



# NEXT GEN RTA

Presented to Community Advisory  
Committee\*

October 8, 2020

\*Adapted from presentation given to City  
of Cleveland Transportation Committee

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Strategic Plan:  
Foundations for the Future

Economic  
Impact  
Study

COMPLETE

Rail Car  
Study

COMPLETE

Fare  
Equity  
Study

COMPLETE

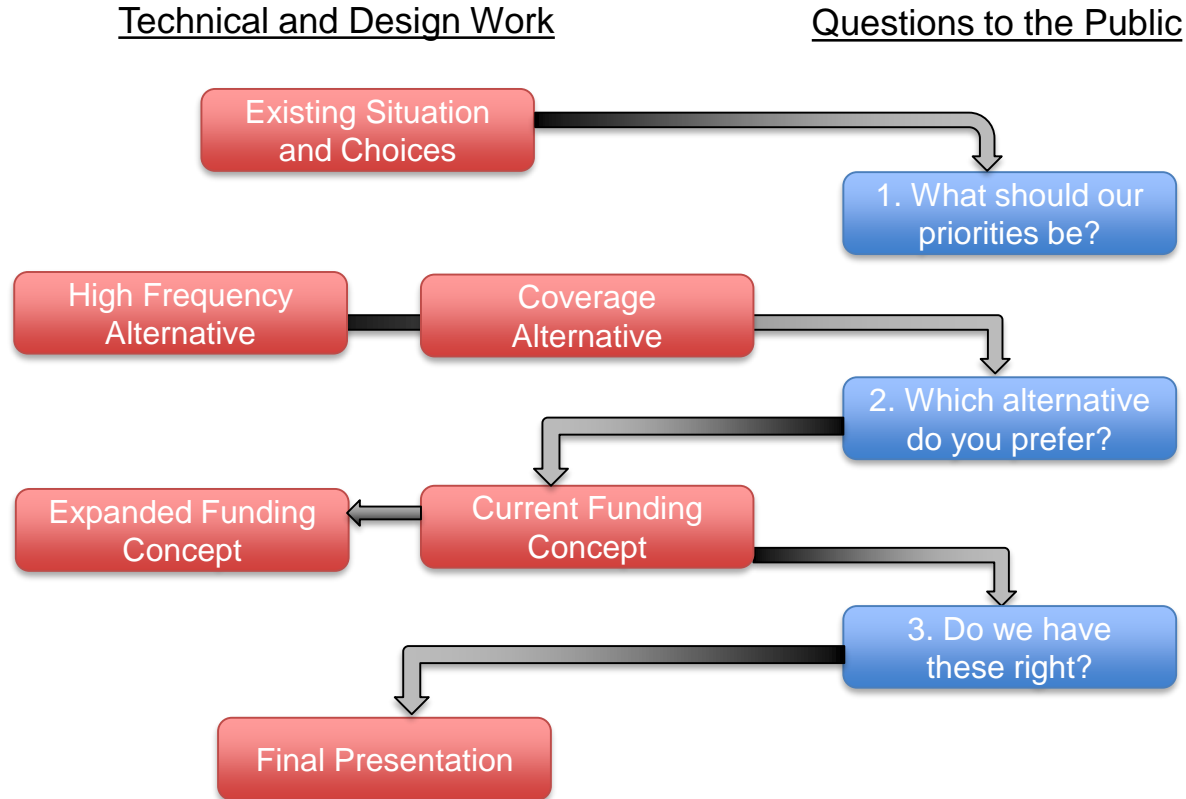
System  
Redesign  
Study

COMPLETE

Financial  
and  
Economic  
Forecast &  
Operational  
Review

COMPLETE

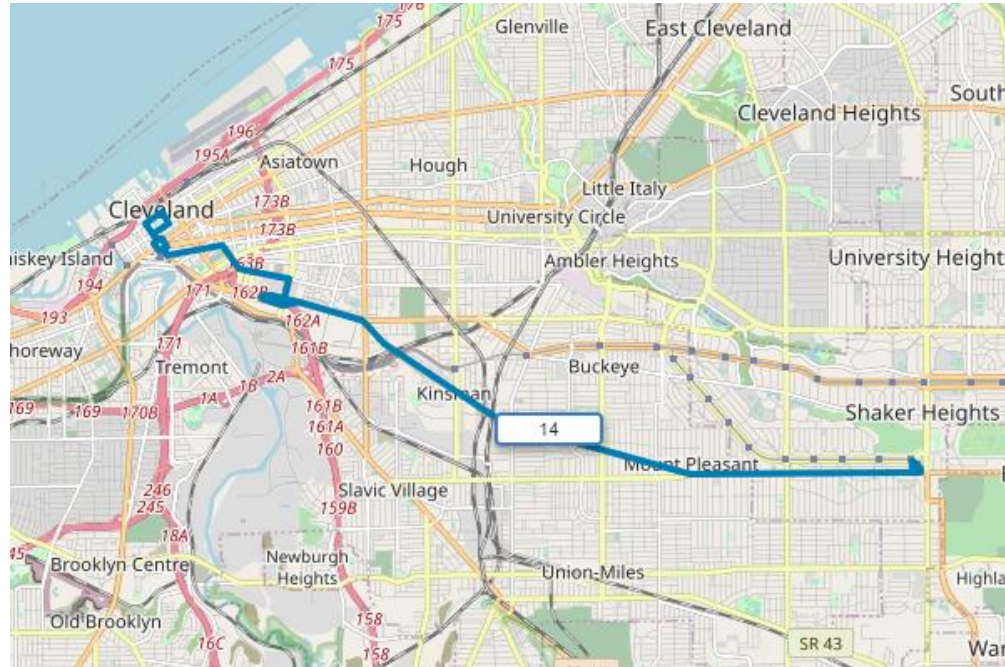
# Study Process With JWA and Stakeholders



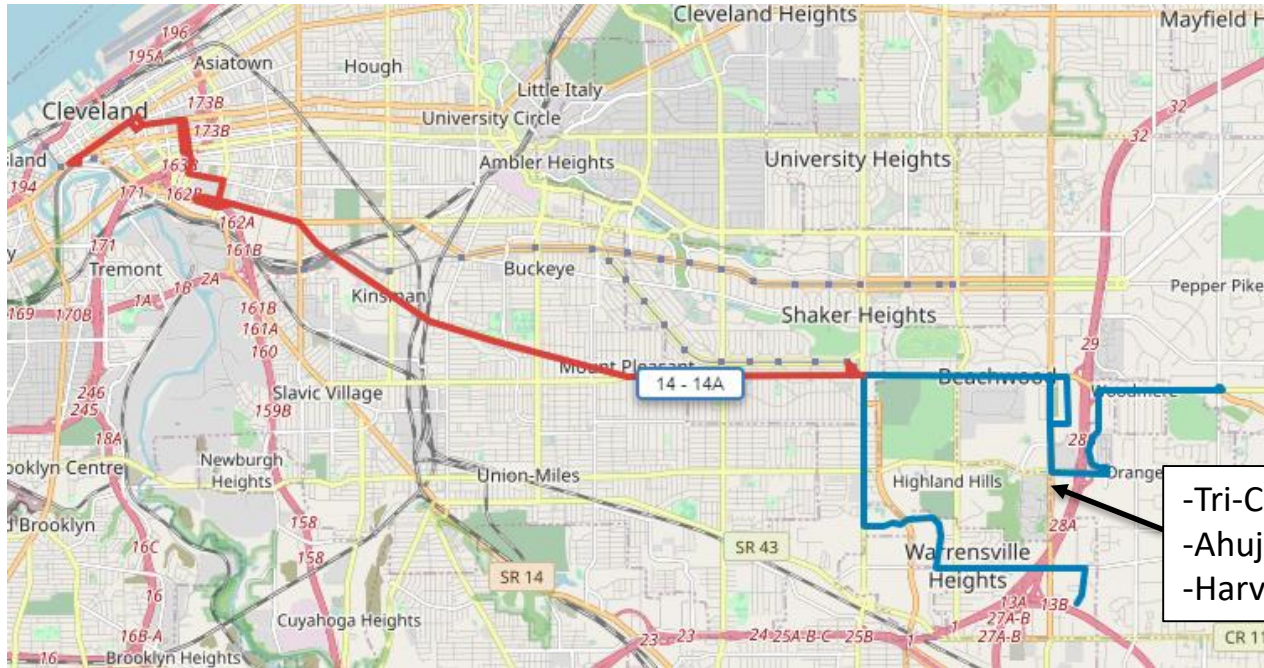
# Main Features – Connecting Our Community:

- Prioritize trips to work, education, and health care
- More frequent service all day
- More direct transportation, less need to transfer between transit vehicles on trips between city and suburbs, see examples in next slide

# Current Route #14



# NEXT GEN Route #14



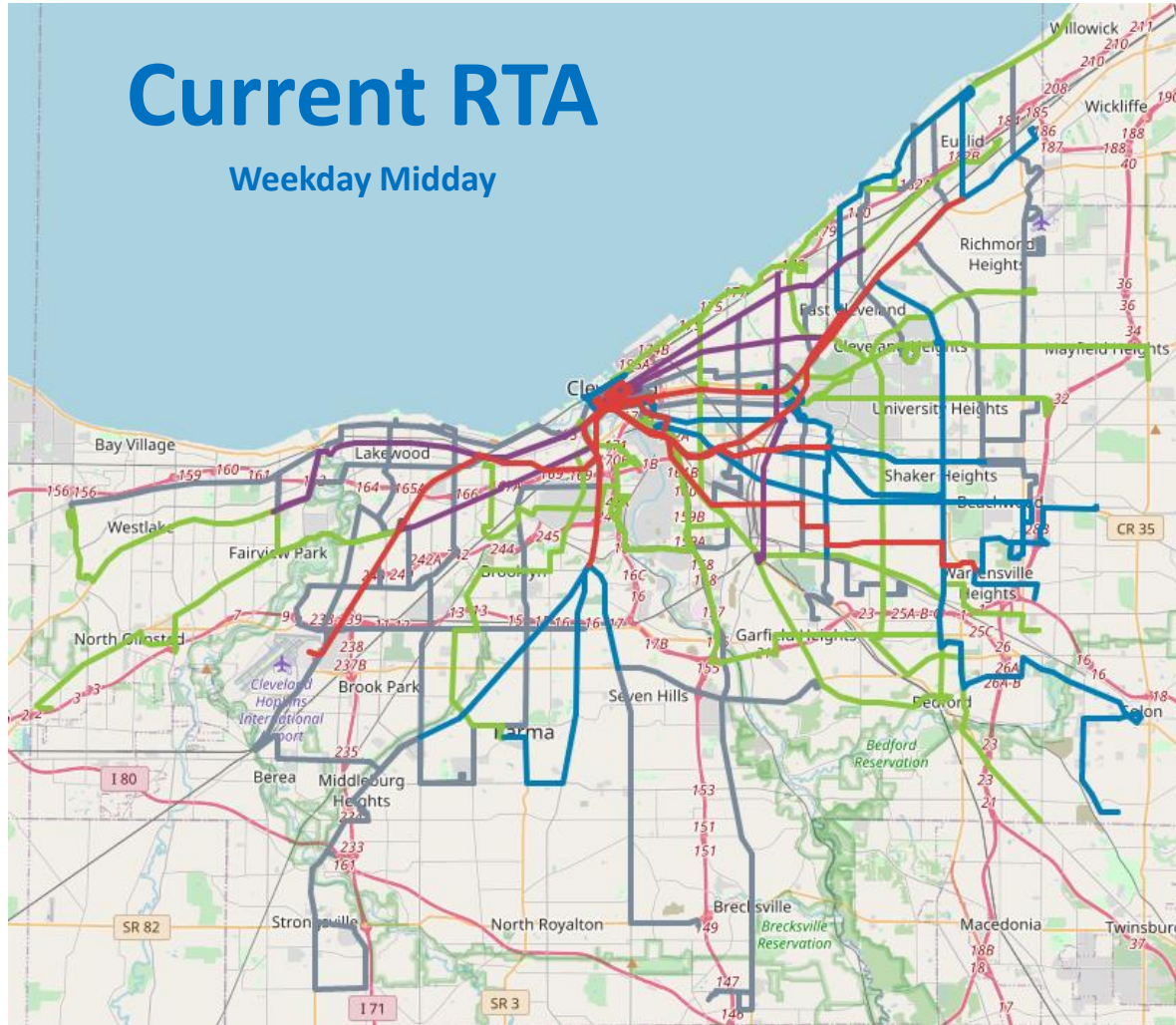
- Tri-C East
- Ahuja Medical Center
- Harvard Park

