

COTA



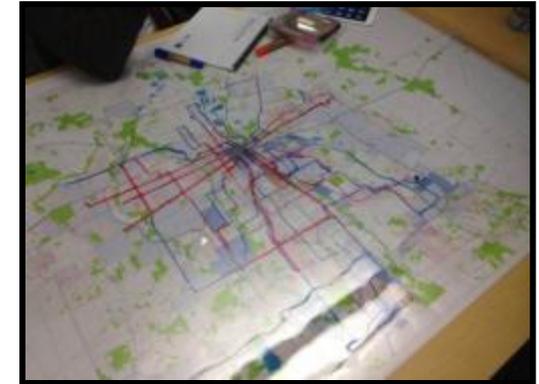
CENTRAL OHIO TRANSIT AUTHORITY

**Transit System Review
MORPC CAC Meeting**

June 2, 2014

Timeline

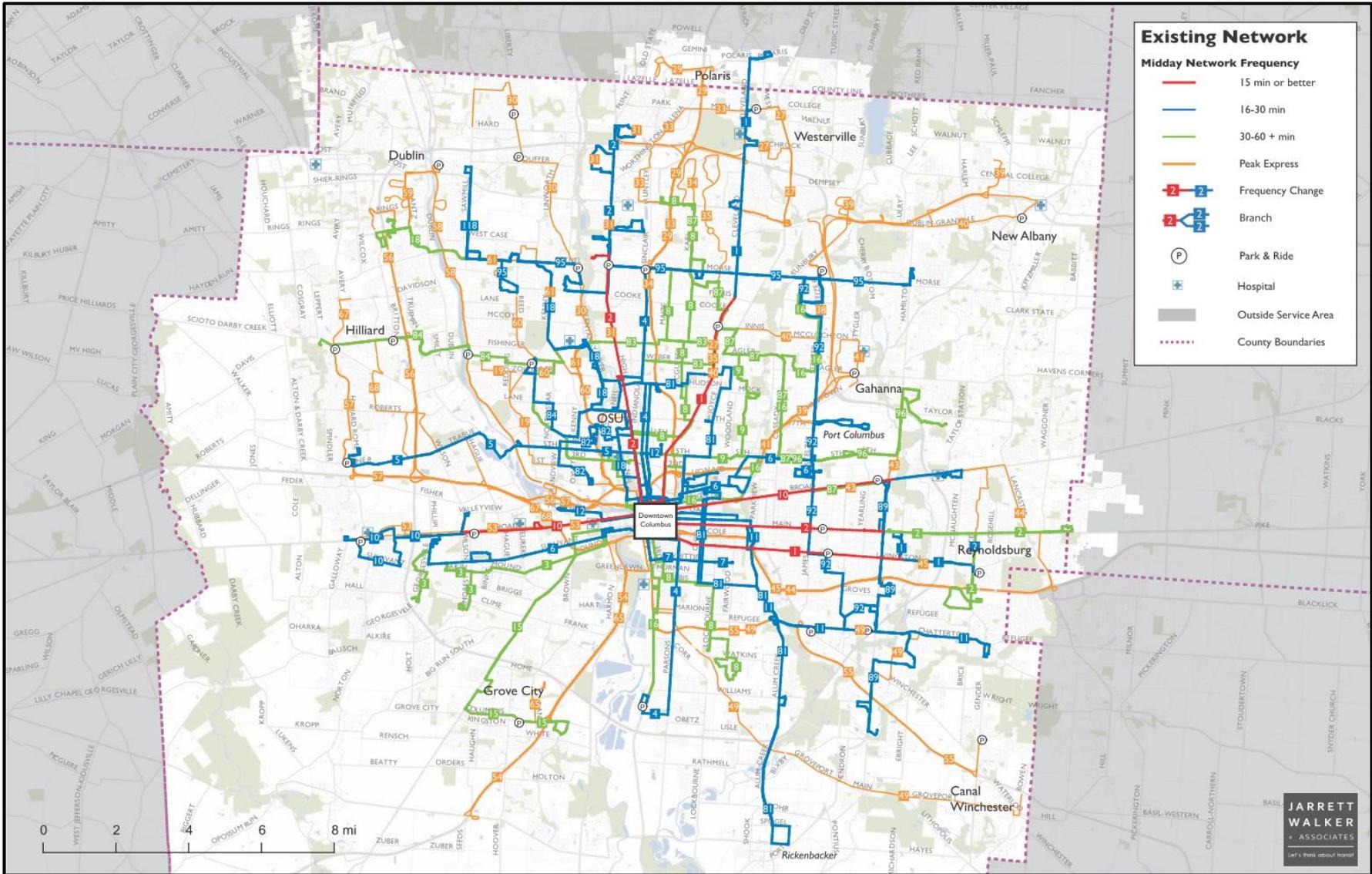
- **January** - TAC and Focus Group Meetings (3), Core Planning – COTA Staff (developed three scenarios)
- **February** – briefed Board on study progress
- **March** - Public meetings – Round 1
- **April 30/May 2-3** - Board workshop/Core Planning II
- **May** - develop draft proposed service network and downtown plan
- **May 27 – June 4: TAC, Focus Group, Public meetings (9)**
- **July 23** - Final Bus Network and Downtown Operations plans and implementation strategy to COTA Board
- **September** - Final report (Bus Network Plan, Downtown Operations Plan, Implementation Plan, Technology Plan)
- Implementation of Service Plan: **2015 – 2017**



