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CENTRAL OHIO TRANSIT AUTHORITY

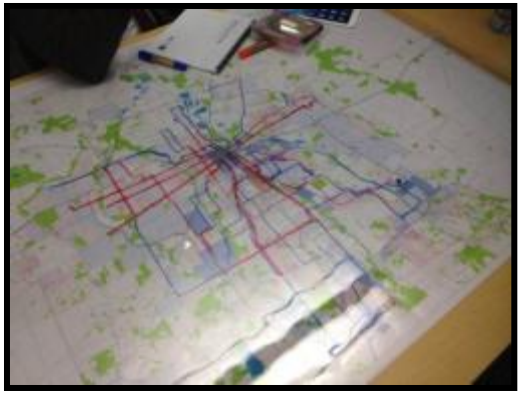
Transit System Review

MORPC Commission & Transportation Policy Committee Meeting

June 12, 2014

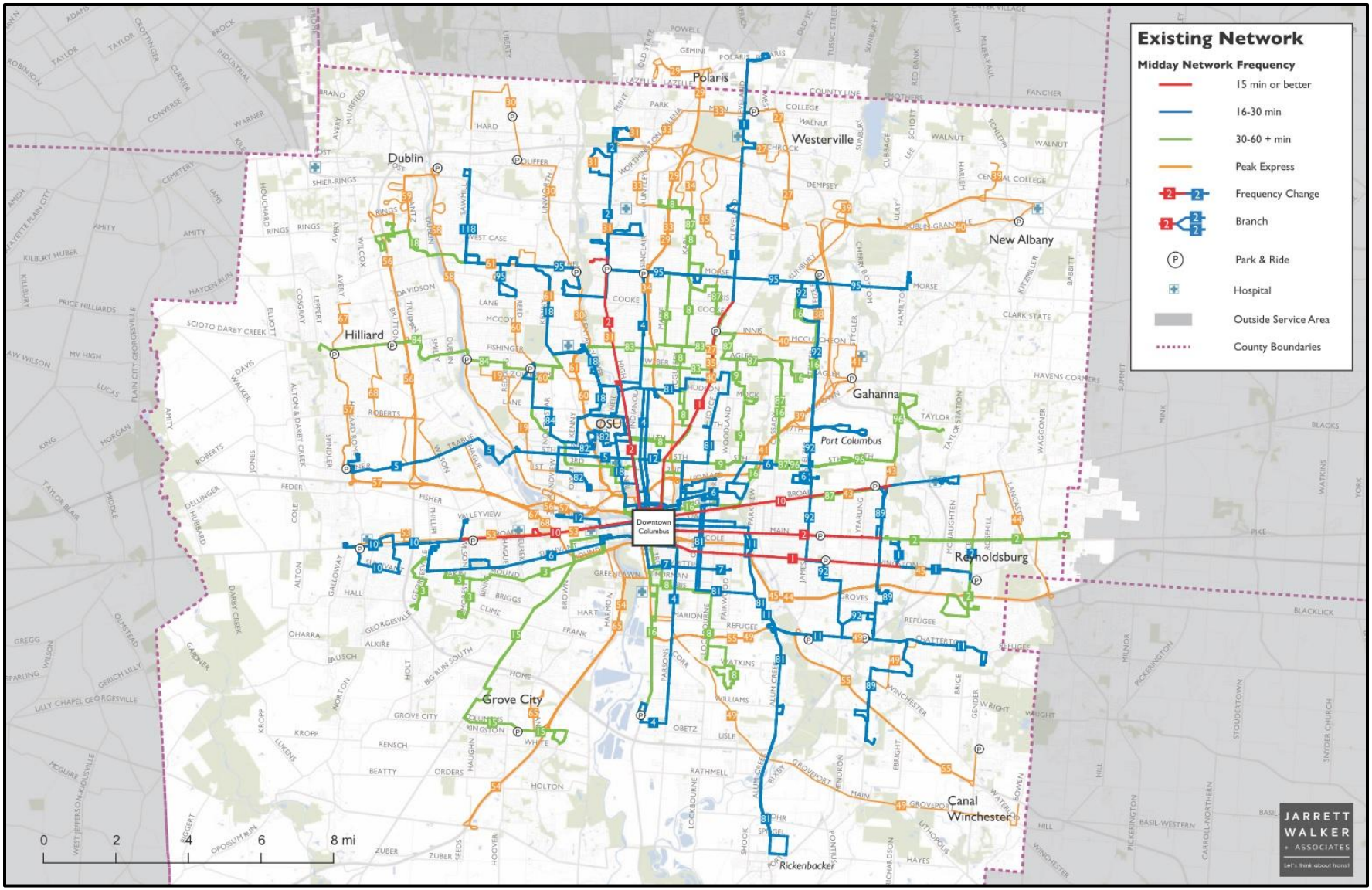
Timeline

- **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



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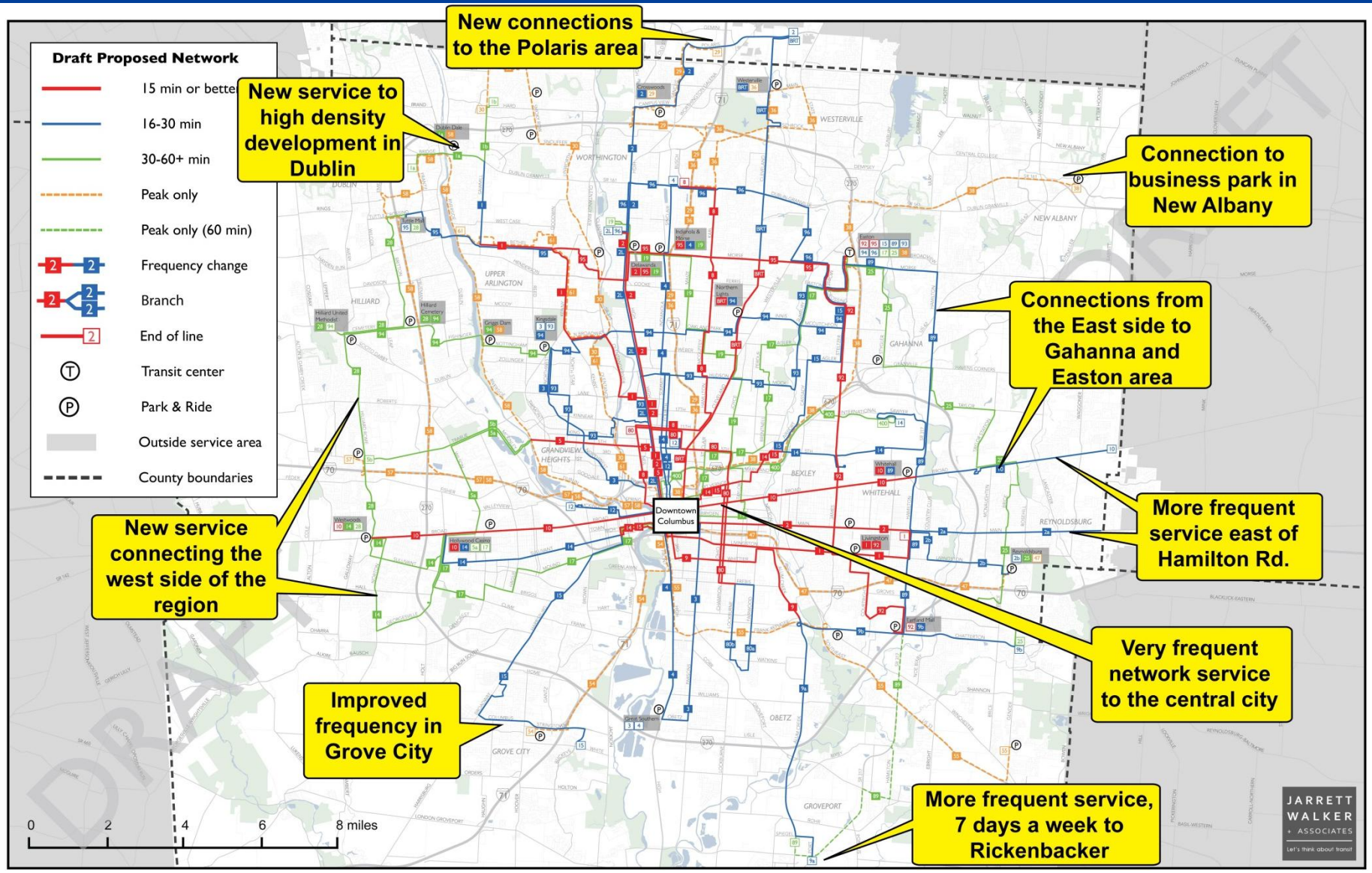
Draft Proposed Network – 70/30



