



HAMPTON ROADS  
TRANSIT

# Transit Strategic Plan Update for Hampton City Council June 10, 2020

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# Transit Strategic Plan Overview

- Mandated by General Assembly.
- 10-year planning horizon.
- A “living document” updated annually and Major Update every 5 years.
- Developed with significant input from City leaders and staff and community stakeholders.





# Regional Community Involvement has shaped the TSP



**Small Group Workshops** with over 50 organizations represented, including civic groups, chambers of commerce, major employers, military and federal facilities, housing and human services, healthcare, and economic development.



**21 “Pop-Up” Events** at transit hubs, involving 1,200 current system users.

**12 Public Meetings** in Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, and Virginia Beach.



2,731 respondents to **Regional Survey** questions.

**Regional Advisory Panel (RAP)** of business and civic leaders from private, public, and non-profit sectors.

# Regional Community Involvement has shaped the TSP



## Top 6 Priorities

-  **More reliable service**
-  **More frequent service during rush hours**
-  **Real-time bus arrival information**
-  **Safety and security**
-  **Mobile ticketing**
-  **More sheltered stops in my city**



# Regional Community Involvement has shaped the TSP

## **TDCHR Board endorsed TSP Guiding Principles (Dec '19)**

- ✓ Follow standards to achieve a more effective bus network
- ✓ Prioritize high-frequency services on a regional backbone system
- ✓ Balance resources between peak hour and all-day
- ✓ Prioritize connections across jurisdictions
- ✓ Provide sufficient transit coverage throughout the region
- ✓ Leverage a data-driven approach and factoring of funding and operational constraints to prioritize and phase implementation



# New Regional Classifications and Service Standards



## Regional Backbone Routes

*15 minute service routes*



## Local Priority Routes

*30 minute service routes*



## Coverage Routes

*60 minute service routes*



## Limited or Express Routes



## On-Demand Service



**Service Times will start and end the same**



**Span of Service**



**Frequency of Service**



# TSP Overview

CHAPTER 1

**System Overview and  
Strategic Vision**

CHAPTER 2

**System Performance and  
Operations Analysis**

CHAPTER 3

**Planned Improvements  
and Modifications**

CHAPTER 4

**Implementation Plan**

CHAPTER 5

**Financial Plan**

CHAPTER 6

**Hampton Roads Regional  
Transit Program**



# TSP Overview

APPENDIX A

**Agency Profile and  
System Overview**

APPENDIX B

**Phased System Maps  
for Chapter 3 Cost  
Constrained Plan**

APPENDIX C

**Estimated Ridership  
Methodology and Results**

APPENDIX D

**On-Demand (Microtransit)  
Service**



# TSP guidelines for Chapters 3-5

- Chapter 3 is required to document phased improvements and modifications to existing services over 10-year horizon. It is financially constrained to existing funding sources and service priorities.
- Chapter 4 focuses on related capital investments.
- Chapter 5 identifies projected costs and financial resources associated with Chapter 3. It is a blueprint (not a budget) of HRT's direction toward increased frequent service and associated costs.

