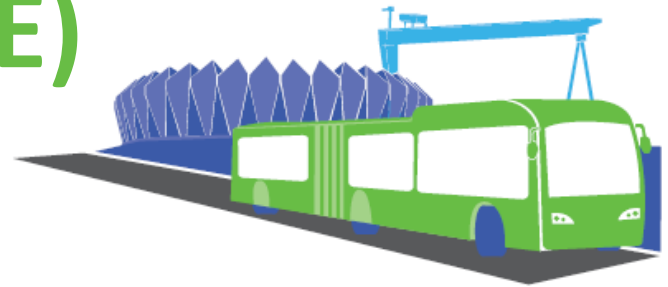


Peninsula BRT Categorical Exclusion (CE)



PENINSULA
BUS RAPID TRANSIT

February 2021

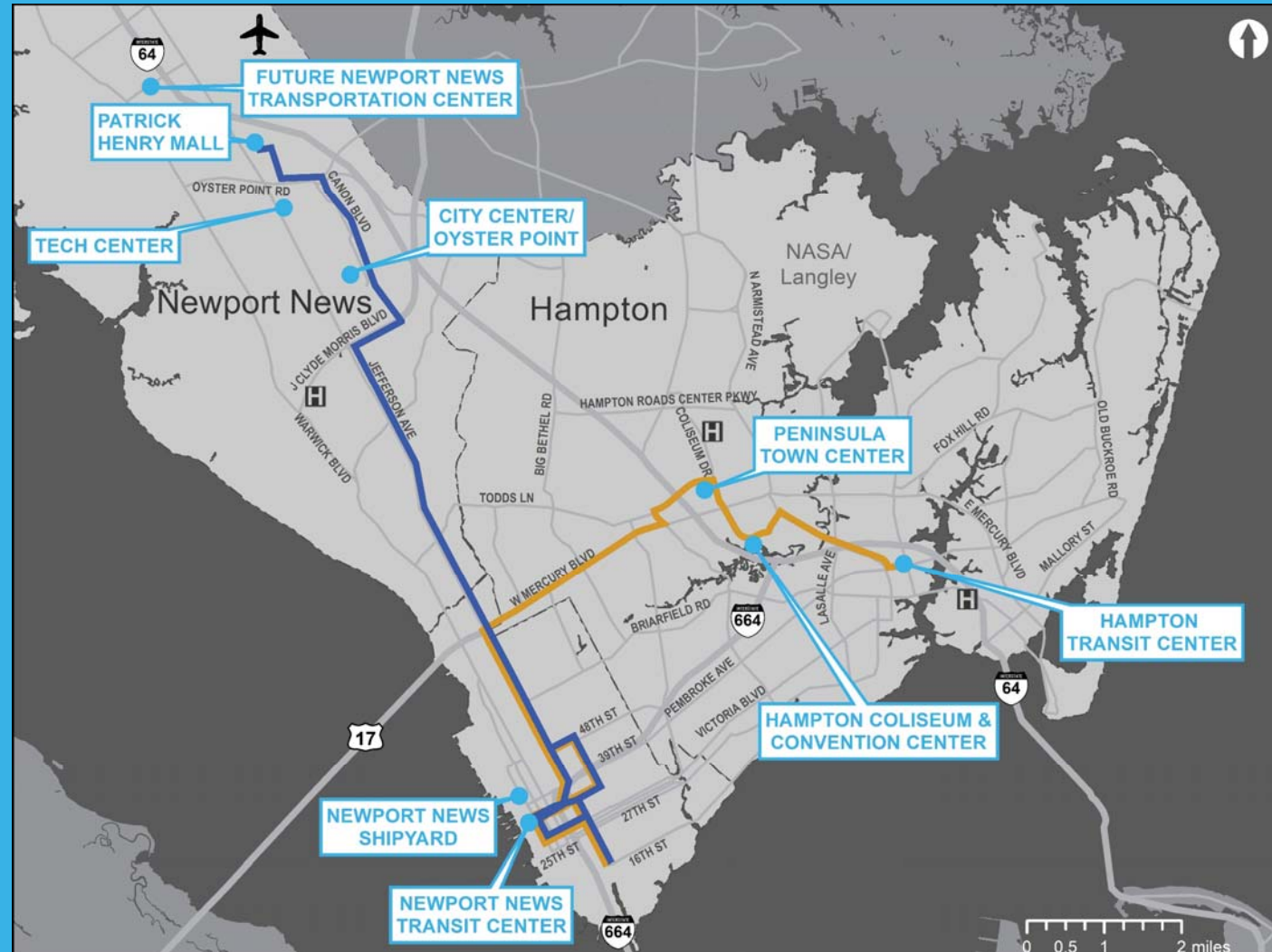
Locally Preferred Alternative Discussion

