Core 20 Plan
A Region of Incredible Opportunity.

Exciting things are happening across Hampton Roads. New collaborations and new connectivity investments in technology, transportation infrastructure and the Port promise to further unlock the region’s potential.
Great regions are multi-modal.

Quality transit in another important ingredient for regional success.

For decades, however, little has changed with Hampton Roads’ core transit network. There is no true “regional system.” Bus routes traverse the region, but they are significantly fragmented in days and hours of service.

Under current conditions, it should be no surprise that only 1 to 2 percent of travel regionally is happening on transit.
Simple Concept . . . Transformational Potential

Connect the region with a reliable core bus network:

• Connect more workers to jobs
• Improve access to education and workforce training
• Support current and new businesses
• Meet demand for new transportation options across all population segments
• Help unleash the region’s potential
Criteria for Success

A new investment program should meet several criteria:

• Be thoroughly data-driven
• Show evidence of public support
• Align with land-use plans supporting local and regional economies
• Undergo rigorous cost evaluation
• Reflect strategic prioritization and phasing
• Justify value in terms of returns on investment
• Be fully supported by local governments whose citizens will be impacted by the improvements and funding sources used to make these investments.
Data-Driven

As part of Transit Development Plan (TDP) activities, staff from HRT and local governments have been meeting to discuss and evaluate the efficiency and effectiveness of bus routes in Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, and Virginia Beach.
Transit Development Plan

Ten-year plan required by the Department of Rail and Public Transportation. Outlines existing transit service, plans for enhancements, future service and anticipated costs:

- Analyzing existing service, socioeconomic and demographic data to understand transit supply and demand throughout the region
- Guided by stakeholder and general public input
- A blueprint for investing in operational and capital improvements in a fiscally responsible manner
- Phased recommendations
TDP Planning Concepts

- Adjusting frequency of existing routes
- Adjusting service hours of existing routes
- Realigning existing routes
- Incorporating new routes
- Changing length of route
- Route eliminations
- Potential core network

Key Bus Performance Indicators

- Service Effectiveness
  - Passengers per Revenue Hour
  - Passengers Per One-Way trip

- Cost Efficiency
  - Farebox Recovery
  - Subsidy per Passenger Boarding

- Service Quality
  - On-time Performance
  - Load Standards
• **Customer Services**, including new digital tools for trip planning

• **Service and Customer Amenities**, including better frequency, adding routes and stops in key locations, enhancing opportunities for efficient transfers, and additional bus shelters.

• **Consistent Service Hours** between cities and expanded evening and weekend hours.

• **On-Time Performance** and clean, well-maintained buses.
More Public Input
Regional CHR Survey (2014)

Over 13,800 participants, the most public involvement ever for a transportation-related survey and multi-modal planning initiative in Hampton Roads.

<table>
<thead>
<tr>
<th>City</th>
<th>#</th>
</tr>
</thead>
<tbody>
<tr>
<td>Virginia Beach</td>
<td>4,337</td>
</tr>
<tr>
<td>Norfolk</td>
<td>3,354</td>
</tr>
<tr>
<td>Portsmouth</td>
<td>915</td>
</tr>
<tr>
<td>Williamsburg</td>
<td>172</td>
</tr>
<tr>
<td>Yorktown</td>
<td>128</td>
</tr>
<tr>
<td>Chesapeake</td>
<td>1705</td>
</tr>
<tr>
<td>Hampton</td>
<td>737</td>
</tr>
<tr>
<td>Newport News</td>
<td>849</td>
</tr>
<tr>
<td>Suffolk</td>
<td>333</td>
</tr>
</tbody>
</table>

This table shows distribution of results across cities where the majority of participants reside.
How much of a priority are the following transportation improvements?  
*(0 = Not a priority, 100 = Highest priority)*

