HAMPTON ROADS TRANSIT

CONNECTING CHESAPEAKE

A STUDY OF HIGH-CAPACITY TRANSIT

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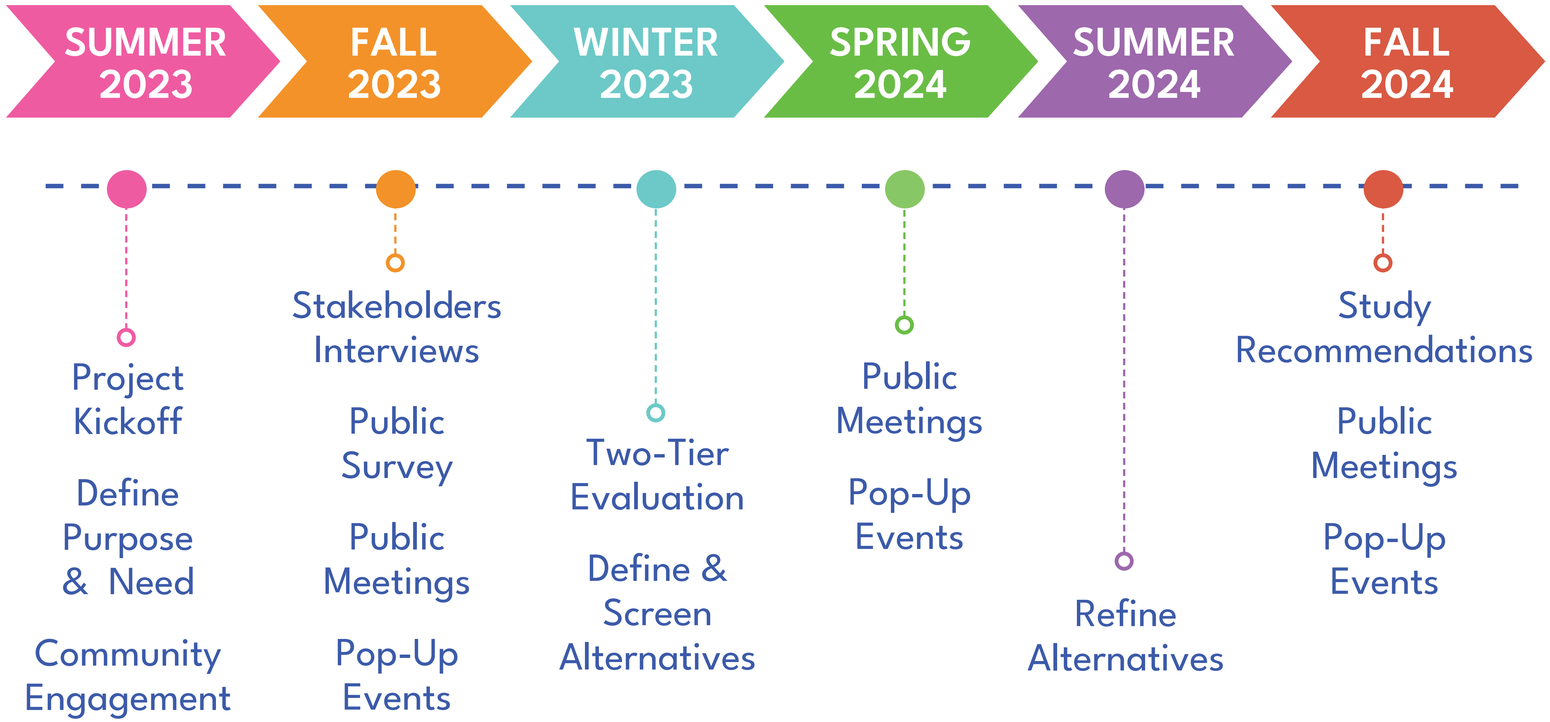
Study Schedule

Hampton Roads Transit (HRT) and the City of Chesapeake (the City) have teamed up to explore high-capacity transit options that enhance the City's economy, align with future growth plans and improve connectivity to the regional transportation network.



