



COTA



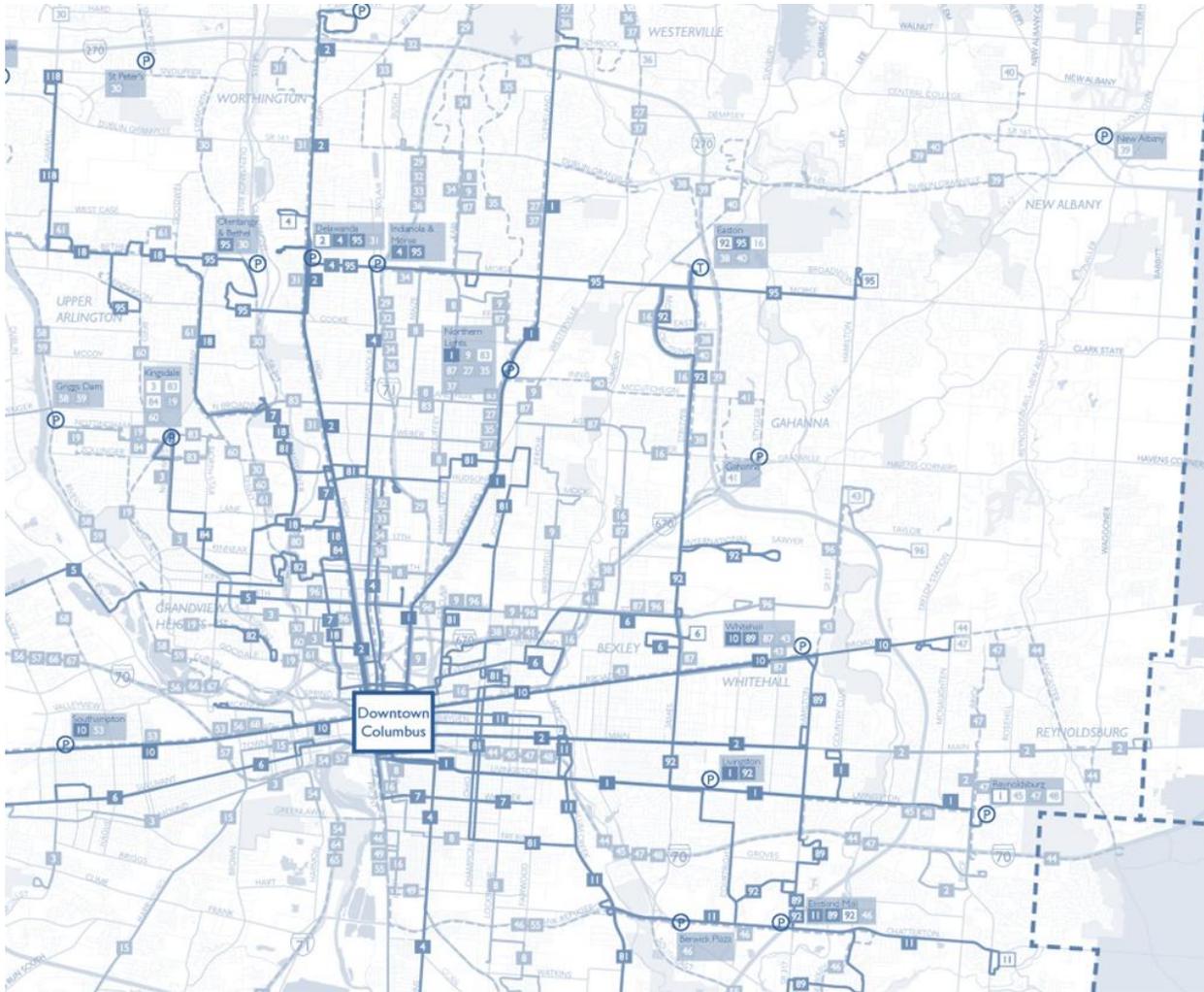
CENTRAL OHIO TRANSIT AUTHORITY

COTA Update

**Transit System Review
Next Generation Plan**

MORPC TAC AND CAC

January 2015



Transit System Review Update

Transit System Review (TSR) - Background

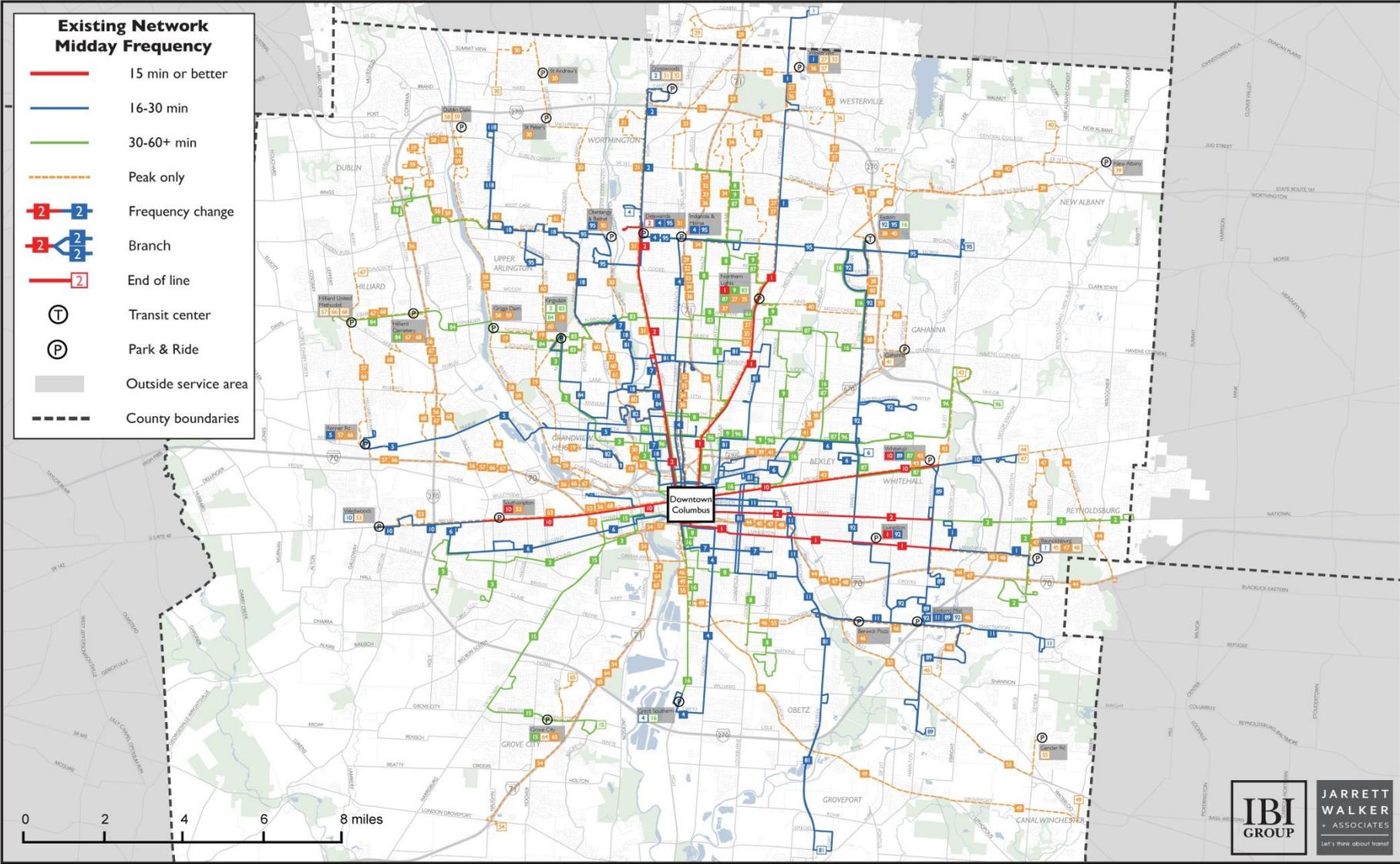
- The Transit System Review (TSR) took a complete view of the existing COTA bus system. A Proposed Bus Network Plan and Downtown Operations Plan were developed to better meet the current needs of the community.
- The TSR's goal is to improve the effectiveness and continued expansion of COTA's bus network, downtown operations and technologies to meet the needs of growing and changing land uses in central Ohio.
- The proposed bus network improves the frequency of buses, simplifies alignments and connects new locations with service seven days a week.

