



**10-Year Transit Strategic Plan  
Update for Hampton City Council  
February 10, 2021**

**[gohrt.com](http://gohrt.com)**

# 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.



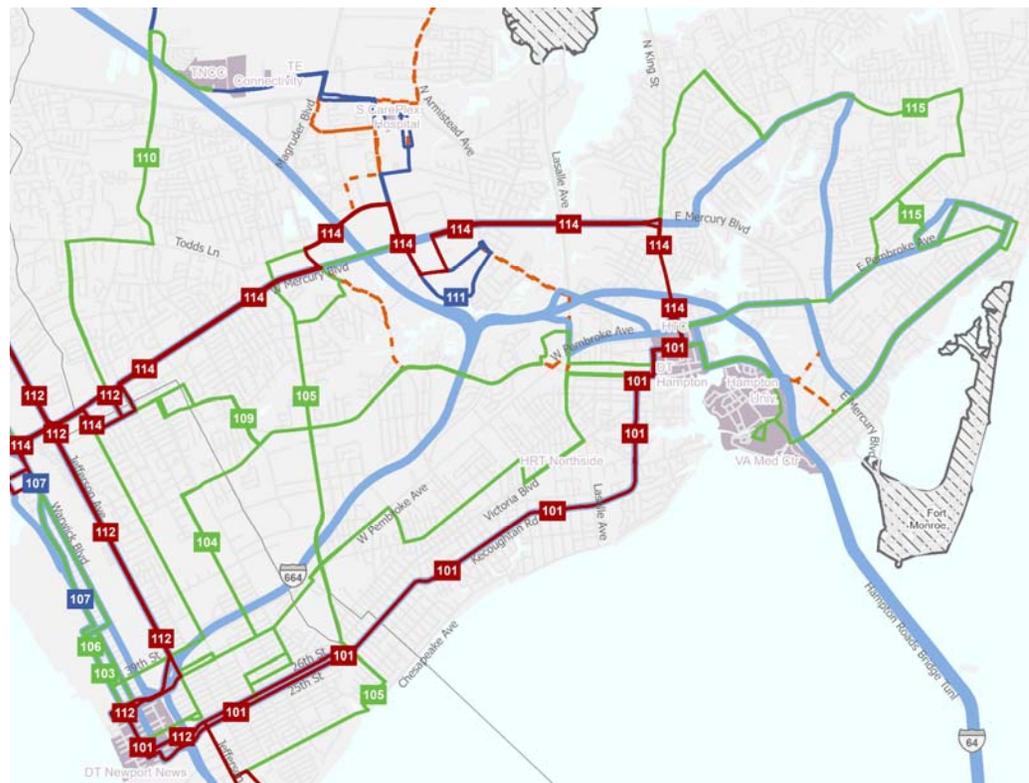
# First Minor Annual Update

- First Transit Strategic Plan adopted June 2020.
- Currently working on Minor Annual Update.
- Scheduled adoption by TDCHR Board in March 2021.
- This presentation will describe the minor differences in the updated plan.



# FY 2023 Route Realignment(s)

- More efficient service, with more direct trips possible between key destinations.
- Poorly performing routes eliminated, with services covered by other routes or future demand response service.
- Vast majority of these realignments are the same as previous TSP, but previously implementation was planned for FY 2027.

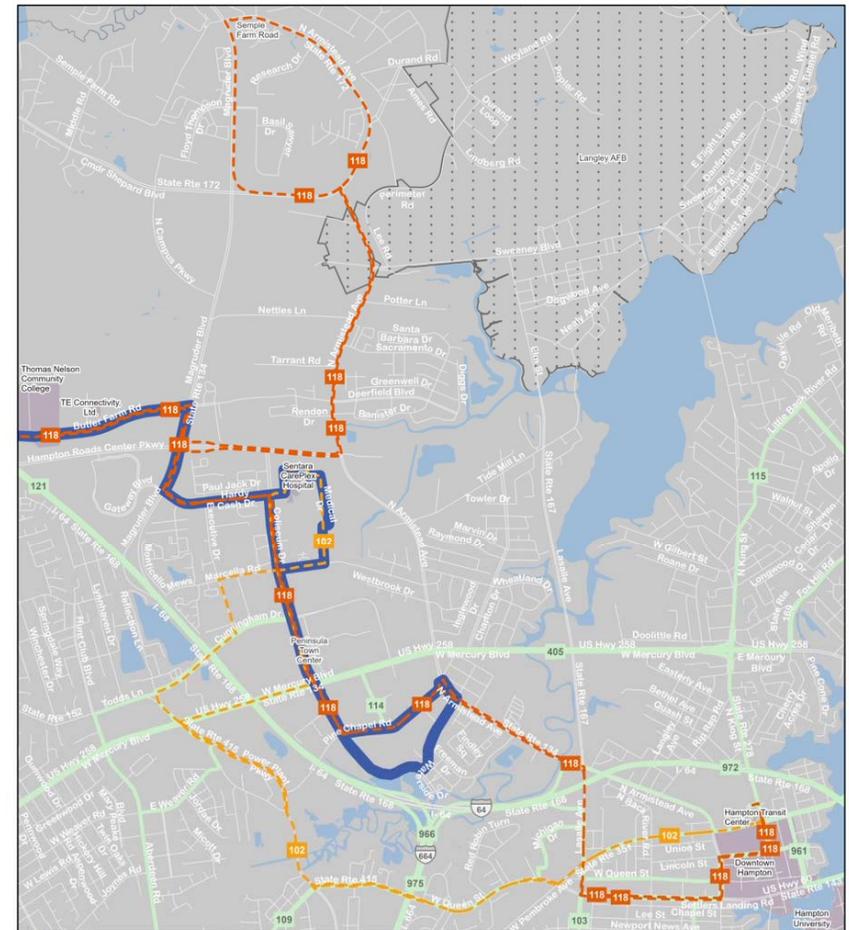


# FY 2023 Route Realignment(s)

- Route 102 eliminated (Routes 109, 111, and 114 will provide coverage).
- Route 118 eliminated (Routes 109 and 114 will provide coverage, plus future microtransit zone).
- Routes realigned and with increased span: Route 104, Route 105, Route 109, Route 110, Route 111.
- The updated TSP report will reflect a microtransit zone within Hampton.

# FY 2023 Update to Route 111

- Route 111 alignment is updated from last year.
- Now, Route 111 will be realigned to serve Hardy Cash Rd, Medical Dr, and Marcella Rd, to cover more portions of the eliminated Route 102 and Route 118.



