



HAMPTON ROADS
TRANSIT

Peninsula Corridor Study

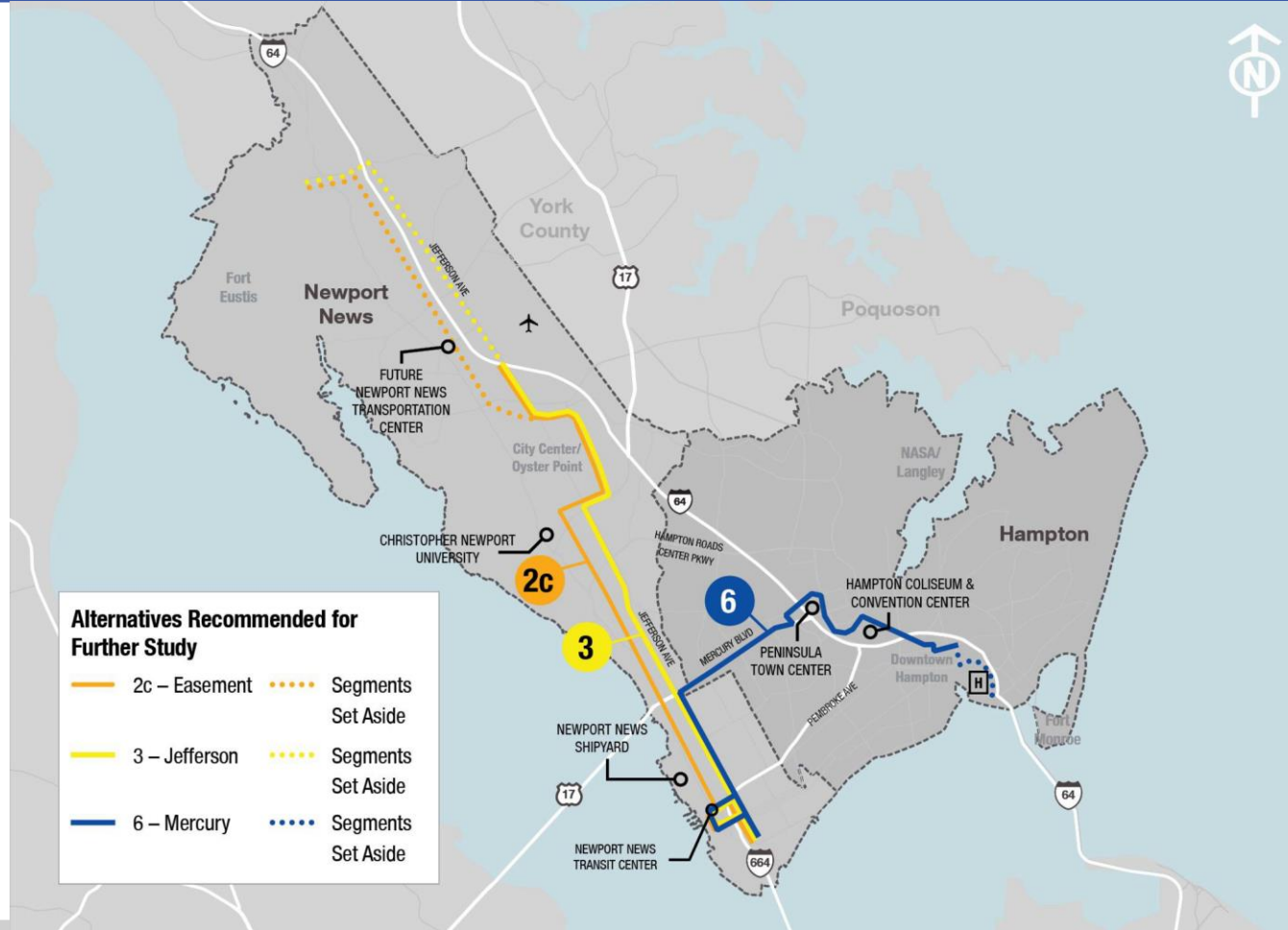
Hampton City Council

October 25, 2017

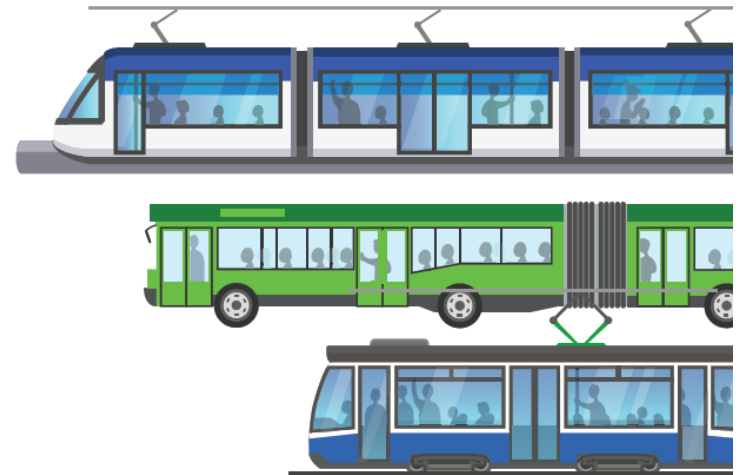
gohrt.com

RETAINED ALTERNATIVES

- Provide Travel Choices
- Support Growth in Accordance with Plans
- Mitigate Increase in Congestion by Attracting Riders
- Contribute to a Desirable Place to Live and Attract New Residents
