



DRAFT

RTA System Redesign Study
Final Presentation

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+ ASSOCIATES

Let's think about transit

What is the System Redesign Study?

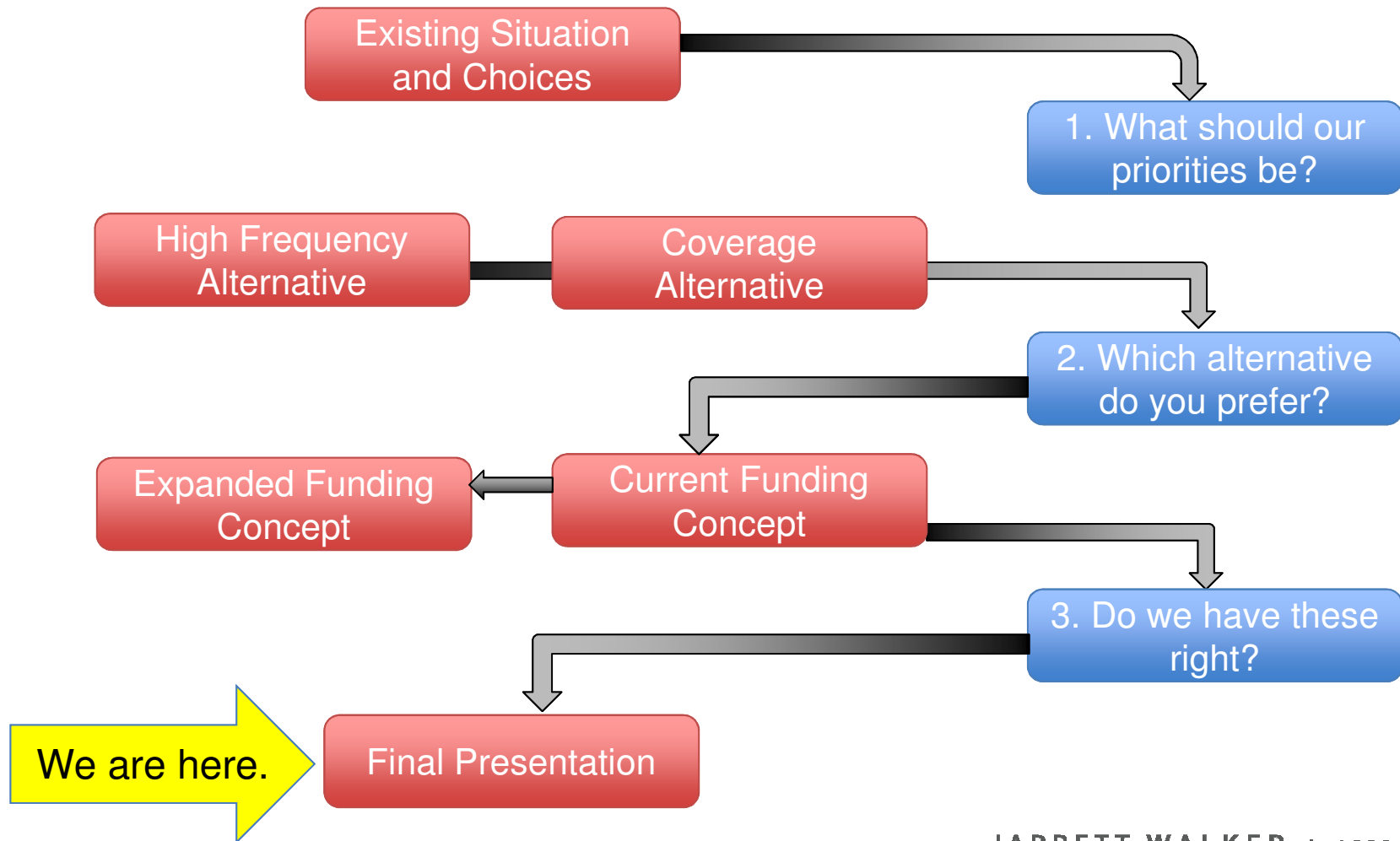
- Is the design of the bus network right?
- Does it reflect today's values and priorities?
- If not, how should it be revised?

- This process was designed to learn about the public's priorities for future service planning.

Study Process

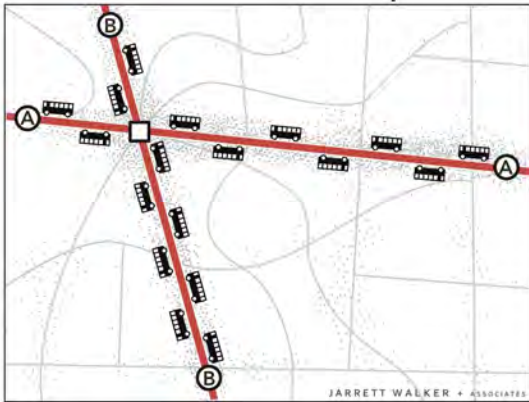
Technical and Design Work

Questions to the Public



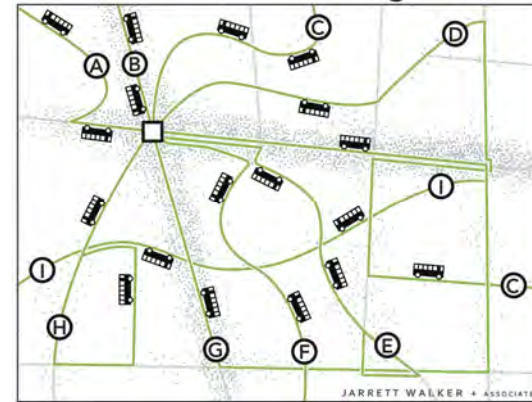
Review of Key Choices

The Ridership / Coverage Tradeoff



Ridership Goal

- “Think like a business.”
- Focus where ridership potential is highest.
- Support dense and walkable development.
- Maximum competition with cars
- Maximum reduction of vehicle miles traveled



Coverage Goal

- “Think like a public service.”
- “Access for all”.
- Service for people who are located in hard-to-serve places and can’t drive or don’t have access to a car.

Survey 1

Technical and Design Work

Questions to the Public

Existing Situation and Choices

1. What should our priorities be?

High Frequency Alternative

Coverage Alternative

2. Which alternative do you prefer?

Expanded Funding Concept

Current Funding Concept

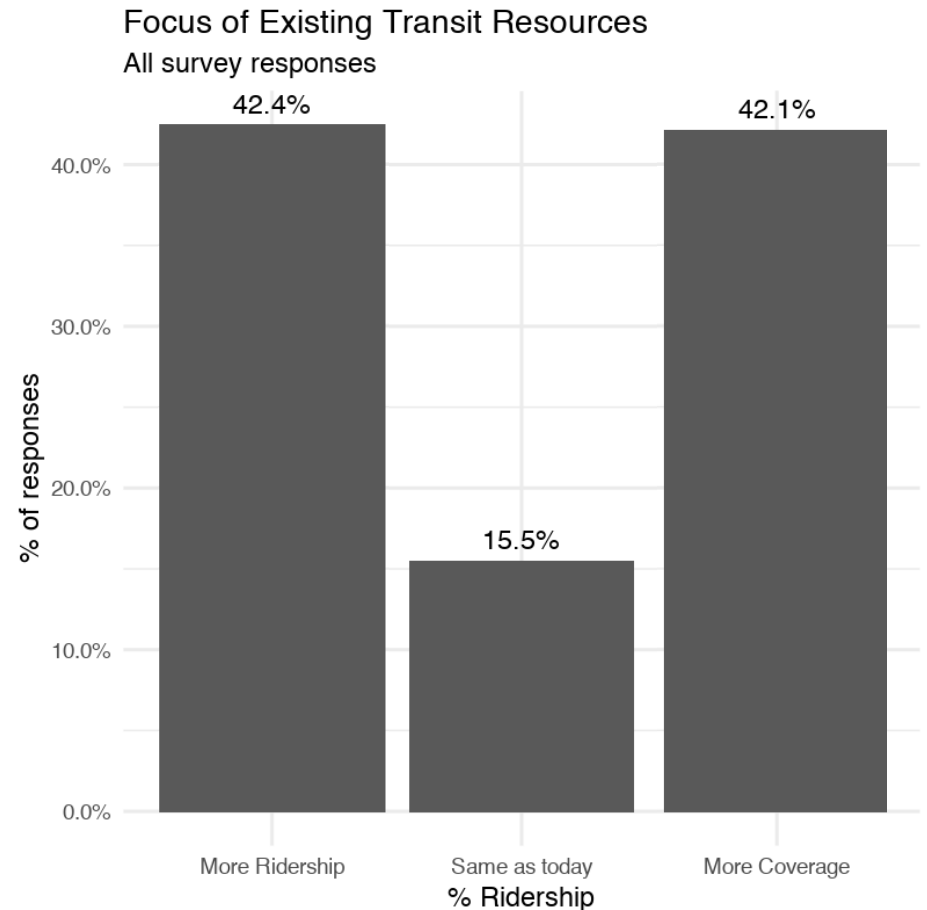
3. Do we have these right?

We are here.

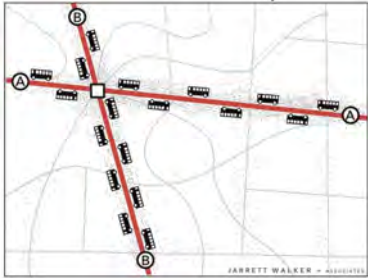
Final Presentation

Survey 1

- Asked respondents to say whether they would rather have RTA focus on the ridership or coverage goal.
- Responses were almost evenly split.