## Route 111

- Focus Route**
- Planned Alignment
- Existing Alignment

- Planned System
- Eliminated Route
- Light Rail
- Ferry

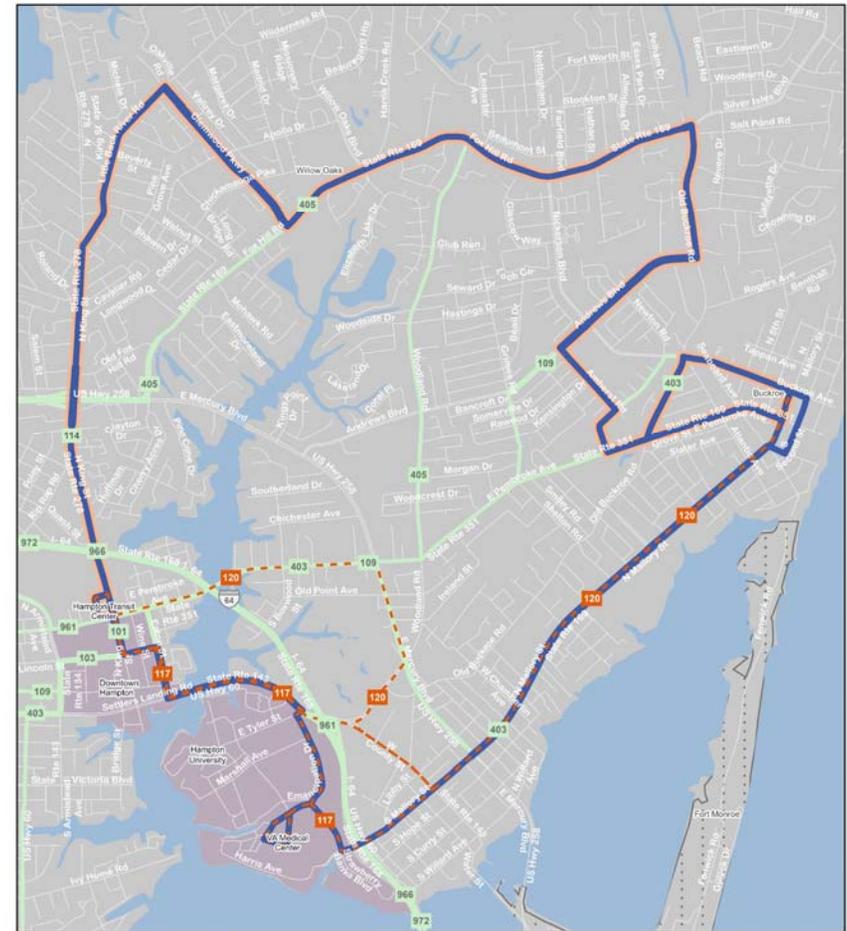
- Military Base
- Activity Center
- City Boundary

Miles



# FY 2023 Updates to Route 115, Route 117, Route 120

- Route 115 is extended to cover eliminated Route 117 and Route 120 to offer bi-directional service along most of the existing service area.
- 30-minute headways offered on weekdays from 6:00am to 7:00pm.
- Weekday span improved to begin at 5:00am; Saturday span improved to 7:00am-11:00pm.
- Savings from eliminated routes allow for more frequent service connecting HTC, Hampton University, the VA, Buckroe Beach, and points between.



## Route 115

### Focus Route

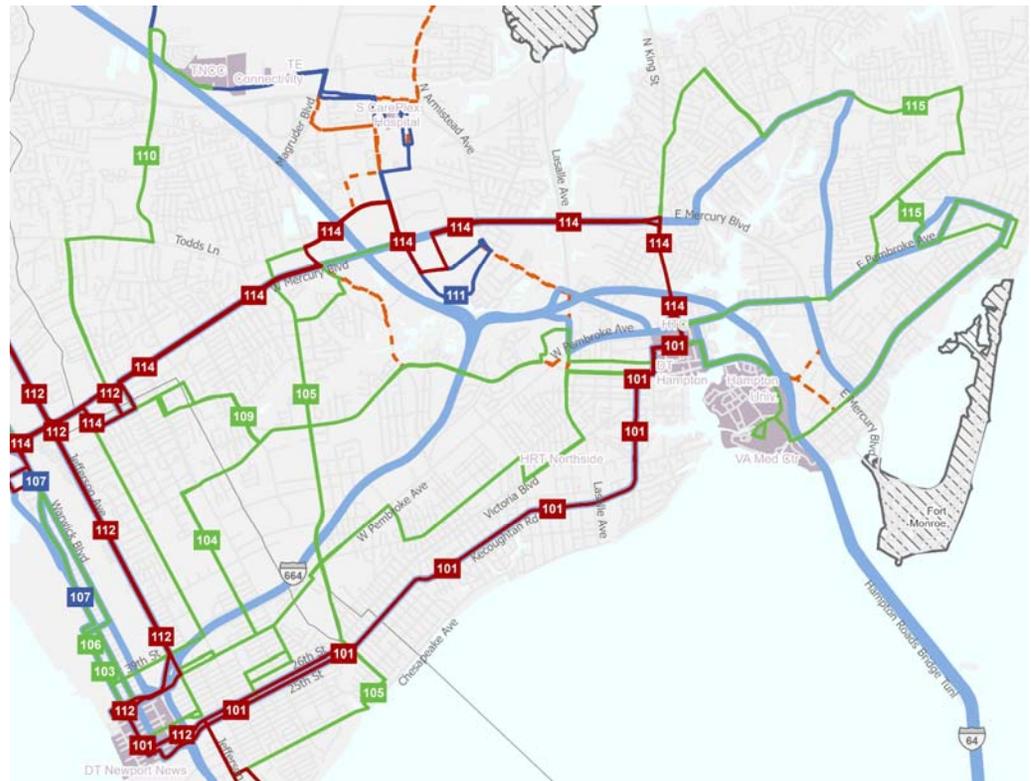
- Planned Alignment
- Existing Alignment

