

# Preliminary Siting Analysis for Proposed Suffolk Train Station

Presented to Suffolk City Council

By Robert B. Case, PhD, PE

June 4, 2025

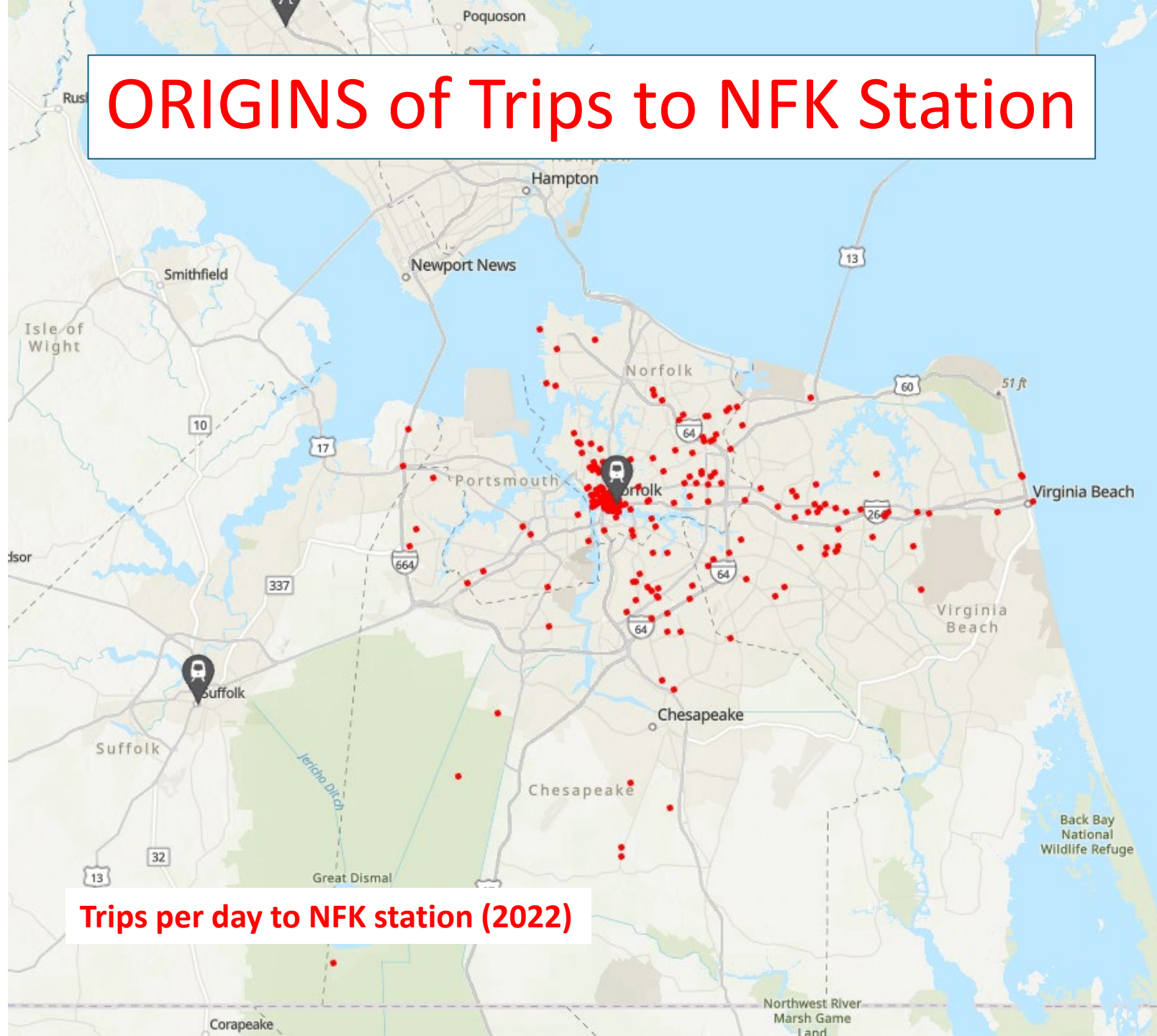


# State work

The Virginia Department of Rail and Public Transportation (DRPT) is currently in the Federal Railroad Administration (FRA) **Corridor Identification & Development** (CID) process for the Commonwealth Corridor (Norfolk and Newport News to Christiansburg), including **potential station locations**.