 HAMPTON ROADS TRANSIT

Peninsula BRT CE

• Purpose:

- Define a locally preferred alternative (LPA)
- Obtain National Environmental Policy Act (NEPA) clearance and prepare the project for entrance into FTA Project Development phase
- Detailed traffic impacts analysis
- Engage the public and stakeholders to build excitement and support
- Refine design and costs





**Off Board
Ticketing**

**Low Floor
Buses**

**Transit Signal
Priority**

**Streamlined
Transfers**

**Dedicated
Lanes**

**Sidewalk and
Crosswalk
Improvements**

What is BRT?



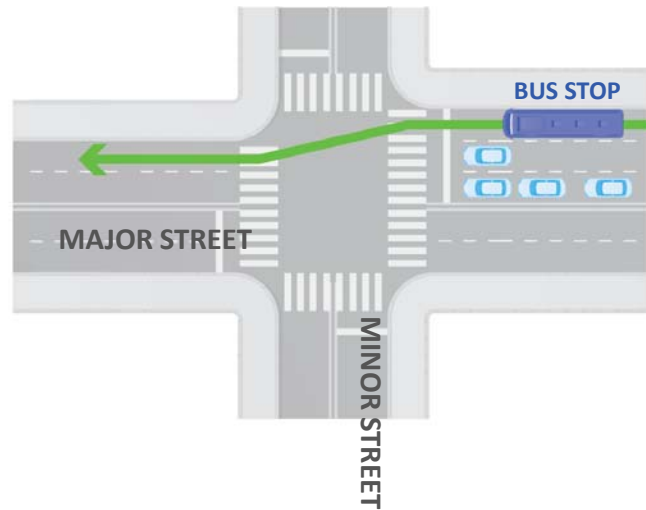
What makes BRT Rapid?

Dedicated Transit Lanes



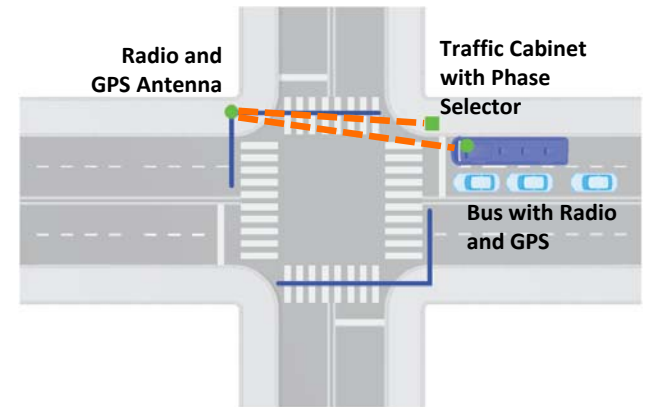
Queue Jumps

Bus bypass lane and special signal phase to allow buses to jump ahead of queued traffic



Transit Signal Priority (TSP)

Bus communicates with traffic signals to extend green time and reduce delay



Study Process

Current Project (NEPA)

Peninsula Corridor Study:
Identification of Jefferson and Mercury corridors for BRT