- Planned System
- - - Eliminated Route
- Light Rail
- - - Ferry

- Military Base
- Activity Center
- City Boundary

# 757 Express Program

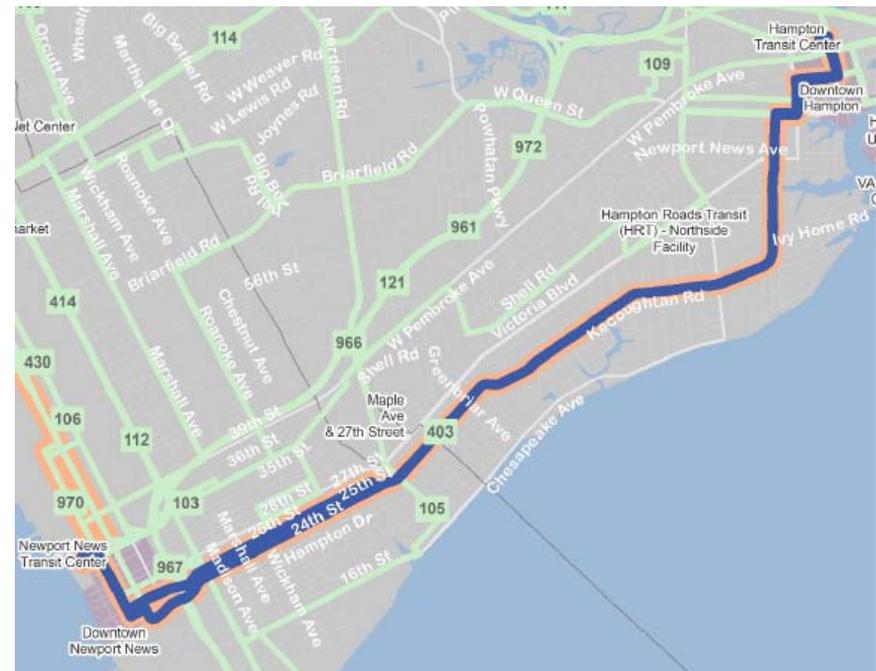
- Regional Backbone Routes 101, 112, 114 do not realign but have large increases in service paid for by HRRTF, to match levels of service from previous Chapter 6.
- In previous TSP, headways and span on the Regional Backbone were increased gradually over the years. In this update, HRRTF allows for all the increases to occur in FY 2023.
- Additionally, HRRTF will cover trips added to Route 403 and Route 405.



# 757 Express planned implementation in FY 2023

## Route 101

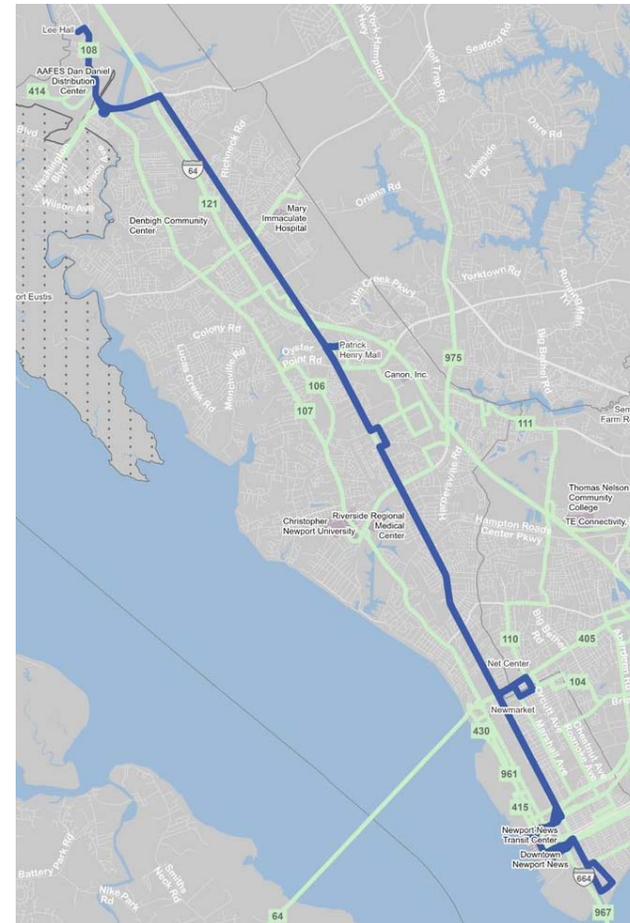
Level of Service			
Span			
		Existing	Service Target
<b>Weekday</b>		5:15 AM - 12:10 AM	5:00 AM - 1:00 AM
<b>Saturday</b>		5:15 AM - 12:10 AM	5:15 AM - 12:10 AM
<b>Sunday</b>		5:45 AM - 7:38 PM	5:15 AM - 12:10 AM
Headway			
		Existing	Service Target
<b>Weekday</b>	Early	30	30
	AM Peak	35	15
	Midday	35	30
	PM Peak	35	15
	Evening	60	30
	Late Night	60	60
<b>Saturday</b>	Base	35	30
	Non-Base	60	30
	Early / Late	60	60
<b>Sunday</b>	Base	60	30
	Non-Base	60	30
	Early / Late	-	60



# 757 Express planned implementation in FY 2023

## Route 112

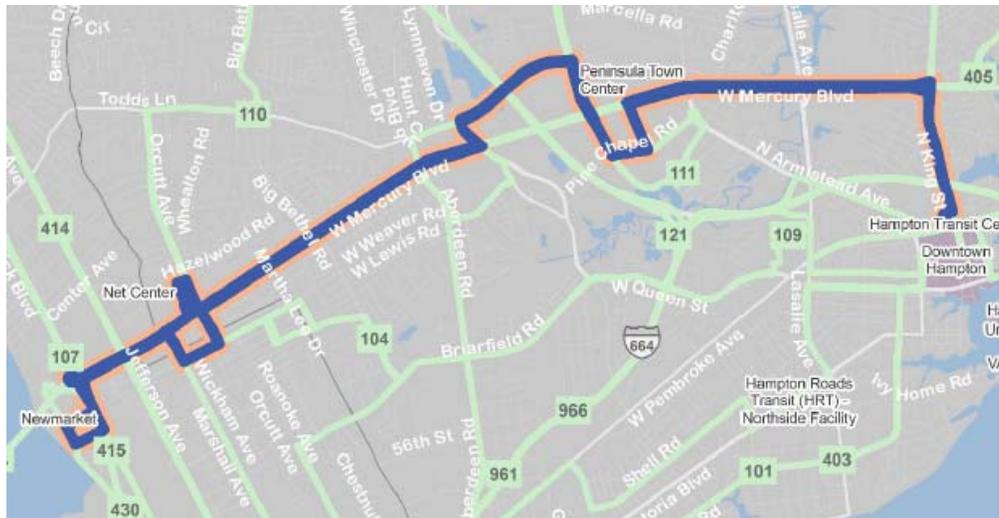
Level of Service			
Span			
		Existing	Service Target
<b>Weekday</b>		5:15 AM - 12:35 AM	5:00 AM - 1:00 AM
<b>Saturday</b>		5:15 AM - 12:35 AM	5:15 AM - 12:35 AM
<b>Sunday</b>		6:15 AM - 8:01 PM	5:15 AM - 12:35 AM
Headway			
		Existing	Service Target
<b>Weekday</b>	Early	30	30 / 60
	AM Peak	30	15 / 30
	Midday	30	15 / 30
	PM Peak	30	15 / 30
	Evening	30	30 / 60
	Late Night	30	60
<b>Saturday</b>	Base	30	15 / 30
	Non-Base	30	30 / 60
	Early / Late	60	60
<b>Sunday</b>	Base	60	15 / 30
	Non-Base	60	30 / 60
	Early / Late	-	60