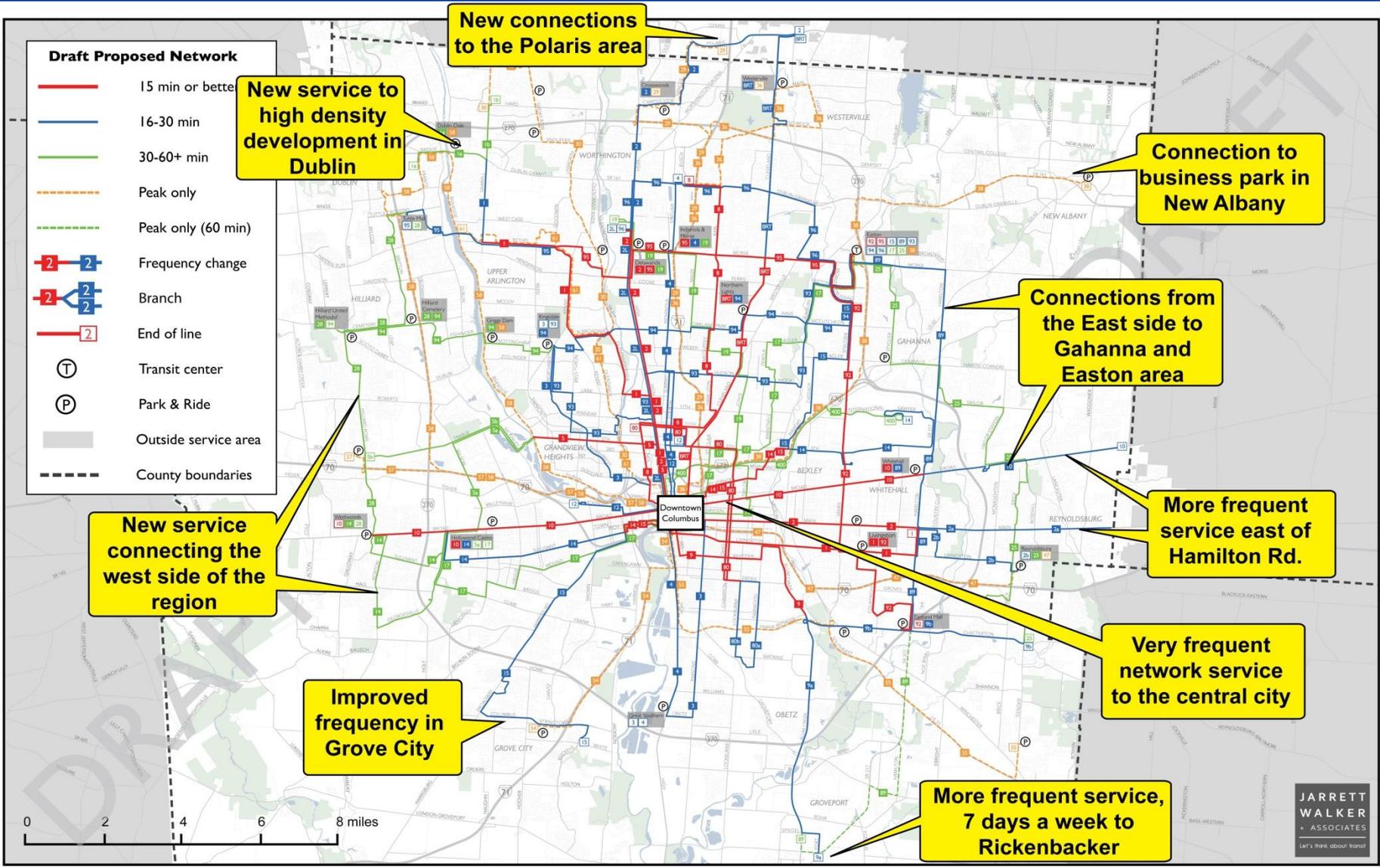
Core Planning Workshop



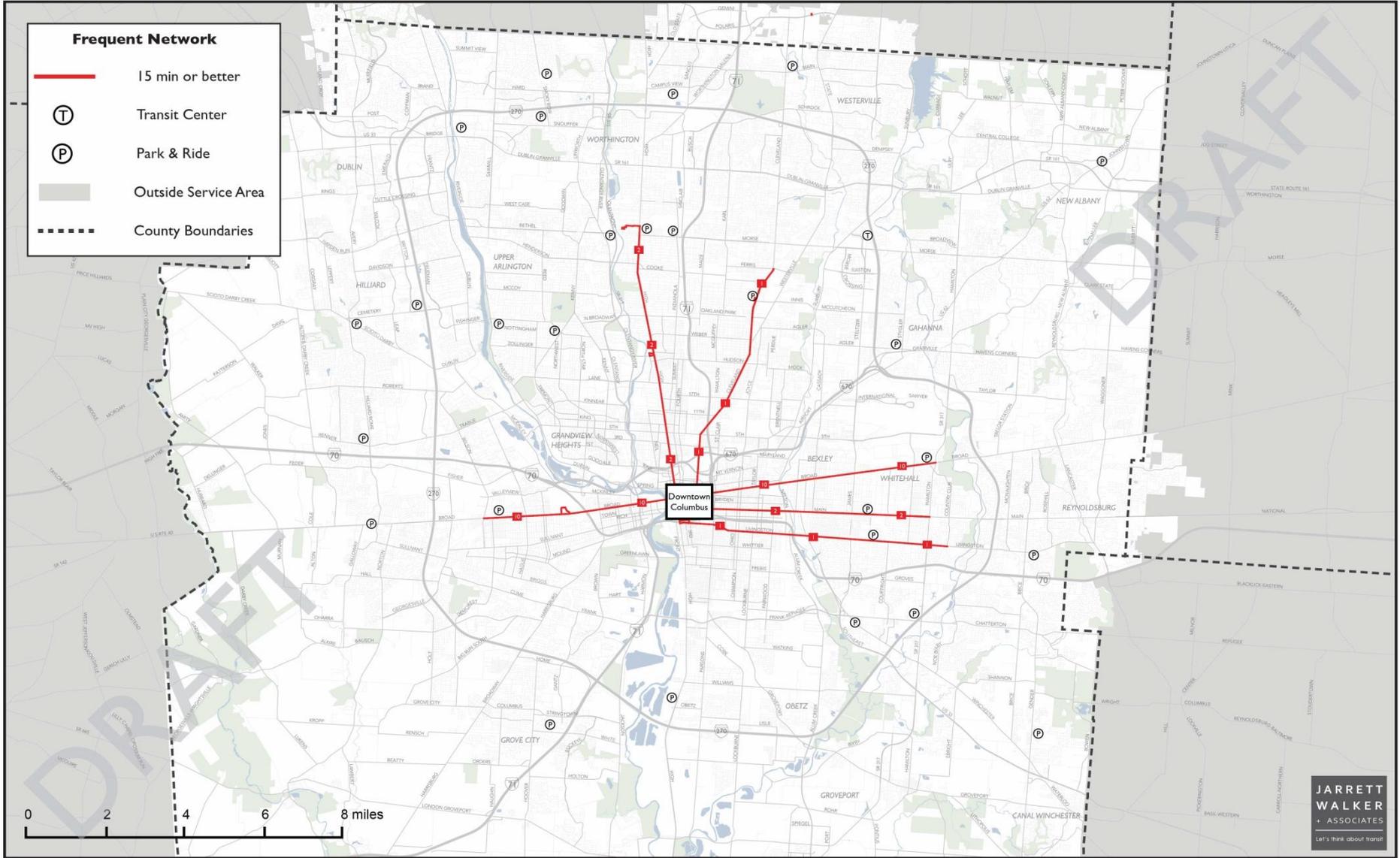