- The work is expected to start in early-mid 2026.

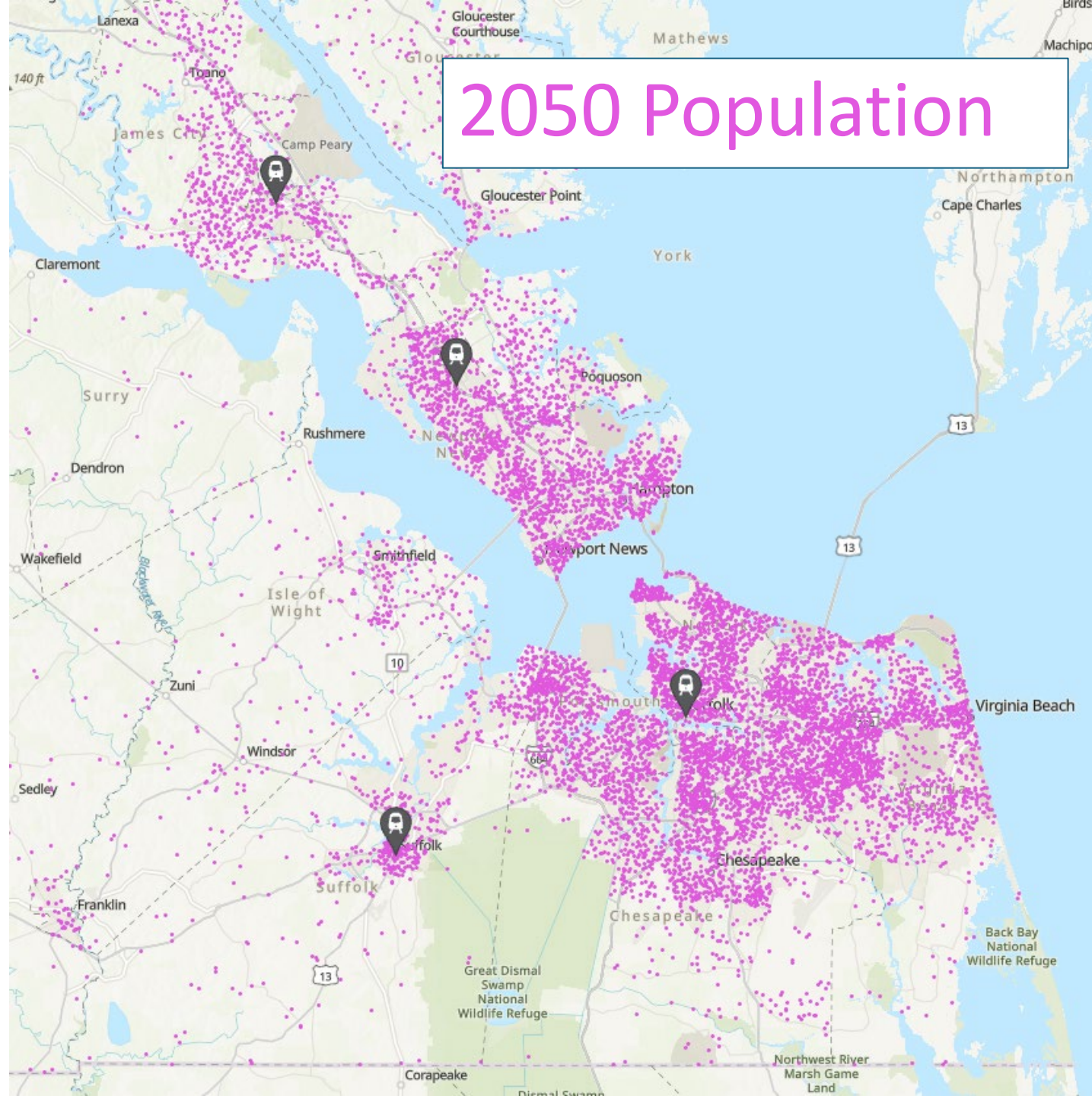
# ORIGINS of Trips to NFK Station



Trips per day to NFK station (2022)

Few trips to the Norfolk station (NFK) come from Suffolk.