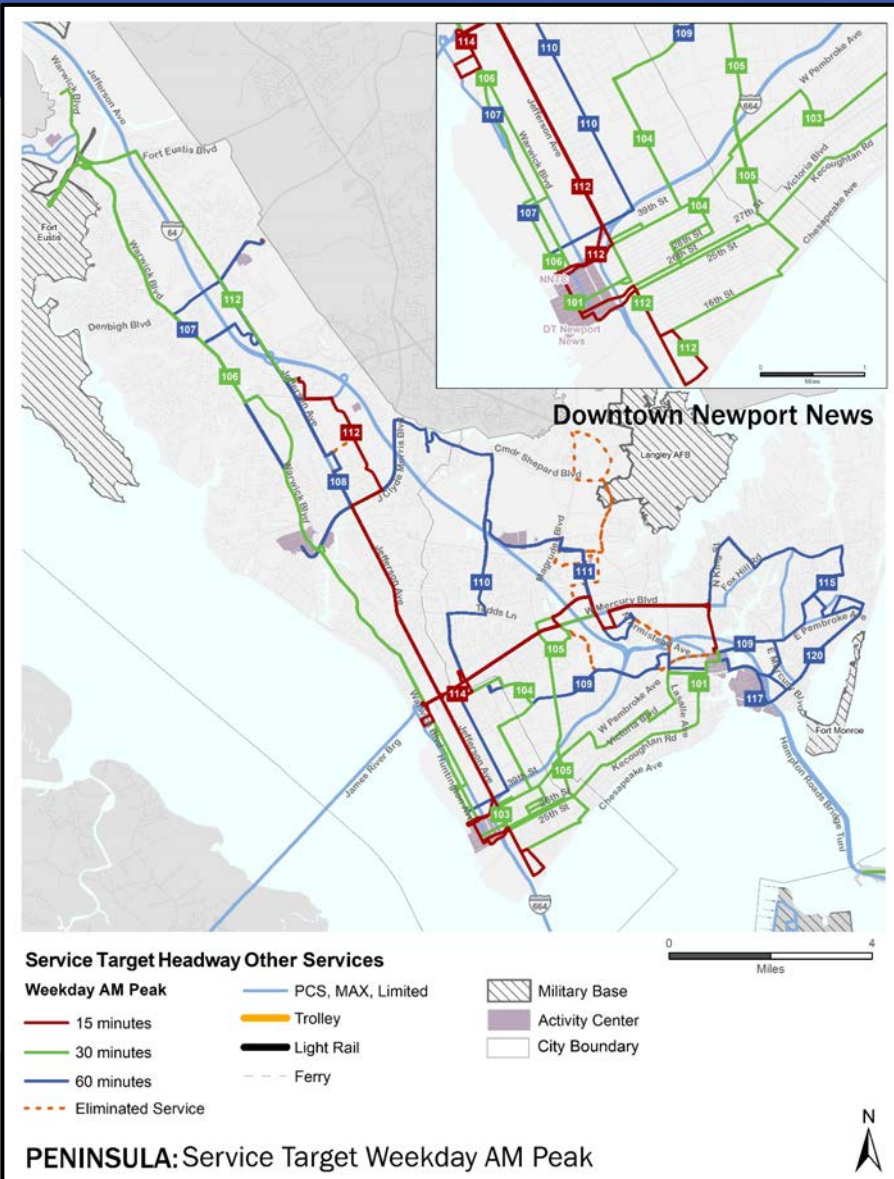
# Sample of Chapter 3 Content

Routes funded by City of Hampton or Shared with City of Newport News

Route #	Route Name	Funded by
101	Kecoughtan Rd.	Hampton/NN
102	Peninsula Town Cntr./Downtown Hampton	Hampton
103	Pembroke Ave/Shell Rd.	Hampton/NN
104	Downtown NN/Net Center	Hampton/NN
105	Downtown NN/Peninsula Town Cntr.	Hampton/NN
109	Pembroke/Downtown Hampton	Hampton
110	Downtown Hampton/TNCC	Hampton/NN
111	TNCC/Patrick Henry Mall	Hampton/NN

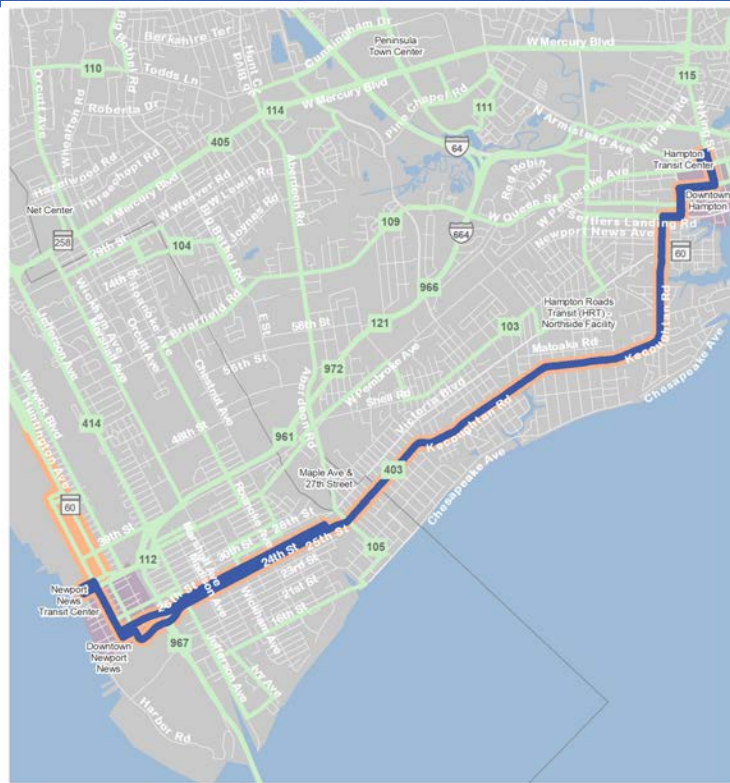
Route #	Route Name	Funded by
112	Jefferson Ave	Hampton/NN
114	Mercury Blvd.	Hampton/NN
115	Buckroe/Downtown Hampton	Hampton
117	Phoebus/HU/VA Hospital	Hampton
118	LaSalle/Langley	Hampton
120	N. Mallory St./Buckroe	Hampton

# Peninsula TSP Service Plan



- Service improvements feature:
  - Realignments
  - Streamlining routes
  - Strategic elimination of 3 underperforming routes
  - Introduction of alternative services like “demand response services” (microtransit) where fixed route services have not been productive

# Sample of Chapter 3 Content – Route 101



## Route 101



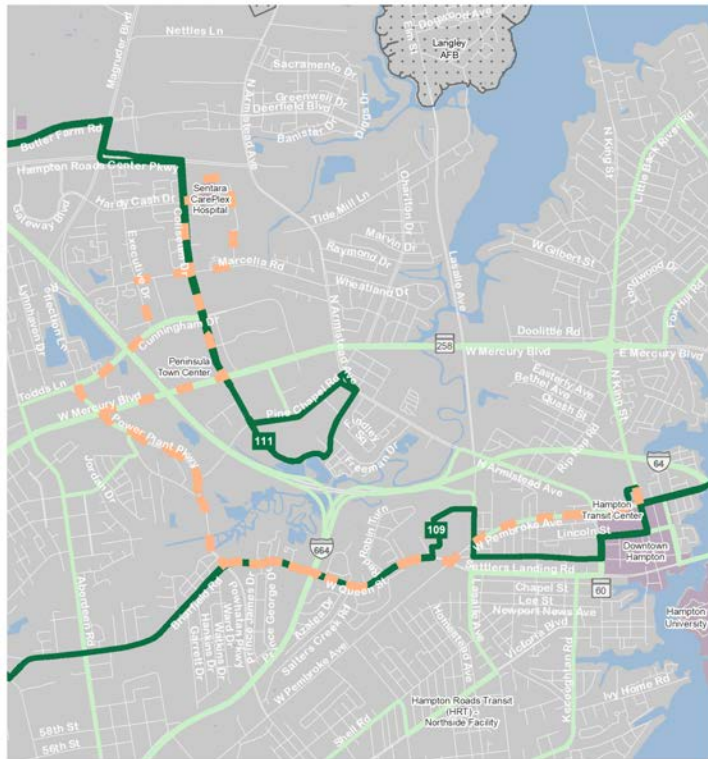
## Service Changes

- Route 101 will operate between the Newport News Transfer Center (NNTC) and Hampton Transfer Center (HTC), no longer serving Northgate (the current 3:40 PM trip will be provided by an additional trip on Route 403).
- Weekday service will be offered between 5:00 AM and 1:00 AM, which is a slightly later end time than currently offered on the Route 101.
- Service in the AM and PM peak and midday periods will be offered every 30 minutes, with hourly service being offered in the early morning and evening periods.
- On weekends, Sunday service is expanded to match current Saturday levels of service from 5:15 AM to 12:10 AM, with 30-minute headways from 6:00 AM to 9:00 PM and 60-minute headways during other times.