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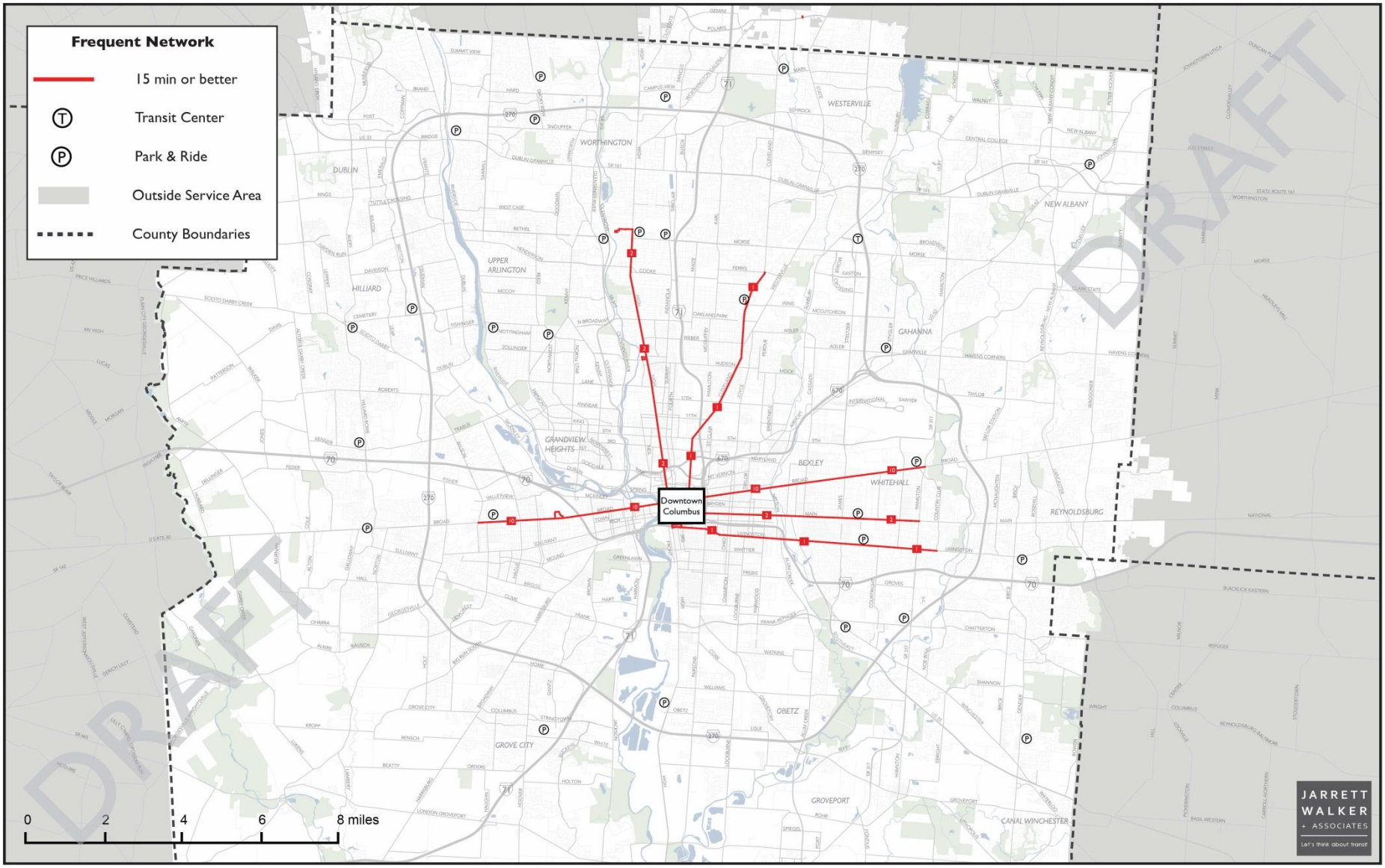
Existing High Frequency Network