# 2050 Population

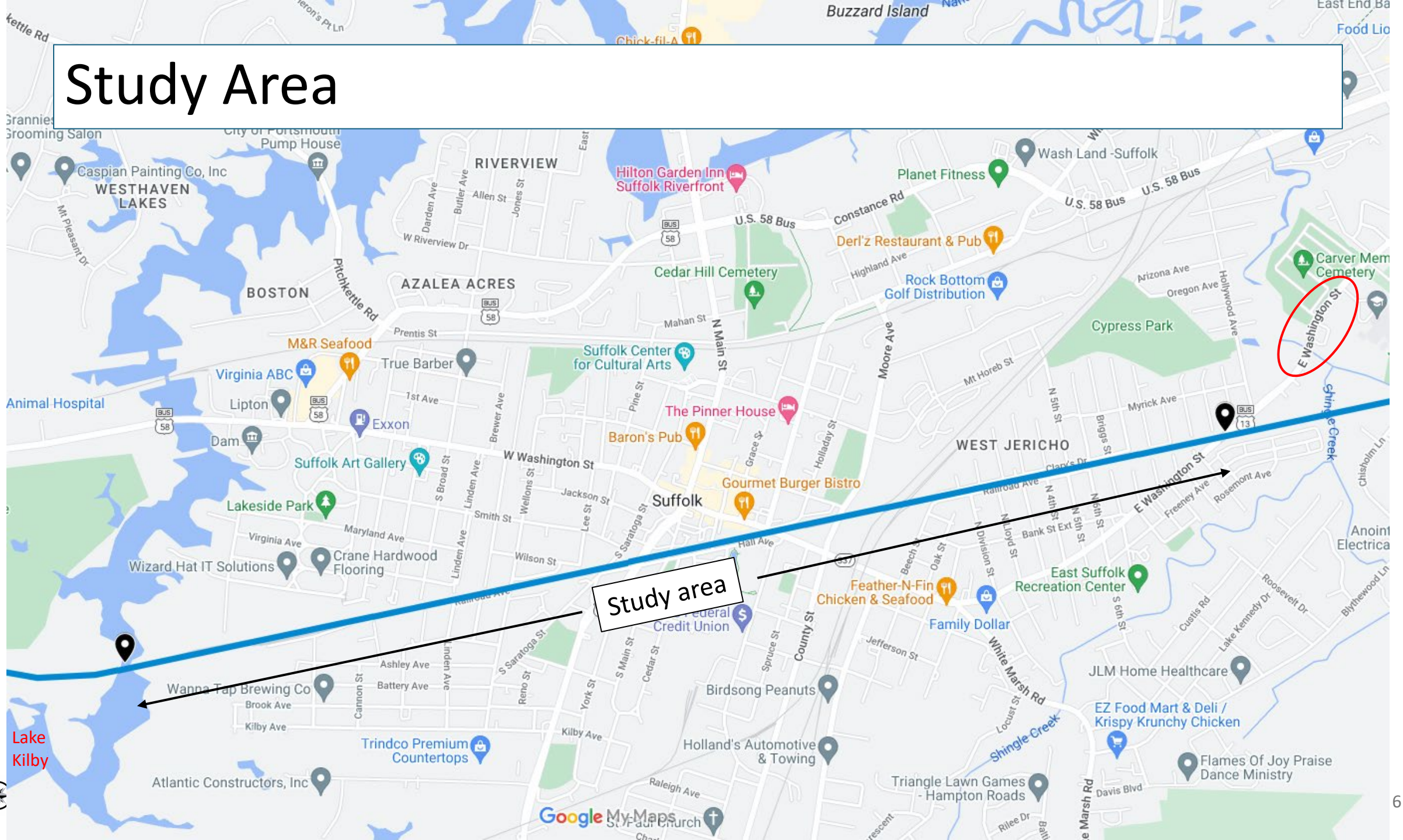


# Identification of Candidate Station Sites- requirements

- Minimum space for train while in station: **1,100'**
- Platform length: **725'**
- Platform width: **12'**
- Minimum siding length: **double-ended- 1,600'; dead-end- 1,300'**
- Minimum site size: **2 acres**



# Study Area





# Washington/Liberty Triangle



Source: Google Maps

- Space for Train while in Station
  - 640' available vs. 1,100' required: **NG**