Network Alternatives



We drew two alternative networks to show exactly what it would look like if we:







- Made ridership a higher priority at the expense of coverage (the High Frequency Alternative)

OR

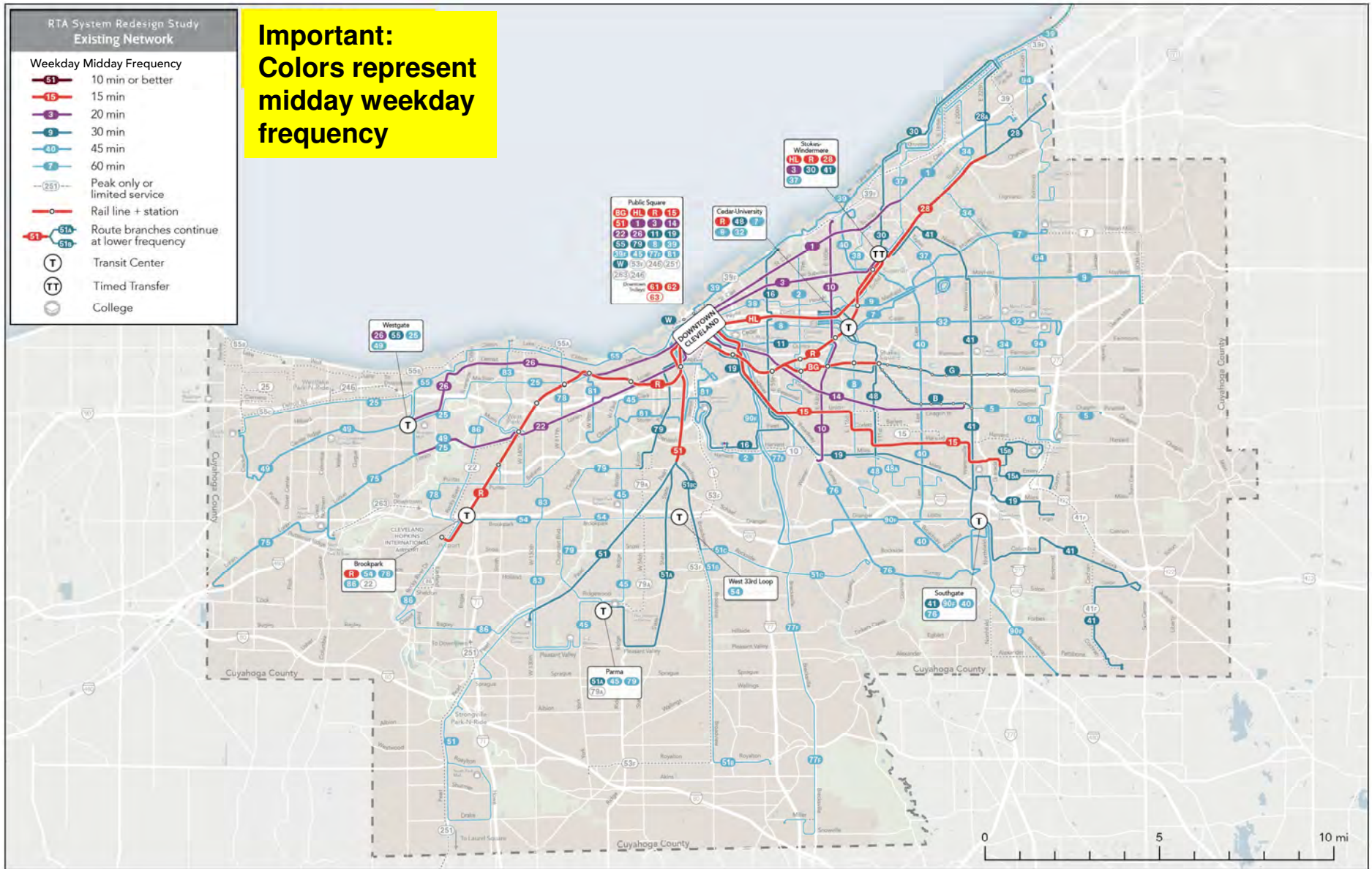
- Maintained all current coverage (the Coverage Alternative)

Reading our maps

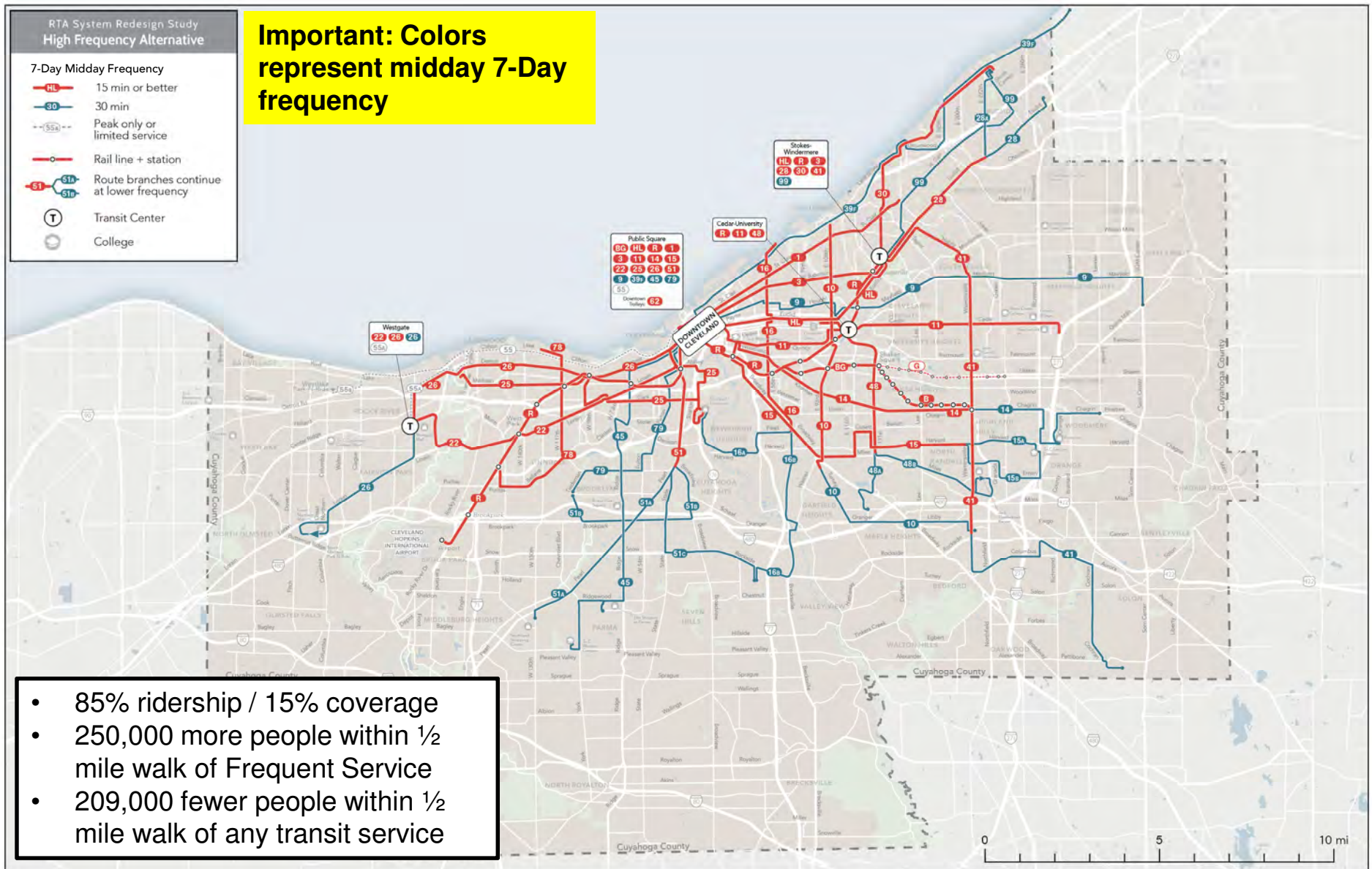
Colors represent midday frequency.