Transit System Review (TSR) - Implementation

- In November, the COTA Board of Trustees accepted the TSR Final Report from IBI Group Inc. and adopted a transit network framework that allocates seventy (70) percent of bus service to high-ridership lines and thirty (30) percent of bus service to coverage lines.
- Implementation of the TSR is proposed to occur in two phases, Phase I and Phase II, starting in January 2015 and concluding in September 2017.
- Updated maps of the proposed network and Downtown operations are available online.
- COTA will continue to solicit public input throughout the implementation process.

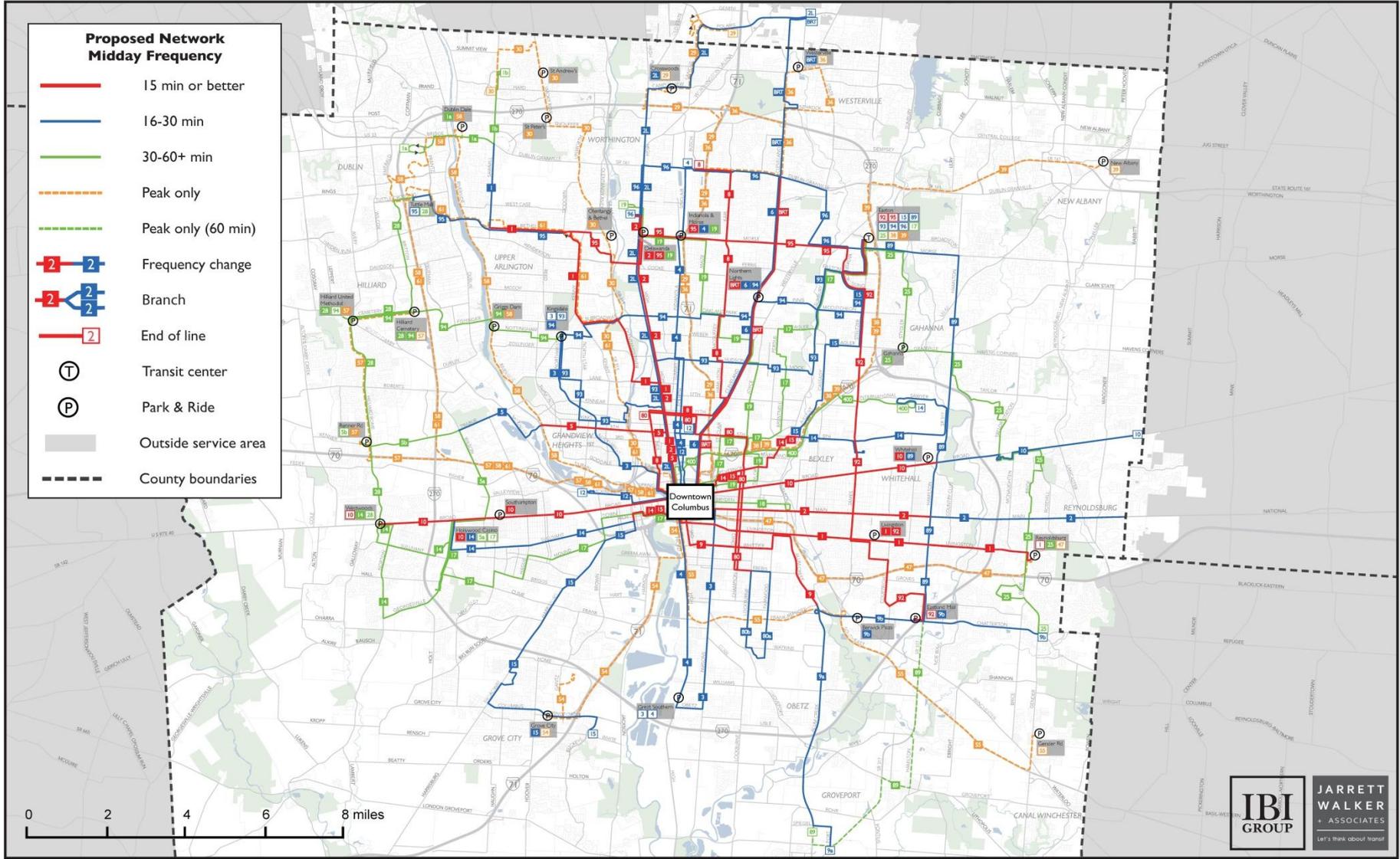
Visit www.cota.com/tsr for more information