# Hall Ave

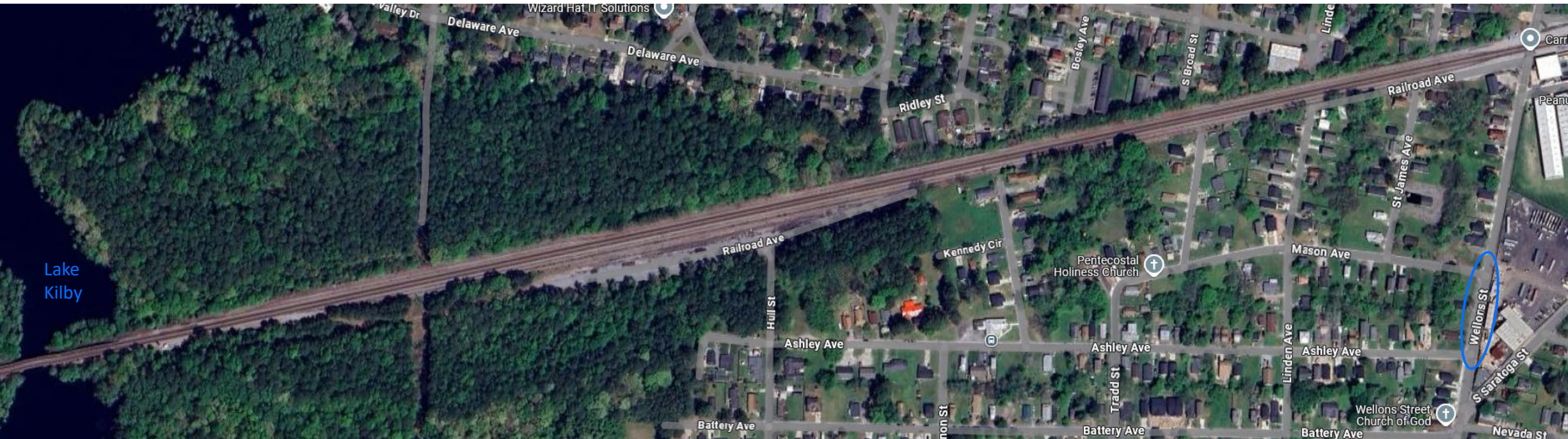


Source: Google Maps

There is an **existing siding** along Hall Ave, but building a station along here would require obliterating Hall Ave, therefore this site was **rejected**.