	10 min or better
	15 min
	20 min
	30 min
	45 min
	60 min
	Peak only or limited service

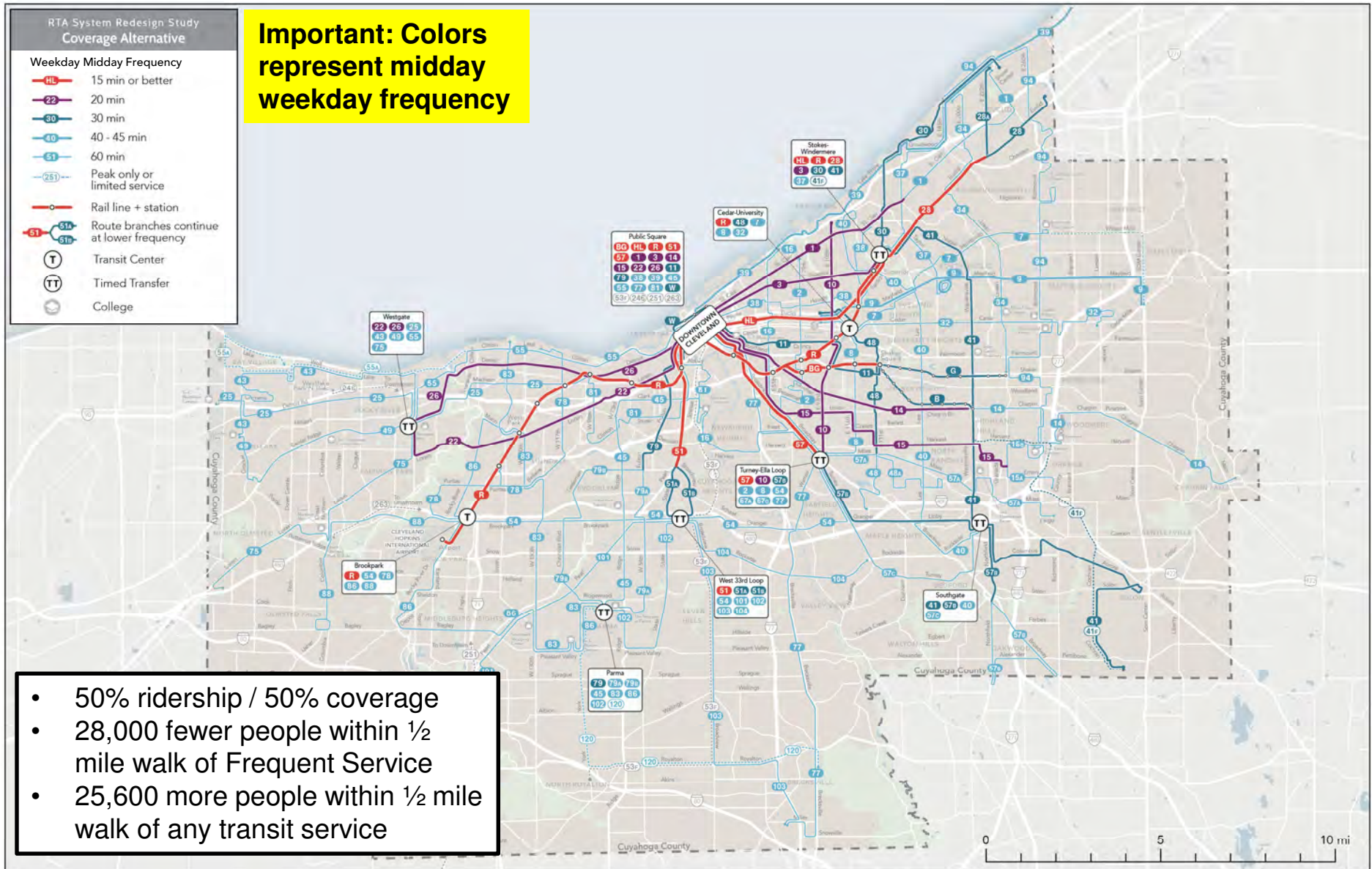
Existing Network



High Frequency (High Ridership) Alternative

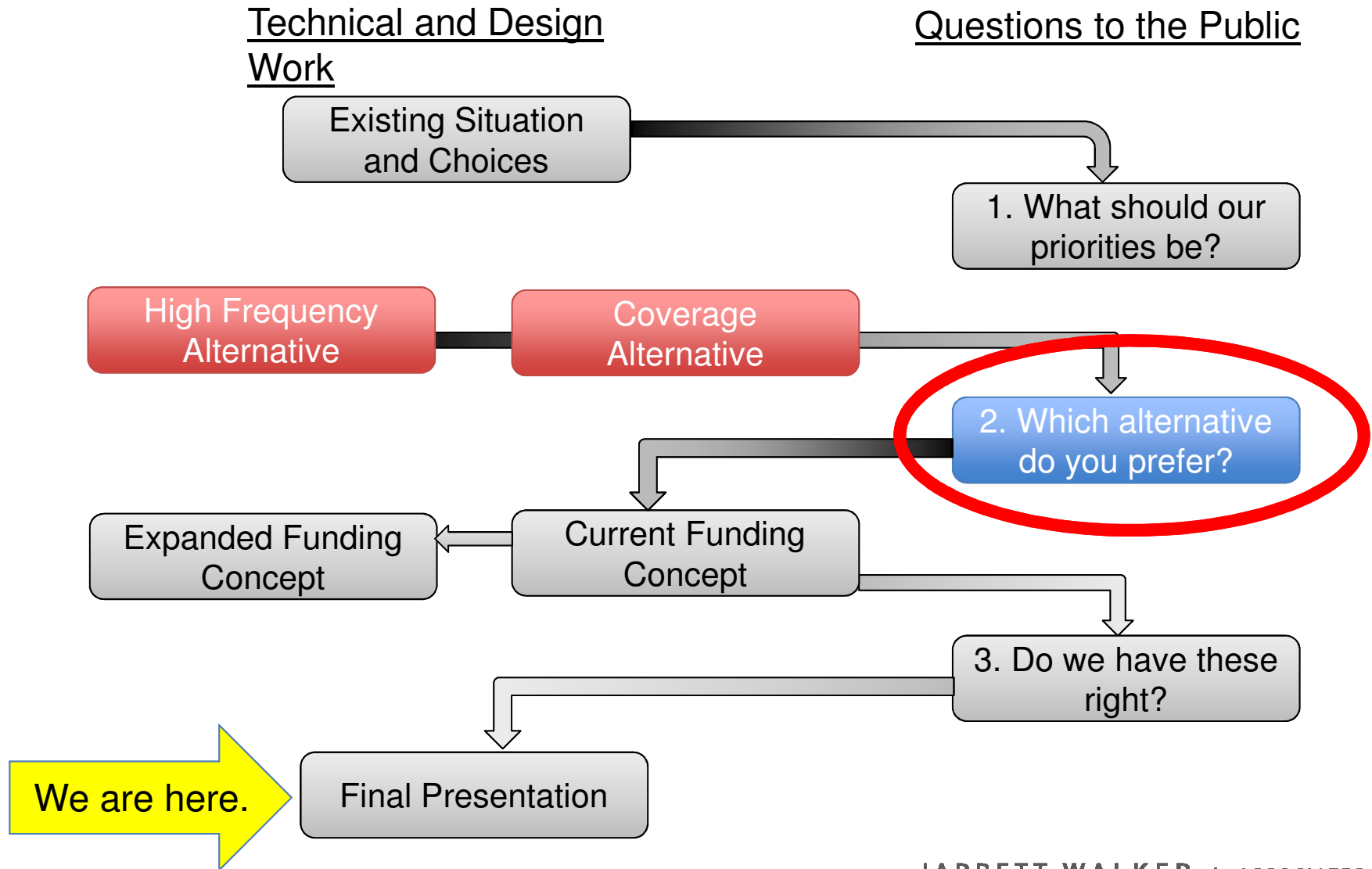


Coverage Alternative



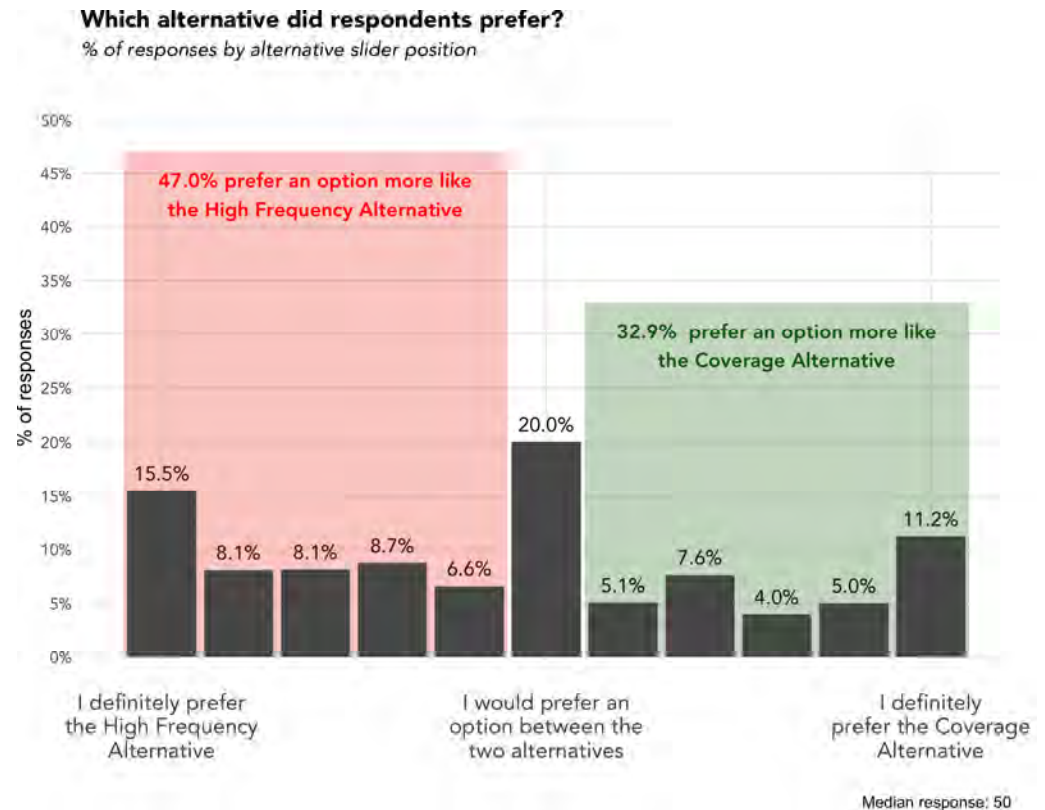
- 50% ridership / 50% coverage
- 28,000 fewer people within 1/2 mile walk of Frequent Service
- 25,600 more people within 1/2 mile walk of any transit service

Survey 2



Survey 2

- Fewer than 1/3 prefer an option more like the Coverage Alternative.
- Almost half like the High Frequency (Ridership) Alternative.