Existing Network – 70/30



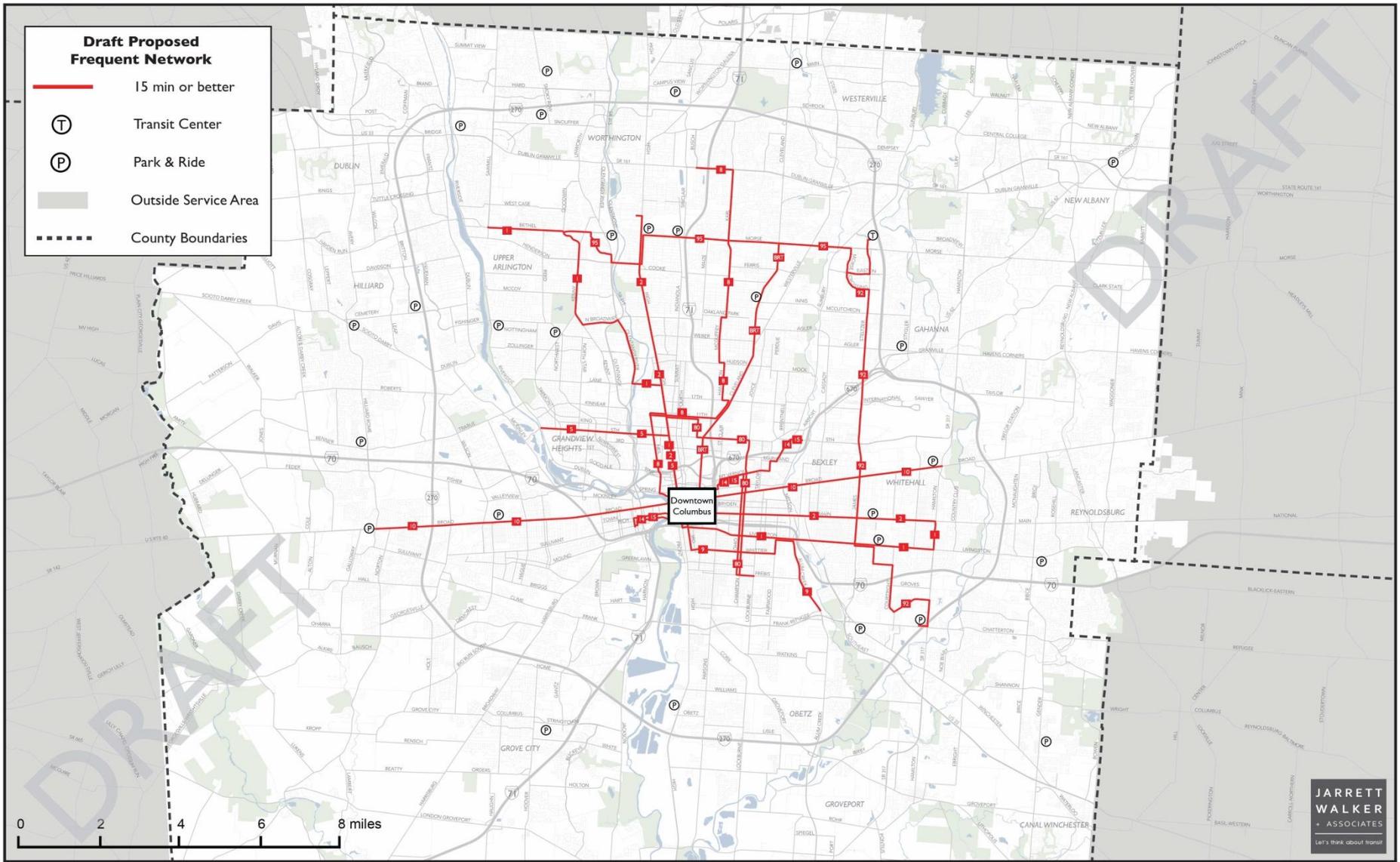