# Saratoga Place

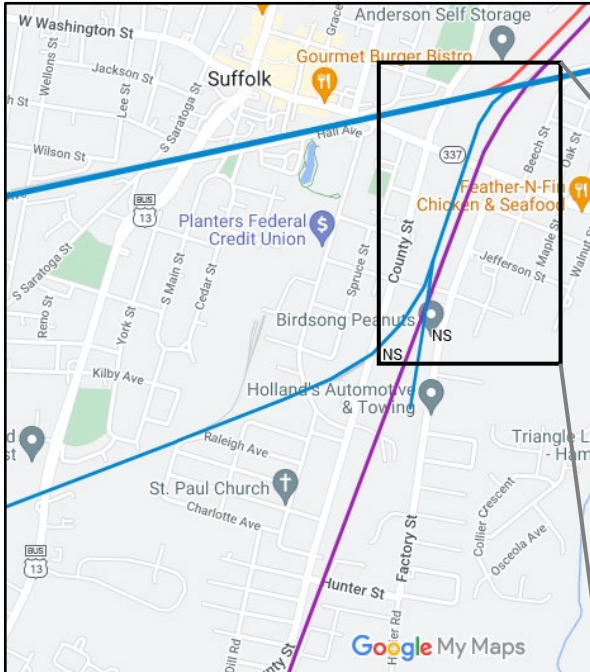


Source: Google Maps

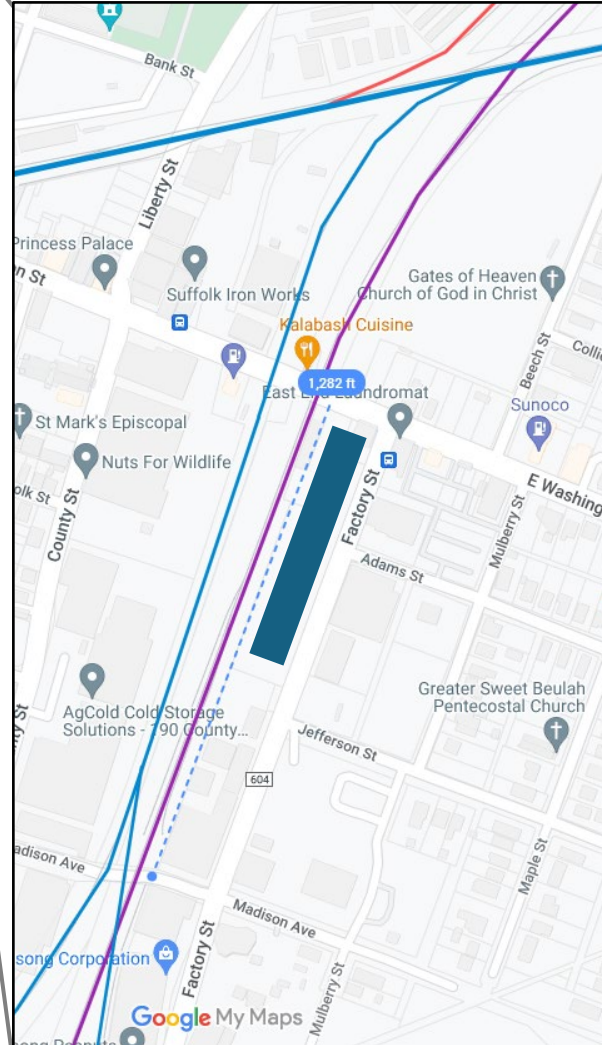
Along the **south side of the mainline tracks**, multiple sidings exist between [Lake Kilby](#) and [Wellons St](#), but a station along there would require takings in, or access through, a **neighborhood**, therefore this site was **rejected**.



# Former CSX Industrial Lead Track (ILT)



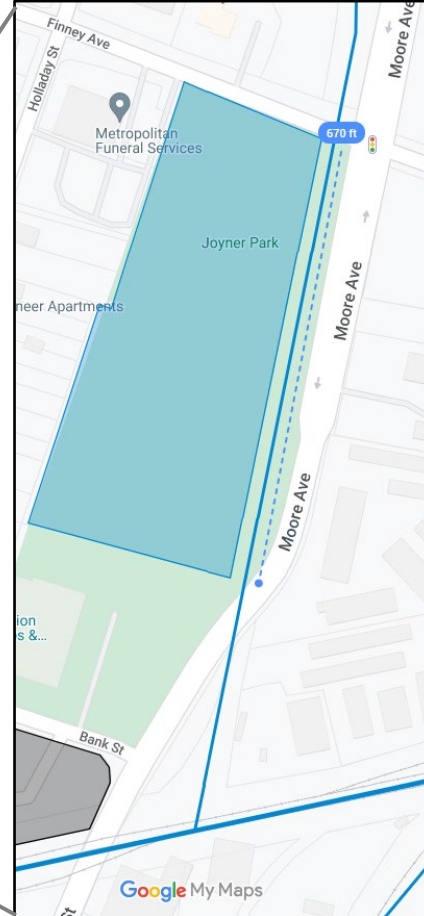
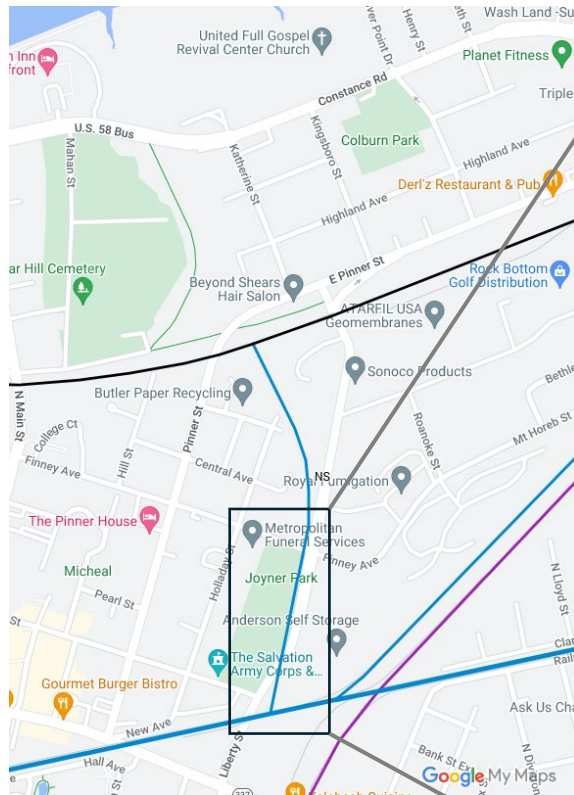
CSX right of way (no tracks)