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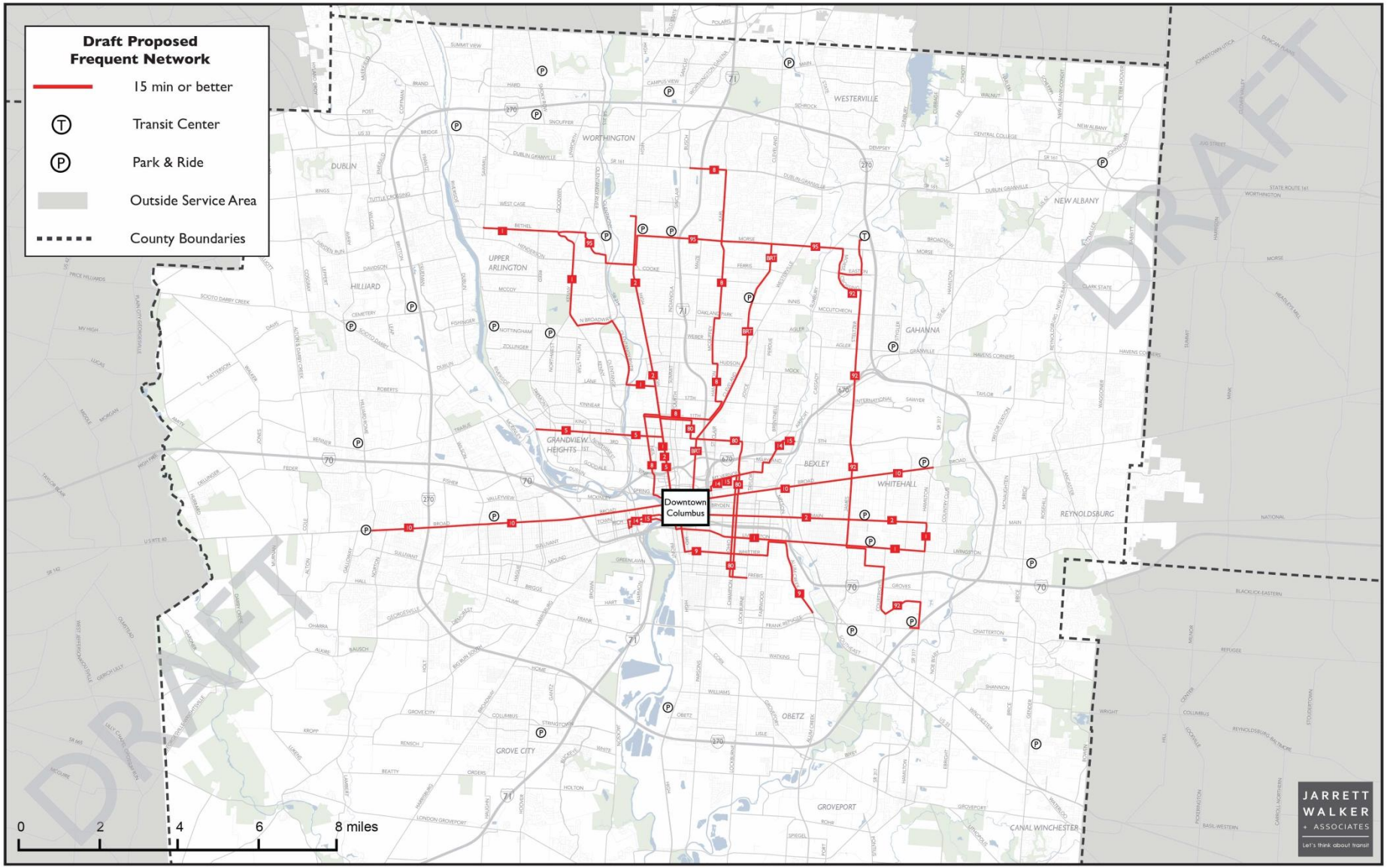
Draft Proposed High Frequency Network Midday



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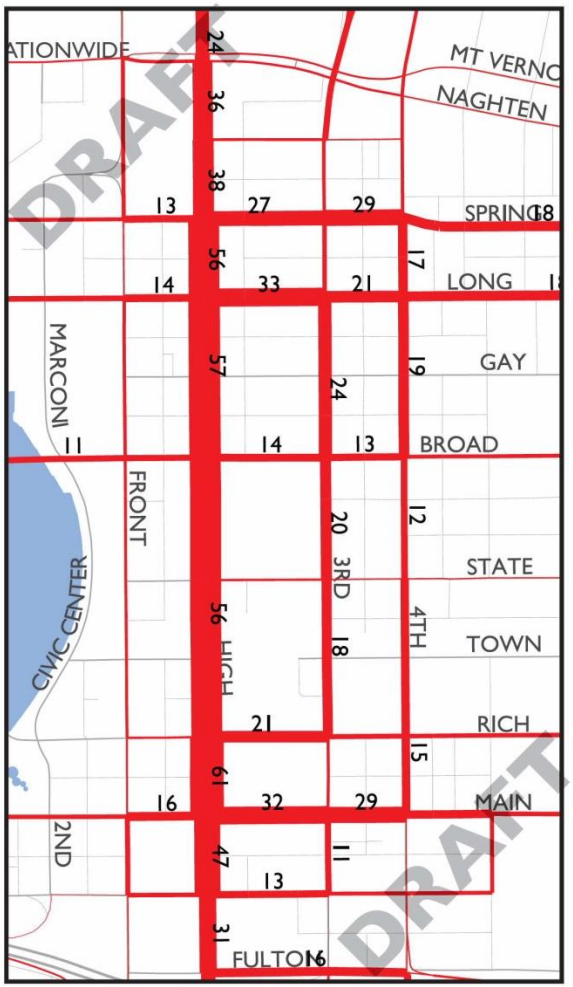
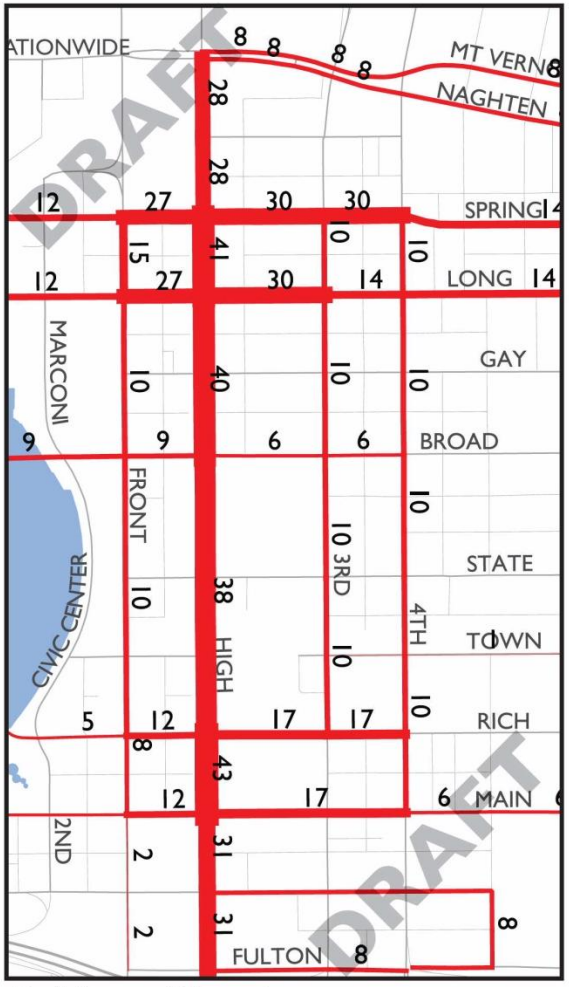
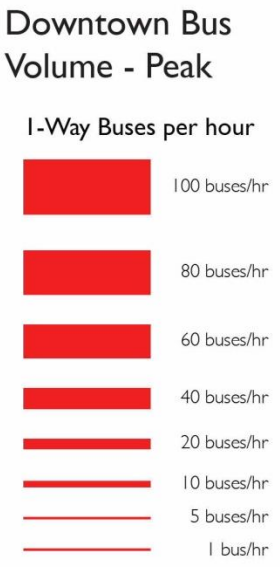
Downtown Peak Bus Volumes