- Effectively Compete for Federal Funding



Recommended Alternatives



EASEMENT CORRIDOR: POTENTIAL ISSUES

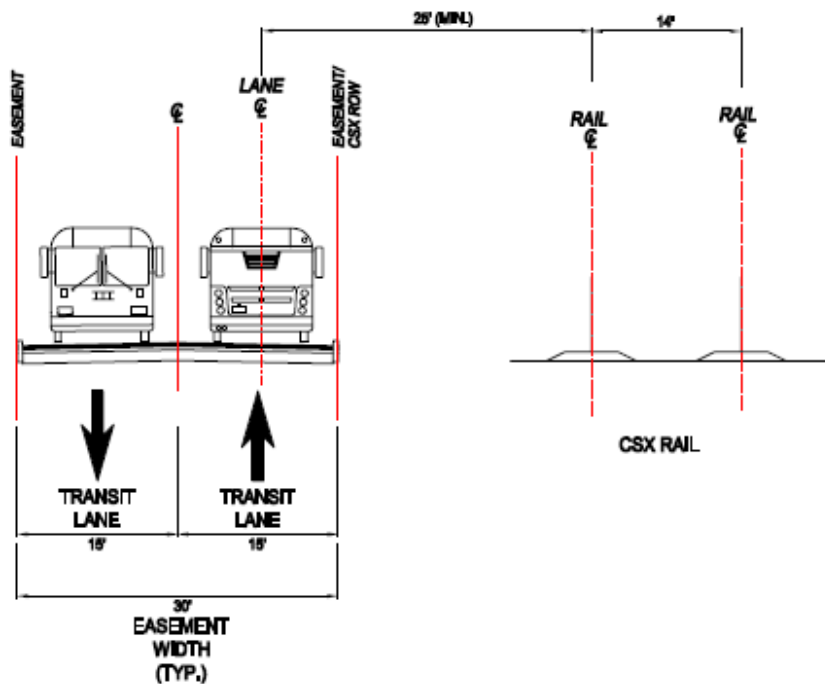
- Right-of-Way Acquisition
- Lack of Connectivity to the Transportation Network
- CSX Corridor Limits Potential Economic Development
- Reduced Opportunity to Form a Combined Alignment



EASEMENT CORRIDOR ISSUES:

ROW IMPACTS

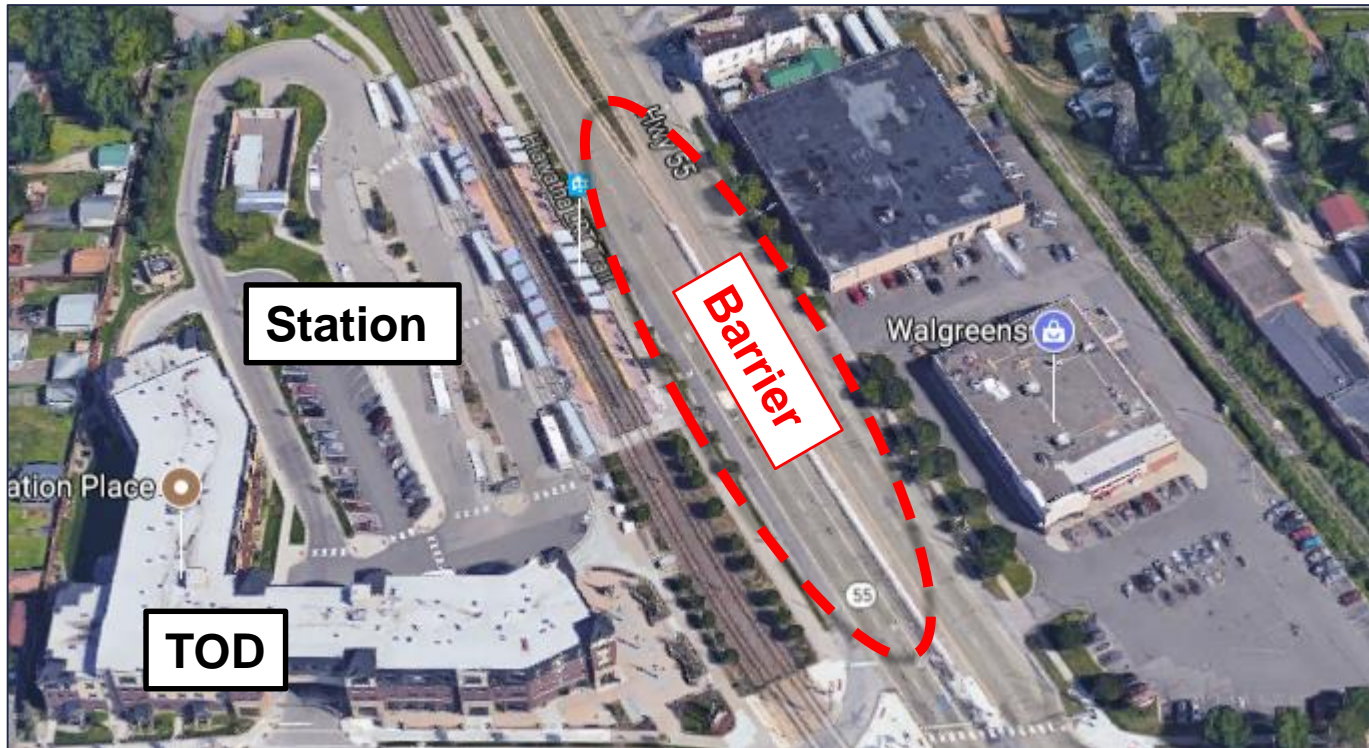
- Requires acquisition of approximately 30 acres of property
- 200+ existing residential parcels likely to be impacted
- Impacts cannot be mitigated through design refinement



EASEMENT CORRIDOR ISSUES:

LACK OF CONNECTIVITY

- Few roadway connections to the alignment
- CSX corridor limits access and is a barrier to potential economic development

