trying to start the workday at 0630 or 0700 there is a huge backup as early as 0530. Until recently I rode my bicycle to avoid traffic but was hit by a vehicle and minorly injured; I don't judge Hampton Blvd to be safe to commute on a bike any longer. We seem to be to always make the start of the workday earlier and earlier but walking through the waterfront parking lot at 1600 shows that most people are gone by then. I would willing to have the 'work day' end at 1700 or 1730 (a normal business day) every other month to not spend 5 - 6 hours per week in traffic for a 4.1 mile commute.
for military (alternative work schedules)	people should get off at different times.
for military (alternative work schedules)	With this many personnel assigned to these areas we need to put it to shifts and then make the military stick to them. If they could break it up, it would be great! I think a rail service from VB to NSN would be outstanding...but I know that it would take a long time to make happen - but having shift work to break up the amount of people on the road at the same time could be worth a shot.
for military (alternative work schedules)	Flex Time should be encouraged as well as telework to minimize peak commuting traffic
for military (alternative work schedules)	I think if there was a alternate work day schedule like working 10hr days for 4days and having one day off especially Mondays. It's the first day of the week and it's so hectic. Maybe the member/employee could rotate Mondays/Fridays.
for military (alternative work schedules)	it would be nice if someone could come up with a way for people that get off early and start early so if would help with
for military (alternative work schedules)	I live close enough to NS Norfolk that I would consider riding a bike year round however the traffic is simply too dangerous to make that a viable option.
for military (alternative work schedules)	The solution to the military traffic problem seems fairly obvious. Traffic jams are created because you have every single member of every single command on NS Norfolk trying to arrive at work with in a half hour of each other (and they go home in similar fashion). What needs to be done is collect all the commanding officers of NS Norfolk tenant commands, sit them in a room, and require them to significantly stagger the start and end of their work days.
for military (alternative work schedules)	I would suggest having different commands report to work at different times of the day.
for military (alternative work schedules)	If all the major commands at Norfolk Naval base would stagger their work times it would ease traffic.
for military (alternative work schedules)	Recommendation for staggered work hours to attempt to alleviate traffic congestion or flex work week program.
for military (alternative work schedules)	Unfortunately I havent a solution, we are in a financial crisis as it is, but having to leave your house 2-3 early just to get to work on time is frustrating and leaves you tired and unmotivated, there needs to be a solution, ie. different work schedules when ships are all inport. split gates for various commands, ships. something as to be done.
for military/HRT (public transit on base)	The military installations will have to provide bus service or some other manner of transportation within the installation once the mass transit deposit personnel at a location on the installation. Without that buy-in, mass transit will fail because the bases are huge and people cannot walk to their work locations from a singular deposit point.
for military/HRT (public transit on base)	The MAX bus service is very good but only runs very specific times. It also is subject to traffic on 564 which causes it to run behind schedule regularly. A bus lane into the base would possibly promote ridership. The other BIG obstacle I and others would face is mobility during the day. Bus routes on base are minimal.
for military/HRT (public transit on base)	A bus or shuttle dedicated to the base could also promote overall ridership. Then promote ridership by showing how easy it can be to ride and potential savings through commercials, word of mouth, etc... I use the TIP program and NURIDE and calculate I save about \$7 a day which would be over \$1K per year on top of reduced maintenance and mileage on my vehicle. Feel free to contact me for more information at james.willenbrink@navy.mil.
for military/HRT (public transit on base)	Currently commuter buses not allowed onbase. Can that be alleviated to provide point to point commute?

Jurisdiction or Agency	Comment or Suggestion
for military/HRT (public transit on base)	I would love to be able to take the train into the base, then pick up a bus to take me closer to where I work. I've never been interested in the bus as it hits the same traffic I do in the mornings even though I would save money in gas. With the reimbursement program I might now consider the bus option; however, I'm not sure if the bus drops me off close enough to my building to walk in the rain or snow.