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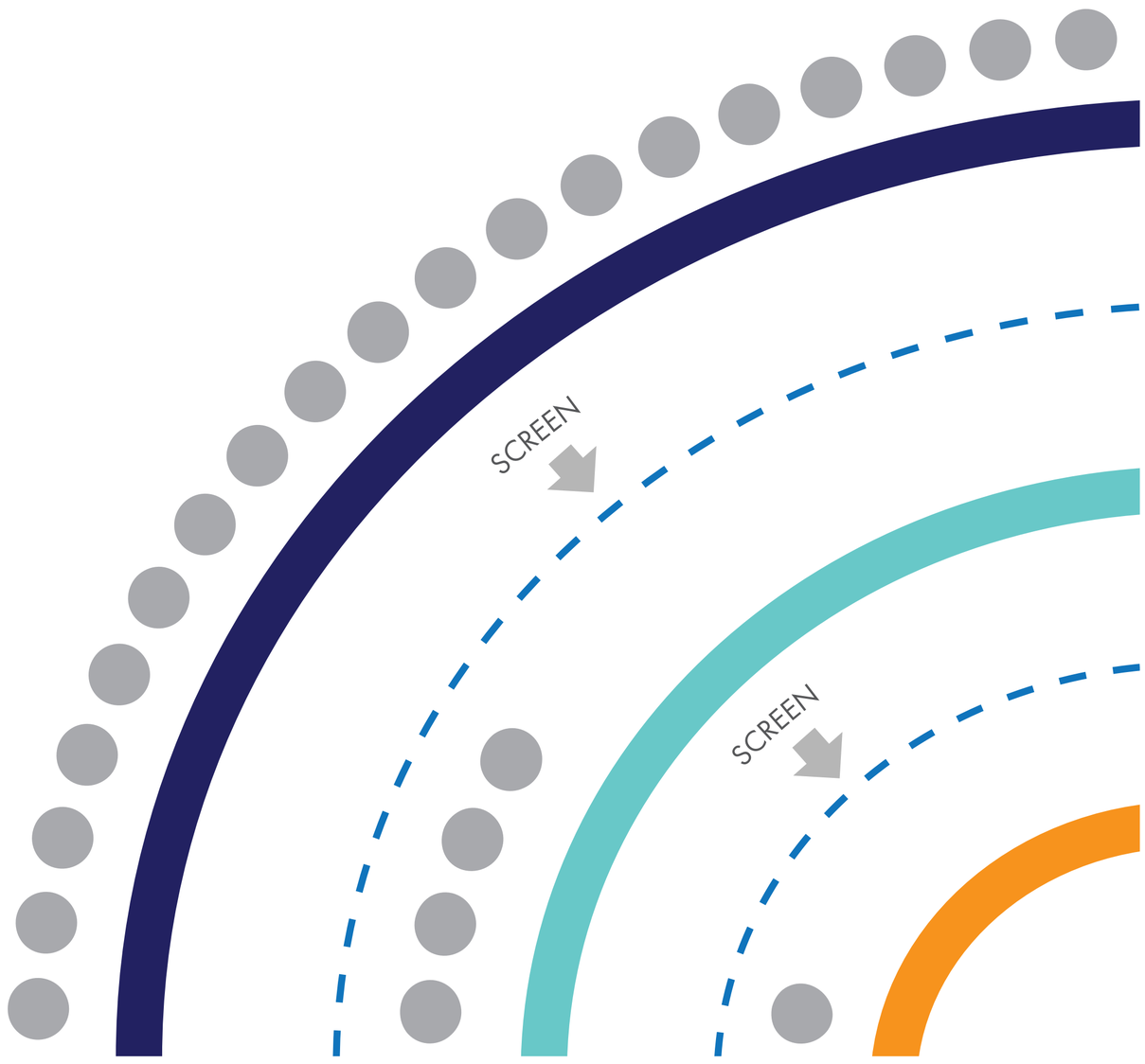
Overview & Study Process

The purpose of this study is to develop and screen potential high-capacity transit corridors and technology options that connect Chesapeake activity centers to the wider Hampton Roads area.