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Priority (0-100)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add public transit options (light rail or similar service, bus, ferry, bike paths, etc.)</td>
<td>72.5</td>
</tr>
<tr>
<td>Increase and expand public transit routes</td>
<td>70.8</td>
</tr>
<tr>
<td>Integrate transit into major road, bridge and tunnel projects</td>
<td>67.8</td>
</tr>
<tr>
<td>Improve bridges</td>
<td>65.0</td>
</tr>
<tr>
<td>Widen highways and tunnels</td>
<td>61.9</td>
</tr>
<tr>
<td>Add more bridges and tunnels</td>
<td>53.5</td>
</tr>
</tbody>
</table>
Among factors that prevent them from using public transit, respondents most often cited:

- Commutes that are not more convenient compared to other modes
- Long travel times
- Frequency and availability of services that are not sufficient
How much of an impact do you believe an improved public transit system would have on local economic growth?
(0 = Extremely negative impact, 50 = No impact, 100 = Extremely positive impact)

Average impact

2014 survey (n = 13,830), avg. impact rating was 82.6
2016 Update (n = 2,640)
Out of every dollar our local governments invest in transportation in Hampton Roads, how many cents would you guess IS CURRENTLY spent on public transportation such as ferries, buses, and light rail?

**Mean Current Allocation**

$0.26

Out of every dollar our local governments invest in transportation in Hampton Roads, how many cents do you believe SHOULD BE spent on public transportation such as ferries, buses, and light rail?

**Mean Ideal Allocation**

$0.46
Defining a Better Core Bus Network
Indexed data sets (population, employment, etc.) indicate areas more or less ideal for potential Core 20 transit.

Regional travel demand model shows major commuting flows (all modes).

Data overlays indicate gaps (low levels, lack of connections, new service areas) to be corrected with Core 20 network.
- Better regional connectivity
- A reliable core bus network
- Better access to jobs and job training
- New buses, technology and basic customer amenities

More transit riders benefits everyone
Features

New buses with better frequency and reliability
Features

State-of-the-art technology and customer amenities
Features

Simpler ways to access the system with real-time information
# Features

## Core 20 Frequency

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morning &amp; Evening Rush Hour</td>
<td>15 minutes</td>
</tr>
<tr>
<td>Midday &amp; Evening</td>
<td>30 minutes</td>
</tr>
<tr>
<td>Early Morning &amp; Late Night</td>
<td>60 minutes</td>
</tr>
<tr>
<td>Saturday</td>
<td>30 minutes</td>
</tr>
<tr>
<td>Sunday</td>
<td>60 minutes</td>
</tr>
</tbody>
</table>

## Core 20 Availability

<table>
<thead>
<tr>
<th>Day</th>
<th>Span</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekdays</td>
<td>6:00am – 11:00pm</td>
</tr>
<tr>
<td>Saturday</td>
<td>6:00am – 11:00pm</td>
</tr>
<tr>
<td>Sunday</td>
<td>7:00am – 8:00pm</td>
</tr>
</tbody>
</table>
Phased Implementation

Phase 1: **Northside**
Phased Implementation

Phase 2: Southside

Southside Potential High Frequency Transit Routes / Corridors

High Frequency Transit Routes

- Proposed Local Bus Network
- Point of Interest
Exploring Returns on Investment
**Impacts**

- 312% increase in population within ¼ mile of frequent and reliable network compared to current routes (267,000 total)
- 300% increase in colleges/universities connected (10 total)
- 8 central business districts and over 22 major attractions
- Increase of 141,000 jobs accessible within ¼ mile of new network.
- 350% increased in connections to hospitals and centers of bio-medical research (9 total).
Potential Annual Investment Program

Plus additional funding for Annual Bus Replacement Program (State of Good Repair) - $15 million
Upcoming

- Update to **2016 Economic Impacts and Benefits Study** evaluating the Core 20 (November 2017)
- Complete plan and financial modeling scenarios (November 2017)
A **Regional Call to Action**

- Collaborate regionally to refine and finalize Core 20 Plan
- Establish new regional transit funding model
- Adopt new accountability provisions for new funding and plan implementation