Draft Proposed Network – 70/30



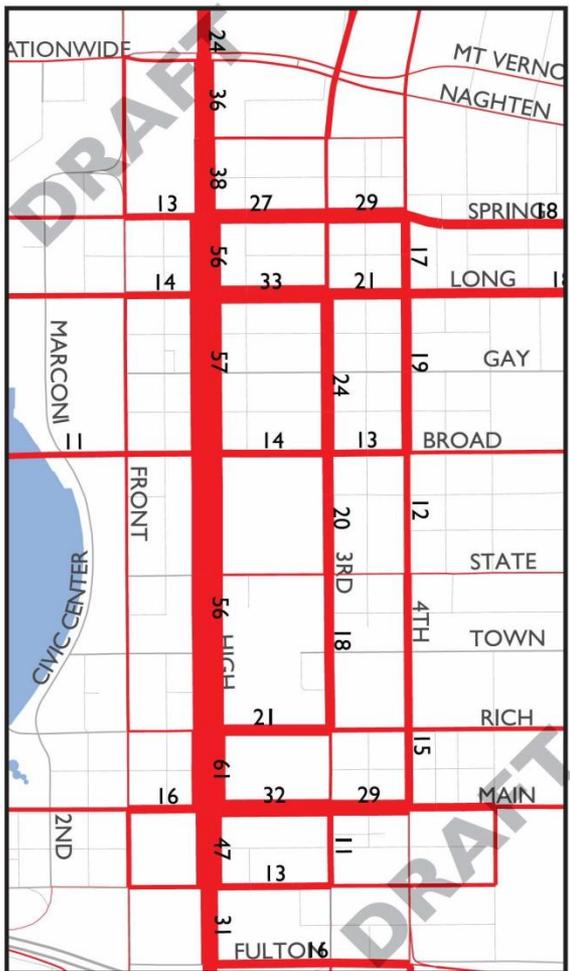
Existing High Frequency Network