TWO-TIERED EVALUATION



TIER 1 ALTERNATIVES

Develop multiple conceptual alignment alternatives connecting Greenbrier Town Center Area to the wider Hampton Roads Service area.

TIER 1 SCREENING

Evaluate whether the Tier1 alternatives meets the Purpose and Need of the project. This qualitative analysis will identify the most viable Tier 2 alternatives.

TIER 2 ALTERNATIVES

Develop the most viable Tier 2 alternatives by completing ridership forecasting, right-of-way analysis, traffic analysis, and corridor/street modification analysis.

TIER 2 SCREENING

Evaluate the performance of the Tier 2 alternatives by based on the criteria developed by stakeholders.

RECOMMENDED ALTERNATIVES

Recommend an alternative that can be further developed in the next phase of the FTA CIG program.

Alternatives

Express Bus

Bus Rapid Transit (BRT)

Light Rail (LRT)

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Modes of High-Capacity Transit

High-capacity transit is a form of public transit that typically travels in its own lane or right-of-way. High-capacity transit vehicles can include technologies that prioritize transit to improve mobility and operations.

EXPRESS BUS

Express bus services make fewer intermediate stops, focusing on major destinations, large employment centers, and pick-up points such as park-and-ride lots. Express buses operate in mixed traffic and use freeways and HOV managed lanes where available.

PROPULSION
Diesel or Battery Electric

GUIDEWAY
Mixed traffic or HOV/ managed lanes

SEATING CAPACITY
70 to 120 passengers

VEHICLE LENGTH
40’ to 60’

VEHICLE WIDTH
8’ to 8’6”

STATION SPACING
1/2 to 2 miles

BUS RAPID TRANSIT (BRT)

Bus Rapid Transit (BRT) is a service that operates in mixed traffic or its own lane. BRT stops are typically designed to make getting on and off the bus faster, with level boarding platforms and vending machines that allow passengers to purchase tickets before getting on the bus. Technologies such as communication with traffic signals can be incorporated to prioritize BRT along the corridor.

PROPULSION
Diesel or Battery Electric

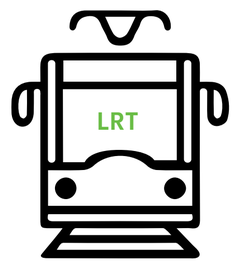
GUIDEWAY
Exclusive or Mixed Traffic

SEATING CAPACITY
70 to 120 passengers

VEHICLE LENGTH
40’ to 60’

VEHICLE WIDTH
8’ to 8’6”

STATION SPACING
1/2 to 2 miles



LIGHT RAIL (LRT)

Light rail transit (LRT) is an electrified service that uses a steel-tracked fixed guideway. LRT can operate in a variety of environments, including within road-way medians and along urban streets. Higher speeds can be reached when LRT is in exclusive right of way.

PROPULSION
Electric (Overhead)

GUIDEWAY
Exclusive or Limited Mixed Traffic

SEATING CAPACITY
68 (230 with standees)

VEHICLE LENGTH
90’

VEHICLE WIDTH
8’ 6”

STATION SPACING
1/4 to 1+ mile

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What mode makes sense in Chesapeake?

Give us your feedback...