## Justification

- Route 101 performs well on the six Key Performance Indicators (KPI) and warrants an increase in service.

# Sample of Chapter 3 Content – Route 102



## Route 102

### Focus Route

- Eliminated Route
- Routes Providing Replacement Coverage
- Planned System
- Light Rail
- - - Ferry
- Military Bases
- City Boundary
- Activity Centers

## Service Changes

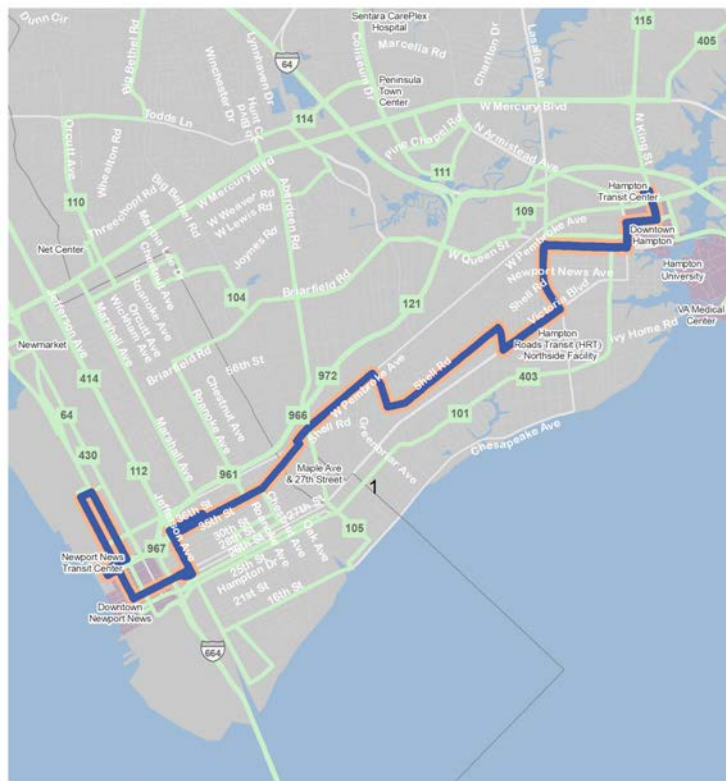
- Route 102 will be eliminated due to poor performance and the realignment of other nearby routes to cover much of the route’s service. Routes 109 and 111 will provide similar connections that the 102 provides, with Route 109 operating on W Queen Street and Route 111 operating on Coliseum Drive. Medical Drive will be serviced via Coliseum Drive, provided by Route 111. Marcella Road and Executive Drive will no longer have service, but service on Routes 111 and 114 are within short walking distance.
- Segments of Power Plant Parkway and Pembroke Avenue losing service have low transit demand and are also within a half mile of other routes.

## Justification

- Route 102 performs within the lowest third of routes on the six Key Performance Indicators (KPI) and as a result will be eliminated, with the resources from this eliminated service being used to further transit development elsewhere in Hampton.



# Sample of Chapter 3 Content – Route 103



## Route 103



## Service Changes

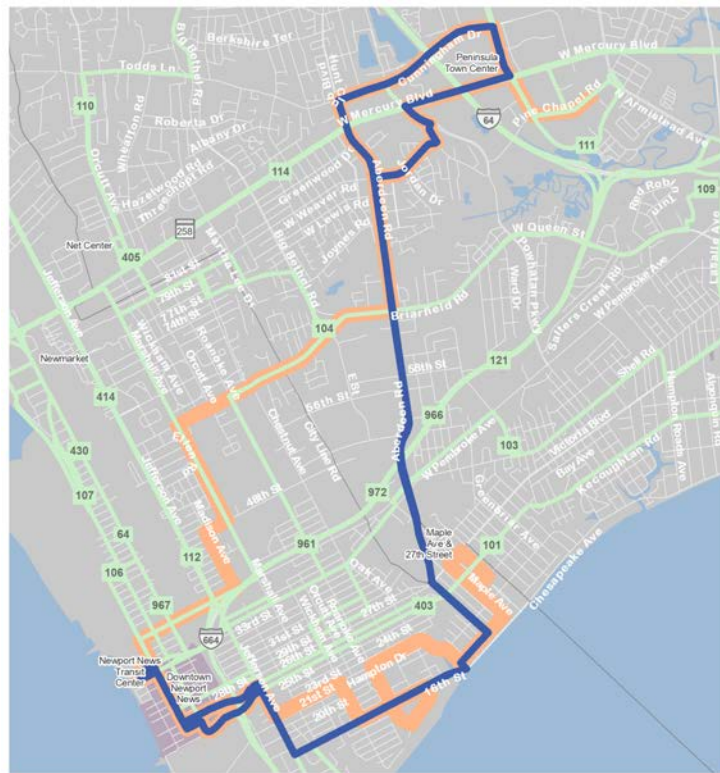
- No change to existing service alignment.
- Route 103 will start earlier on weekdays at 5:00 AM and will maintain existing headways.
- Saturday span of service and headways will remain the same as existing.
- Sunday span of service will be increased to 7:00 AM through 11:00 PM, with half hour service offered much of the day.

## Justification

- Route 103 performs around average on the six Key Performance Indicators (KPI). As such, the current Route 103 alignment will be maintained, as will the span of service and the existing headways on weekdays and Saturdays, with shorter headways and a longer span of service being introduced on Sundays.
- For most of its alignment, Route 103 operates within a half mile of Route 101. By increasing service on both routes, service will be enhanced in this corridor.