Financial Network Concepts

Financial Concepts

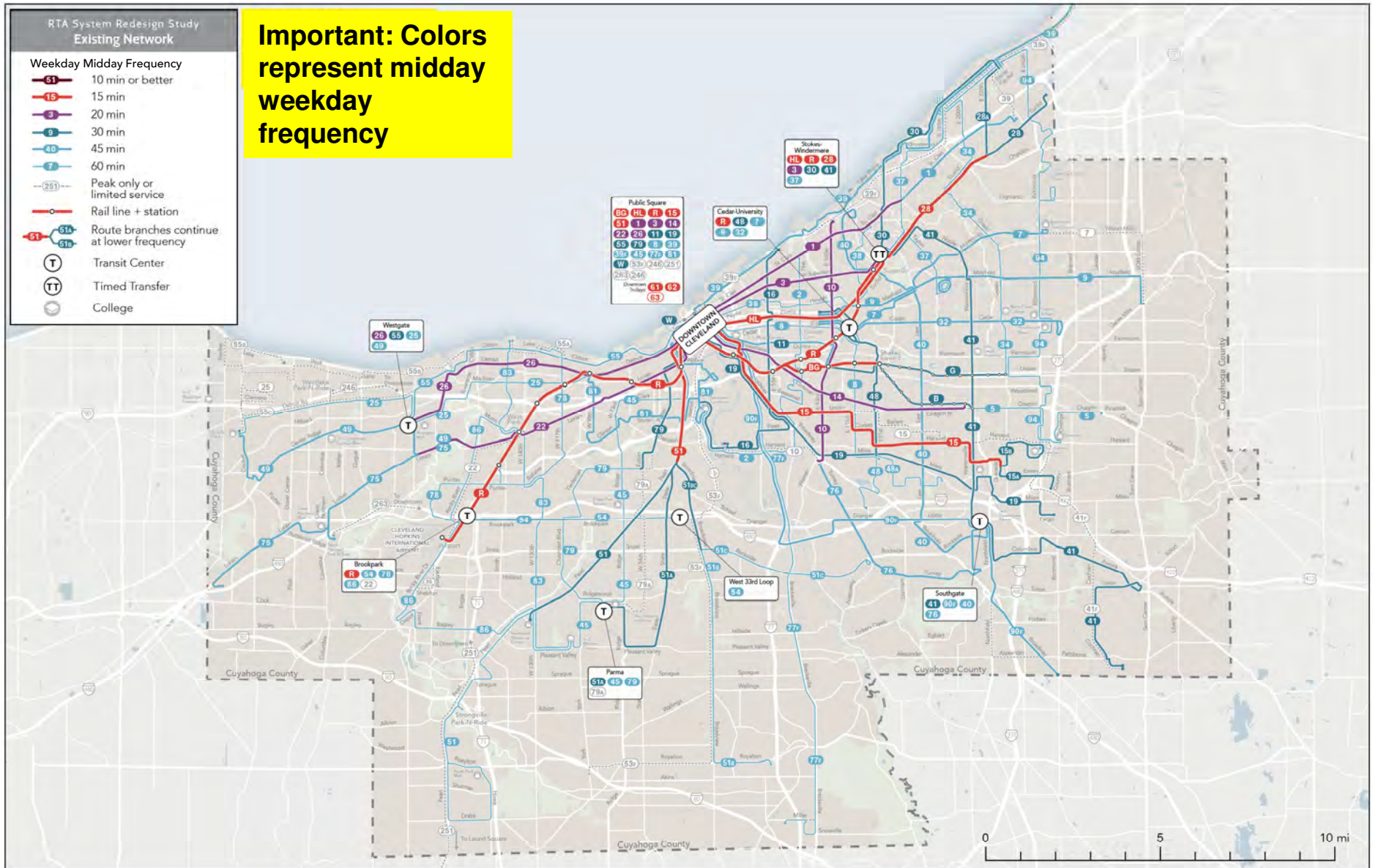
Based on survey results:

- Greater focus on ridership
- No reduction of coverage area

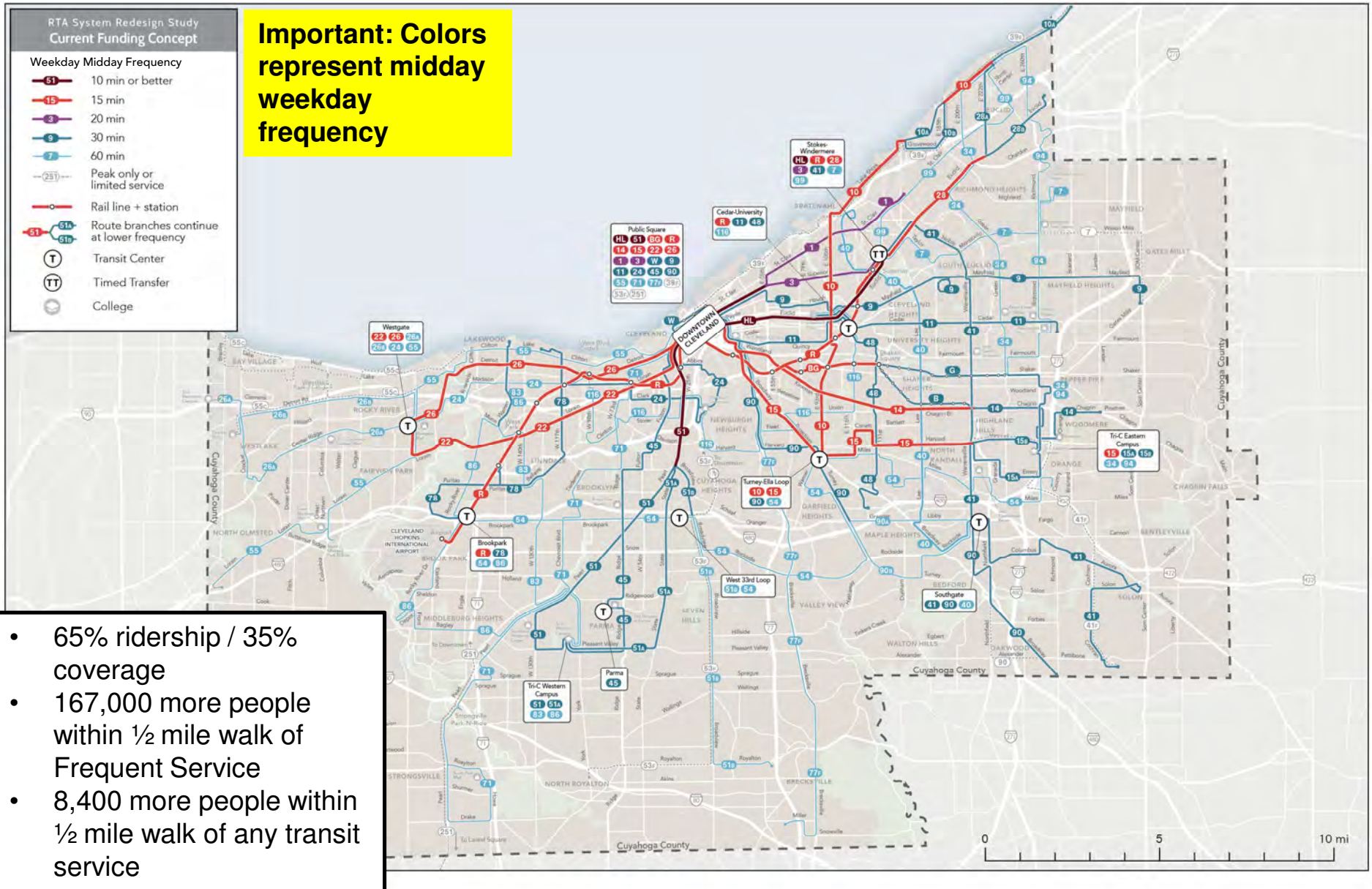
- **Current Funding Concept** – no change in resource level

- **Expanded Funding Concept** – Enough new resources to supply 25% more bus service (vehicle hours) (+30m)

Existing Network



Current Funding Concept



- 65% ridership / 35% coverage
- 167,000 more people within 1/2 mile walk of Frequent Service
- 8,400 more people within 1/2 mile walk of any transit service