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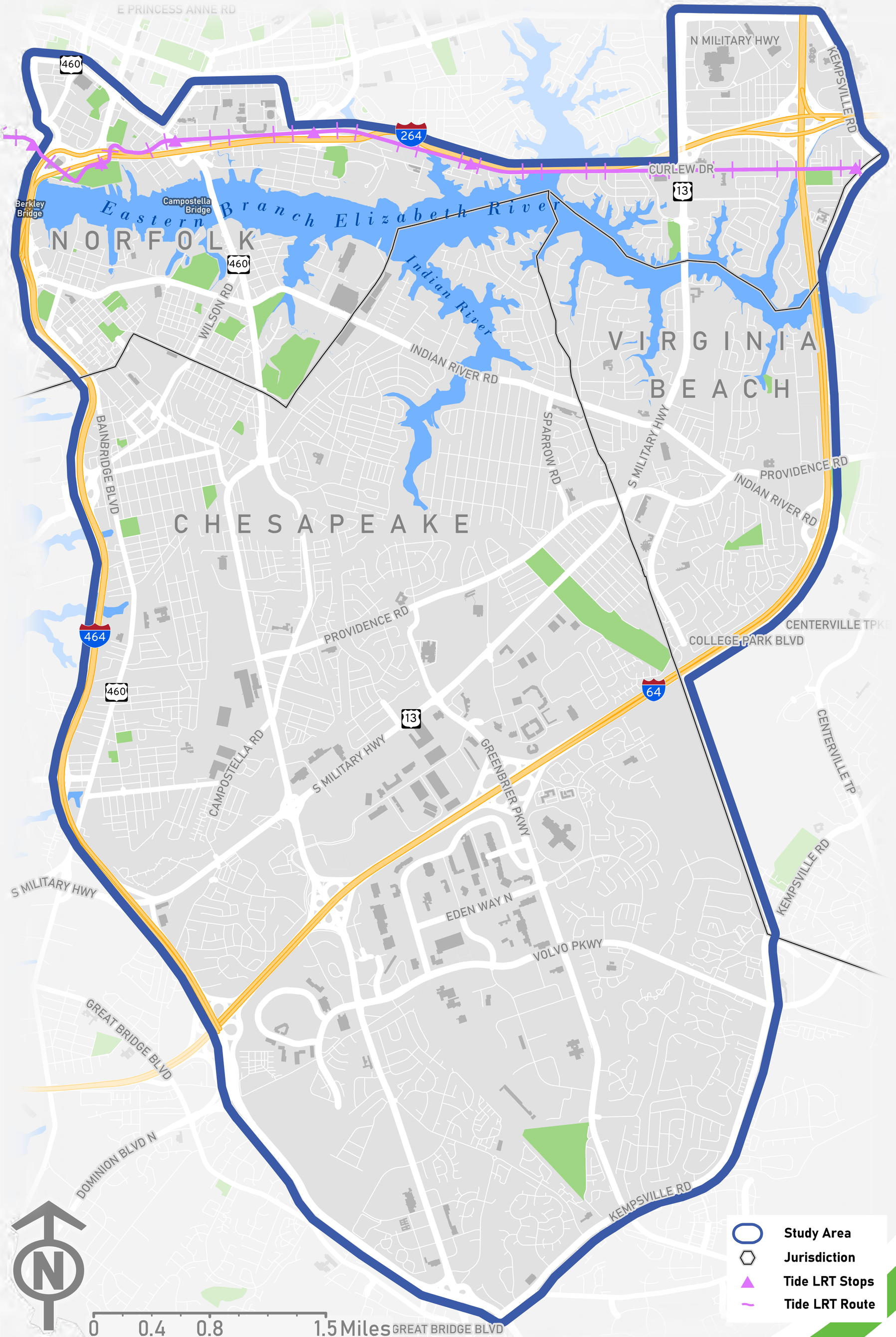
Existing Roadway Network



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Existing Roadway Network

Give us your feedback...

- How does the current network perform?
- What is the condition of the existing network?
- How do you utilize this network?
- Does it work for you?