# 757 Express planned implementation in FY 2023

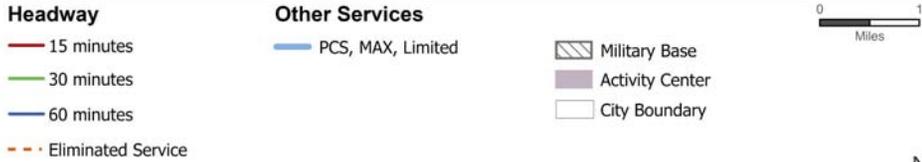
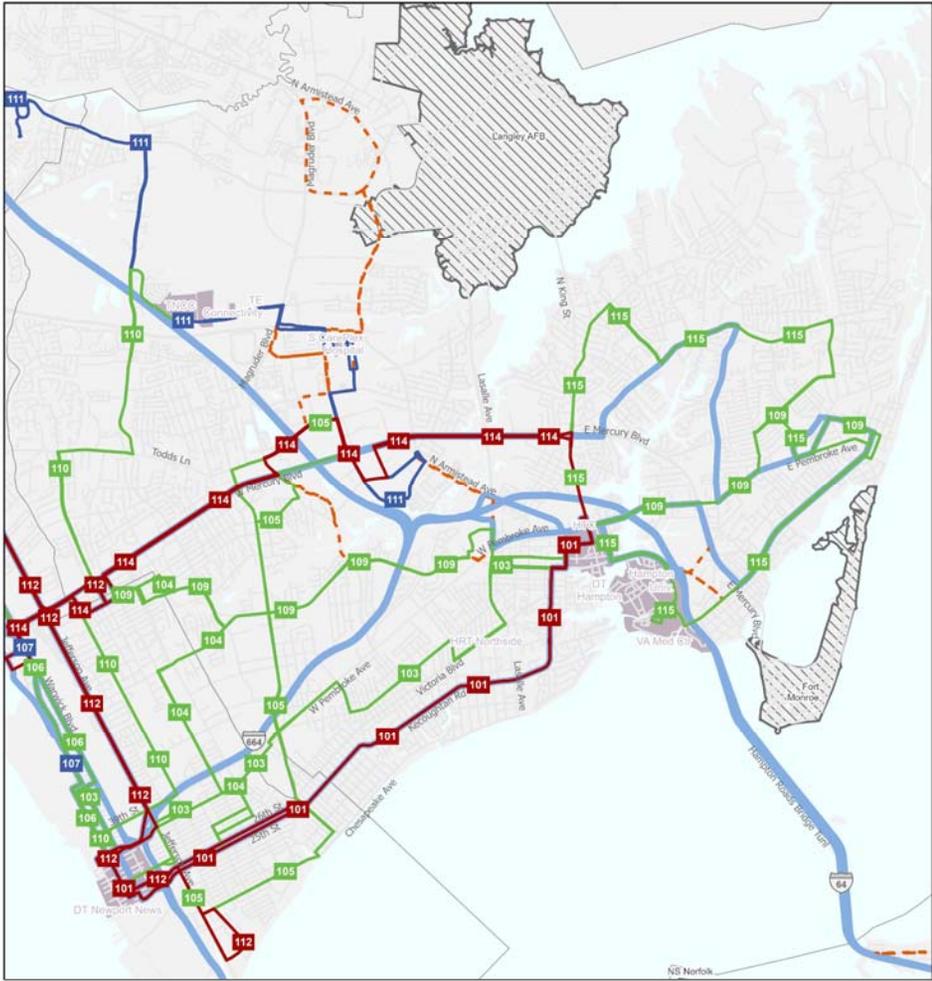
## Route 114

Level of Service			
Span			
		Existing	Service Target
Weekday		6:20 AM - 11:38 PM	5:00 AM - 1:00 AM
Saturday		6:45 AM - 11:32 PM	6:00 AM - 12:00 AM
Sunday		6:45 AM - 7:30 PM	6:00 AM - 12:00 AM
Headway			
		Existing	Service Target
Weekday	Early	-	30
	AM Peak	30	15
	Midday	30	15
	PM Peak	30	15
	Evening	60	30
Saturday	Late Night	60	60
	Base	30	15
	Non-Base	60	30
Sunday	Early / Late	60	60
	Base	60	15
	Non-Base	60	30
Sunday	Early / Late	-	60

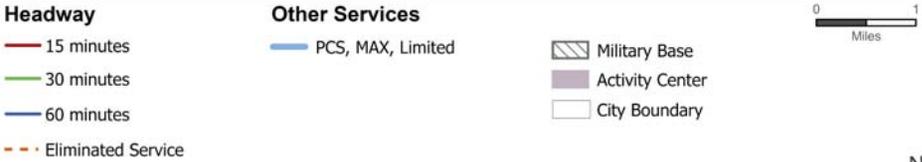
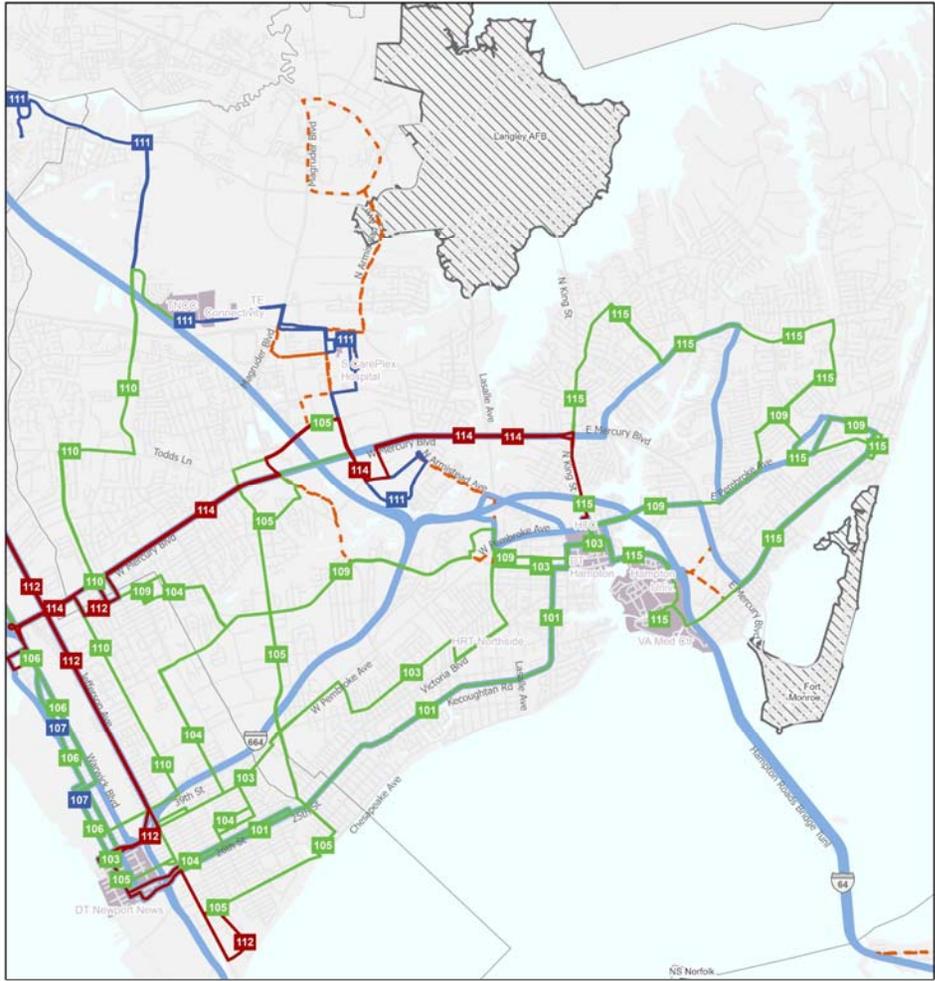