# Sample of Chapter 3 Content – Route 105



## Route 105

### Focus Route



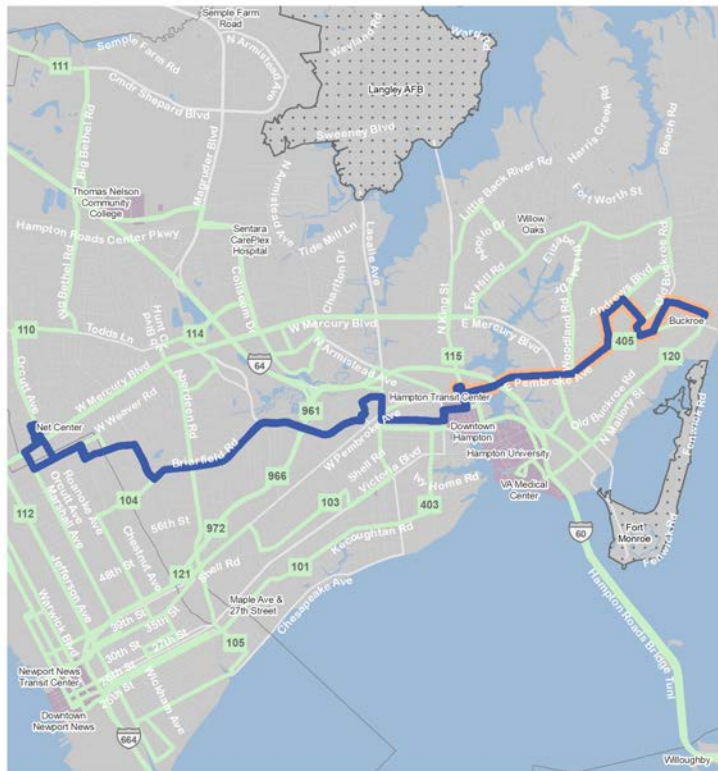
## Service Changes

- Route 105 will travel via a more direct path between the Peninsula Town Center / Riverdale Plaza Shopping Center and the Newport News Transit Center (NNTC). Where the existing route currently travels onto Briarfield Road from Aberdeen Road, the service will remain on Aberdeen Road / Buxton Avenue, and will then travel on Blair Avenue and 16<sup>th</sup> Street, then finish the trip to NNTC.
- Service along Maple Avenue, Hampton Avenue and Garden Drive will be eliminated. The realigned Route 110 will provide service from along Marshall Avenue. The realigned Route 104 will operate on Briarfield Road between Roanoke Avenue and Big Bethel Road. Other portions of Briarfield Road will lose service from Route 105 but will be mostly covered by the realigned Routes 104 and 109.

## Justification

- Route 105 performs above average on the six Key Performance Indicators (KPI). In order to increase ridership on an already well-performing route, its level of service will be increased, and the realignment will provide more direct and efficient service.
- Route 105's realignment provides more direct service between Peninsula Town Center and Downtown Newport News via Aberdeen Road, compared to its existing circuitous route pattern. Adjustments to Route 104 and Route 110 will provide coverage through much of the areas no longer served by Route 105, allowing for more efficient service in these areas.
- A more simplified routing through the Wilson, Magruder, Reed and Marshall communities is also planned, which may require short walks to access the service, but which will help to provide shorter overall trip times and improved on time performance.
- The alignment changes to Route 105 were developed in concert with service changes to Route 104 and Route 110 to improve route directness and on-time performance, and to create routes that are simpler to understand.

# Sample of Chapter 3 Content – Route 109



## Route 109

### Focus Route

- Planned Alignment
- Existing Alignment
- Planned System
- Light Rail
- Military Bases
- City Boundary
- Activity Centers
- - - Ferry

## Service Changes

- Route 109 service will be extended from its current terminus at the Hampton Transit Center to Net Center via the existing Route 110 alignment, thus providing direct service between Net Center, Hampton Transit Center, and the Mallory/Buckroe area.
- The weekday span of service for Route 109, which will start at 5:00 AM, will see service offered nearly two hours earlier than the current start time. The additional early morning service will be provided hourly, while the AM and PM peak, midday, and most of the evening period will see service offered at half hour intervals.
- Saturday service will be provided between 6:00 AM and 9:00 PM, which offers nearly two hours of additional early morning service. Sunday service will match Saturday service, which offers approximately one hour earlier and one hour later service over what is current provided. All weekend service will be offered hourly.

## Justification

- Route 109 will now function as a comprehensive crosstown service between Net Center in Newport News and Buckroe in Hampton via the Hampton Transit Center. The service change will provide a one seat ride between the two termini, where currently a transfer is needed to complete this trip. Transfers to several other HRT north-south routes will be possible along the new alignment, enhancing transit connectivity throughout the Peninsula.
- The extension of Route 109 will operate via the current alignment of the Route 110 between the Hampton Transit Center and Net Center, which will allow the Route 110 to be realigned and streamlined and will allow service to be more efficient in this area.



# Sample of Chapter 3 Content – Route 110



## Service Changes

- Route 110 will provide a new direct connection between Thomas Nelson Community College, Net Center, and Newport News Transit Center. It will operate on Marshall Avenue, replacing existing Marshall Avenue service provided by Routes 104 and 105.
- The existing Route 110 alignment from Net Center to Hampton Transit Center will be covered by the realigned Route 109.
- Weekday service will be offered between 5:00 AM and 11:00 PM, which offers one earlier hour of service when compared to the current route. Saturday service will be offered hourly between 7:00 AM and 11:00 PM. Sunday service will be increased to match Saturday service, which will provide an additional hour of service in the morning and three hours of additional service in the evening when compared to the current Route 110.

## Justification

- Route 110 performs around or below average on the six Key Performance Indicators (KPI). The alignment changes to Route 110 were developed in concert with service changes to Route 104 and Route 105 in an effort to improve route directness and on-time performance, and to create routes that are simpler to understand.