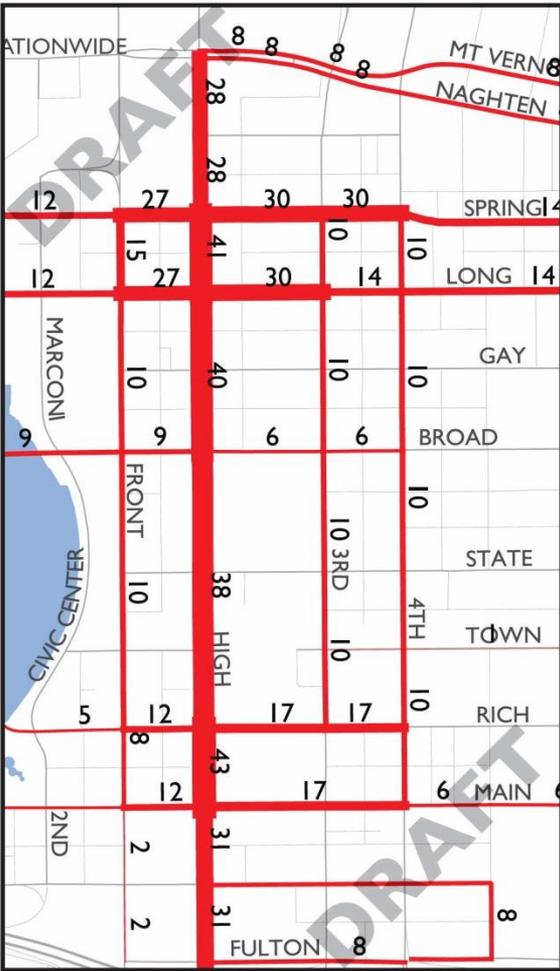
Draft Proposed High Frequency Network Midday