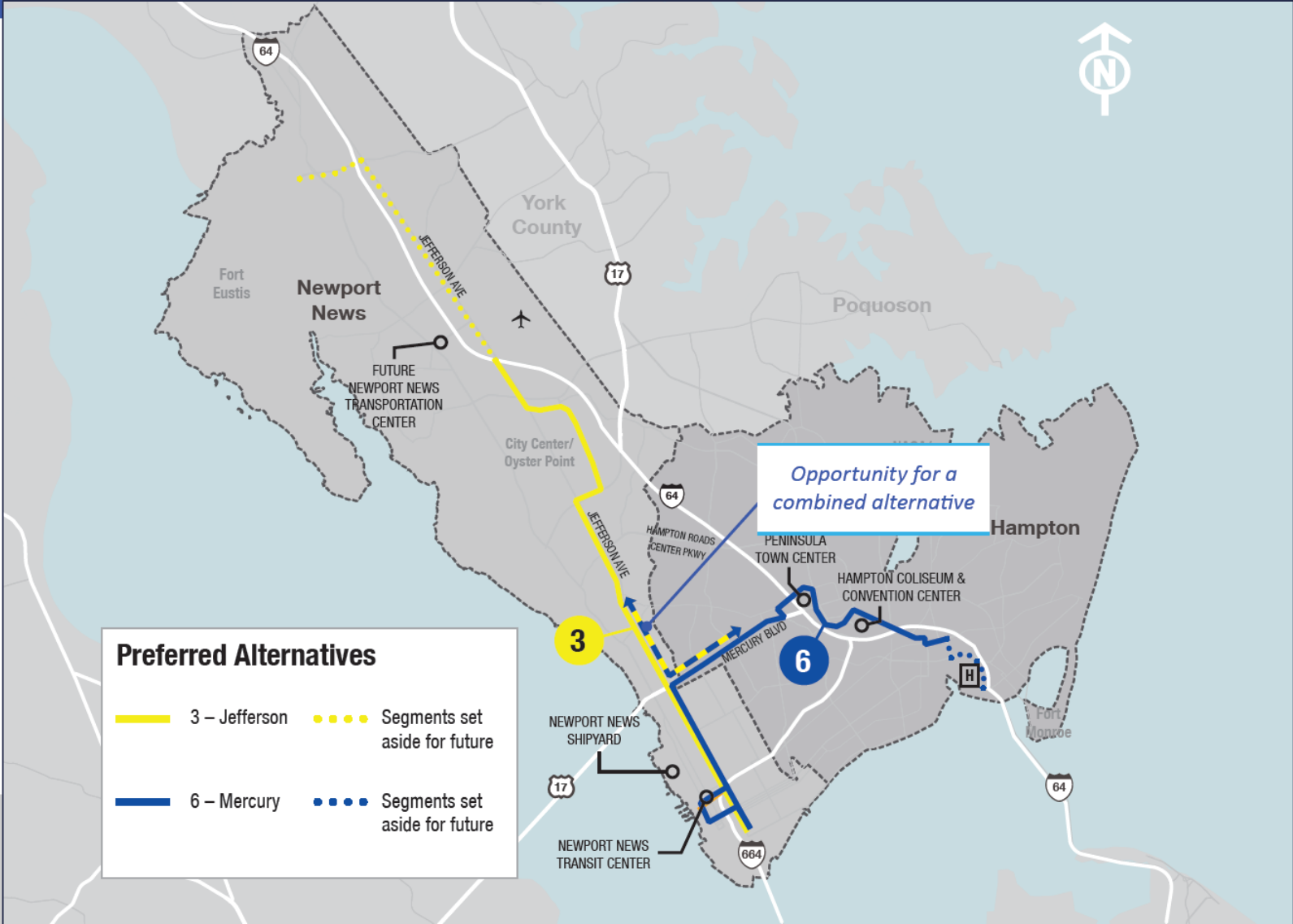


EASEMENT CORRIDOR: DIFFICULT TO COMBINE ALIGNMENTS

- Desire to examine combining North-South and East-West Alignments
- CSX line provides a barrier necessitating new bridge structures
 - Increased ROW costs
- Jefferson and Mercury alternatives could be combined using existing ROW



RECOMMENDED ALTERNATIVES



RESOLUTION OF SUPPORT

- The study process identified the Jefferson Avenue (Alternative 3) and Mercury Boulevard (Alternative 6) BRT options as **best to potentially meet the defined project purpose and need** for providing high capacity transit service on the Peninsula
- Completing the environmental review will position Hampton and Newport News to move more quickly to proceed with the project if funding becomes available in the future from federal, state and local sources.
- Additional study is now needed to further define the alternatives, including:
 - refinement of traffic analysis and runningway
 - more detailed benefits and impacts
 - possibility of connecting Alternative 3 and Alternative 6 into one alternative
- State grant funds are already in place to support the next phase of environmental review

NEXT STEPS

Type of Environmental Review	General Definition	How it Might Apply on the Peninsula	Estimated Duration
Environmental Impact Statement (EIS)	The highest level of environmental review. Required for large, complex projects with significant public controversy and/or with potential for significant environmental effects where the consideration of multiple alternatives is warranted.	A fixed guideway or 'new' right-of-way that impacts parks, wetlands, water bodies, floodplains, or historic resources or that requires displacement of existing uses.	24-36 months
Environmental Assessment (EA)	A less vigorous level of environmental review where the potential for environmental effects is low or can be substantially mitigated.	Minor 'new' right-of-way required and impacts are not on sensitive land uses.	12-18 months
Categorical Exclusion (CE)	Predefined actions that have been determined to have no significant environmental effect.	A fixed guideway that is entirely within existing transportation right-of-way.	> 6 months

Thank You