COMPLETED 2016/2017



1
Refine Alternatives

FALL 2018 – FEBRUARY 2020



2
Identify Locally Preferred Alternative

MARCH 2020



Public Meeting



3
Environmental Evaluation

MARCH 2020 – MAY 2020



4
Categorical Exclusion Document and FTA Review

MAY 2020

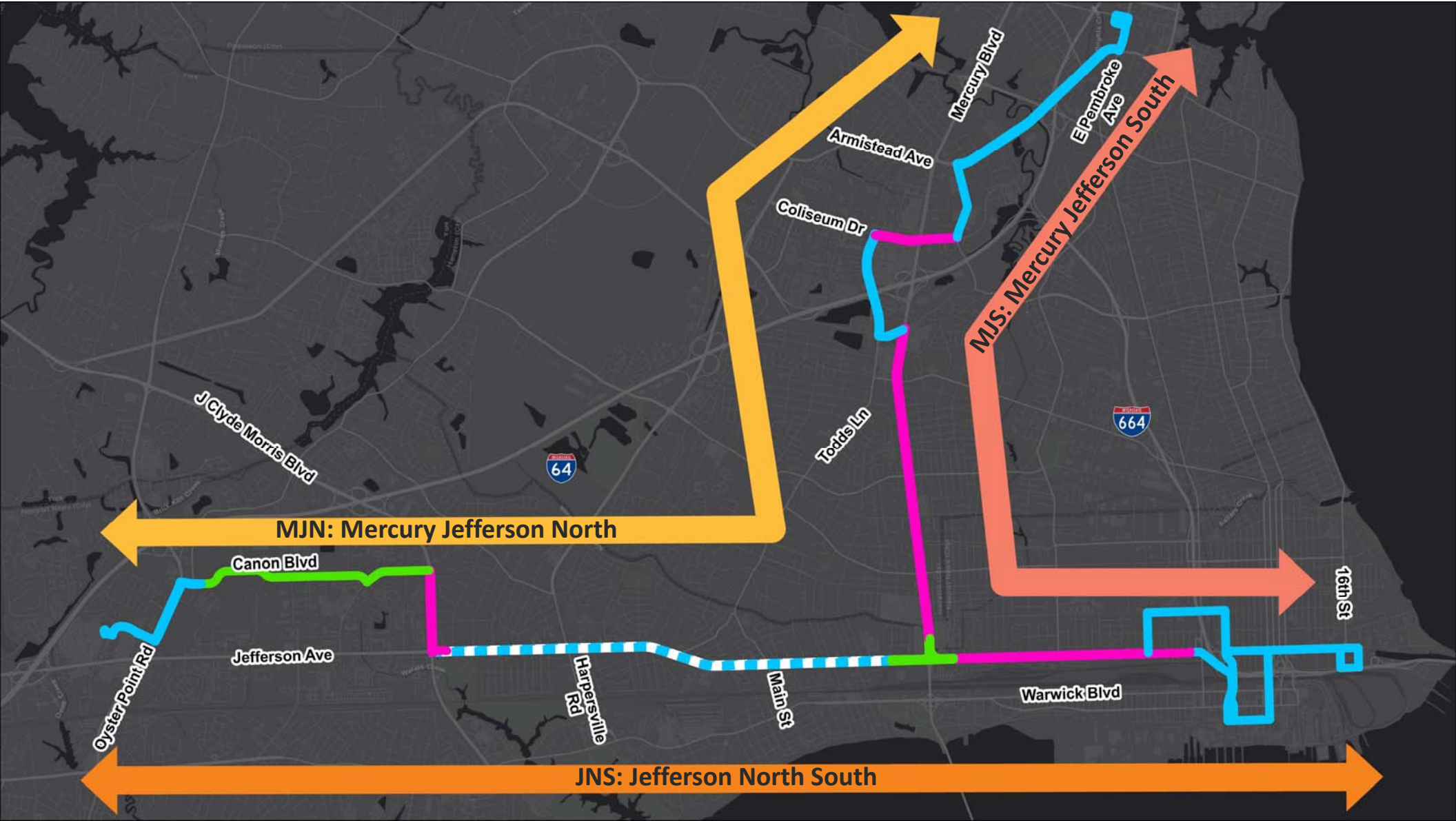
Future Phases

- Detailed design and transit operations plan
- Final cost estimate
- Funding plan










































FUTURE WORK

ENGAGEMENT THROUGHOUT

- Website updates
- Newsletters and email updates
- Civic engagement opportunities
- Briefings to City and HRT leadership