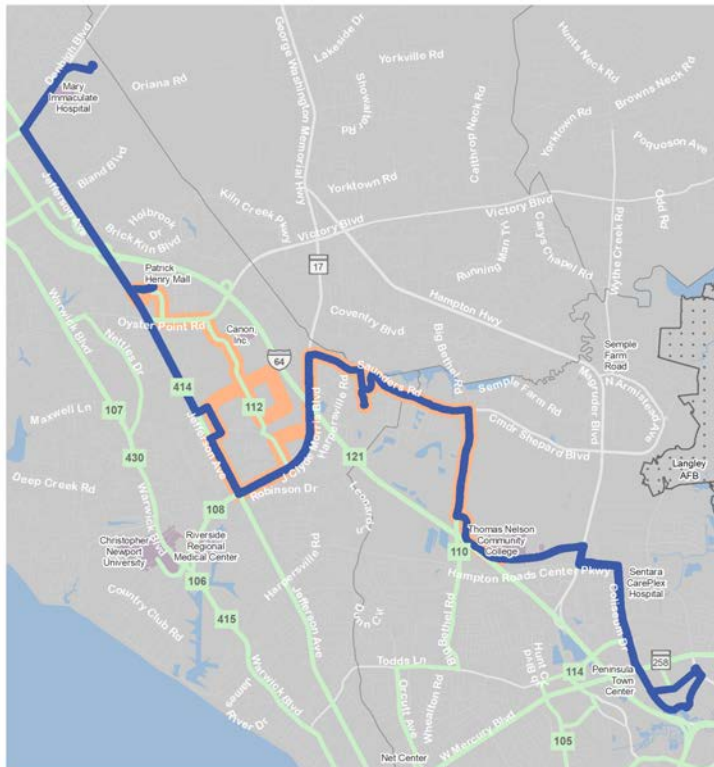
# Sample of Chapter 3 Content – Route 111

## Service Changes

- Route 111 will be realigned by extending the route beyond Thomas Nelson to connect to Peninsula Town Center, covering a portion of the eliminated Route 118. Route 111 service will be streamlined on J Clyde Morris Boulevard and Jefferson Avenue to Patrick Henry Mall, and will terminate at Denbigh, covering a portion of the eliminated Route 116.
- Route 111 will no longer deviate into the City Center area. Route 112, a high-frequency route, will provide adequate service in that area.
- On weekdays Route 111 will begin service two hours earlier, starting at 5:00 AM. Service will be provided at hourly intervals, which matches current headways.
- Saturday and Sunday spans will remain the same as existing. All weekend service is provided hourly.

## Justification

- The realignment of Route 111 will help to cover portions of the eliminated Route 116 and the eliminated Route 118.
- The extended route will provide a one seat ride service between Denbigh, Patrick Henry, and Hampton and will provide transfer connections to several high frequency HRT services.

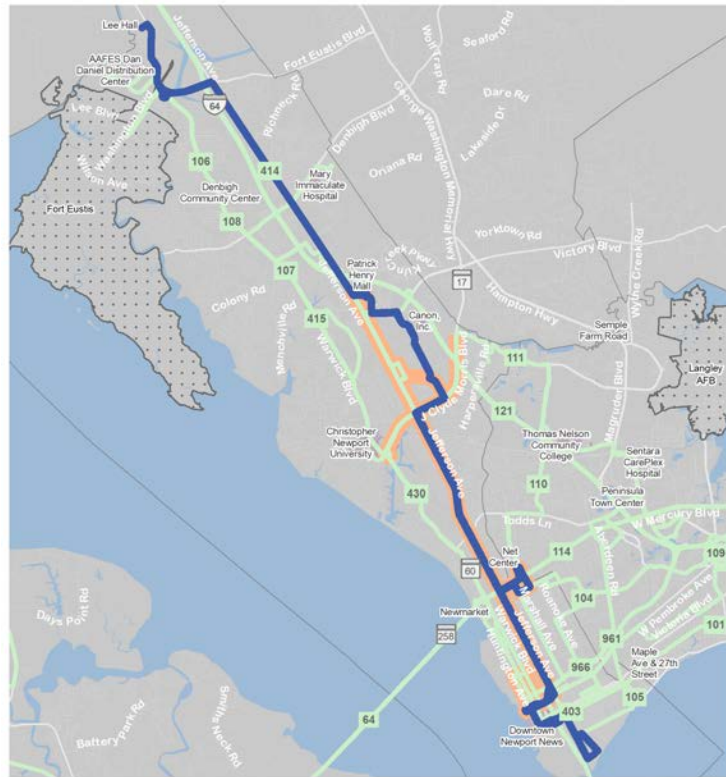


## Route 111

### Focus Route

- |                    |                  |                |
|--------------------|------------------|----------------|
| Planned Alignment  | Planned System   | Military Bases |
| Existing Alignment | Light Rail       | City Boundary  |
| Ferry              | Activity Centers | N              |

# Sample of Chapter 3 Content – Route 112



## Service Changes

- Route 112 will operate high-frequency service between NNTC and Patrick Henry Mall. Service along Jefferson Avenue between J Clyde Morris Boulevard and Patrick Henry Mall will be offered via Route 108 and Route 111. Route 108 will also cover service on J Clyde Morris to Riverside.
- On weekdays, Route 112 will begin service at 5:00 AM and operate until 1:00 AM, which represents a small increase in service during the early morning period and an additional half hour of service in the late-night period. Service will operate every 15 minutes between 6<sup>th</sup> and Ivy and Patrick Henry Mall from 6:00 AM to 6:00 PM and every 30 minutes on the extensions to Lee Hall in the north. Before 6:00 AM and between 6:00 PM and 11:00 PM service will operate every 30 minutes between 6<sup>th</sup> and Ivy and Patrick Henry Mall and hourly on the extension. After 11:00 PM, service will operate hourly along the entire alignment.

## Justification

- Route 112 is performing well based on the six Key Performance Indicators (KPI). The alignment will be streamlined to make service more direct and improve on-time performance. Route 112 service will be increased, in line with the travel demand along the route and the BRT study plan.
- These service changes address an all-day service gap in Newport News.