Existing Network – 70% Ridership / 30% Coverage



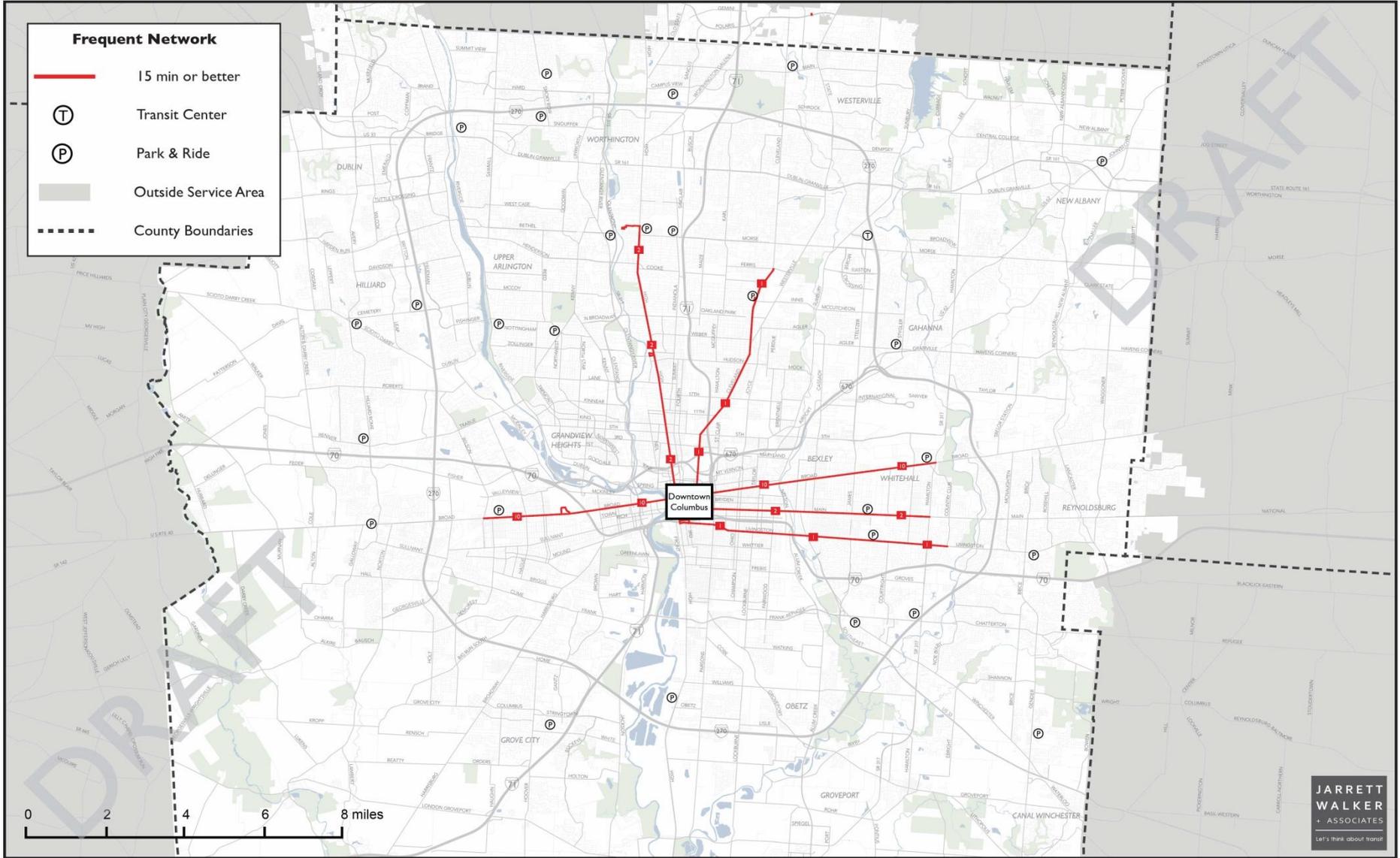
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Proposed Network – 70% Ridership / 30% Coverage