for military/HRT (public transit on base)	I love the Tide, and I think that if the Tide was available to Norfolk Naval Station I would definitely utilize it, however the problem would then be once you are on base, how are you able to get to your place on work in NOB. ?Possibly have an --in house bus system on NOB -- that matched the delivery times of the Tide? I feel the Tide is way more dependable then the bus routes that are constantly late, and usually stuck in the same conjetion that we are in. Even so that will not help out with the conjetion that we face every day on 64w and 564w right now. I think making another route to access the base...or possibly widening 564W to provide seperate lanes to Gates 3/3A, and of course making Gate 3/3A larger and faster would be an immense help. It has definitely been a major discussion topic in my household and has been the cause of family members moving; it has produced talk of us moving and looking for employment in other locations as well. Not very many people want to have what should take 30min max. commute to work and have it turned into over a 90min commute instead because of a bottle neck issue that continues on and on. Thanks for listening.
for military/HRT (public transit on base)	I would love not to drive but there needs to be a shuttle on base. Also, I would take the light rail if it came to the base. I would use these options even if they took longer than driving so that I could relax.
for military/HRT (public transit on base)	I'm on a cruiser out of NAVSTA Norfolk. I've often thought that if there was a public transportation (i.e bus, ferry, shuttle) service that catered to the water front, perhaps a loop making stops at all the piers, it would alleviate alot of the congestion on Hampton Blvd and 564.
for military/HRT (public transit on base)	I am aware of HRT Express bus services however, the nearest stop to my work site is approximately 1 mile away. A great walk in the spring or fall with clear skies but absolutely unacceptable when dealing with severe heat, freezing cold or nor'easters.
for military/HRT (public transit on base)	Bus service within Naval Base would be great especially during winter months. Also, very interested in commuter van service from home to base (actualy site drop off not bus stop drop-off).
for military/HRT (public transit on base)	Bus service to gate 4 in the morning hours would be helpful to get to work without the frustration of driving in the morning. However at the current route schedule there is no route that leaves me close to my office in the morning.
for military/HRT (public transit on base)	Parking by the waterfront piers is bad. A shuttle bus from areas like gate 4 to the piers would be nice. If taking MAX bus into work located by gate 4, there is no means to get to the piers if you have work to accomplish there.
for military/HRT (public transit on base)	In order for light rail to Naval Station Norfolk to work for commuters, a circulator shuttle system would be needed for transportation within the base. If the travel time for light rail from Town Center, Virginia Beach to Naval Station Norfolk exceeds 45 minutes, it won't be used by VA Beach residents. Light rail to NAVSTA Norfolk could dramatically improve my commute and reduce traffic on I-64 and I-564.
for military/HRT (public transit on base)	Regarding base type shuttle service, should look to places like Busch Gardens and Disney parks where they have people moving to a science.
for military/HRT (public transit on base)	Any mass transit solution providing transportation to Naval Station Norfolk, would also require some form of on-base shuttle to move people around the base without their own car.
for military/HRT (public transit on base)	Hampton Roads by far has the worst traffic problems of any base in the Navy. I would avoid being stationed here again, just because of the horrible commute.
for military/HRT (public transit on base)	To make things worse, Naval Station Norfolk will not open all of the gates in the morning, and makes getting to any gate a maze. Get us a lightrail to get to the base and a bus on the base to take us to the piers.
for military/HRT (public transit on base)	West Virginia University has a small tram system that would work well for transportation within the larger bases.
for military/HRT (public transit on base)	Ground distribution services would be helpful once on the base by mass transit.
for military/HRT (public transit on base)	Need something to be able to get around NAVSTA Norfolk.
for military/HRT (public transit on base)	Traffic is most impacted by the Naval Station and port loading on any given day. Any transportaiton solution (Light rail, bus,etc.) needs to run to Naval station and probably must include base shuttles from the light rail or bus station to various locations throughout the base.
for military/HRT (public transit on base)	I wish they had a base shuttle running. That would make things VERY convenient. Also, if bus routes were more frequent, it would be helpful too. Norfolk is a very spread out city and it's frustrating to try and get around.
for military/HRT (public transit on base)	Not only do we need a system that will take people to the Naval Base, we need a system on the Naval Base to move people around. Dropping people off at the gate with no way of getting around the base in a timely fashion simply will NOT work.