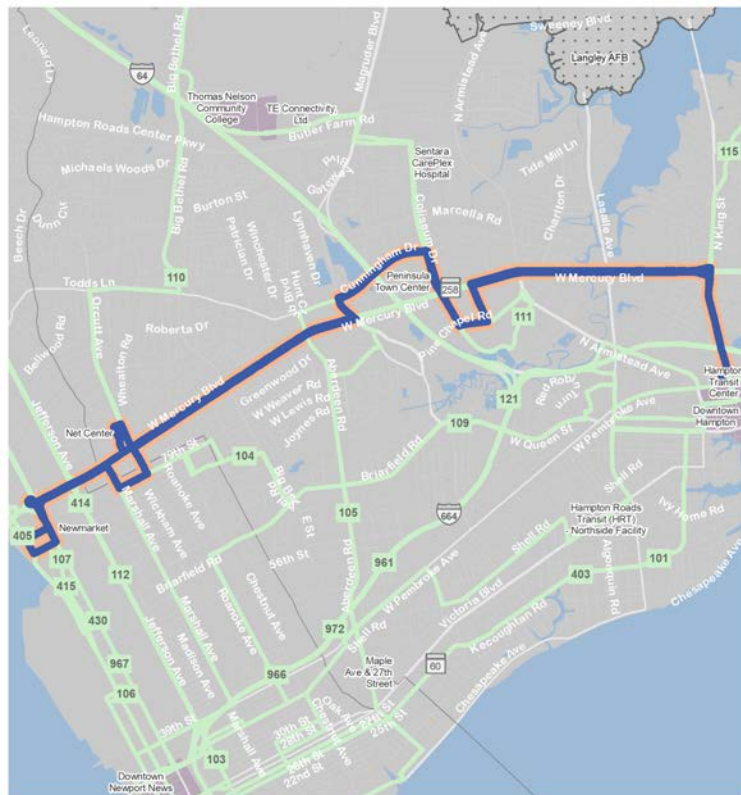
## Route 112



Planned Alignment	Planned System	Military Bases
Existing Alignment	Light Rail	City Boundary
Ferry	Activity Centers	



# Sample of Chapter 3 Content – Route 114



## Route 114



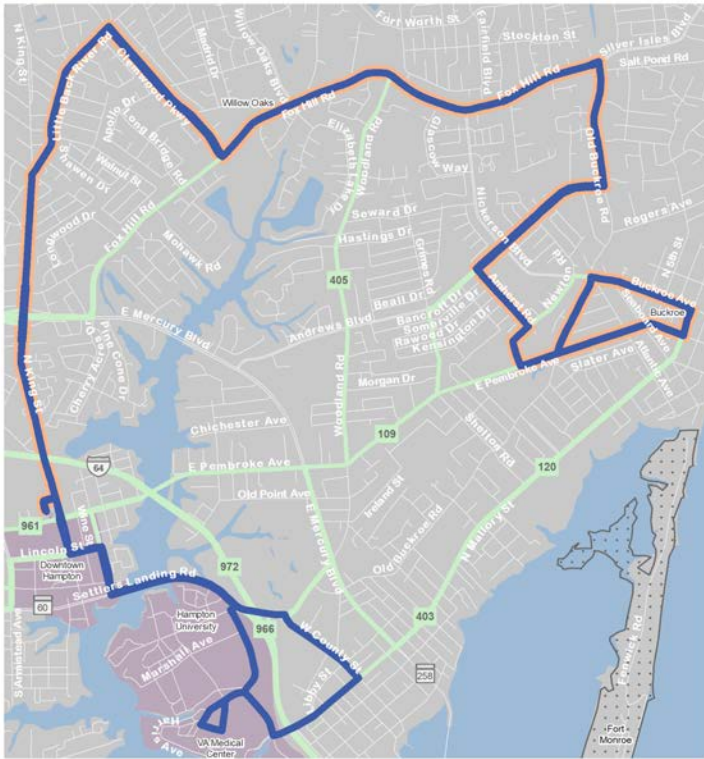
### Service Changes

- No change to existing alignment.
- On weekdays, expand the span of service to match the service design guidelines for Regional Backbone, starting at 5:00 AM and ending at 1:00 AM.
- From 6:00 AM to 6:00 PM, the service will operate every 15-minutes. Before 6:00 AM and between 6:00 PM and 11:00 PM, service will operate at half hour intervals. After 11:00 PM, service will be offered hourly.
- On weekends, the span of service will be expanded to match the service design standards for Regional Backbone routes, starting at 6:00 AM and ending at 12:00 AM, with 15-minute service being provided through much of the day.
- In FY 2030, Route 114 will exceed the service design standards for the Regional Backbone service classification once the Sunday peak headways are increased.

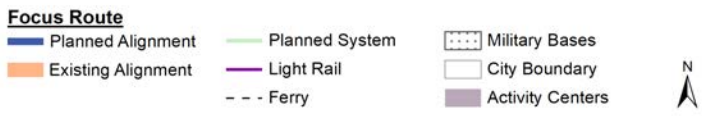
### Justification

- Route 114 is performing well on the six Key Performance Indicators (KPI). Route 114 is one of the alignments identified in the Peninsula BRT corridor study plan—the planned and existing alignment match that from the corridor plan. Route 114 service will improve in line with the travel demand along the route and the BRT study plan.
- These service changes address an all-day service gap between Newport News and Hampton by increasing midday service in this area.
- The levels of service for Route 114 meet the service standards defined for Regional Backbone routes.

