With only the current funding, we can run a little more high frequency service (every 15 minutes or better) on weekdays while maintaining coverage to the existing service area by minimizing duplication and by reducing frequencies in areas of low demand from 40 to 60 minutes.

**Midday Frequency**

**Expanded Funding Concept**

- **Legend**
  - Colors represent midday frequency.
  - 10 min or better
  - 15 min
  - 20 min
  - 30 min
  - 45 min
  - 60 min
  - Peak only or limited service
  - Rail line = station
  - Route branches continue up at lower frequency
  - Transit Center
  - Timed Transfer

#### Midday Frequency

- **B, C, and E-Line trolleys are discontinued.** The rest of the network is redesigned to provide very frequent service on Euclid, Superior, St. Clair, and Chester. 9-12 Trolley continues to operate during Rush Hour.

- **E 55th and E 79th**
  - Service discontinued on both streets as it would be faster to connect through downtown on frequent radial routes than waiting for an infrequent direct route.

- **Downtown Circulation**
  - B, C, and E-Line trolleys are discontinued.
  - The rest of the network is redesigned to provide very frequent service on Euclid, Superior, St. Clair, and Chester. 9-12 Trolley continues to operate during Rush Hour.

- **Superior Ave**
  - New 10-minute service with routes 1 and 3.

- **Clifton / Detroit**
  - Route 55 (Cleveland State Line) would be reduced to hourly mid-day, but Detroit Avenue (Route 26) frequency would be improved to 15 minutes.

- **Tri-C Westshore Campus**
  - New all-day service: Route 26A.

- **Park-n-Rides**
  - Westlake and North Olmsted Park-n-Ride are served by extra rush hour trips on routes 55, 55B and 55C.

#### Frequent service, Weekdays Only

- Red lines on this map run every 15 minutes all day on weekdays, and every 30 minutes on weekends.

#### The Frequent Grid

- Whenever frequent (red) lines cross, you can transfer with short waits to go any direction. That’s how this concept speeds up trips to many destinations across the city.

- **Mayfield Road**
  - 30-minute service along Mayfield Road into Downtown via Hough with Route 9.

- **Cedar Road**
  - 30-minute service along Cedar Road into Downtown via Quincy with Route 11.

- **Rail Services Unchanged**

- **Tri-C Eastern Campus**
  - People traveling from Tri-C East towards Downtown can take either 15A or 15B every 15 minutes.

- **Timed Transfer**
  - When buses come infrequently, transferring between routes is difficult, which limits where people can go. That’s why infrequent routes are scheduled so that buses meet at the same time, whenever you see this symbol.

- **Timed Transfer**
  - When buses come infrequently, transferring between routes is difficult, which limits where people can go. That’s why infrequent routes are scheduled so that buses meet at the same time, whenever you see this symbol.

**IMPORTANT:**

- Colors represent midday frequency.

**Route 51**

- Routes 51, 51A, and 51B merge to form 10 minute frequency on Pearl and W 25th.

**This is not a proposal.**

This budget-neutral conceptual network is designed to illustrate how transit services may be designed if the goal is to increase ridership without reducing coverage.
With approximately 25% more resources for buses, we would be able to run more **high frequency service** (every 15 minutes or better) **7 days a week** while maintaining coverage throughout the existing service area.

**Important:** Colors represent midday frequency.

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**Downtown Circulation**: B, C, and E-Line trolleys are discontinued. The rest of the network is redesigned to provide very frequent service on Euclid, Superior, St. Clair, and Chester. 9-12 Trolley continues to operate during Rush Hour.

**E 55th**: Service discontinued on E. 55th, as it would be faster to connect through Downtown using frequent services for most trips.

**Route branches continue at lower frequency**

**Superior Ave**: New 10-minute service with routes 1 and 3.

**Tri-C Westshore Campus**: New all-day service: Route 26A.

**Outer Lorain**: New 30-minute frequency on Lorain, with an hourly branch to Crocker Park.

**Warren Road**: Frequency improved to every 30 minutes with Route 83.

**Steelyard Commons**: New service connecting Downtown, Steelyard, Clark Ave, and Madison Ave: Route 24.

**Cedar Road**: Frequent service along Cedar Road into Downtown with Route 11.

**Rail Services Unchanged**

**Timed Transfer**: When buses come infrequently, transferring between routes is difficult, which limits where people can go. That's why infrequent routes are scheduled so that buses meet at the same time, whenever you see this symbol.

**This is not a proposal.** This conceptual network is designed to illustrate how transit services may be designed if the goal is to maintain existing coverage while dedicating additional funds towards maximizing ridership.

**Frequent service, 7 Days a Week** Red lines on this map run every 15 minutes all day, 7 days a week, and every 30 minutes until midnight.

**The Frequent Grid** Whenever frequent (red) lines cross, you can transfer with short waits to go any direction. That's how this concept speeds up trips to many destinations across the city.

**Mayfield Road**: 30-minute service along Mayfield Road into Downtown via Hough with Route 9.

**Tri-C Eastern Campus**: People traveling from Tri-C East towards Downtown can take either 15A or 15B every 15 minutes.

**North-South Connections**: Improved frequency on most North-South corridors from E 79th to Warrensville.