for military/HRT (public transit on base)	Suggest a system that will take people to Old Dominion University - there is a noticeable difference in traffic on days the university isn't in session.
for military/HRT (public transit on base)	Toll? Charge them to non-VA residents! I pay enough already for taxes.
for military/HRT (public transit on base)	Rethink the HOV lanes - I'd pay \$ to be able to travel in those empty lanes when I'm sitting in 90 minutes of traffic on I64 and see 12 people go by in those lanes.
for military/HRT (public transit on base)	I would like a shuttle on base if I used the bus to the base gate.
for military/HRT (public transit on base)	I lived in Argentina for 7 months. Public transportation can work and work well. We need a system that takes people to work from their neighborhoods, allows flexibility to get off and shop and then get back on later, and runs frequently enough.
for military/HRT (public transit on base)	Although I believe a rail system of some sort would greatly reduce traffic, it would be more of a logistic problem of getting individuals to their appointed places within the base itself. That being said, the HOV lanes on 64 located between 264 and 564 are under utilized. If this were open to all traffic, regardless of how many passengers are in the car, it would reduce the build ups that are typically seen at the Military highway and 264 interchange. Matter of fact, if one were to introduce a fee to have the benefit of using that HOV the revenues could be used to repair the dilapidated roads along 64 into Norfolk. This fee of course should be in the form of a sticker of some sort like the EZpass, so it could be scanned quickly. No toll booth should be set up, this would only add to the congestion. Thank you and I hope positive results come from your survey.

Jurisdiction or Agency	Comment or Suggestion
for military/HRT (public transit on base)	If/When light rail makes its way to the military installations, there will have to be reliable, frequent commuter transportation on the base.
for military/HRT (public transit on base)	The limited bus service on NS Norfolk is a major reason that I do not use it. There are multiple stops along the piers, but none between Gate 4 and the AILANT building. If a stop was added at the main parking area in front of the flight line hangars, there would likely be a significant increase in ridership from squadron personnel.
for military/HRT (public transit on base)	An on-base shuttle would greatly reduce back-up, as those living in military housing would be able to walk/bike, then grab the shuttle.
	Some states have restrictions on 18 wheelers during the rush hour like not being allowed on interstates or known highly congested roads.
	An express shuttle from the PPV by Camp Allen to the Naval Piers: Have the shuttle inspected prior to the driver's shift and train the driver how to check ID's, this way it can be an express shuttle and not have to stop at the gate for ID checks. Set up a restricted lane on the roads so it passes all congested areas and goes through a specific gate with no waiting at the gate for ID checks.
	Contractors: Restrict contractor gate hours to outside of the rush hours.
for military/HRT (public transit on base)	More gates to NAVSTA, Norfolk during the peak congestion hours.
	The exit ramp off 564 for gates 3 and 3A need to have longer exit ramps, and have its own dedicated exit ramps.
	When exiting 564 to ADM Taussig Blvd heading toward gates 1 and 2 should never have red lights during the peak morning hours, restrict the traffic patterns around the base so that only right turns are allowed coming out of the exchange onto Adm Taussig.
	Traffic pattern restrictions in the afternoon for 64W: do not allow vehicle access to 64W the last two entrances prior to the HRBT.
	Set up express lanes for 64E so that people not going to the base won't mix into the traffic for the base, like a double decker freeway, express lane up top.
	Separate the terminal Blvd, Granby St, and 564 exits on 64E.
for military/HRT (public transit on base)	Cmds have little or no "pool" vehicles to facilitate attending meetings. If you go to many or cannot anticipate when you may need to go...you drive to work. A
	means of transportation, on base & between bases, with a reliable schedule that you can plan around would be huge. Base shuttles of the past...you weren't sure
	whether a civilian could use it...who knew if it cost anything...try getting a schedule so you can plan your return... It was secret that only a few knew.
for military/HRT (public transit on base)	1. There is a need to change the bus entry route to better serve us at MSC, GATE 4 vice GATE 3 is the recommended entrance.