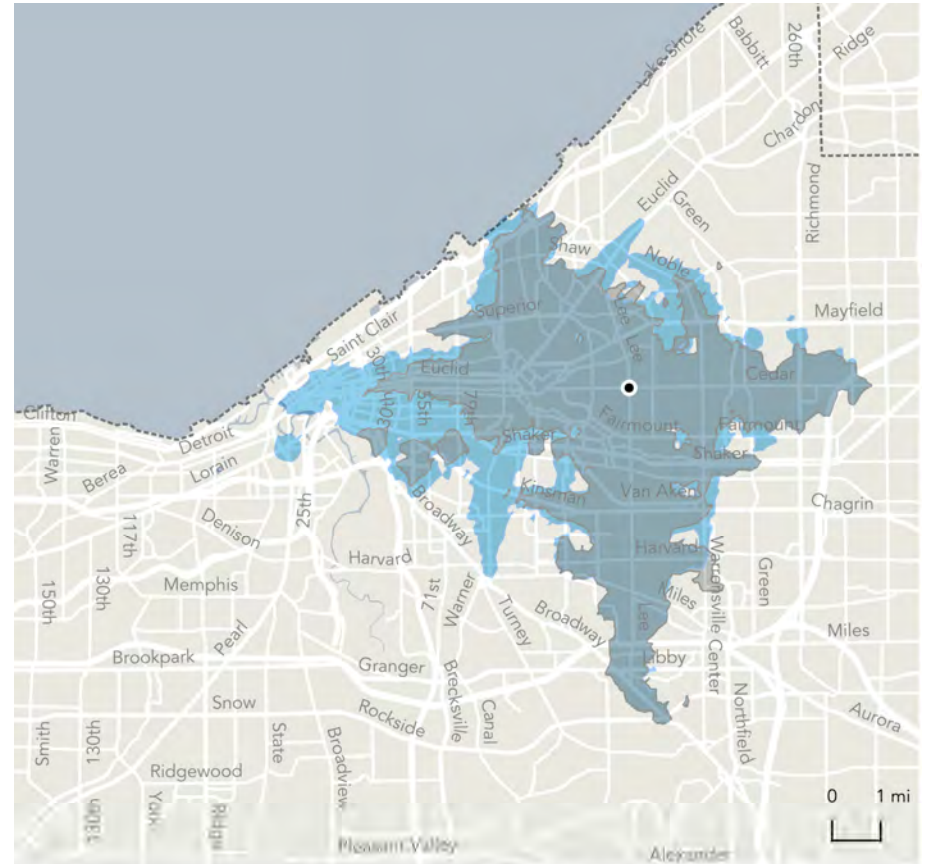
Measuring Usefulness

In an hour, where could I go with the Current Funding Concept?

The blue area is newly reachable.



... From Cedar & Lee



How many jobs or residents are reachable from this location with the Current Funding Concept, compared to the Existing Network?

Jobs	Residents
+79,200 (+78%)	+58,900 (+33%)

Measuring Usefulness

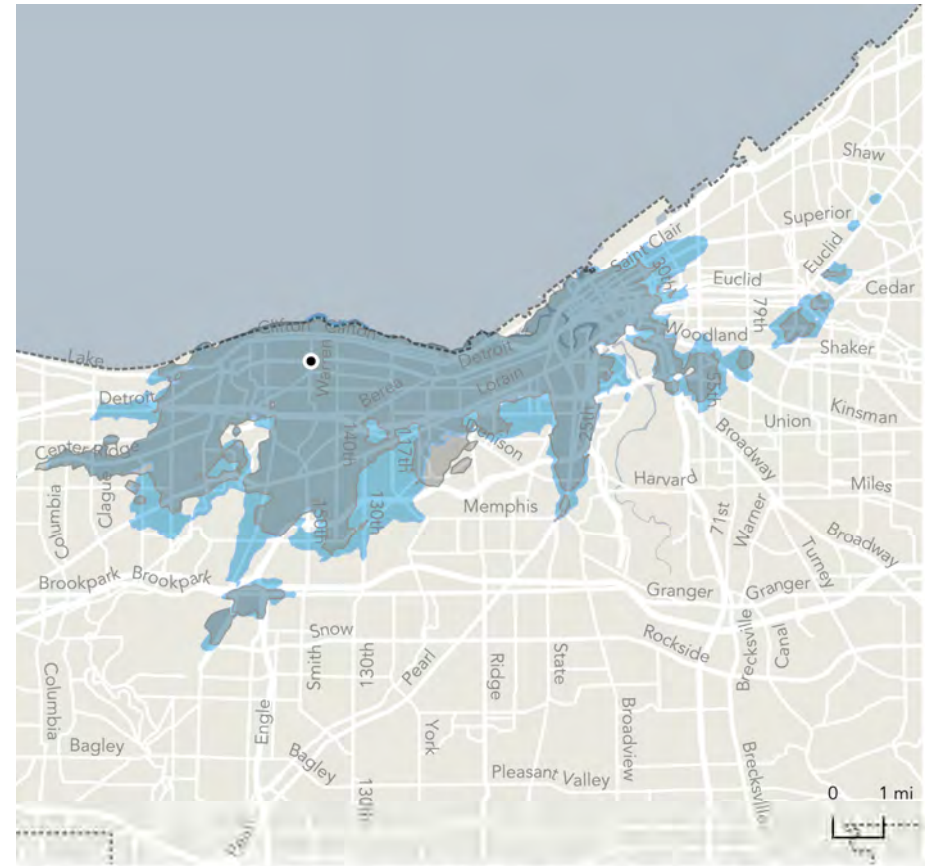
In an hour, where could I go with the Current Funding Concept?

More places to go = more jobs I could hold, places I could shop, services I could access.

The blue area is newly reachable.



... from Detroit & Warren?



How many jobs or residents are reachable from this location with the Current Funding Concept, compared to the Existing Network?

Jobs	Residents
+25,400 (+17%)	+40,900 (+24%)

Access to Jobs:

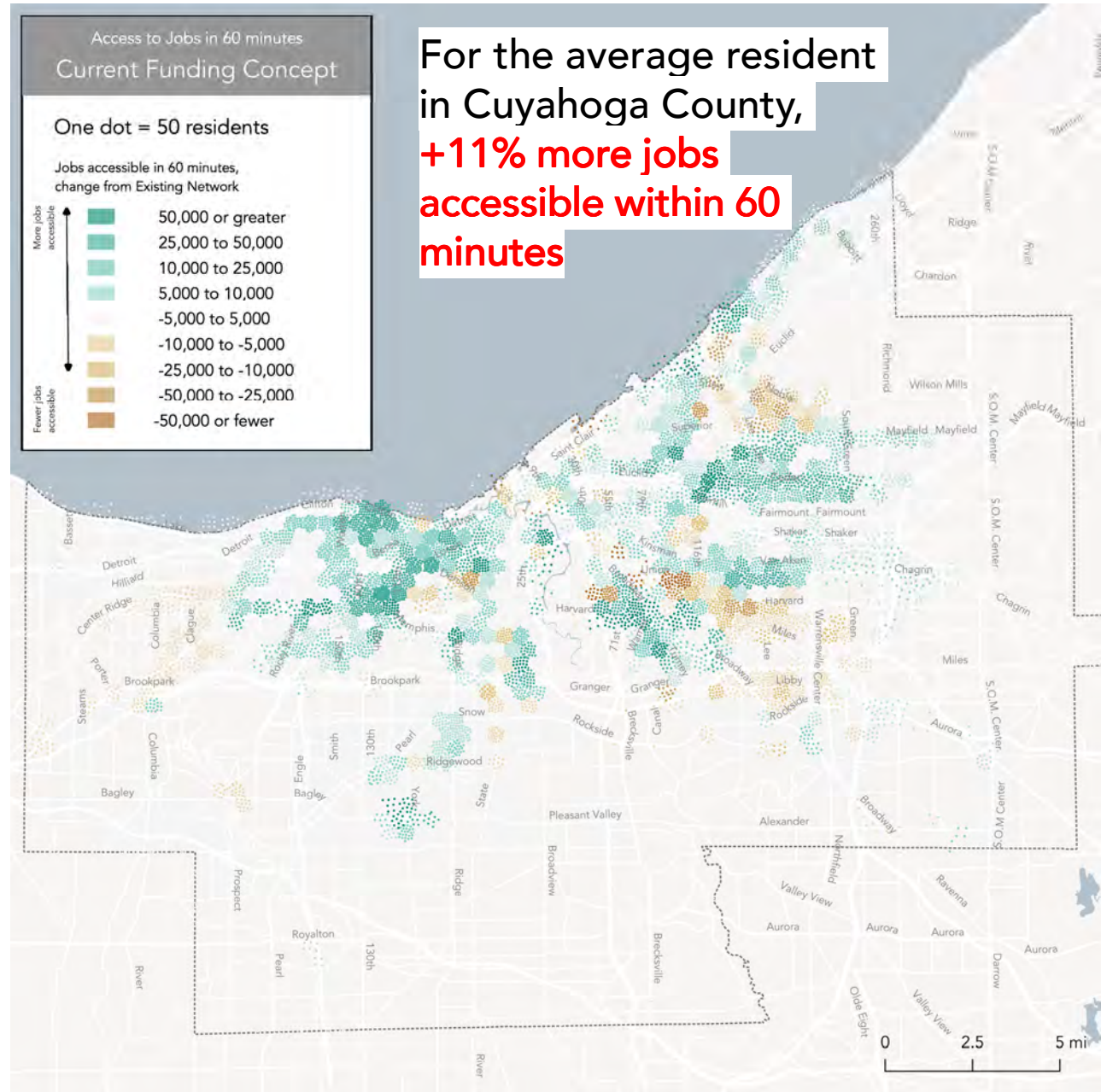
Current Funding Concept

Measuring usefulness across the entire county.