Candidate station location

- Space for Train while in Station
  - 1,250' available vs. 1,100' required: **OK**
- Platform Length
  - There is adequate room for a 725' platform: **OK**
- Siding Length
  - 0.7 mile available vs. 1,300' required: **OK**
- Site Size
  - 2.5 ac. available vs. 2 ac. required: **OK**
- Note: Being on a rail spur, this location would require trains to back into or out of station, **increasing travel times.**

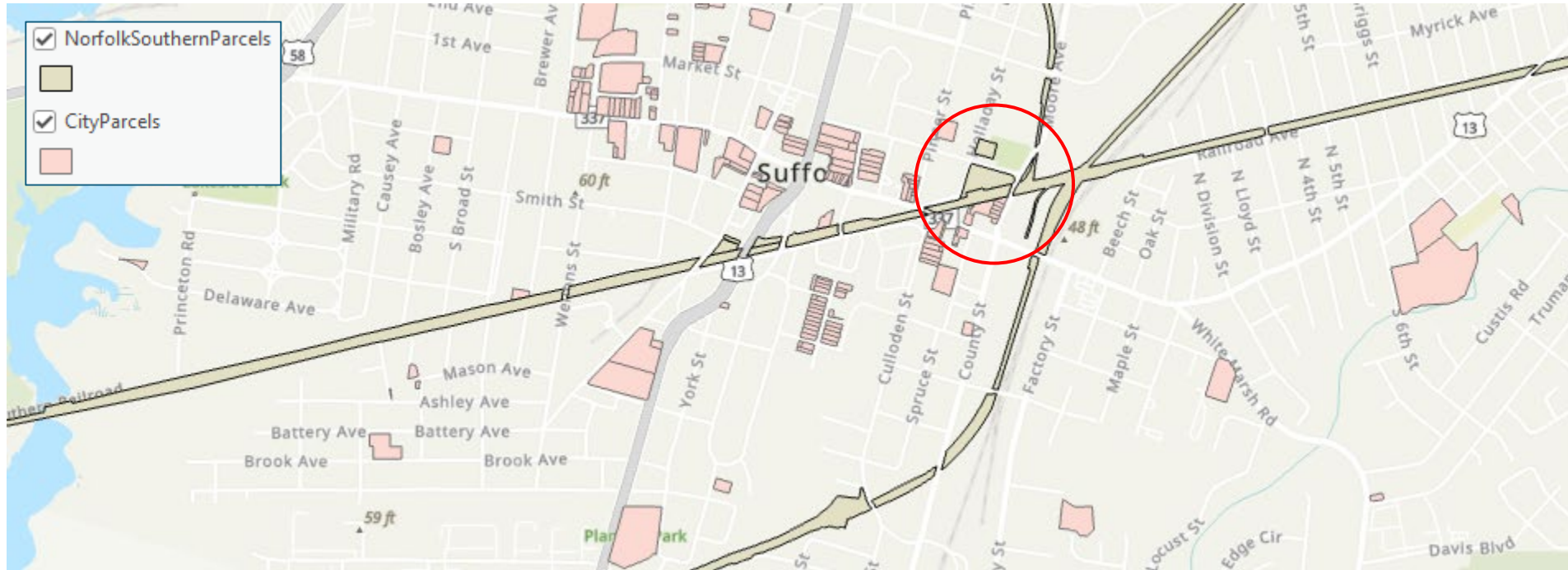
# Norfolk Southern (NS) Spur along Moore Ave



- Space for Train while in Station
  - 670' available vs. 1,100' required: **NG**



# Owner: City of Suffolk or Norfolk Southern (NS)



Source: HRTPO staff via ArcGIS Pro

# Old Station Support Parcel



Source: Google Maps

- Space for Train while in Station
  - 835' available vs. 1,100' required: **NG**



# Golden Peanut Site



Source: Suffolk VA Parcel Data Viewer

- Space for Train while in Station
  - 1,125' available vs. 1,100' required: **OK**
- Platform
  - Adequate room for a 725' platform; it appears that a 12' platform could be constructed in existing r.o.w.: **OK**
- Siding Length
  - 1,800' planned vs. 1,300' required: **OK**
- Site Size
  - 2.1 ac. (parcel 1) vs. 2 ac. required: **OK**

Due to redevelopment of the site, City staff suggested examining properties **across the tracks**. That analysis follows.