# Gradual Increases of Service Over the Ten-Year Plan

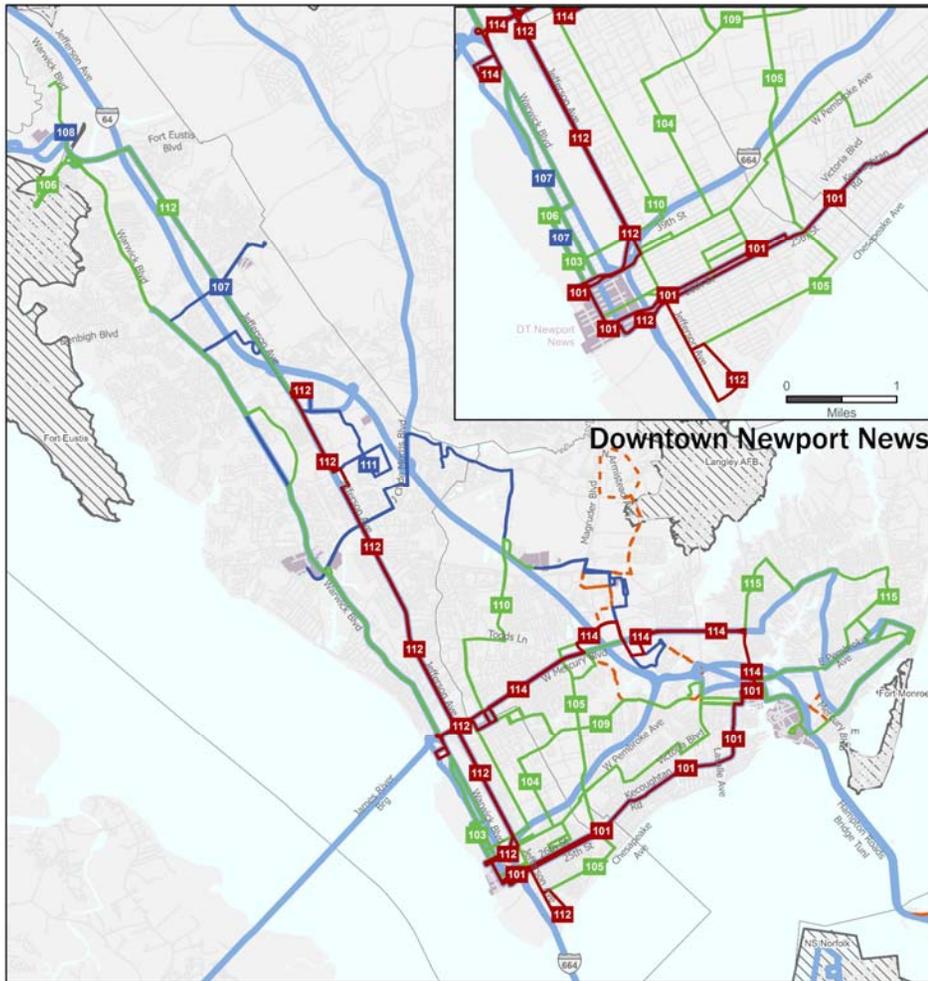
- In this update, more increases of service are possible within the ten years thanks to HRRTF covering the increase of service on Regional Backbone and Limited/Express routes.
- These are the service increases that in the previous plan were pushed into the unfunded “out years” but now in this update can be funded within the ten years:
  - Route 105: Weekday service span improved to begin at 5:00am; Weekday midday headways improved to 30 minutes.
  - Route 109 and Route 110: Weekday peak, weekday midday, weekday evening until 8:00pm, and Saturday base headways improved to 30 minutes.
  - Route 111: Weekday service span improved to begin at 5:00am.