Existing Network
Peak bus volume per hour



Draft Proposed Network
Peak bus volume per hour



JARRETT WALKER + ASSOCIATES
Let's think about transit

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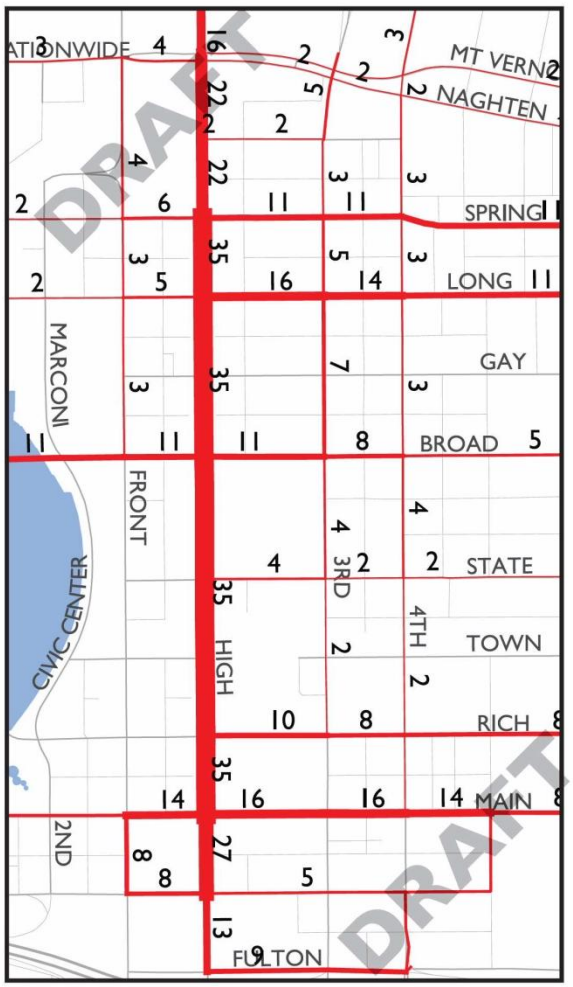
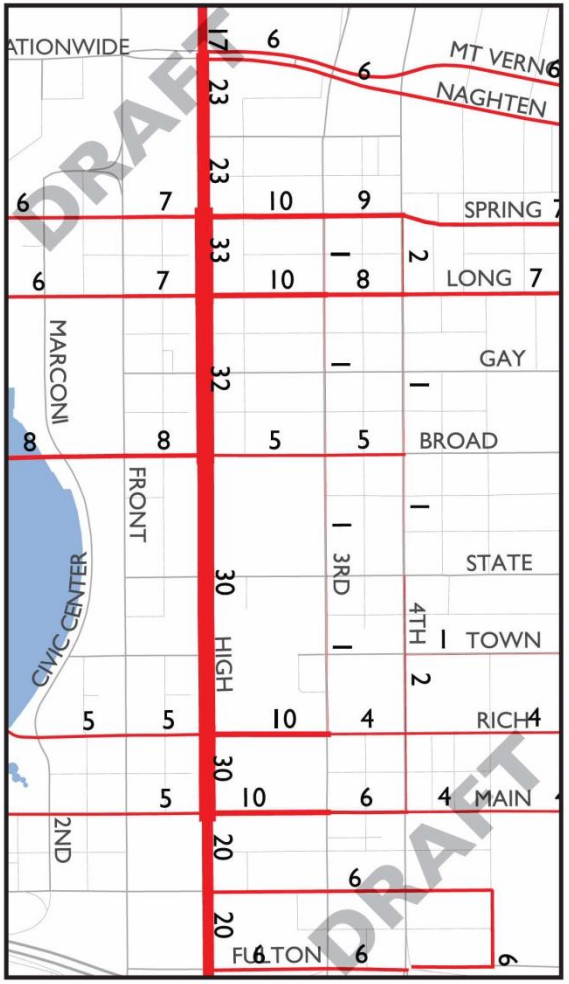
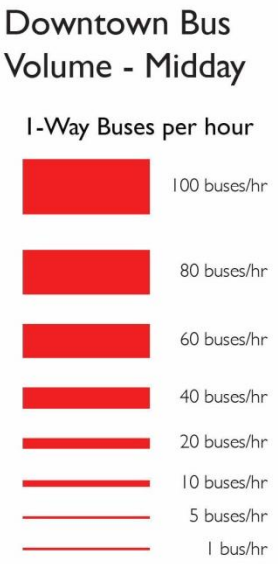
Downtown Midday Bus Volumes