# Sample of Chapter 3 Content - Route 115



## Route 115



## Service Changes

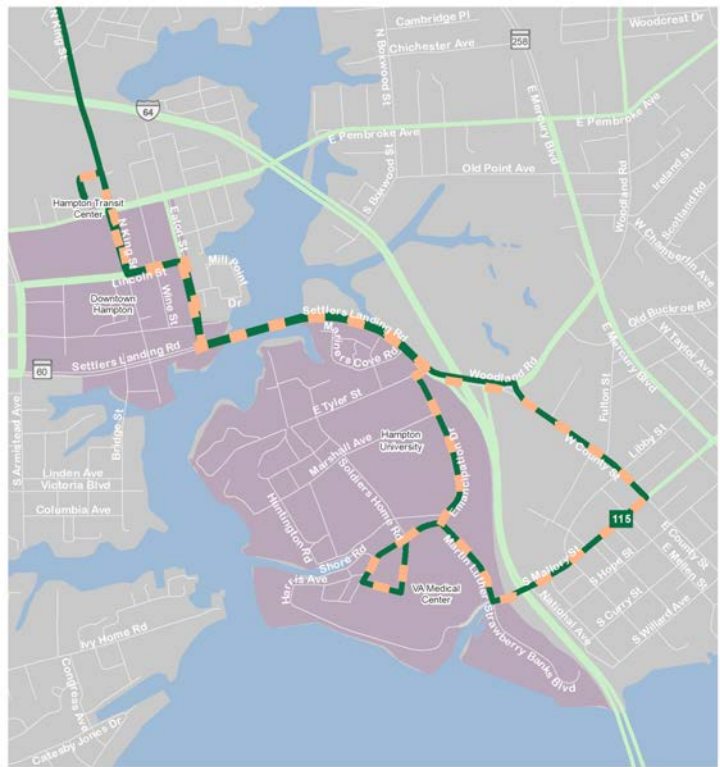
- Route 115 will be realigned to be a combination of two high-performing existing routes: 115 and 117. The new Route 115 will operate between the Mallory/Buckroe area and the Hampton VA Medical Center, passing through Downtown Hampton and serving Hampton University. Route 117 will be eliminated, with the extended Route 115 providing full service where Route 117 previously operated.

## Justification

- The service change for Route 115 calls for a service consolidation and an increase of the level of service for two successful routes, Route 115 and Route 117, both of which fall within the top third of HRT routes in terms of passengers per hour. Joining these two services will provide a one-seat ride between the Mallory/Buckroe area and the VA Medical Center.
- This service change addresses an all-day service gap in the area with increased midday service along the full route from 60-minute to 30-minute headways and also simplifies the service design by combining the two routes.



# Sample of Chapter 3 Content – Route 117



## Route 117



## Service Changes

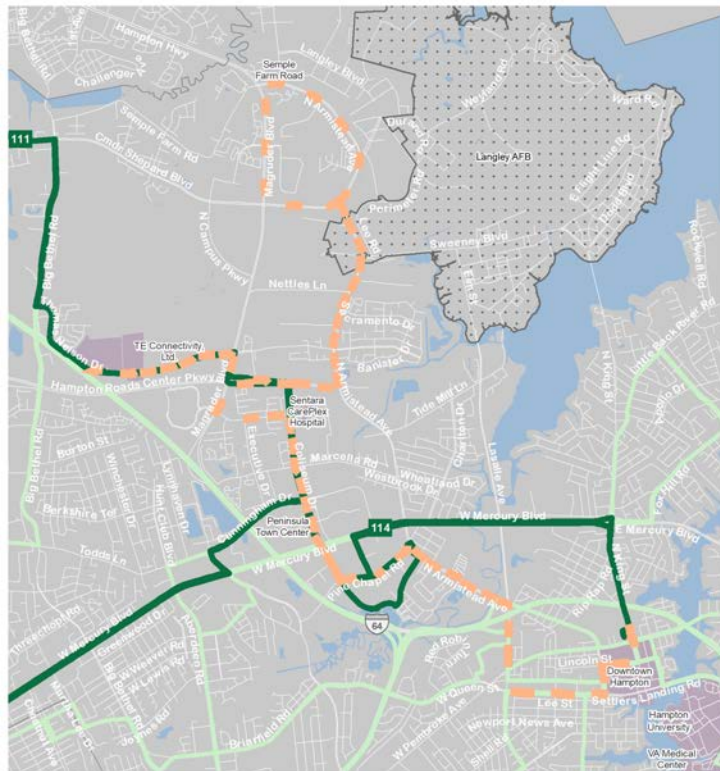
- In a future out-year, Route 117 service will be eliminated, with the service being fully replaced by the realigned Route 115 (Buckroe / Willow Oaks / Downtown Hampton / VA Medical Center). The level of service on the realigned Route 115 will provide higher levels of service than the Route 117 currently provides. The extension of Route 115 to cover Route 117 will occur simultaneously with the elimination of Route 117 to maintain continuous coverage.

## Justification

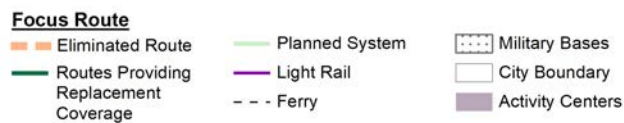
- Overall, Route 117 is performing well based on the six Key Performance Indicators (KPI). The service provided by the new Route 115 will provide increased levels of service on the same alignment of the existing Route 117.
- Route 115 will now operate to Hampton University via the existing Route 117's alignment. This will improve the simplicity of HRT's service in Hampton, in line with the service design standards, while providing greater access for Hampton University students to additional regional destinations. Students and residents around the University will receive a direct connection to Buckroe Beach as well connections to points west.