Traffic Analysis Results – Travel Time

Route		2019 Existing		2040 No Build	2040 Build	
						
JNS Jefferson North South	NB	 32 minutes	  70 minutes	 33 minutes	 37 minutes	 41 minutes <i>Within 15% of auto 29 minute bus savings</i>
	SB	 29 minutes	  70 minutes	 31 minutes	 33 minutes	 36 minutes <i>Within 10% of auto 35 minute bus savings</i>
MJS Mercury Jefferson South	NB/EB	 34 minutes	  101 minutes	 36 minutes	 38 minutes	 43 minutes <i>Within 15% of auto 58 minute bus savings</i>
	WB/SB	 30 minutes	  101 minutes	 31 minutes	 33 minutes	 37 minutes <i>Within 15% of auto 64 minute bus savings</i>
MJN Mercury Jefferson North	WB/NB	 37 minutes	  70 minutes	 39 minutes	 42 minutes	 49 minutes <i>Within 15% of auto 21 minute bus savings</i>
	SB/EB	 39 minutes	  70 minutes	 41 minutes	 43 minutes	 50 minutes <i>Within 15% of auto 20 minute bus savings</i>



PENINSULA
BUS RAPID TRANSIT

Costs & Ridership

Capital Costs

Segment	Segment Length	Cost (2020)	Cost/Mile (2020)	Cost Share
Jefferson North South	15.2 miles	\$141.5M	\$9.3M	60%
Mercury (East of Jefferson Avenue)	7.4 miles	\$93.8M	\$12.7M	40%
Total	22.6 miles	\$235.3M	-	100%

- Costs are all-inclusive
- Costs do not reflect anticipated federal and state funding assistance



Annual Operations and Maintenance Costs

Route	Cost (2020)	Hampton (2020)	Newport News (2020)
Local Bus Service Changes	\$0.3M	\$0.1M	\$0.2M
BRT Service	\$4.8M	\$1.7M	\$3.1M
BRT Infrastructure	\$1.3M	\$0.4M	\$0.8M
Total	\$6.4M	\$2.3M	\$4.1M

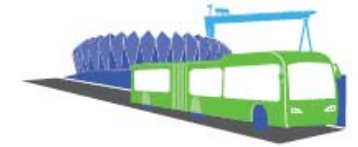


BRT Projected Ridership

Route	Horizon Year Ridership	
	Weekday	Annual
JNS: Jefferson North South	1,700	520,000
MJN: Mercury Jefferson North	1,400	428,000
MJS: Mercury Jefferson South	1,100	337,000
Total	4,200	1,285,000

- Ridership is in addition to what local bus service attracts today





PENINSULA
BUS RAPID TRANSIT

Next Steps

What's Next?



**Based on Phase 1 findings, a Phase 2 Architectural analysis may be required*




Peninsula BRT CE Recommendation

- Recommend endorsement of LPA
 - HRT does **NOT** need a funding commitment from the cities at this time
 - Helps position the project to be eligible for future federal funding under the CIG program
 - Details of project can be adjusted in collaboration with cities in the future without the need to redo the CE