Existing Network
Midday bus volume per hour



Draft Proposed Network
Midday bus volume per hour



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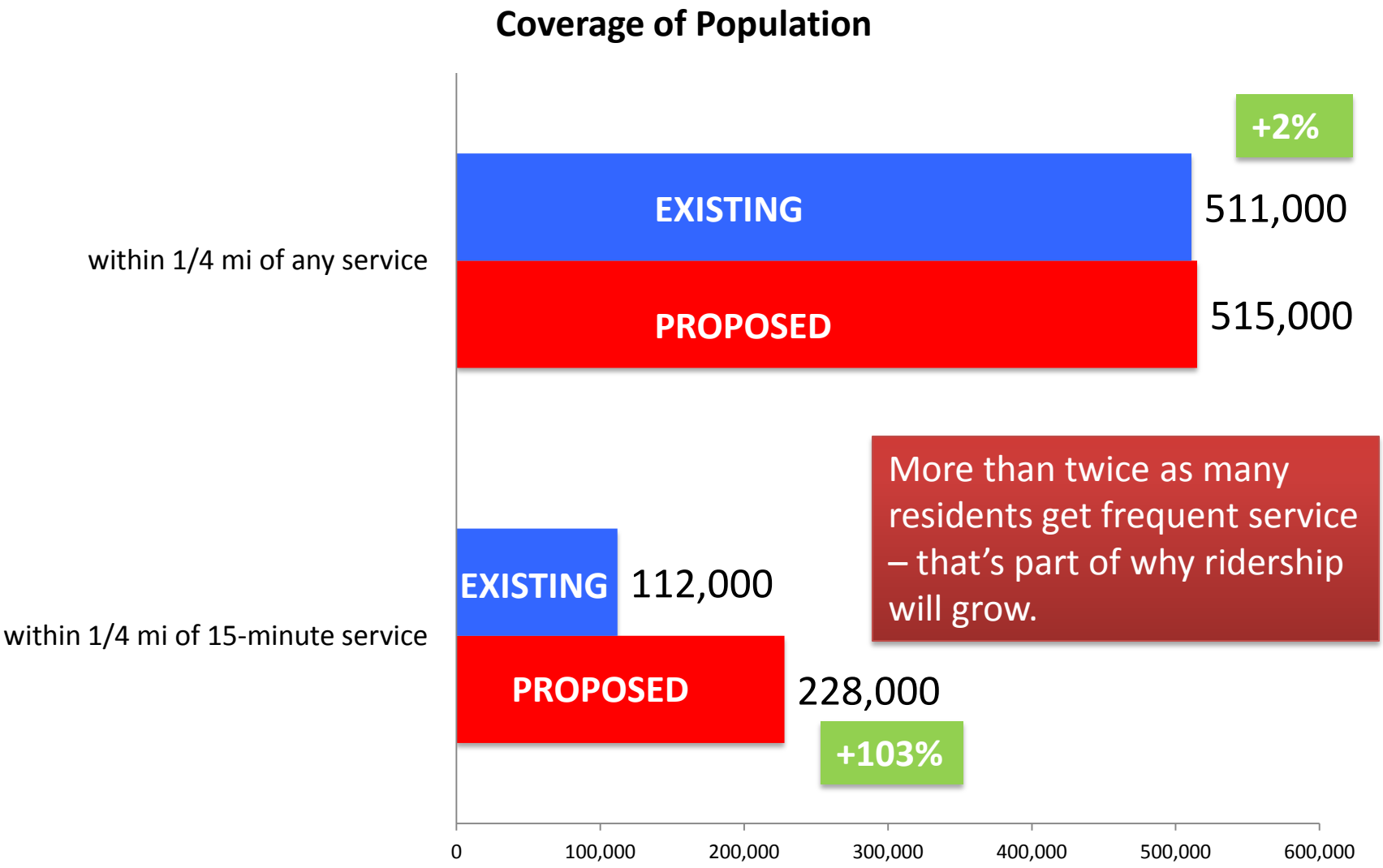
Residents within ¼ mile of service