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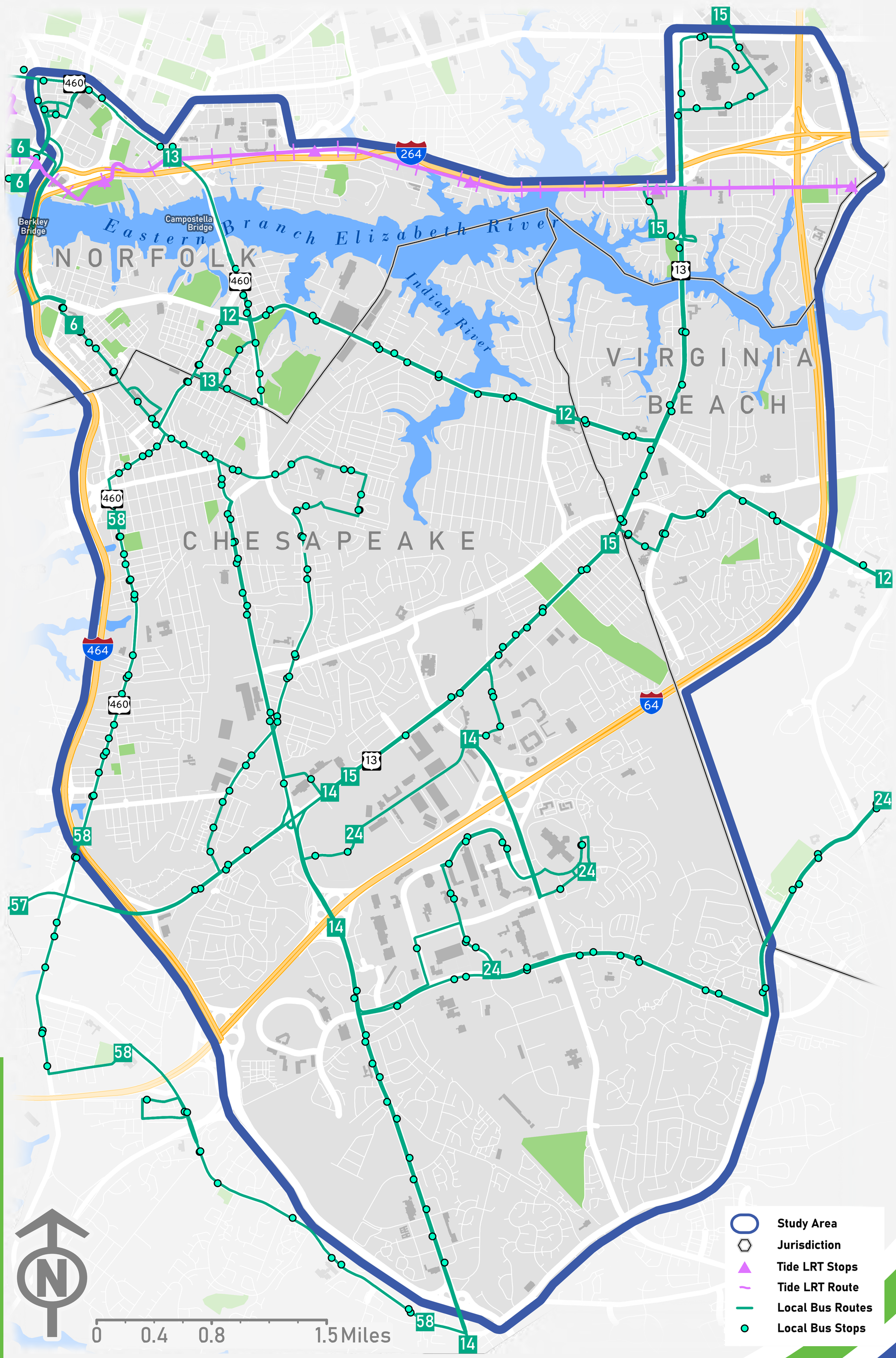
Existing Transit Network



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Existing Transit Network

Give us your feedback...

- How does the current network perform?
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Preliminary Study Goals

1. Enhance the livability of Chesapeake for all residents by offering mobility alternatives, increasing transit service capacity and reliability, and expanding access to activity centers both inside the study area and in the region.

2. Support the planning, growth, and economic development goals of Chesapeake by providing a more robust transportation network in the study area and improving congestion, access, and connectivity within Chesapeake's busiest areas and corridors such as Summit Pointe, Battlefield Boulevard, Military Highway, and Volvo Parkway.

3. Improve the connectivity of Chesapeake to the rest of the region by expanding the high-capacity transit footprint in the Hampton Roads region, connecting activity centers in Chesapeake to the Tide LRT in Norfolk, and increasing access to regional activity centers by transit.

4. Expand the carrying capacity of Chesapeake's transportation network by expanding the transportation options along major commercial corridors.