Downtown Peak Bus Volumes

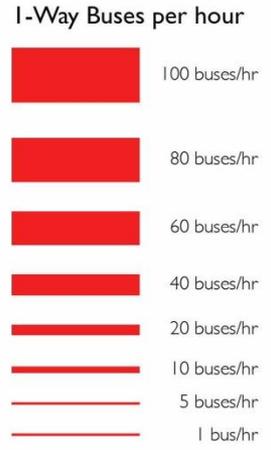


Existing Network
Peak bus volume per hour



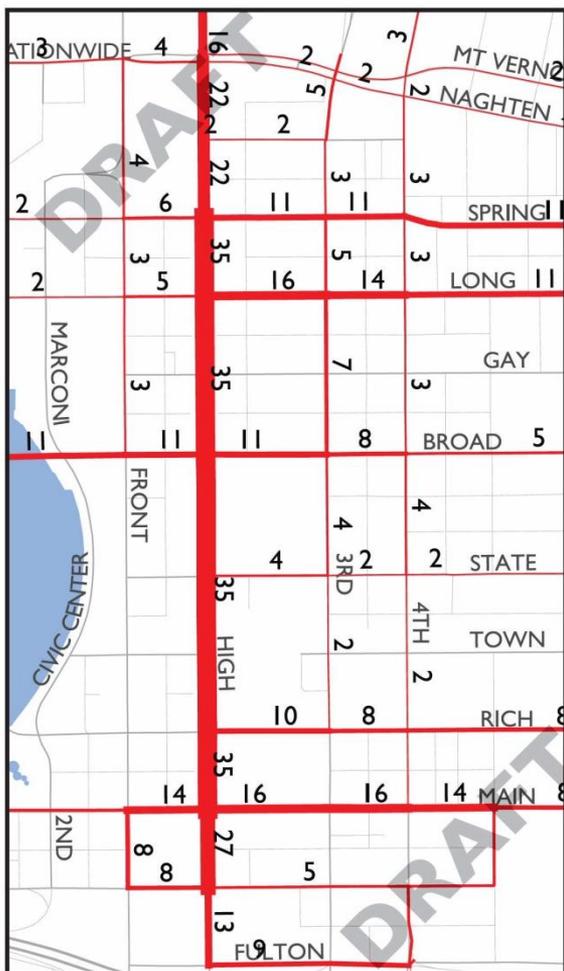
Draft Proposed Network
Peak bus volume per hour

Downtown Bus Volume - Peak

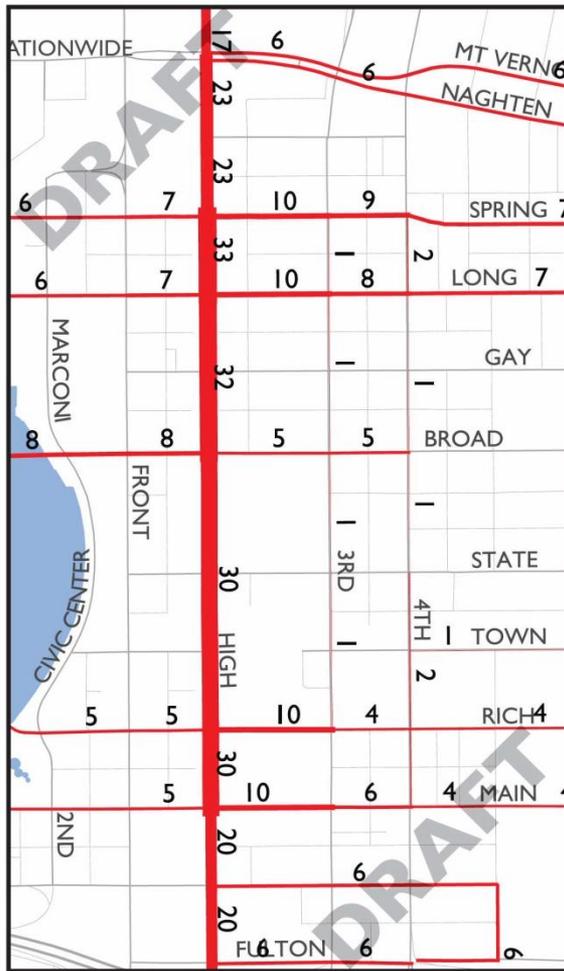


**JARRETT
WALKER**
+ ASSOCIATES
Let's think about transit

Downtown Midday Bus Volumes



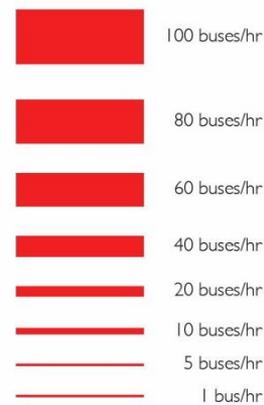
Existing Network
Midday bus volume per hour