	2. There is NO BUS SHUTTLE available providing services to our command (MSC) from the bus stop
for Norfolk	I would like to see bigger signs that make it easier to read street names. Especially on major roads and intersections. I want to be prepared for my turn as early as possible.
for Norfolk	traffic light timing seems to be weird at 0615 in the downtown area. If I follow the speed limit, I hit about 80% of traffic lights in my route. Seems excessive and doesn't seem like system "knows" the time from light to light
for Norfolk	Fix the light coming out of the NEX onto Admiral Taussig going towards gate 1. This light lasts appx 6 seconds coming out of the NEX, at the most. Unless you can fix the issue that all roads leading out of town drop down to one lane which stops all traffic everywhere, it's not bad.
for Norfolk	I564 Tausig Blvd's morning backups could be decreased by adjusting the duration of traffic lights at Taussig and Mall Drive and at the intersection of Taussig and the exit to the Exchange complex. Should consider prohibiting left turns exiting the exchange complex via left turn onto Taussig ... could leave the associated traffic light constantly green for Taussig traffic. Should also consider opening both Gate 3 and 3A during the morning commute.
for Portsmouth	The intersections around Olde Towne Portsmouth (London and Effingham, High and Effingham, Court and South) should have shorter durations of green lights!
	They are incredibly long stops and no body moves for the last 15-20 seconds at each light because either there is no more traffic needing to move through the intersection or traffic has become too congested on the opposite side of the intersection to allow for more traffic through.
for VDOT	SHOULD BRING BACK THE BLINKING "SLOWER TRAFFIC KEEP RIGHT" SIGNS INSIDE AREA TUNNELS.
for VDOT	radio traffic information signal is very hard to pick up coming from VA beach. Usually can't hear it well until you actually run into traffic it is reporting...
for VDOT/HRT (park & ride lots)	I am interested to see if Park and Ride could be made available from Franklin
for VDOT/HRT (park & ride lots)	Would love to take express bus from a park-and-ride lot at Virginia Beach Convention Center to NAVSTA Norfolk if such a thing existed. Silverleaf is too far from my home to make it worthwhile.
for VDOT/HRT (park & ride lots)	I have noticed, while traveling through other states, numerous park and ride facilities available to the local commuters. Also, while traveling in Portsmouth
England, I noticed that the locals would ride a train to/from work in London. They would sleep, read the paper, etc each way and seemed so relaxed about it!	
for VDOT/HRT (park & ride lots)	I live in Newport News and it would be great if I could park and ride everyday.
	Park and Ride for rail or bus transportation to the bases (from South Chesapeake), with circulator on base, would be worthwhile using instead of personally driving.
	State and local enforcement of 'Slower Traffic Keep Right' would improve efficiency of Interstate, Highway and Expressway travel in the area. Tractor/trailer, shipping
	container trucks and dump trucks routinely travel in all lanes and cannot brake nor accelerate at the pace of cars, slowing down overall traffic flow. Limiting their
	use of these roadways to only the right lane(s), as well as enforcing other slower drivers to keep right will reduce the amount of lane changing that occurs (to pass them), will eliminate the 'living in the left lane syndrome', and will improve efficiency of existing thoroughfares.
for VDOT/HRT (park & ride lots)	The worst bottleneck affecting my commute is the Highrise Bridge in the afternoon on I-64E. The improvements made to I-64 in the Greenbrier area are
	hampered by the limited capacity of this bridge, and traffic routinely backs up from the bridge past Battlefield Blvd (multiple lanes necking down into two to go over the bridge).
	Another factor that complicates interstate travel in the area is the design of mixing exiting and entering traffic simultaneously beneath the overpass. Exit ramps
	preceding the interchange for both right and left direction selection, and merge lanes following the interchange allow more efficient traffic flow at interchanges, keeping decelerating and accelerating vehicles apart.
for VDOT/HRT (park & ride lots)	I do not travel I-264 on my commute, but I travel it for other reasons (between I-64 and Colonial Blvd.). In my opinion, its road surface is in the worst condition
	of any in the area. I often joke that a tracked-vehicle is necessary to travel I-264.