Green = more jobs accessible

Brown = fewer jobs accessible

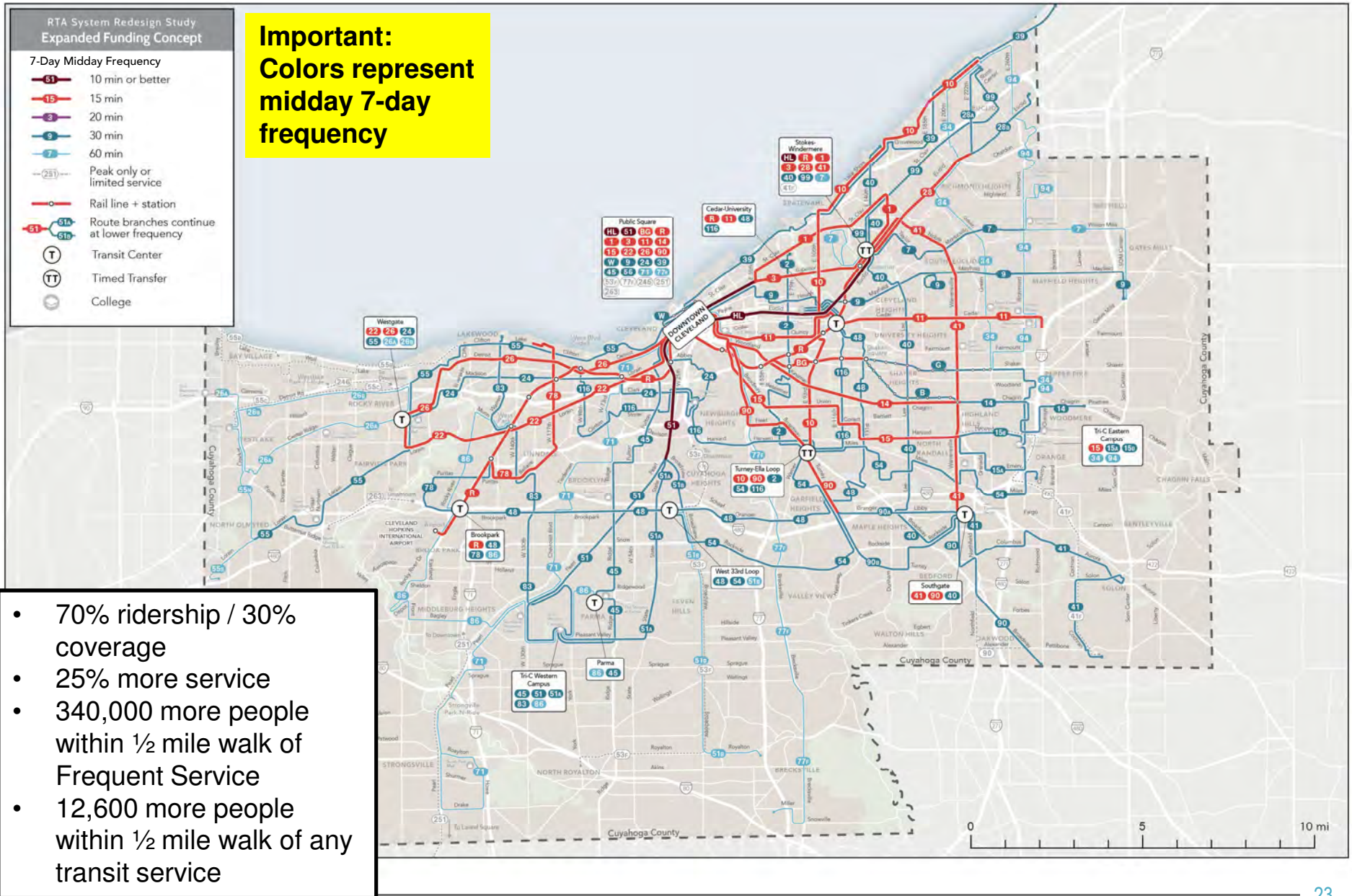
Each dot = 50 people



Current Funding Concept

- Expanded frequent network.
 - Detroit, E 105th/Lakeshore
- Access to 11% more jobs in 60 min.
- More one-seat rides
 - between low-income neighborhoods and entry-level jobs.
 - to and from downtown
 - to and from University Circle jobs
- Downtown circulation to be provided more by frequently operating regular routes. Trolleys that duplicate regular routes are removed.
- All bus park-n-rides continue to be served with downtown service, but not always via freeway.

Expanded Funding Concept



Access to Jobs

Measuring usefulness across the entire county.

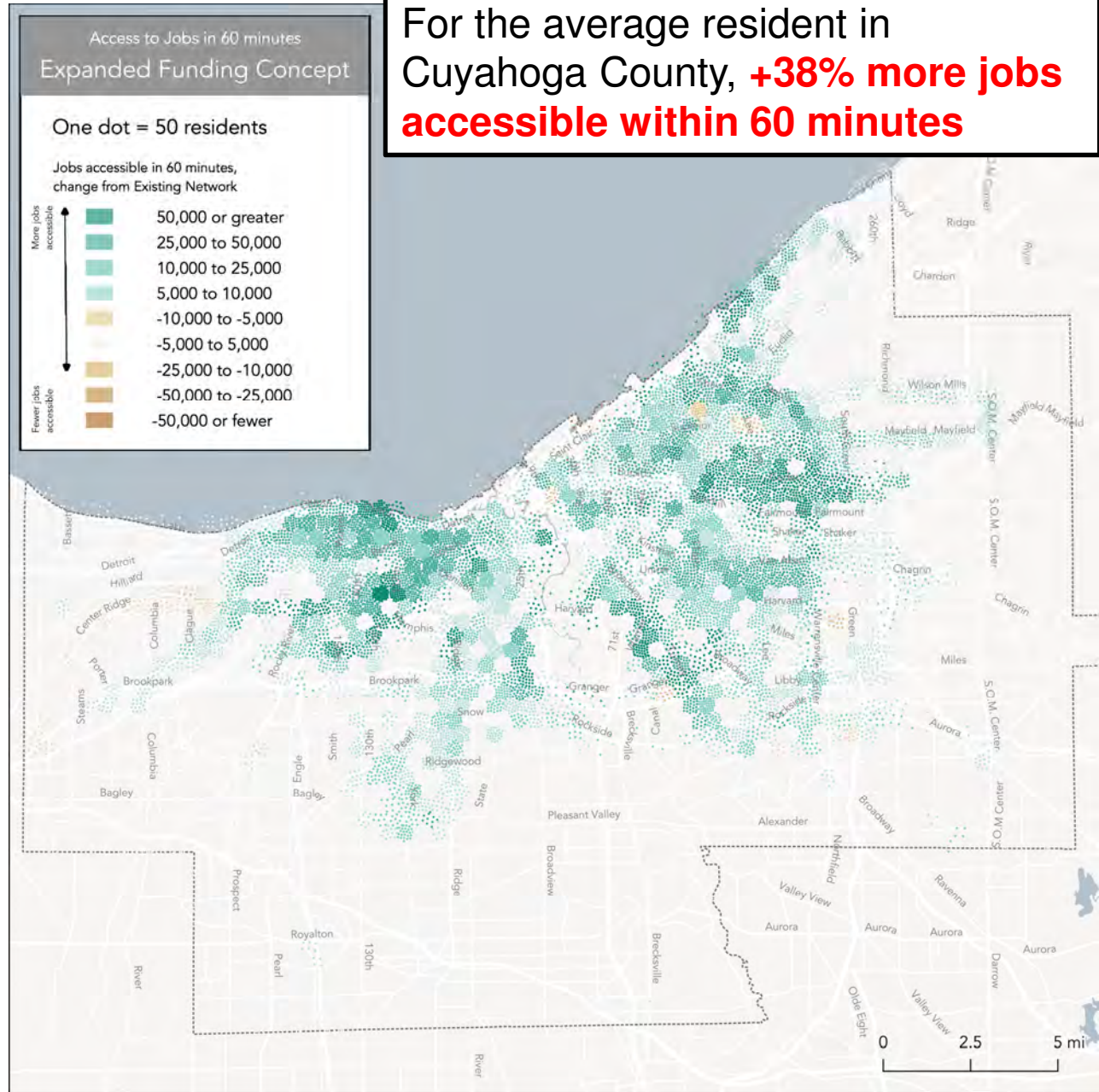
Green = more jobs accessible

Brown = fewer jobs accessible

Each dot = 50 people

Almost all areas gain access to more jobs than today.

