

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:



Access to jobs with typical trips

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



Access to jobs with very long trips

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



People near high-frequency transit

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



People near any transit

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 to take our survey on the alternatives!

RTA System Redesign Study
Coverage Alternative

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.