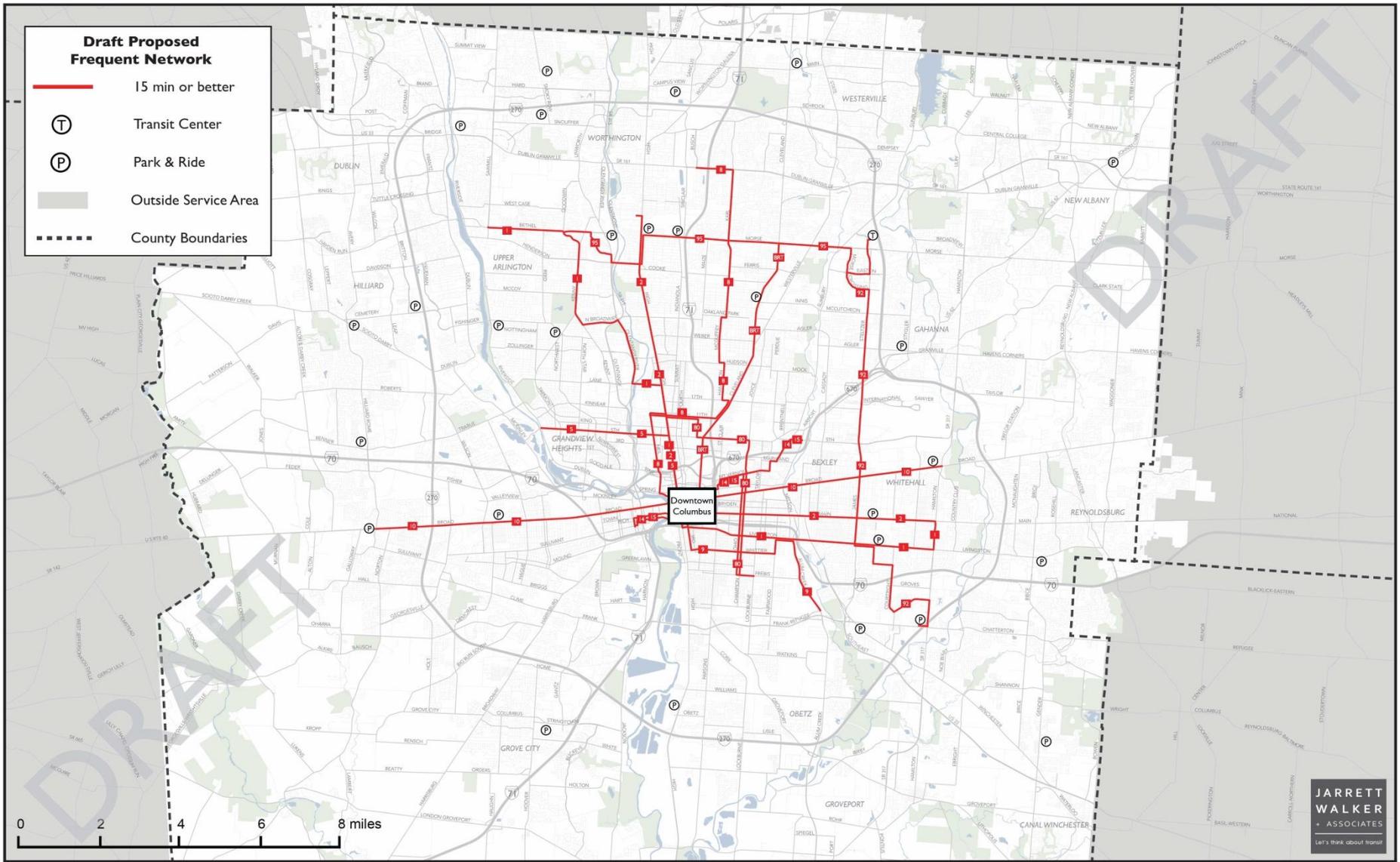


08/05/2014

Existing High Frequency Network



Draft Proposed High Frequency Network Midday



Benefits of Proposed Network

- An estimated 10% increase in ridership two years after implementation is completed
- Doubling high-frequency lines from six to 12 lines with 15 minute or better frequency
- New connections to suburbs, regionally significant areas and employment centers
- Improved weekend frequencies to better match weekday service by providing same level of service seven days a week
- Increasing the number of trips per line on express service, but fewer express lines overall
- Clock-face headways with standard frequencies every 15, 30 or 60 minutes
- Reduction of bus volumes on High Street and scheduling routes to reduce congestion Downtown

