



Twelve local routes operate in Norfolk:

Two routes with no changes	Six routes with alignment/frequency changes	Four routes proposed for elimination
<ul style="list-style-type: none"> › Route 25 Military Circle / TCC / Sentara Princess Anne › Route 44 Downtown Norfolk Transit Center / Sentara Norfolk General Hospital / Midtown Portsmouth 	<ul style="list-style-type: none"> › Route 4 Downtown Norfolk / Old Dominion University › Route 9 Downtown Norfolk / Evelyn T Butts Ave › Route 12 South Norfolk / TCC Virginia Beach › Route 13 Downtown Norfolk / Robert Hall / Summit Pointe › Route 23 Norfolk General / IKEA / Janaf / Military Circle › Route 27 Newtown Road Station / Pleasure House Rd 	<ul style="list-style-type: none"> › Route 5 Evelyn T Butts / Willoughby › Route 6 Downtown Norfolk / South Norfolk / Robert Hall Blvd › Route 11 Downtown Norfolk / Colonial Place › Route 18 Downtown Norfolk / Hanbury St & Ballentine Blvd
<ul style="list-style-type: none"> › Nine 757 Express regional backbone routes with 15-minute peak period service (Routes 1, 2, 3, 8, 15, 20, 21, 36, and 45). 		<ul style="list-style-type: none"> › Three new on-demand rideshare zones.

SOP Customer Impact

The System Optimization Plan explores how HRT can put its limited resources to their best use by reducing low-ridership local bus service and reinvesting those savings in routes with high ridership demand.

The SOP Will:

Increase regional backbone service and improve reliability:



Expanding to 13 regional backbone routes would give more than **330,000 additional residents**—over 45% of Hampton Roads—access to 15-minute or better service within a half mile.

Limit loss of service:



Fewer than 1% of current riders will be more than a quarter mile from a bus stop or OnDemand Rideshare zone, with new stops added at key locations along new segments.

Lower wait times for more customers who rely on transit:



The SOP will add up to **10 OnDemand Rideshare** zones with a wait time of approximately 15 minutes or less.