Draft Proposed Network
Midday bus volume per hour

Downtown Bus Volume - Midday

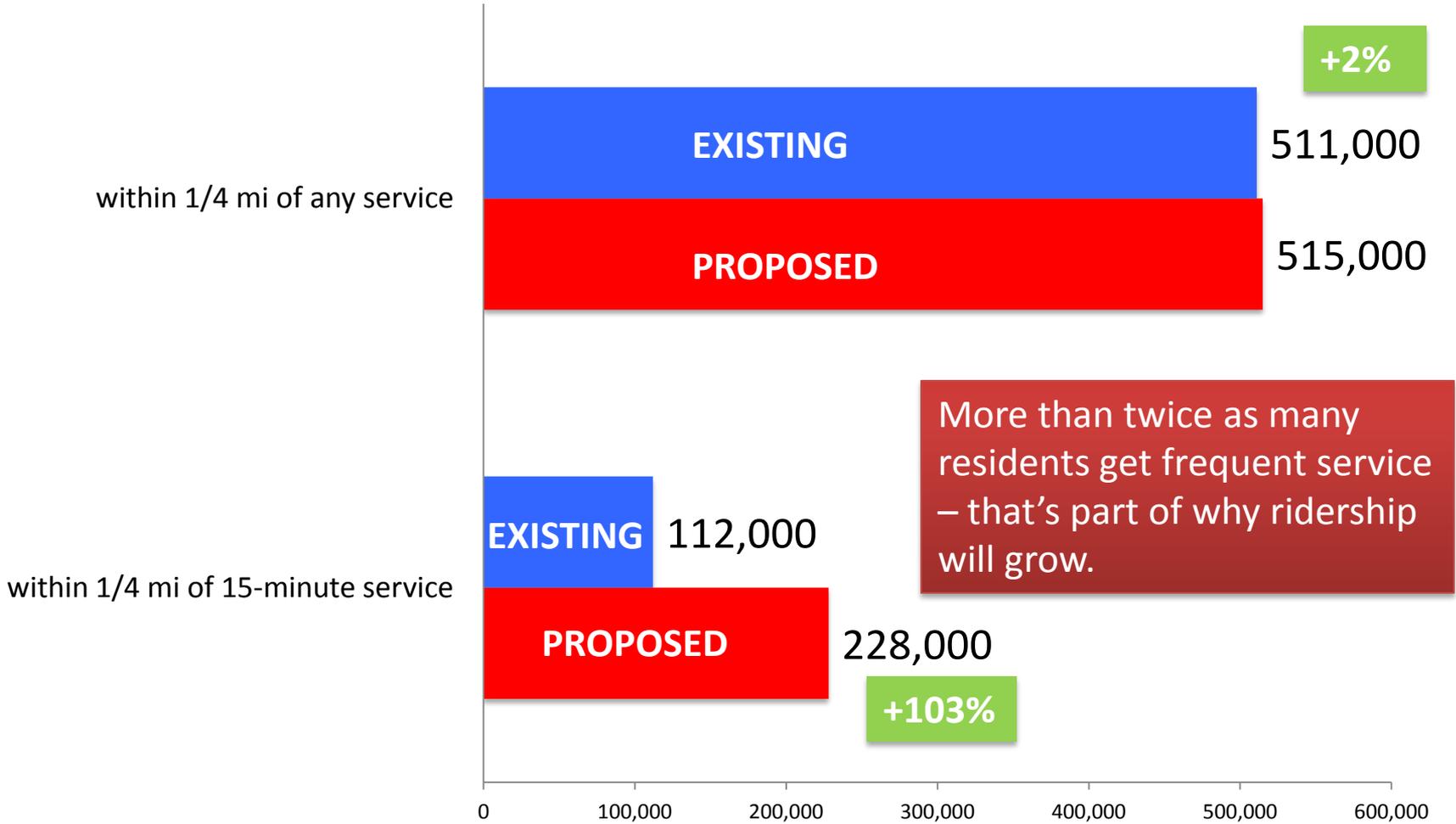
1-Way Buses per hour



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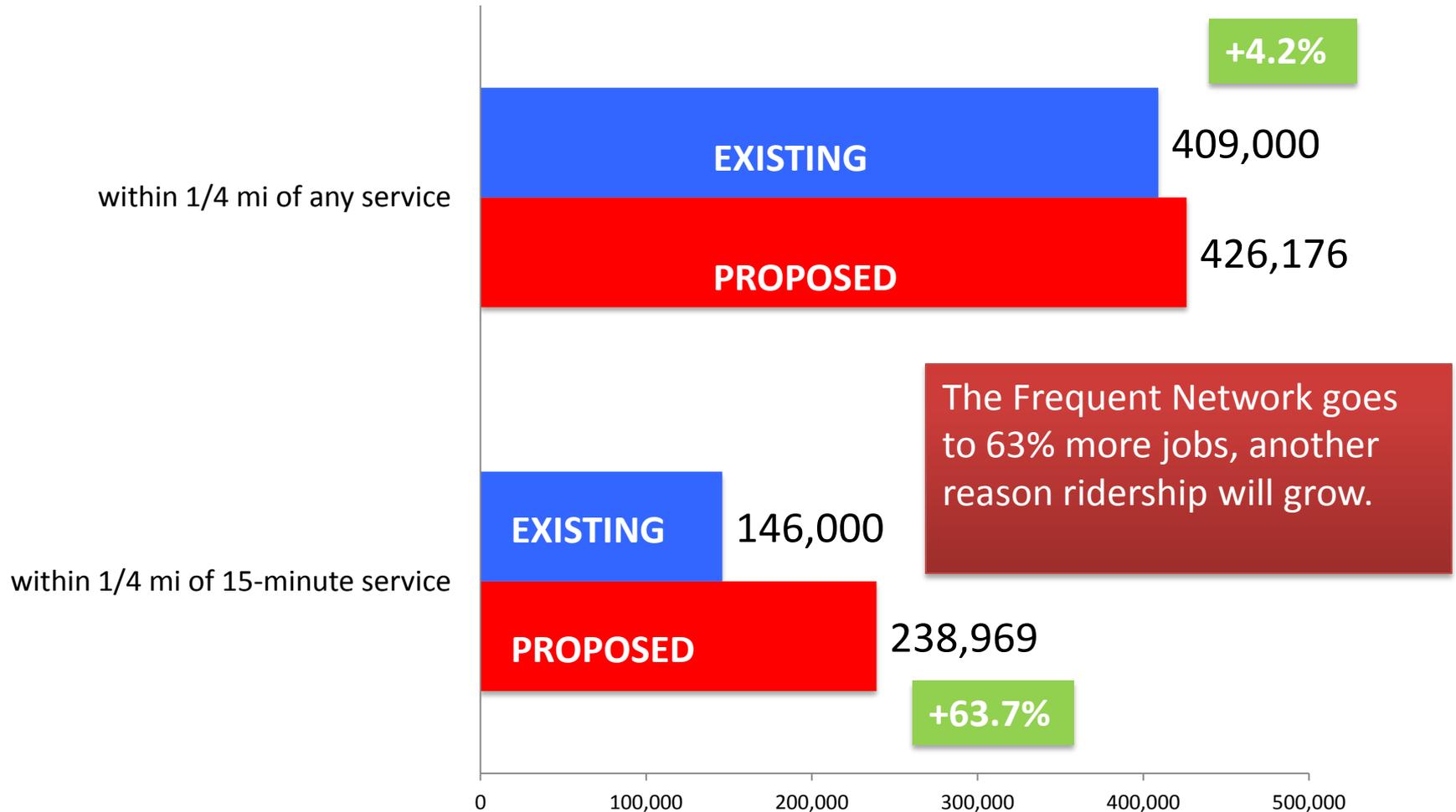
Residents within 1/4 mile of service

Coverage of Population



Jobs within 1/4 mile of service

Coverage of Jobs



Effect on Existing Riders

Coverage of Boardings at Existing Stops



Benefits of Proposed Changes

- Removal of redundant service
- Discontinue or reduce service on low performing local, crosstown and express lines
- Better use of capital resources
 - Easton Transit Center a major transfer location
 - More use of South and North terminals
 - Fewer buses in fleet but same amount of service
 - Eliminates need for future additional storage and maintenance facility
- Downtown operations are refined and simple
 - Fewer buses on High St. and in Downtown
 - Locals mainly use High St.
 - Expresses mainly use Spring, Long, Front, Third and Fourth streets

Benefits to Downtown

- Fewer buses on High St. just north of Broad St.
 - Peak, per hour: 30% reduction, 40 proposed compared to 57 existing
 - Midday, per hour: 14% reduction, 32 proposed compared to 35 existing
- Express lines use Front, Third and Fourth streets
 - Connection to North and South terminals
 - Most cross High St. to facilitate transfers
- Reduction in length of time circulating through Downtown
- Fewer transfers in Downtown

Benefits and Ease of Use

- Ridership increase up to 10% two years after full implementation
- Simplified alignments
 - Removal of unproductive loops, deviations and meanders
 - Lines end in no more than two locations
- Expanded high frequency network, especially on crosstown services
 - Many more transfers outside of Downtown
- Predictable frequencies, such as every 15, 30 or 60 minutes, make remembering the schedule easier
- Service on local lines seven days a week with most operating the same span
- Improved weekend service on local lines
- New connections to suburbs and regionally significant areas
 - Connections to strategic employment locations in suburbs

Implementation Strategies

- Report complete in September 2014
- Phased Approach?
- All at Once?
- Builds the foundation for future expansion

Discussion