Legend

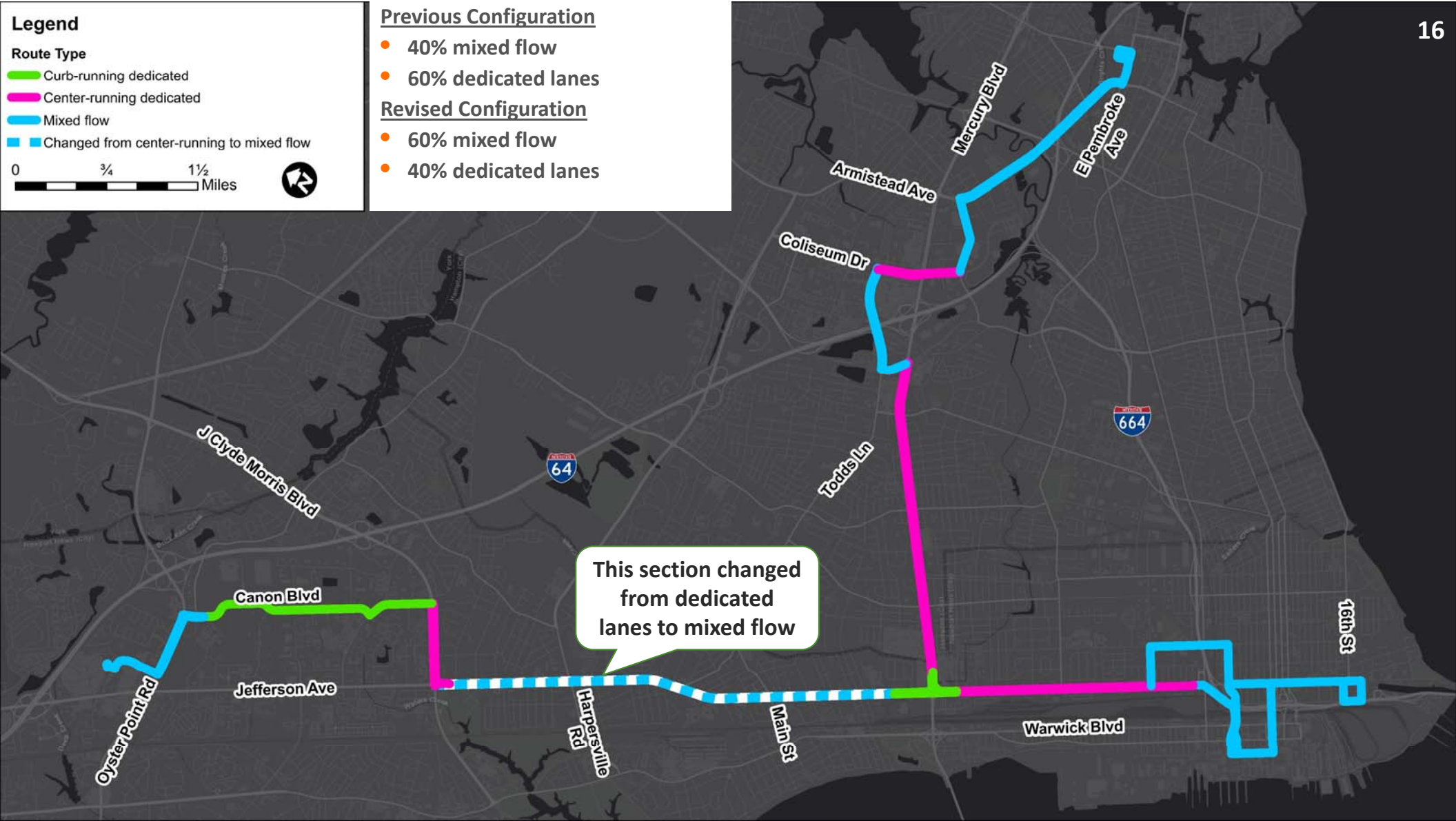
- Route Type**
- █ Curb-running dedicated
 - █ Center-running dedicated
 - █ Mixed flow
 - █ Changed from center-running to mixed flow
- 0 ¼ 1½
 Miles
- 