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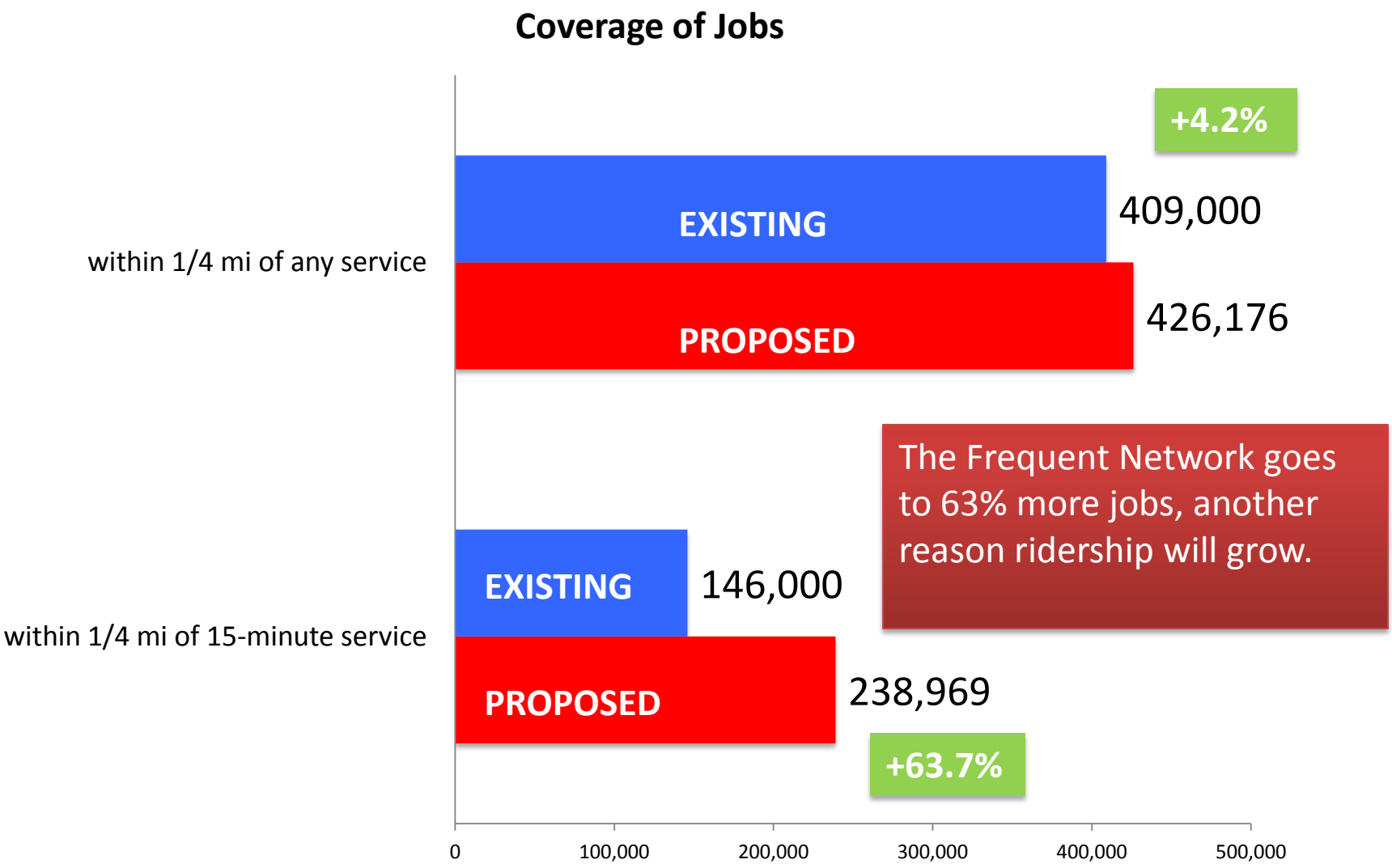
Jobs within ¼ mile of service