Jurisdiction or Agency	Comment or Suggestion
for VDOT/HRT (park & ride lots)	The majority of Civil Service employees live in outlying suburbs in Hampton Roads and would be willing to catch buses from locations like Greenbrier. It is not cost effective (time or money) to drive 1/2 way to work to drop your car off at Greenbrier to take a bus in. Set up additional park and rides in more areas. Seems like this would be the cheapest, most logical solution for immediate relief.
for VDOT/HRT (park & ride lots)	Maybe park and ride lots could be located near all the tunnels in Hampton Roads with provided transportation, that way you can ride to the site and park your car and get on provided transportation to get to work anywhere in Hampton Roads. That would cut down on all the traffic mainly Monday thru Friday.
for VDOT/HRT (park & ride lots)	A park and ride system going to and from a large lot located off base to reduce the traffic going into the base would be a nice idea as long as there is a consistent schedule and priority lane going into the base. The Hampton Blvd area near Gate 5 is difficult to transit. I think most of the traffic issues stem from the base entrance layout and routing.
for VDOT/HRT (park & ride lots)	park and rides between bases would be an alternative that I would appreciate. Ft. Eustis to Norfolk NAS. 1) The new contractor pass system is backing up the gates. The base should not impact the local cities this much.
for VDOT/HRT (park & ride lots)	2) get a park and ride at the suffolk/portsmouth line with a bus service that goes on the base like VA beach/Chesapeake lines. You will get rid of tunnel traffic and where tools kick in the bus would really get a large jump in usage.
for VDOT/HRT (park & ride lots)	The idea of mass transit is great but extremely inconvenient. The closest park/ride lot to me is Silverleaf and that is about 15 miles away and with local roads and traffic takes me almost as long to get there as to get to the base. A lot in southeastern VB would probably significantly increase ridership.
for VDOT/HRT (park & ride lots)	Currently I know of only one park and ride near my residence and that is at Indian River Road and I-64. This location is out of the way from my residence over by Oceana. I would like to use public transportation but currently do not know of a viable option to get me from Dam Neck and London Bridge to the Norfolk Naval Station just inside Gate 4 (Breezy Point Complex). Please send any information regarding viable options to daniel.sepke@navy.mil.
for VDOT/HRT (park & ride lots)	A park and ride in the Great Bridge area of Chesapeake would be very beneficial. This would greatly assist those living in the Great Bridge/Hickory areas, as well as those commuting from Northeastern North Carolina (Moyock/Elizabeth City).
for VDOT/HRT (park & ride lots)	It would be nice to have a massive, safe, guarded parking lot just outside of the Norfolk Naval Base with many entry and exit points. Personnel could park their vehicles there and take a bus to the base and get dropped off. Similar to an airport shuttle service with busses constantly running. Another thing that would help the Sailors like me would be two to four story parking lots near the piers, parking on base is a huge issue and unless I'm not aware of issues with going higher, this would be a blessing.
for VDOT/HRT (park & ride lots)	I live near Dam Neck, and I work at NOB. The closest commuter lot is on Holland and S. Independence. To drive from my house to the lot is about 30 minutes. For me to drive to work is only another 10 minutes, so I don't see a benefit. If there was another commuter lot closer to Strawbridge or Nemo Parkway, I would consider taking the bus. However, if my commute time increased much more than 10 or 15 minutes, I would still choose to drive.
for VDOT/HRT (park & ride lots)	Also, my coworkers who take the bus are dropped off on the other side of the base, where they have to wait for the Command van to pick them up and bring them over to our building. If you think about it, their commuting time is probably a little over an hour. I'm not sure if I want to spend more time commuting to and from work since I already work a 9.5 hour day without travel.
for VDOT/HRT (park & ride lots)	It would really be nice if we could do something like in Chicago where you can Park and Ride. Something like that reaching all the way to Suffolk.