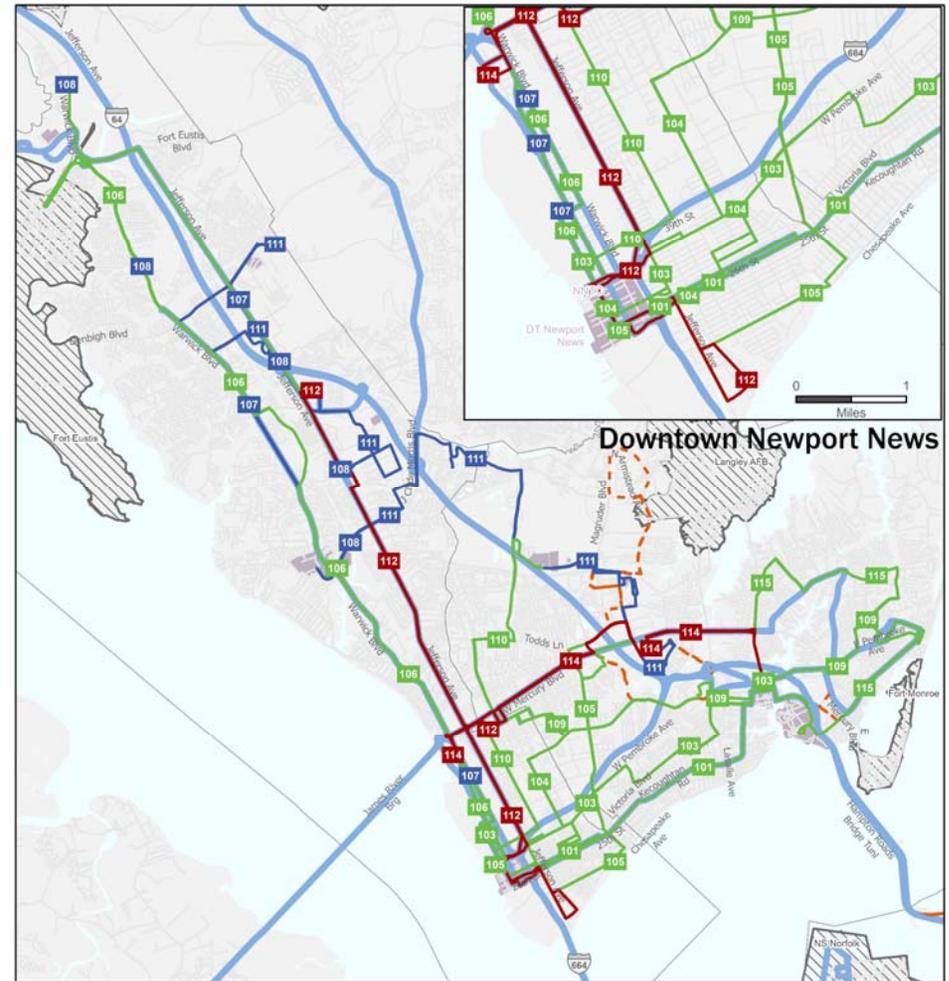
**HAMPTON: FY 2031 Weekday AM Peak**



**HAMPTON: FY 2031 Weekday Middy**



**PENINSULA: FY 2031 Weekday AM Peak**



**PENINSULA: FY 2031 Weekday Midday**



# Next Steps

- HRT Board vote on updated TSP adoption --March 2021.





**Route 118 Elimination  
and a  
proposed Microtransit zone**

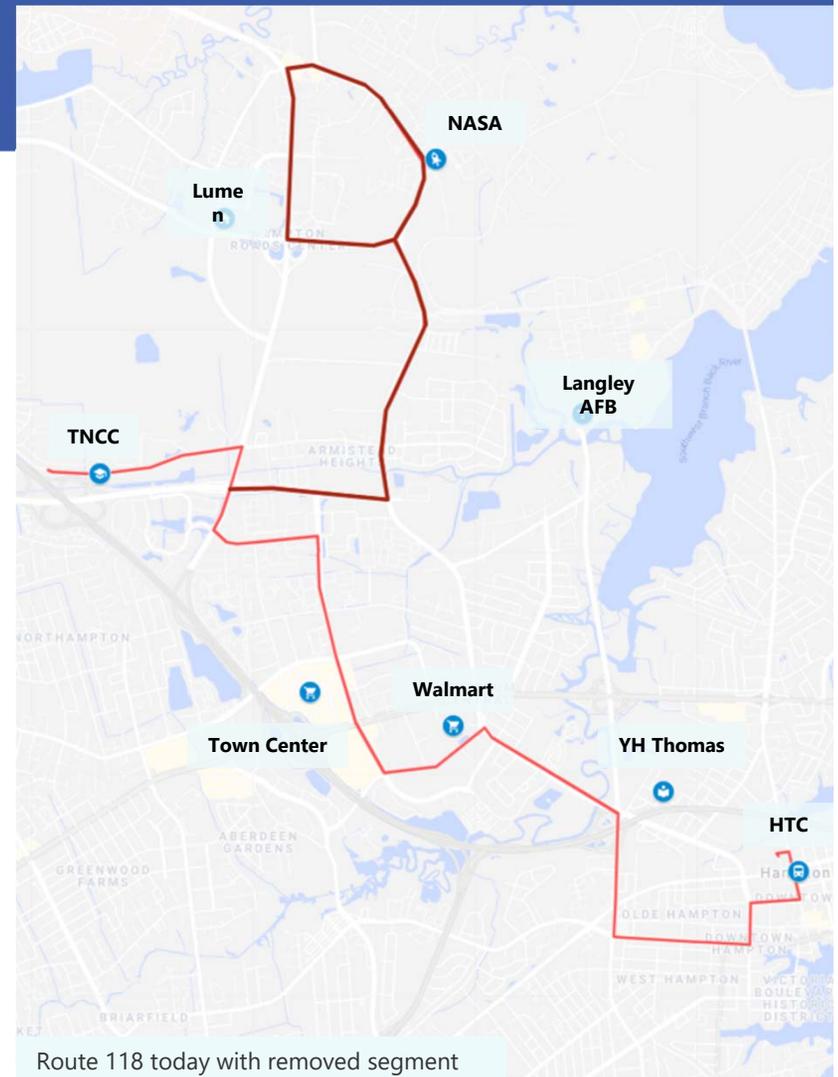
**[gohrt.com](http://gohrt.com)**

# Project Overview

The Route 118 is slated for elimination in FY2023 due to low productivity. The City of Hampton is looking to On-Demand Transit to **maintain service coverage**.

## Objectives of On-Demand Transit

- Maintain service coverage via demand responsive service
- Cost-neutral delivery to Route 118
- Offer flexible service for growth in region