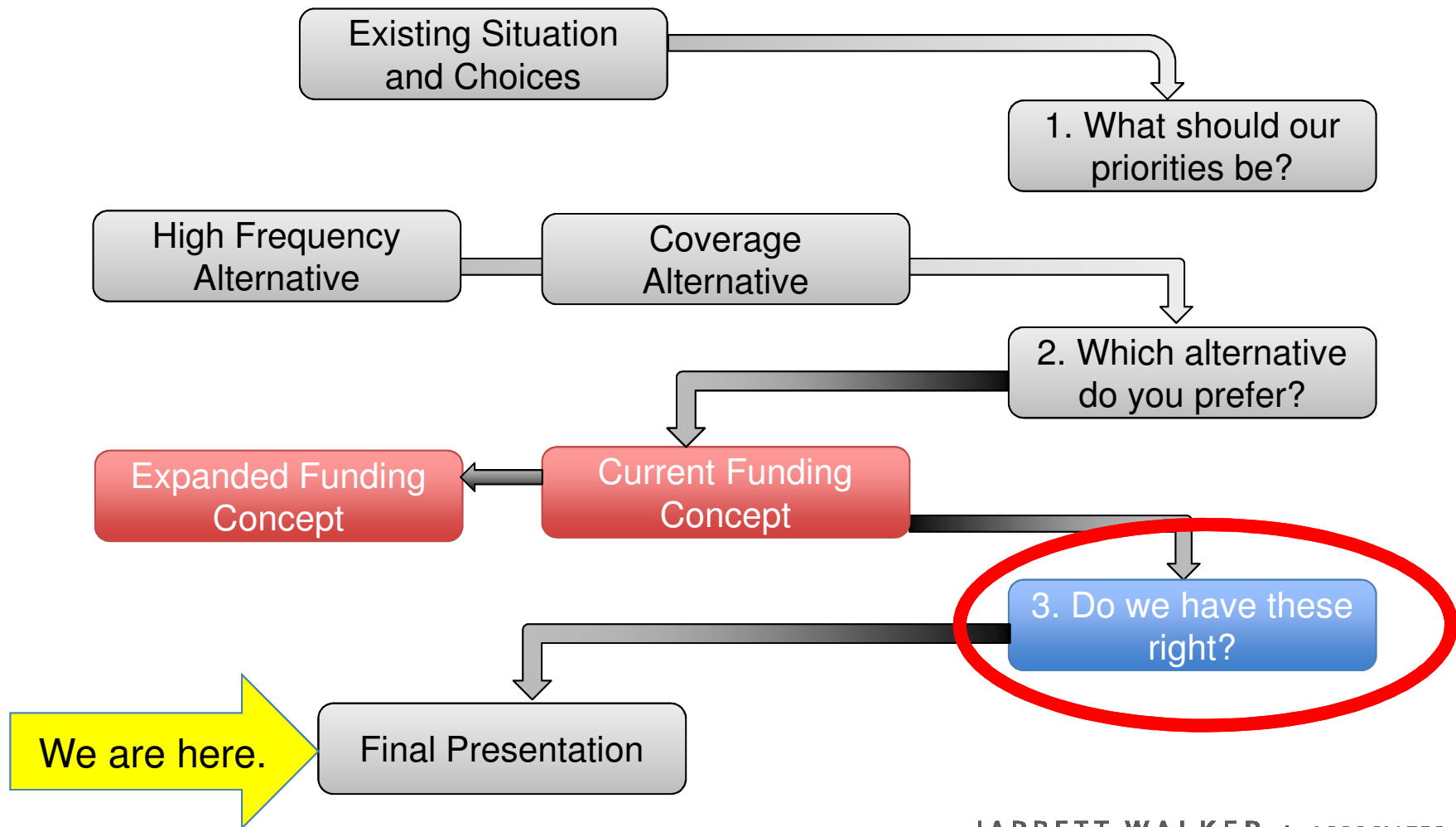
For the average resident in Cuyahoga County, **+38% more jobs accessible within 60 minutes**



Survey 3

Technical and Design Work

Questions to the Public

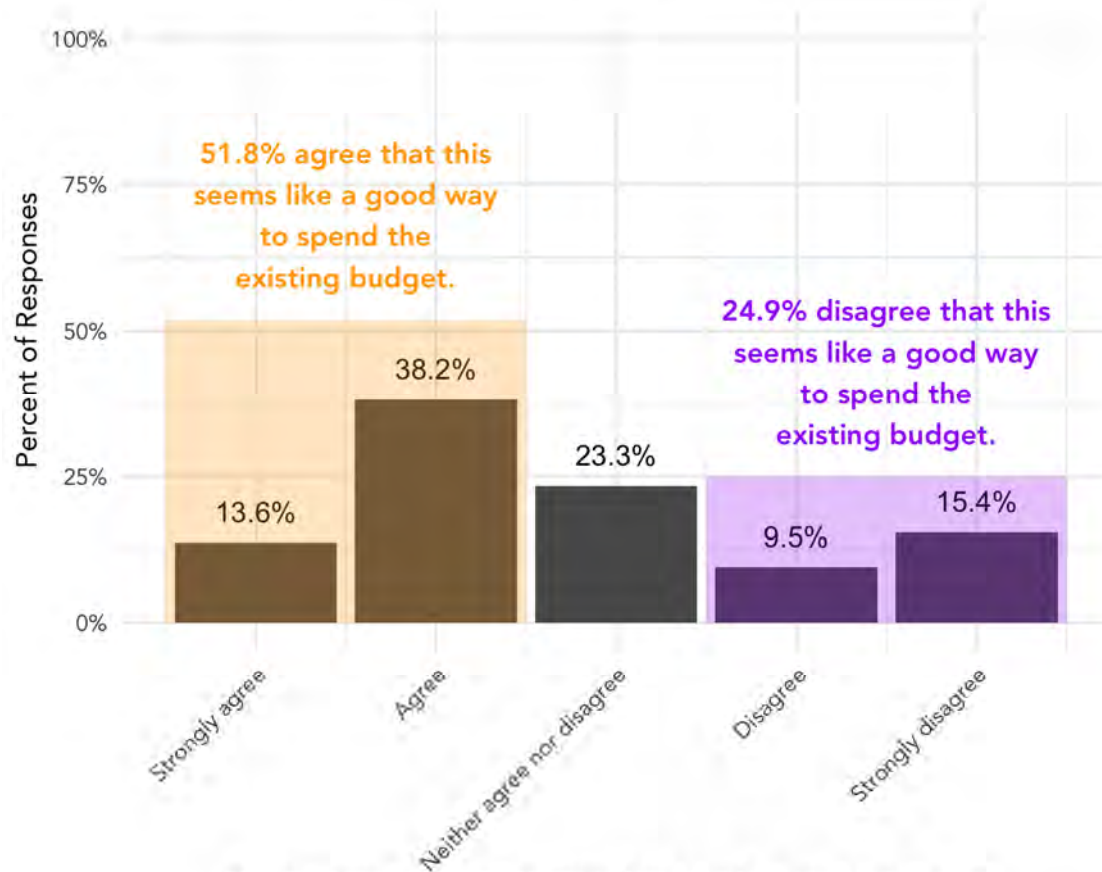


Survey 3

- Key questions:
 - Do you agree that the Current Funding Concept looks like a good way to spend the existing budget?
 - Do you agree that the Expanded Funding Concept looks like a good way to expand service?
 - In the Expanded Funding Concept, do you think we have the balance of weekday and weekend service right?

Current Funding Concept

Do you agree that the Current Funding Concept looks like a good way to spend the existing budget?



Do you agree that the Current Funding Concept looks like a good way to spend the existing budget?

By 2-1 margin respondents said the the Current Funding Concept “looked like a good way to spend the existing budget.”

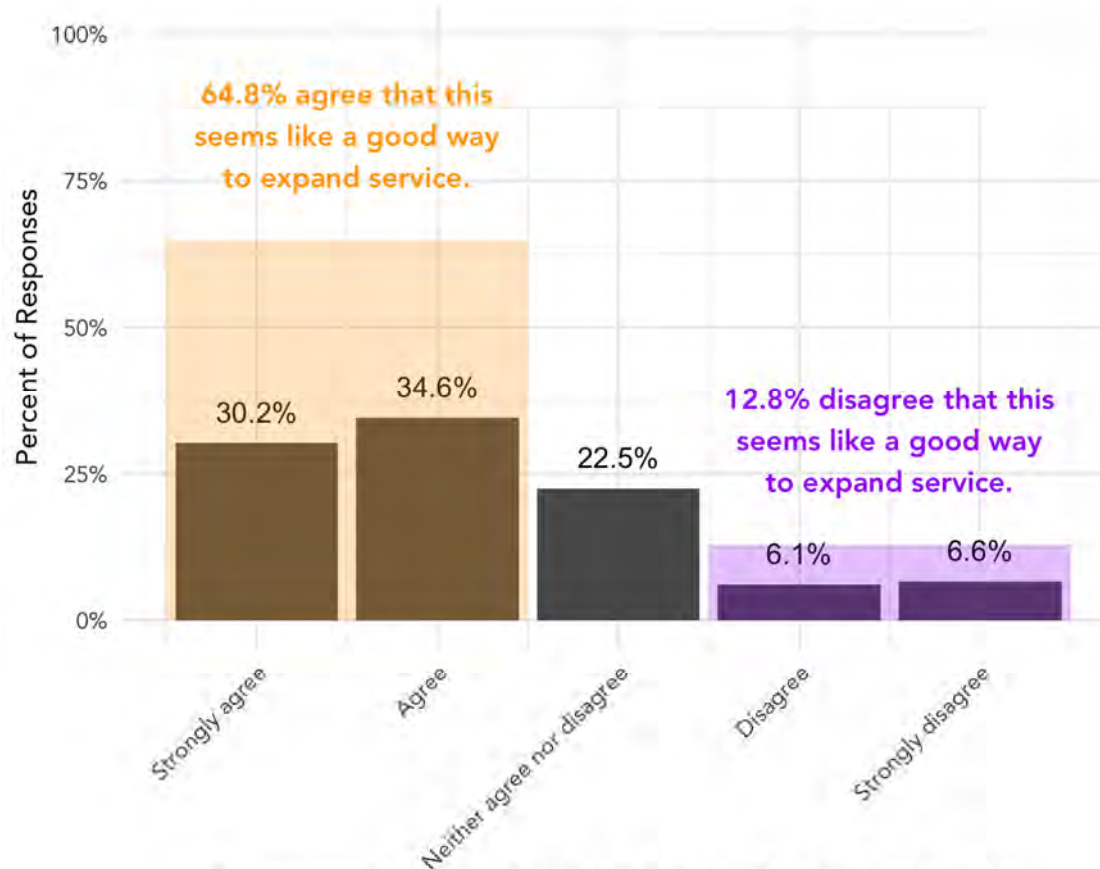
Half of the negative response was about one small issue: Park and Ride Express.