for VDOT/HRT (park & ride lots)	More park and rides would make carpooling easier. If there was a light rail or other type of mass transit, or safe bike route I would use it EVERY DAY, I hate traffic but have absolutely no alternative, especially in a city where the drivers are so unsafe that I hate driving a car, and would never ride my bike
for VDOT/HRT (park & ride lots)	Because of where I reside and the changing of my work hours to 10 hr days (0600-1630) Car/Vanpooling is not an option. For the past 20 years my husband and I caroled (wish I knew about the program) 5 days per week - he retired in September so now I travel solo. Would be interested if hours co-ordinate and distance to Park & Ride or Pick-up point is a reasonable distance to my home. Current closest P&R is halfway to work -
for VDOT/HRT (park & ride lots)	The commute from Virginia Beach to Portsmouth is one of the major factors impacting me strongly considering leaving the Tidewater area, moving my professional practice to another state. Park and ride option for folks living in Chesapeake/Virginia Beach would eliminate a great deal of the excess frustration and congestion in the tunnels IF the busses were sufficient to enable people to get to work and back in a timely manner. If not robust enough, comfortable, timely and cost-effective, people will continue to drive in separately and congestion will be predictable.
for VDOT/HRT (park & ride lots)	I would consider using a park and ride if there was a secure lot near the Great Bridge area of Chesapeake. A bus schedule would be needed that leaves the lot every half hour from 0630-0900. Then it would need to leave the base every half hour from 1530-1830, back to the parking lot.
for VDOT/HRT (park & ride lots)	I don't think high speed rail is cost effective in a low density population of Hampton Roads as it would be in the Northeast. A convenient, comfortable coach style bus with a park and ride system would be a better alternative.
for VDOT/HRT (park & ride lots)	It is frustrating enough to be in traffic in the mornings only to find out when you arrive to the military installation for work you have to drive another 30 minutes to an hour to find parking. I believe a park and ride or shuttle would be of great benefit then it would free up more parking for the patients we serve everyday and even have less traffic on the highways.
for VDOT/HRT (park & ride lots)	I live in the Northern Suffolk area near the Joint Forces Compound. I would really like to participate in the express bus service/park and ride, but the closest location is on the other side of Portsmouth. If there was a station in my area, I would be more than happy to participate.
for VDOT/HRT (park & ride lots)	Even if transportation is not available from Windsor, VA to NSA, just getting across the river to a park and ride would be great.
for VDOT/HRT (park & ride lots)	It would be a good idea if Portsmouth Naval Medical Center create a park and ride bus service from and to Greenbrier Mall in Chesapeake to PNMC from 5 o'clock to 8:30 in the morning and from 2 o'clock to 5 in the evening.

Jurisdiction or Agency	Comment or Suggestion
for VDOT/HRT (park & ride lots)	There should be a "park & Ride lot" next to the midtown tunnel (Portsmouth side). During rush hour there should be vans departing regularly from here to major stops- hospital, city hall, ODU, etc. These vans should HOV priority-no waiting in line-immediately jump to the front. In the afternoon this process reverses. The Norfolk to Portsmouth commute in the morning is not as critical as the P'mouth to Norfolk commute. Not sure where a Norfolk side park & ride lot near the midtown would be.
for VDOT/HRT (park & ride lots)	I think if maybe we could have a secure parking lot in each of the 7 cities, like a park and ride but using a light rail system that travels on base.
for VDOT/HRT (park & ride lots)	Nice idea to have a park and ride or some kind of Mass transit to move from Chesapeake conveniently to Little creek and back.
for VDOT/HRT (park & ride lots)	A park and ride located at the intersection of I-664 and Rt 17 would be good if we could get bus service to NASA Langley.
for VDOT/HRT (park & ride lots)	Would like to see more options for park and ride and/or commuting directly to work site location rather than having to navigate several different bus routes.
for VDOT/HRT (park & ride lots)	It would be nice to have direct transportation to JEBLittle Creek from a Park and Ride.
for VDOT/HRT (park & ride lots)	please work on providing more park and ride options and a RAIL to Naval Station Norfolk. there will be numerous riders during the work week.
for VDOT/HRT (park & ride lots)	I would like to see a park and ride established further down on 64. I know there is two located on 64 in my direction, such as Greenbrier Mall stop and Indian River stop; but I am suggesting for example "Dominon and Cedar" (@ Farm Fresh)so as to reduce the amount of cars on the most highly trafficed blvd in Hampton Roads (Dominon). There is a Starbucks Coffee shop, ample parking, gas station, and we could grab breakfast (Sonic)too!