# Main Features – Connecting Our Community:

- Extend #14 (Kinsman) to Chagrin-Lander and Tri-C East
- Extend #22 (Lorain) to Westgate Transit Center
- Extend #26 (Detroit) to Westlake, CSU Line to N. Olmsted
- Link Steelyard and Clark Ave. to Madison Ave. in Lakewood
- Extend #10 (E. 105th) to Collinwood and City of Euclid
- Link Quincy Avenue and Cedar Road on one route
- Link Payne-Hough Avenues and Mayfield Rd. on one route

# Current RTA

Weekday Middy



## Frequency Legend

 15 min or better

 20 min

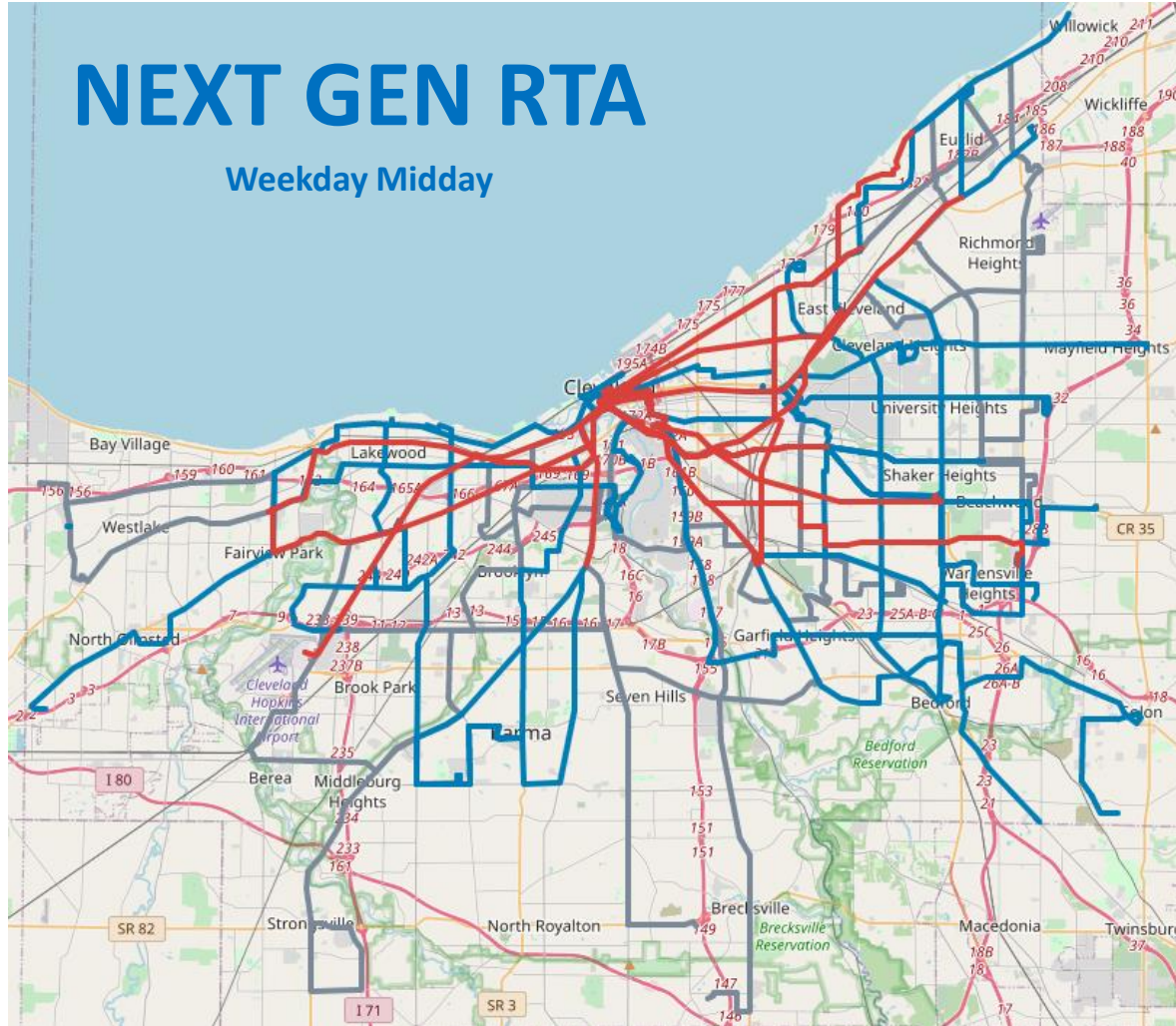
 30 min

 40 - 45 min

 60 min

**RTA**

## Weekday Midday



## 🕒 15 min or better

 20 min

① 30 min

🕒 40 - 45 min

🕒 60 min



# Main Features – Downtown:

- No trolley routes
- No buses on Prospect
- Retain only 1 of 3 suburban Park-N-Ride routes
- Frequent service on St. Clair, Superior, Euclid
- Frequent service across Detroit-Superior Bridge
- Most West Side routes end near Public Sq.

## Main Features – Near East Side of Cleveland:

- No buses on E. 55, E. 79, E. 123/125, Cedar, Buckeye
- Frequent service on St. Clair, Superior, Euclid, Kinsman, E. 105
- Double frequency on Payne-Hough
