**RTA System Redesign Study Alternatives**

Like all transit agencies, RTA is asked to pursue opposite goals:

- **Ridership** means attracting as many riders as possible. When we do this, we also achieve these goals:
  - Reduced air pollution from car and truck traffic, including emissions that cause climate change.
  - Lower tax subsidy per rider.
  - Better bus service for anyone in denser areas with more people.
  - More economic activity without more traffic congestion.
  - Support dense and walkable development and community reinvestment near bus service.

- **Coverage** means being available in as many places as possible, even if not many people ride. When we do this, we also achieve these goals:
  - Bus service to emerging suburban employment and residential areas.
  - Mobility options for people who are located in hard-to-serve places and can’t drive or don’t have access to a car.
  - Bus service to every city, town or neighborhood in Cuyahoga County.

These alternatives are designed to illustrate what RTA’s network could look like if it were designed to focus more heavily on these goals.

**Coverage Alternative**

This alternative’s goal is to offer service almost everywhere, with 50% of the budget spent where ridership potential is high, and 50% spent covering places where ridership would be low but transit is needed.

The Coverage Alternative spreads out service across the county, but spreading it out means spreading it thin. Frequencies would be lower throughout the network. This means that the network reaches more places but some trips would take much longer.

**Design Principles**

- Reduce duplication (where multiple routes serve the same street or go to the same place) and use savings to extend coverage area.
- Where possible, reduce some frequencies and reallocate to new coverage areas.
- Reach more people and jobs, even if some routes would operate less frequently than they do today, and routes in newly-served areas would operate only every 45 or 60 minutes.

**Key Outcomes of the Coverage Alternative:**

- About the same number of jobs would be accessible in 45 minutes for the average person.

- 1,600 fewer jobs would be accessible in 60 minutes for the average person, a 4% decrease compared to the Existing Network.

- 18,000 more jobs would be accessible within 2 hours of travel time for the average person, an 8% increase over the Existing Network.

- 28,000 fewer people would be within 1/2 mi walk of high-frequency service, a 21% decrease compared to the Existing Network.

- 5,200 fewer jobs would be within 1/2 mi walk of high-frequency service, a 3% decrease compared to the Existing Network.

- 25,600 more people would be near a transit stop served at any frequency, a 3% increase over the Existing Network.

- 25,000 more jobs would be near a transit stop served at any frequency, a 5% increase over the Existing Network.

We want to know what you think! Visit [riderta.com/systemdesign](http://riderta.com/systemdesign) to take our survey on the alternatives!
This alternative’s goal is to offer service almost everywhere. With so many routes, we can’t afford much frequency on each one, so the bus may not be there when you need it. Ridership would be low, but ridership isn’t the goal.

Legend

Midday Frequency
- 15 min or better
- 20 min
- 30 min
- 40 - 45 min
- 60 min
Peak only or limited service
Rail line + station
Route branches continue at lower frequency
Transit Center
Timed Transfer
College

Downtown Trolleys
Trolley routes discontinued to reallocate service hours towards unique coverage.

East 55th
Route 16 frequency reduced

Time Transfer
When buses come only once an hour, transferring between routes is almost impossible, 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.

Parma to North Royalton
New Service: Route 120

Route 51
Route 51 terminates at W 33rd Loop and connects with Routes 101, 102, 103 and 104

Olmstead Falls
New Service: Route 88

Tri-C Westshore Campus
New All-Day Service: Route 25

Union-Harvard
Route 15 frequency reduced

MGM Northfield Park
New Service: Route 57B

Bay Village
New All-Day Service: Route 43

Mayfield Heights
New Service: Route 32

Chagrin Falls
New Service: Route 14 Extension

This is not a proposal.
This budget-neutral conceptual network is designed to illustrate how transit services may be designed if the primary goal is to maximize coverage.