# Wellons /Wilson Site

Note: Most (if not all) of these **homes** are occupied.

Source: Suffolk VA Parcel Data Viewer



- Space for Train while in Station

- 1,200' available vs. 1,100' required: **OK**

- Platform Length

- There is adequate room for a 725' platform: **OK**

- Siding Length

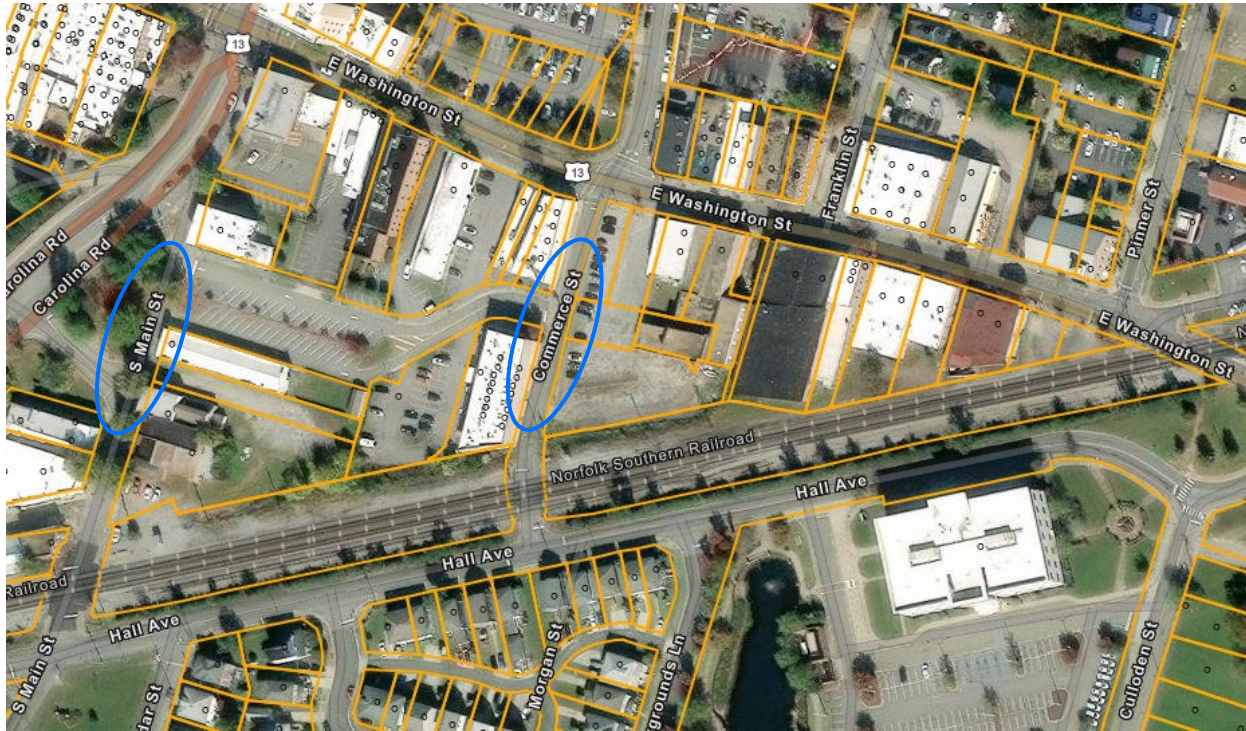
- 2,100' planned vs. 1,600' required: **OK**

- Site Size

- 3.1 ac. available (parcels 1 thru G) vs. 2 ac. required: **OK**



# Main/Commerce



Source: Suffolk VA Parcel Data Viewer

Note: City staff indicated a willingness to close **Commerce St** at the tracks.

