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.

High Frequency Alternative

This alternative is designed to focus on the ridership goal, with 85% of the budget spent where ridership potential is high, and 15% spent covering places where ridership would be low but transit is needed.

The High Frequency Alternative concentrates service so that lines run more frequently, reducing waiting times and making travel by transit more convenient. The network would reach fewer places, but where it does reach, trips would be faster than with the Existing Network.

Design Principle

Concentrate convenient, frequent service in the places with the largest potential market. These places are:

- Dense - many people are near each stop.
- Walkable - the street network and pedestrian infrastructure make it possible to reach nearby destinations by walking.
- Linear - so that transit doesn't have to make time-consuming deviations to reach destinations.
- Proximate to other dense areas, so that transit doesn't have to run through long stretches of empty space where few people want to travel.

Key Outcomes of the High Frequency Alternative:

Access to jobs with typical trips

5,700 more jobs are accessible in 45 minutes for the average person, a **36% increase** over the Existing Network

12,800 more jobs are accessible in 60 minutes for the average person, a **29% increase** over the Existing Network

Access to jobs with very long trips

37,300 fewer jobs are accessible within 2 hours of travel time for the average person, a **16% decrease** compared to the Existing Network

People near high-frequency transit

250,000 more people are within 1/2 mi walk of high-frequency service, a **285% increase** over the Existing Network

94,000 more jobs are within 1/2 mi walk of high-frequency service, a **151% increase** over the Existing Network

People near any transit

209,000 fewer people are near a transit stop served at any frequency, a **24% decrease** compared to the Existing Network.

109,000 fewer jobs are near a transit stop served at any frequency, a **22% decrease** compared to 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

High Frequency Alternative

We stand to attract the most ridership by running **high frequency** (every 15 minutes or better) all day and all weekend, but only in places with high density, so that lots of people and jobs can benefit. There would be no service to low-demand places.