- Extend Payne-Hough route to jobs on Mayfield
- Extend Quincy route to suburban jobs on Cedar Rd
- 7-day service on E. 116

# Main Features – Northeast Side of Cleveland:

- Connect to jobs, education, health care at Univ. Circle
- No buses north of St. Clair on E. 105 (Route #10)
- #10 to travel northeast via St. Clair, E. 140, Lakeshore
- #1 St. Clair to end at E. 153 (Collinwood High)
- New #31 links outer St. Clair to Windermere
- #30 replaced by #10 and #31
- #39 (downtown) to operate only during rush hours

# Main Features – Southeast Side of Cleveland:

- Connect to Richmond/Harvard jobs, education, health care
- All trips on #15 follow main route, none via Walden-Union
- Direct link to Richmond-Harvard (Tri-C East, Ahuja, Harvard Park) from #14 Kinsman, #15 Harvard (all trips), #19 Miles

# Main Features – West Side of Cleveland:

- Lakeview Terrace residents walk to Detroit Ave
- Tremont-West residents gain 24/7 service (vs. 5-day)
- Frequent service on Detroit, W. 25, Lorain
- Improved frequency on #78 W. 117, Bellaire, Puritas
- Extend #22 Lorain to Fairview Hosp, Westgate Transit Ctr
- Extend #26 Detroit to jobs in Westlake
- Extend #55 Clifton to jobs in North Olmsted