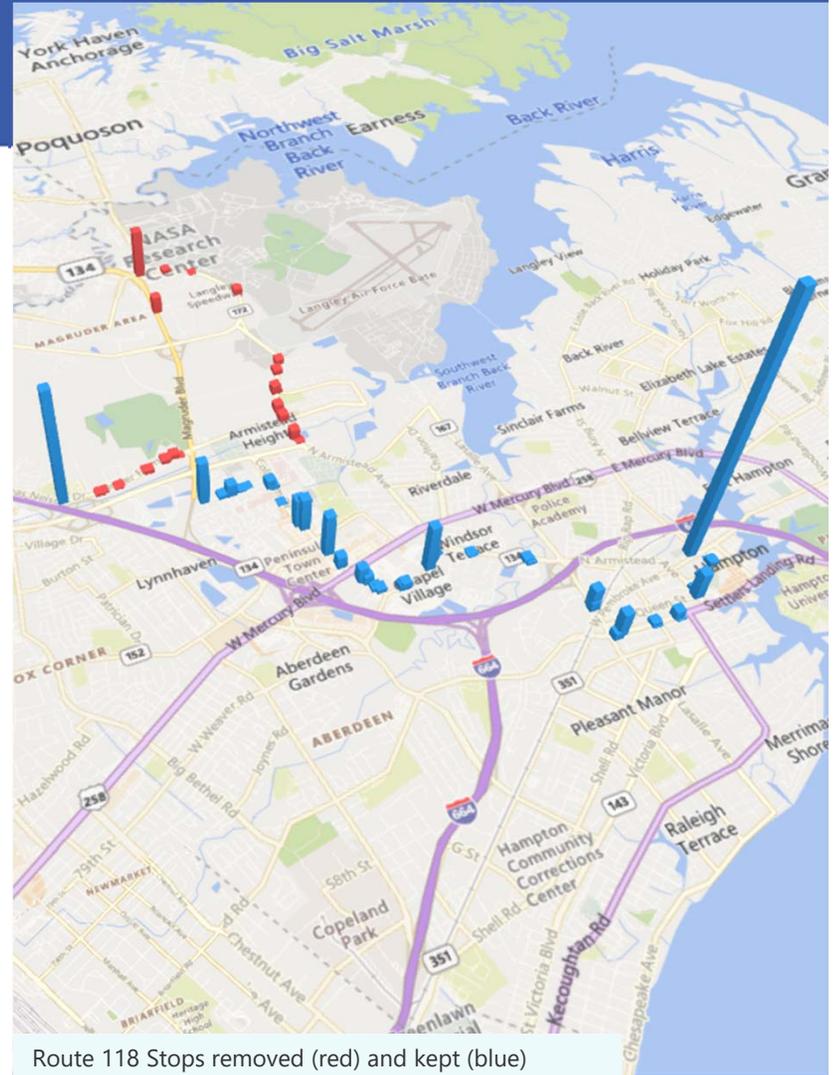
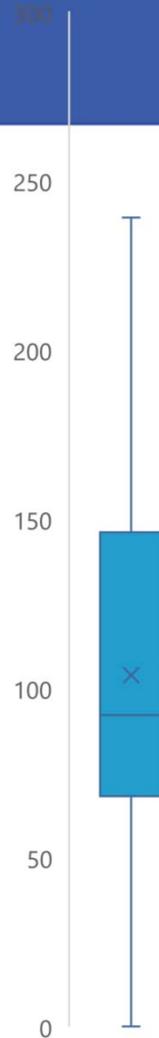
# Route 118 Today

2019 Data Study

Trips are concentrated at Hampton Transit Center and Thomas Nelson Community College.

On average, **100 daily trips** frequent the zone mostly around Commander Shepard Blvd.

An microtransit solution should support this load at a minimum and maintain or improve on current 1-hour headways.

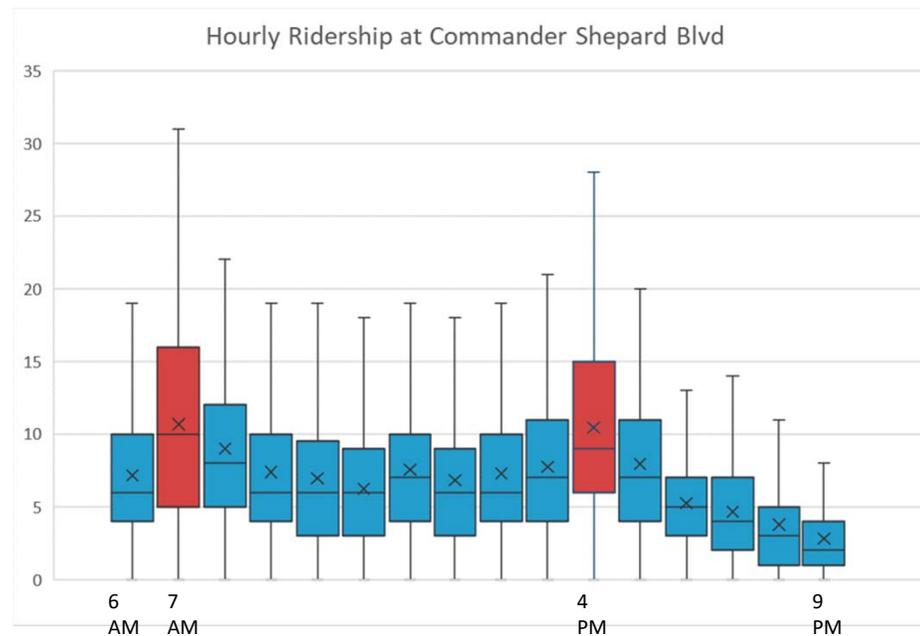


# Route 118 Today

Peak hours (7 am and 4 pm) usually transport **10 to 15 passengers per hour**.

Off-peak sees 5 to 10 passengers per hour.

Many of these trips are connecting with the Hampton Transit Center.



# Key Characteristics of Route 118

- Routes 110 and 111 will continue to provide fixed route service  
Thomas Nelson Community College
- Many Route 118 riders are likely to transition to other fixed-routes





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## Recommended On-Demand Solution

[gohrt.com](http://gohrt.com)