for VDOT/HRT (park & ride lots)	park and ride rail service from virginia beach to norfolk with an internal bus transit on base
for VDOT/HRT (park & ride lots)	Create more "park & ride" areas so easier to car-pool with non-military workers (example convert the old parking area outside gate 3A to a park & ride area). Also have park & ride areas near major intersections or interstate intersections so folks can car-pool easier. Light rail or a ferry (maybe from Fort Monroe) from Hampton to the Naval Station Norfolk would be great to relieve the HRBT congestion.
for VDOT/HRT (park & ride lots)	flyovers, rail park and ride stations / access on Hampton Blvd.
for VDOT/HRT (park & ride lots)	A express bus park and ride would appeal to me there are too many transfers required and it takes too long to take regular buses from my home in Portsmouth to the base currently.
for VDOT/HRT (park & ride lots)	If their was a form of public transpotation that went from suffolk area to the base which involved me leaveing my car in a safe parking lot, and brought me to work and had a drop off near my son's daycare and then had another form of transporation that picked me up from their to bring me into work. THat would be great, but it is unfeasable. for Hampton Roads to develop a system like that would be trillions of dollars. I will just deal with the traffic and not complain, since our county is in such a deficit.
for VDOT/HRT (park & ride lots)	A less costly solution to the government would be to alter the local areas and the military bases working hours. So that they are staggared, people are leave their house at all hours of the morning than everyone piling out at the same time. It would reduce the number of cars we have on the roads at any particular time. It won't eliminate traffic completely, but it will reduce the amount of back-ups we have, and reduce delay times.
for VDOT/HRT (park & ride lots)	Setting up convenient park and ride in Chesapeake shouldn't be too difficult. Key for me is getting a robust and timely shuttle service at Norfolk Navy Base.
for VDOT/HRT (park & ride lots)	Park and Ride options for either express/ non-stop bus options or light rail. Use the Washington DC or San Francisco bay area (BART and MUNI) systems as a template.
for VDOT/HRT (park & ride lots)	If there was some kind of park and ride lot and dedicated bus lanes during the morning and evening that had access to the military base I would definitely be interested.
for VDOT/HRT (park & ride lots)	Construction of a large park& ride lot somewhere near Wards Cornet with a frequent shuttle service betwee that lot on the NAVSTA might help ease traffic. The shuttle should run every 15-20 minutes
for VDOT/HRT (park & ride lots)	if there was park and ride locations for military and civilian employees that would help but they would have to be in locations where they would be easily accessible and where personl vehicals could be left without worry. perhaps a lightrail system that ran from virginia beach to norfolk. Busses just dont work because they are subject to the same delays that drivers have to face. the only way a bus or shuttle would work is if everyone adapted to it all at once but that will never happen. And now they are talking about tolls again. If they do that the traffic problems would double or triple. Why would they do that when the roads are not enough for the traffic now.
for VDOT/HRT (park & ride lots)	I would like more information about a park and ride area in Norfolk. To my knowledge we don't have one.
for VDOT/HRT (park & ride lots)	Busses are discouraging during high traffic times because they are subject to many of the same traffic congestion Make major transportation hubs that have both parking lots for commuters and ZipCar like services or bike rental services to complete trips, or make unexpected little trips outside of the normal commute.
for VDOT/HRT (park & ride lots)	I often can't just leave when work is over, or atleast that doesn't usually happen at the same time every day, which makes car and van pooling very inconvenient.
for VDOT/HRT (park & ride lots)	Park and Ride areas further out in Virginia Beach and expanded hours for the MAX buses would probably increas use.
for VDOT/HRT (park & ride lots)	I feel that the transportation system for the Newport News system is a joke. If I road the bus to work I would have to take two buses to get to work. That is not right. Why is there no park and ride in newport news. When we did have a bus system the HRT 963 is was no good. There has to be a better way to move people from Newport News and Hampton to the Naval Base. If it was consisted the many would ride. I just don't understand the Bus system here.
for Virginia Beach	You have a tough problem to solve and I appreciate the opportunity to offer a few suggestions. Please look into the traffic light sequencing on Shore Drive's lights, it's a simple thing to correct that will go a long way in reducing commuter stress.