Potential Impacts to Current Network

- Discontinue unproductive loops, deviations and meanders in order to improve linearity of lines
- Discontinue duplicative service and reallocate into more effective service
- Discontinue or reduce service on low performing local and crosstown lines
- Increase the number of trips per line on express service but fewer express lines overall

Implementation Strategy

- Phase 1 (January 2015- January 2017)
 - Public input collected through service change meetings
 - Changes to bus network will be made that minimize impacts on current riders through regular service change process
- Phase 2 (May 2017)
 - Public input collected prior to implementation
 - Remaining changes to bus network will be made, including major realignments and restructuring express network
 - Planning has begun to identify bus stop and infrastructure changes, bus fleet requirements and final alignments
- September 2017
 - Adjustments to bus network



Next Generation Plan

Purpose:

Identify public transit needs for the next 35 years

- Not bound by mode or constrained by funding
- Result will be a list of potential transit projects with funding options for the community
- Public involvement integral to success of vision
 - Advisory Group
 - Discussion Groups
 - Public Meetings
 - Interactive discussion website
- Completed first quarter of 2016

Components

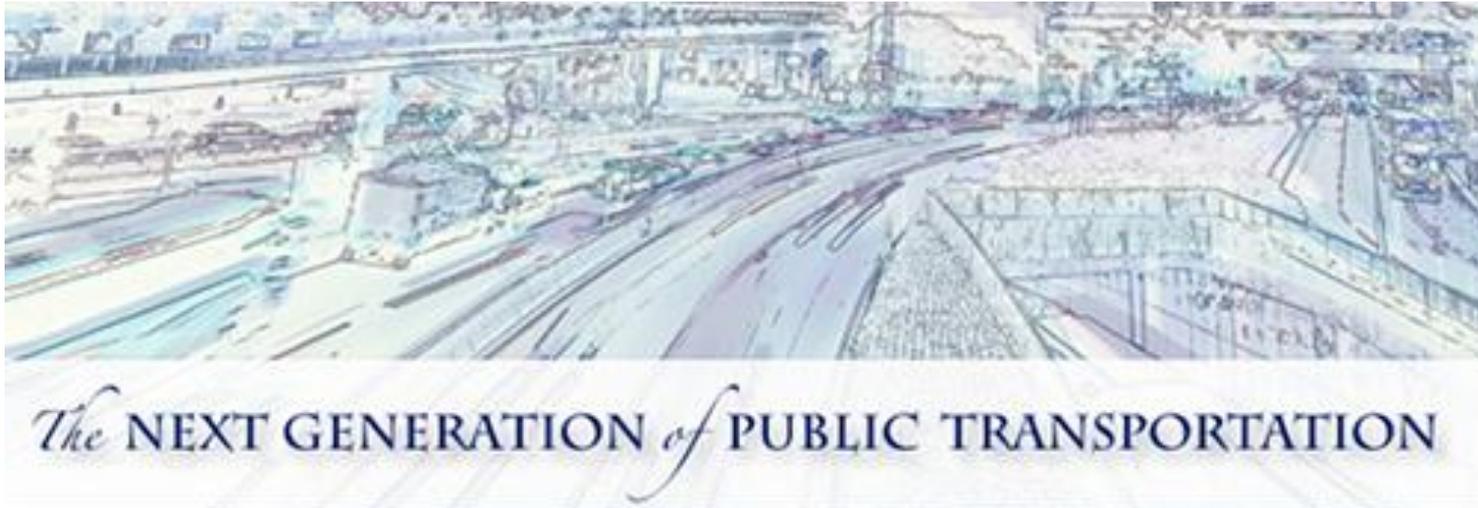
- Existing Conditions Report and Needs Analysis
 - Incorporate current plans, studies and data such as insight2050
 - Public and stakeholder needs

- Alternatives Evaluation and Prioritization
 - Identify alternatives based on needs
 - Develop evaluation and prioritization process through stakeholder and public input

- Funding Options
 - Identify various options for funding sources, including public and private, for identified alternatives

- Implementation Plan
 - Develop timeline for alternatives at three horizons, 2025, 2040 and 2050

Take part in planning the future of central Ohio's transit!



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