## Main Features – West Side of Cleveland (cont'd):

- Reduce service on Storer
- Add service on Clark & W. 65 & Madison
- More areas gain direct service to Steelyard Commons

# Summary

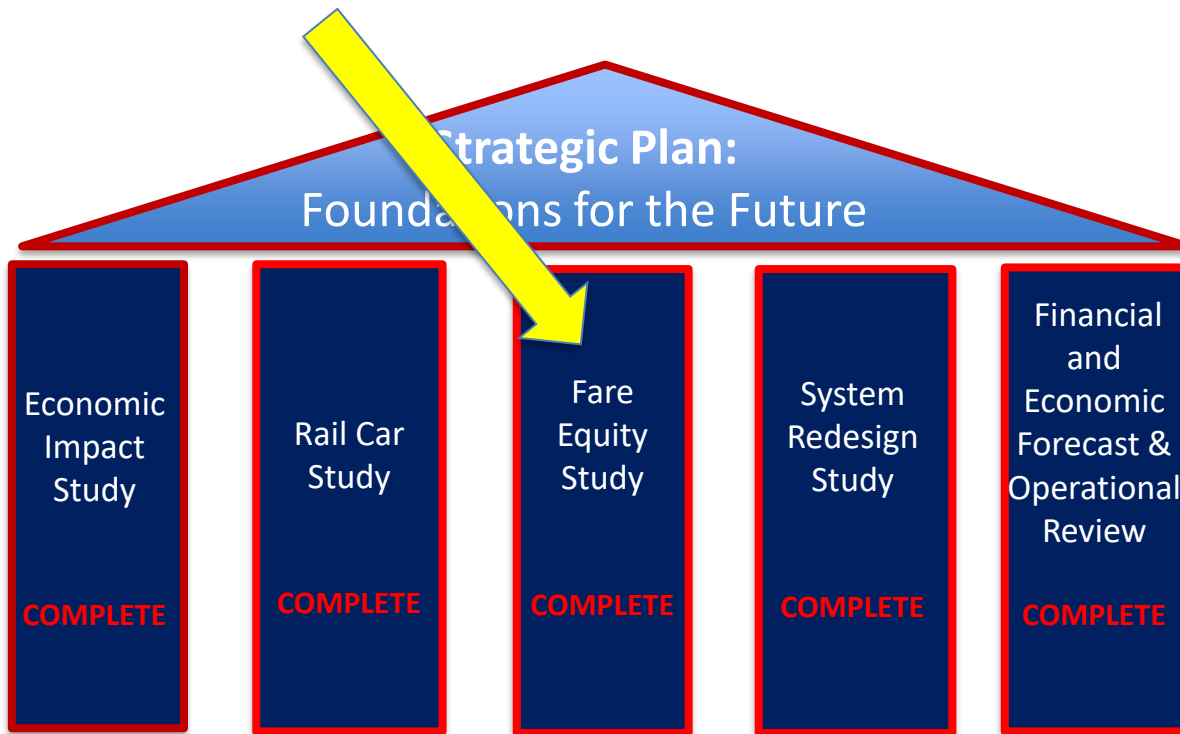
- Community expressed a wish to redesign the system
- With redesign, the system is less convenient for some trips, but more convenient for more trips
- We are gathering more input in October and November
- We will make adjustments based on what we hear
- We plan extensive education in the spring
- Implementation is targeted for June 2021



# Fare Equity Recommendations

Presented to Cleveland City Council  
Transportation Committee  
September 30, 2020





# Changes to Address Financial Penalty of Transfers:

- Reduce prices of Adult & Senior/Disabled Day Passes to two boardings (\$5.00 Adult; \$2.50 Senior/Disabled on fixed routes)
- For consistency, also reduce prices of the other all-day passes (by \$0.50 for Paratransit customers; by \$0.25 for students)
- Allow individuals to buy existing 1-trip and 2-trip farecards
  - Buying 5 trips at once is a hardship for some customers

# Questions?