This will still be controversial

- All “current funding” service changes are controversial.
- The more they achieve, the more controversial they are.
- However, we have done three rounds of outreach, with many opportunities to participate. We have heard the community’s values and the plan reflects them.
- More hearings would be conducted before implementation.

Expanded Funding Concept

Do you agree that the Expanded Funding Concept looks like a good way to expand service?



Do you agree that the Expanded Funding Concept looks like a good way to expand service?

By a 5-1 margin respondents agreed that the Expanded Concept looked like a good way to expand service.

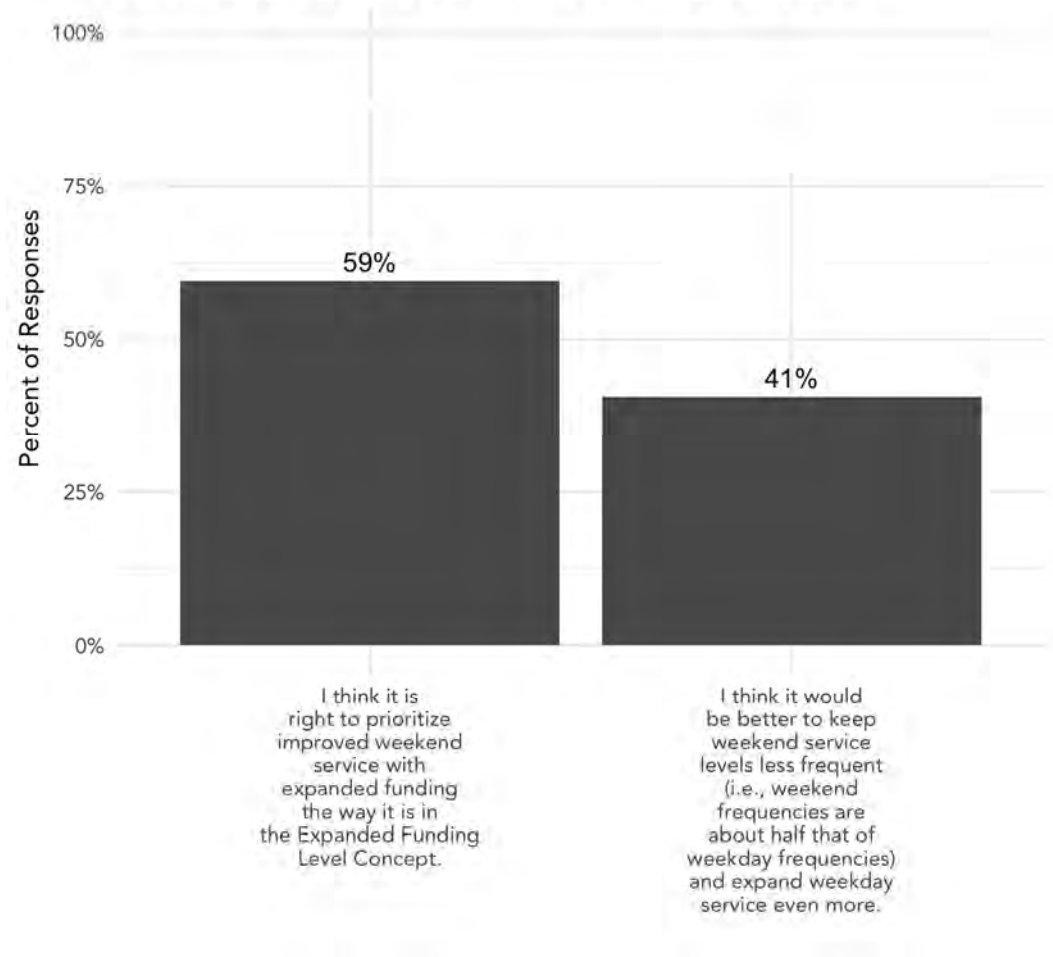
Weekday vs. Weekend Service

The Expanded Funding Concept expanded weekend service.

(There are no funds to do this in the Current Funding Concept)

A majority (59%) said this seemed right.

Do you think we have the balance of weekday and weekend service right (in the Expanded Funding Concept)?

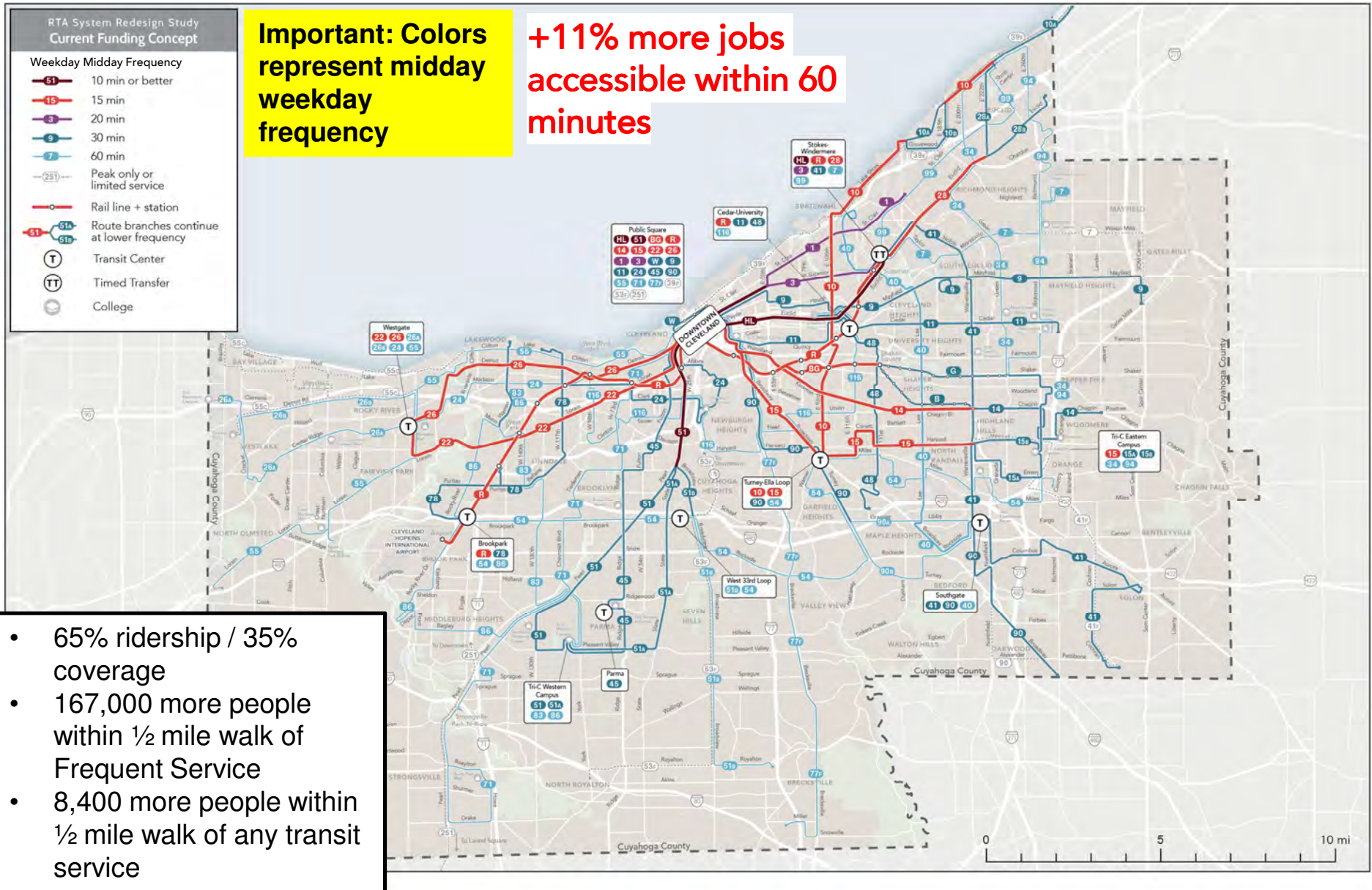


Summary

Summary

- No new resources are now available for service expansion.
- **Conclusion:** To reflect the values and priorities that the public have expressed within current funding availability, RTA should shift to the Current Funding Concept.
- Expanded Funding Concept, and its benefits, could be a basis for later conversation about new resources.

Current Funding Concept



Current Funding Concept

- Expanded frequent network.
 - Detroit, Lorain, Kinsman, E 105th/Lakeshore
- Access to 11% more jobs in 60 min.
- More one-seat rides
 - between low-income neighborhoods and entry-level jobs.
 - to and from downtown
 - to and from University Circle jobs
- Downtown circulation to be provided more by frequently operating regular routes. Trolleys that duplicate regular routes are removed.
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