Previous Configuration

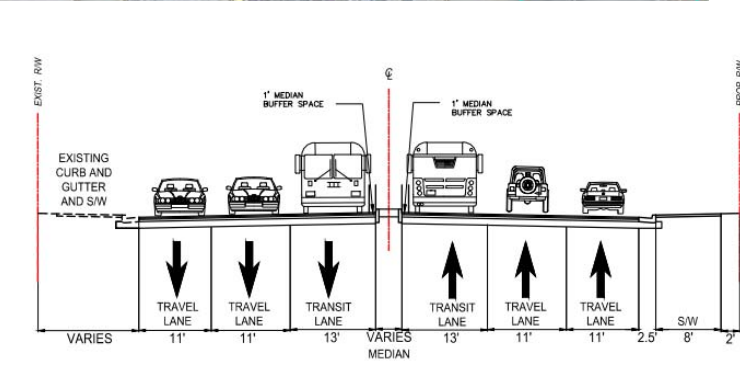
- 40% mixed flow
- 60% dedicated lanes

Revised Configuration

- 60% mixed flow
- 40% dedicated lanes

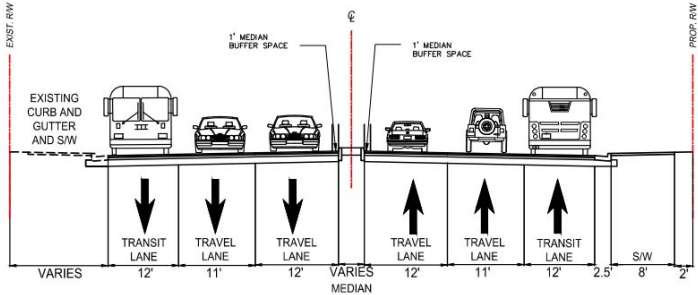
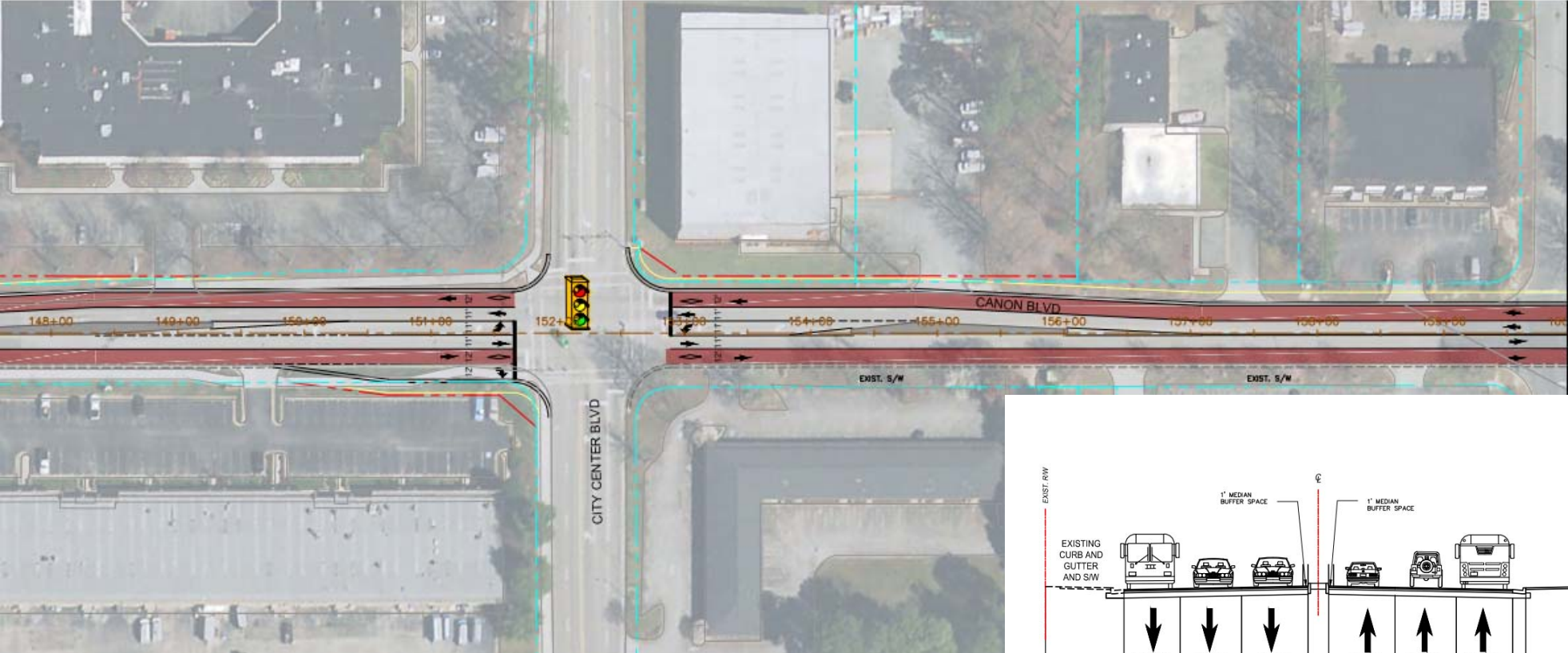


Conceptual Design – Typical Sections



CENTER RUNNING BRT
N.T.S.

Conceptual Design – Typical Sections



CURB RUNNING BRT
N.T.S.