- Space for Train while in Station
  - 1,175' available vs. 1,100' required: **OK**
- Platform
  - Adequate room for a 725' platform: **OK**
- Siding Length
  - 1,600' planned vs. 1,600' required: **OK**
- Site Size
  - Compiling city-owned parking lot with parcels between it and the railroad track would provide a total of 2.2 acres, greater than the 2 acre requirement: **OK**

# Summary

## Sites **NOT meeting subject requirements:**

- Washington/Liberty Triangle
- NS Spur along Moore Ave
- Old Station Support Parcel

## Sites **rejected for other reasons** (above):

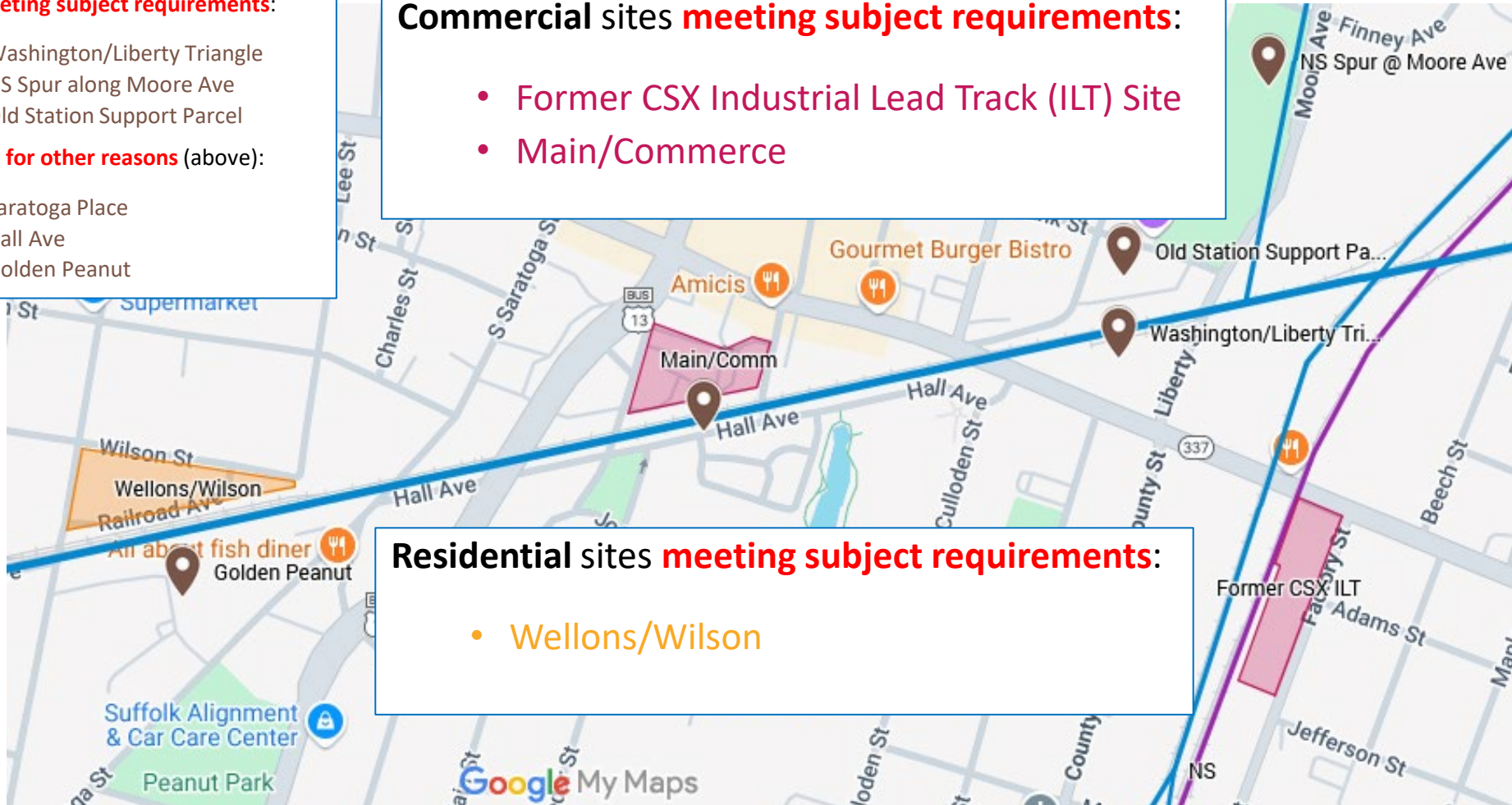
- Saratoga Place
- Hall Ave
- Golden Peanut

## Commercial sites **meeting subject requirements:**

- Former CSX Industrial Lead Track (ILT) Site
- Main/Commerce

## Residential sites **meeting subject requirements:**

- Wellons/Wilson





# Questions?

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