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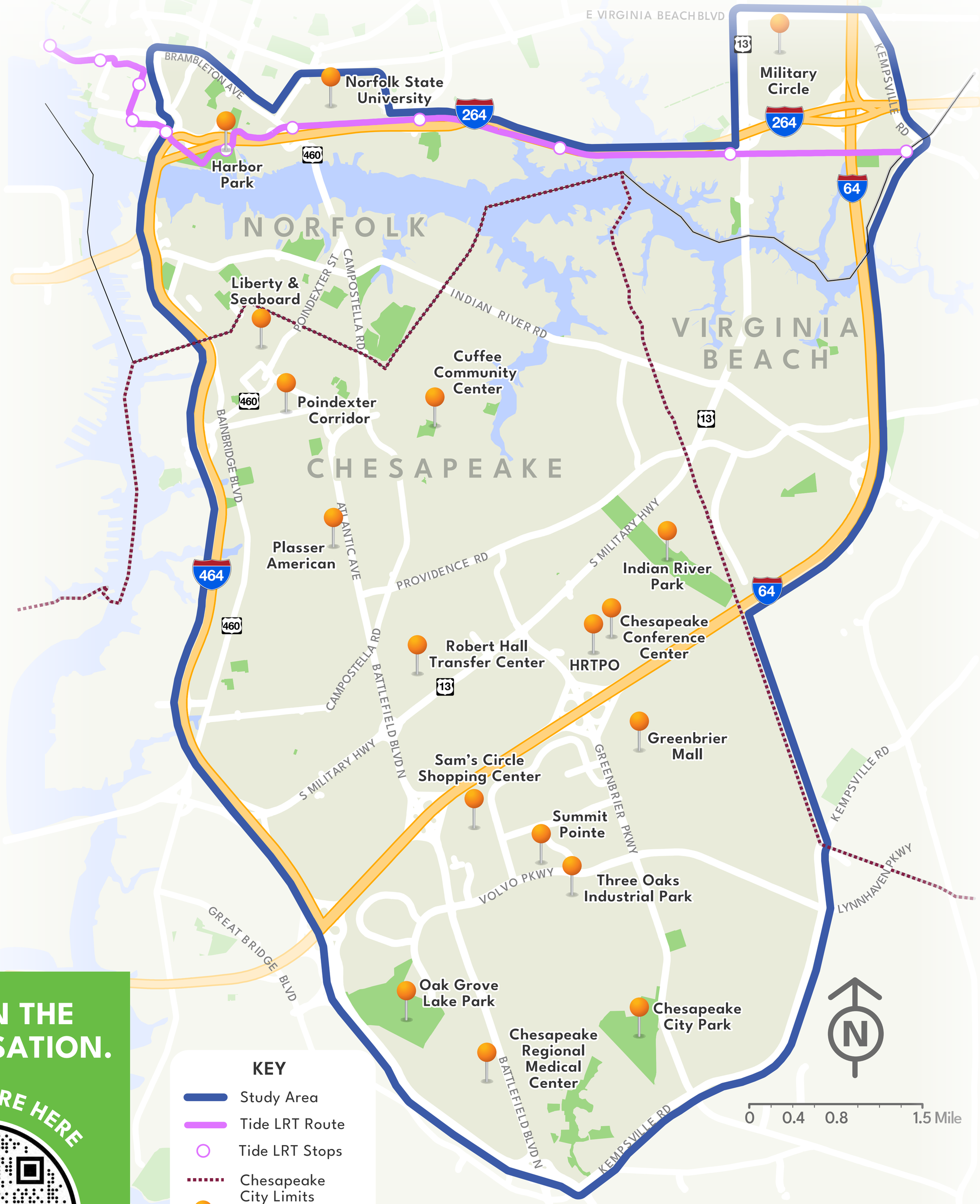
Study Area



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Tell us your thoughts...

What do you think about the study goals? Are we missing anything?

We want your feedback.

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THANK YOU FOR COMING!

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WE WANT YOUR FEEDBACK!

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