# Sample of Chapter 3 Content – Route 118



## Route 118



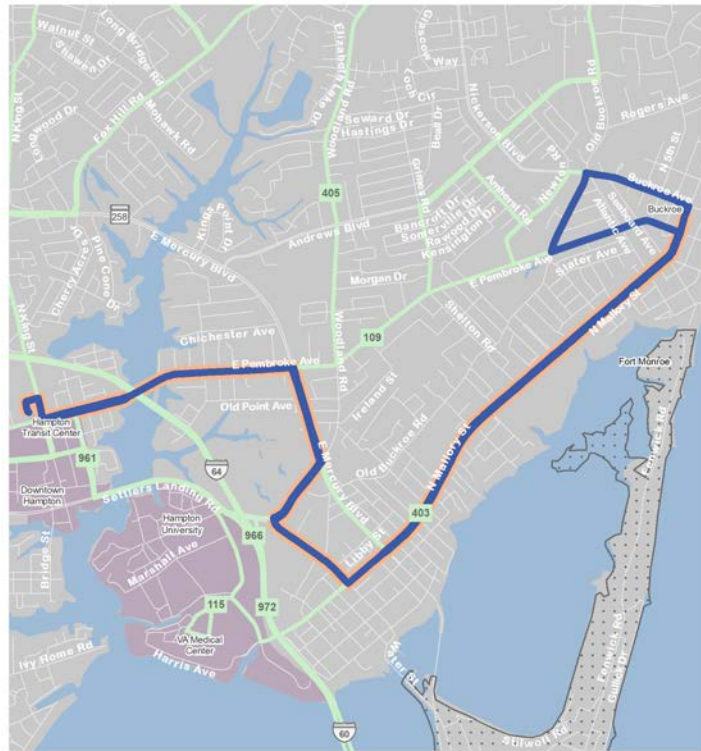
### Service Changes

- Route 118 will be eliminated. Route 114 will provide direct and more frequent service between Hampton Transit Center and Peninsula Town Center than Route 118 currently offers. The realigned Route 111 will connect Peninsula Town Center to Thomas Nelson Community College and points north. The alignment changes to Route 111 will occur before or simultaneous to the elimination of service on Route 118, and no alignment changes are required on Route 114.

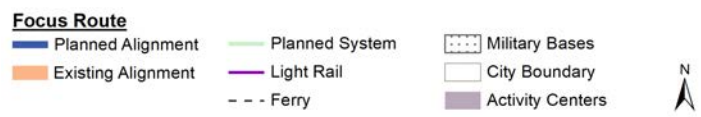
### Justification

- Route 118 performs around average on the six Key Performance Indicators (KPI) but overall efficiency can be gained by covering parts of this existing route with other realigned routes.

# Sample of Chapter 3 Content – Route 120



## Route 120



### Service Changes

- Route 120 will be extended to Buckroe Avenue and Ralph Street to serve new development in this area.
- Route 120 will provide hourly service on weekdays starting at 5:00 AM and ending at 8:48 PM. The 5:00 AM start time provides earlier morning service than the current Route 120.
- Saturday service will continue to provide hourly trips between 8:00 AM and 8:48 PM. Sunday service will be increased to match Saturday levels.

### Justification

- The extended alignment of the Route 120 service will provide transit service to additional generators in the Buckroe area.
- Trips will be offered earlier in the morning during the weekday and later in the evening during the weekends to better match the needs of area residents and employees.

# Sample of Chapter 4 Content

- Scheduled fleet replacement
- Operations and Maintenance, Passenger facilities
- Technology and ITS investments



# Chapter 5 Overview

- Identifies projected service costs and financial resources associated with Chapter 3.
- Is not a budget. Shows a financial snapshot that will change year-by-year based on current information. Chapter 5 is a blueprint of TDCHR's direction toward increased frequent service, associated costs, and information on key factors.
- Does not include assumptions about new regional funding.
- New funding sources and the COVID-19 situation will be addressed in Chapters 5 and 6 of the first annual *TSP update* and the next *CIP update* (November 2020).

# Chapter 6 Overview

Documents the **Hampton Roads Regional Transit Program**.

The following are Program eligible based on purposes and requirements outlined in law:

- ✓ **Capital** and **Operating** costs (from planning through ongoing O&M)
- ✓ **Expansion projects** and **State of Good Repair**
- ✓ Two (2) classifications of HRT bus routes: **Regional Backbone** and **Limited/Express**



# Regional Backbone

Route #	Route Name
1	Granby Street
2	Hampton Blvd
3	Chesapeake Blvd
8	Tidewater Drive
15	Military Highway
20	Virginia Beach Blvd
21	Little Creek Road
36	Independence Blvd/Holland Road
45	Portsmouth Blvd
47	High Street/Churchland
101	Kecoughtan Road
112	Jefferson Avenue
114	Mercury Blvd

REGIONAL BACKBONE IMPACTS (15-MIN WEEKDAY PEAK SERVICE)		
	CURRENT HRT SYSTEM	CHANGE FROM CURRENT 13-ROUTE REGIONAL BACKBONE
NO. OF ROUTES WITH 15-MIN WEEKDAY PEAK SERVICE	6	13
POPULATION SERVED	181,000	487,000 169% increase
JOBS SERVED	137,500	312,500 127% increase
AREA IN WALKING DISTANCE	41 sq. miles	115 sq miles 180% increase

# Limited/Express

## MAX Routes

Route #	Route Name
919	Silverleaf to Naval Station Norfolk
922	Greenbriar to Naval Station Norfolk
960	Downtown Norfolk to VB Oceanfront
961	Downtown Norfolk to NNTC
966	Silverleaf to NNTC/Newport News Shipyard
967	LRT/Greenbriar/Newport News Shipyard
972	TCC VB to Newport News Shipyard
970 (new)	Portsmouth to Newport News Shipyard via I-664

## Peninsula Commuter Routes

Route #	Route Name
403	Buckroe shopping ctr. to NNTC/Newport News Shipyard
405	Buckroe to NNTC/Newport News Shipyard
414	Jefferson/Oakland to Newport News Shipyard/NNTC
415	Denbigh to Newport News Shipyard/NNTC
430	Denbigh Fringe to Newport News Shipyard/NNTC

# Groupings and Supporting Improvements

- Routes are grouped in “natural buckets” that are co-dependent on one another.
- Three groupings of routes:
  - Group A – Routes 101, 112, 114, PCS and MAX
  - Group B – Routes 1, 15, 20, 36, 45, and 47
  - Group C – Routes 2, 3, 8, 21
- Early implementation of technology investments such as real time, mobile fare payment, passenger information displays.
- Early implementation of Facility Improvements and Passenger Amenities
  - Shelters, benches, new passenger terminals at Robert Hall and Evelyn Butts, new bus division(s) in VB and the Peninsula to accommodate larger fleet

# Next Steps

- HRT Board vote on TSP adoption June 25, 2020.
- Validate schedule and availability for regional funding through HRTAC.
- Establish Memorandum of Understanding (MOU) between HRT and HRTAC to implement the Hampton Roads Regional Transit Program using regional funds.
- Process applications to draw down on regional funding; execute early procurement actions (e.g., bus purchases).