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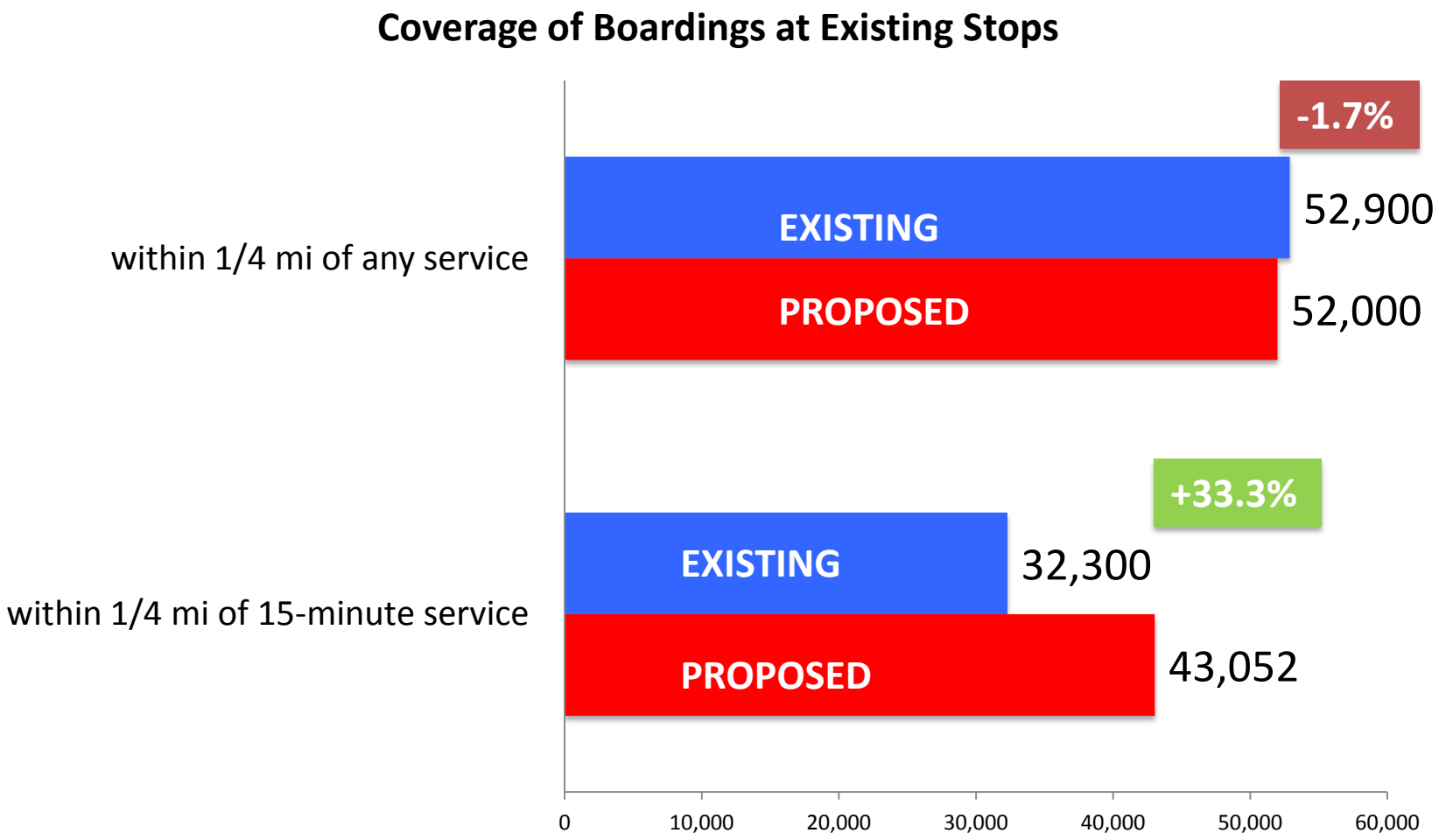
Effect on Existing Riders



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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 Street 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
  - Schedules can be adjusted for more even flow (reducing bunching)
- Express lines use Front, Third and Fourth streets
  - Connection to North and South terminals
  - Most cross High Street to facilitate transfers
- Reduce length of time travel through Downtown
- Fewer transfers in Downtown

Benefits and Ease of Use

- Ridership increase up to 10% two years after full implementation
- 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)
- 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 Next Generation Plan

Discussion

Discussion