# On-Demand Transit Service Models

## Point-to-Point

Travel anywhere



Stop Flexibility



Efficiency

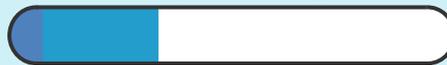


## First-Mile / Last-Mile

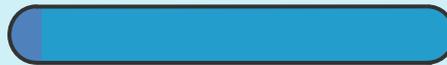
One connection point



Stop Flexibility



Efficiency



## Hub and Spoke

Multiple connection points



Stop Flexibility

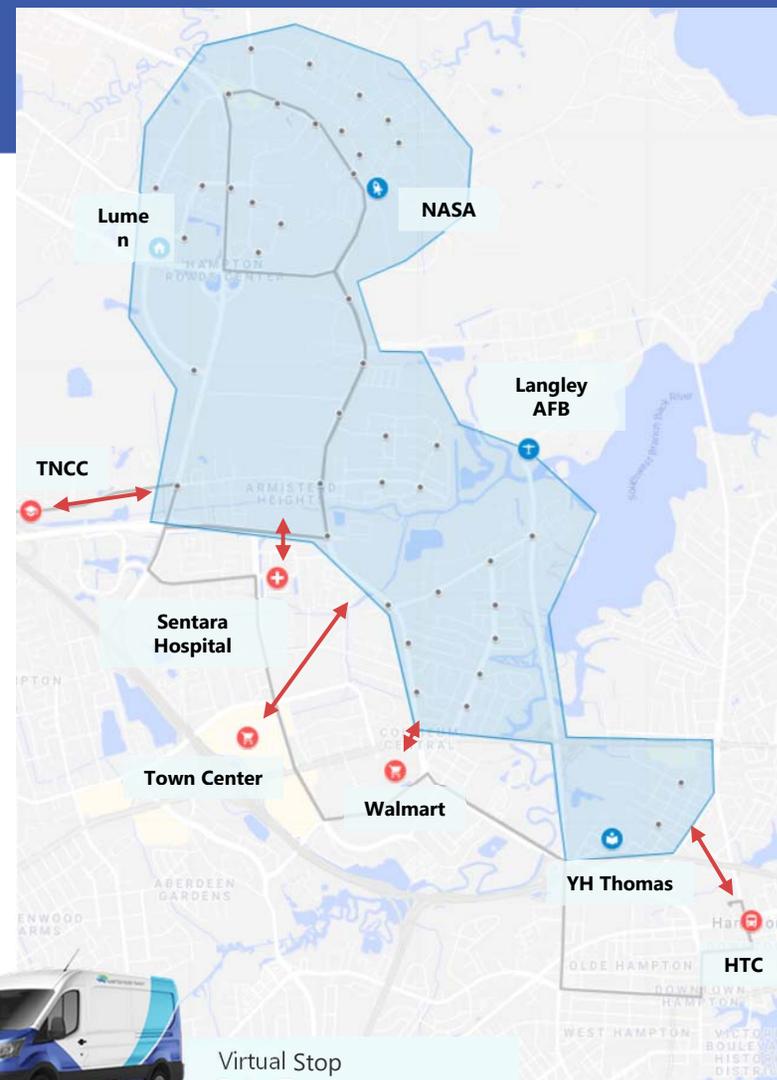


Efficiency



# Proposed Service Delivery

- Virtual Stop-to-Virtual Stop Within Service Zone
- Connect to Select Hubs Outside Service Zone
- On-Demand and Reliable Pre-Scheduled Trips
- App, Web, and Call Center Bookings



Virtual Stop  
Extra-Zonal Hub  
Route 118 (to be replaced)



Coverage



Convenience

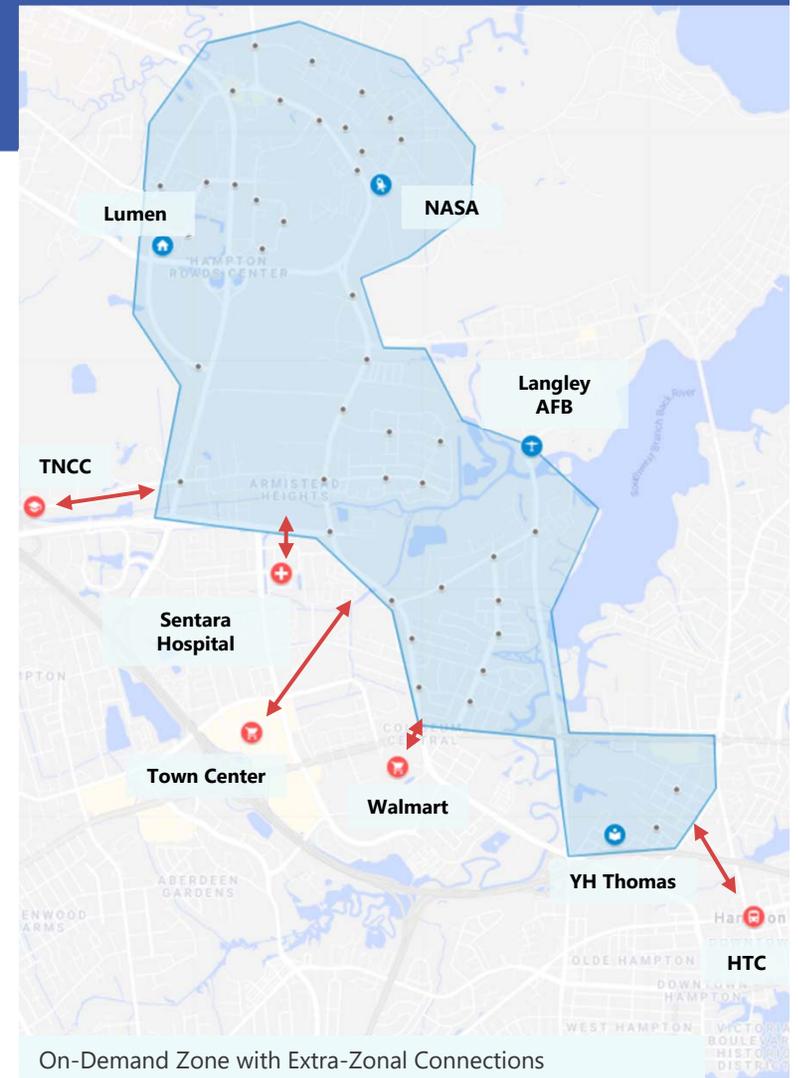


Cost

Support **all** existing trip patterns without transfers by deploying **2 vehicles** during peak times.

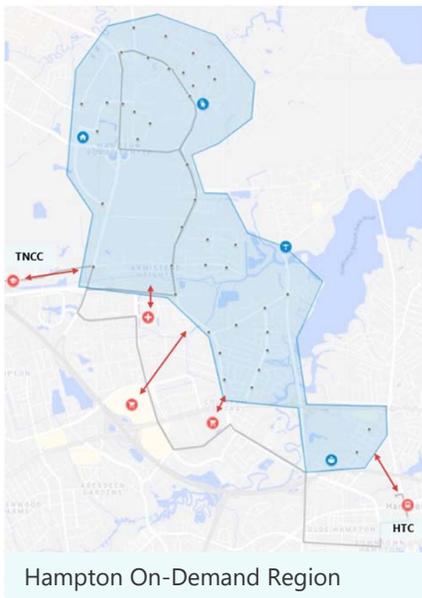
# Service Model Rationale

- > No travel between Extra-Zonal Hubs to **avoid competition with fixed-route**
- > Service extension to Langley Air Force Base
- > Trip Patterns prioritize employees of Commander Shepherd Blvd area
- > Extends service to residents near Charlton Dr.



# Expected Rider Experience

How does a Microtransit service affect the passenger experience?



	Microtransit	Route 118	Notes
Booking Options	<b>On-Demand, or Scheduled in Advance</b>	<b>Hourly service</b>	<b>Reliable</b> pre-scheduling is crucial for commuters
Walking Distance to a virtual stop	<b>&lt; ¼ mile</b>	<b>About a 4 block walk to nearest bus stop</b>	Average < 300 feet per trip
Waiting Time	<b>15 – 30 minutes</b>	<b>60 minutes</b>	Recommend 10-minute waiting window for pre-scheduled trips
Average On-board Time	<b>10 – 22 minutes</b>	<b>30 minutes</b>	Competitive to a direct drive



Commuter on-demand programs typically see up to **50% of trips pre-booked** at least one day in advance.



## Considerations & Comments

[gohrt.com](http://gohrt.com)

# Vehicle Recommendations

- > **Shuttles or Cutaways recommended**
- > Capacity for 8+ passengers
- > Effective seat utilization necessary for productivity targets
- > Operating cost can be 15% – 50% the cost of 40' buses (in-house or turnkey)





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Questions?

[gohrt.com](http://gohrt.com)