COTA

CENTRAL OHIO TRANSIT AUTHORITY

Transit System Redesign: Proposed Downtown Plan

MORPC Community Advisory Committee

June 1, 2015

AGENDA

- Transit System Redesign (TSR) Background, Purpose & Benefits
- Downtown Customer & Community Benefits
- Next Steps & Timeline

background, purpose & benefits

TRANSIT SYSTEM REDESIGN

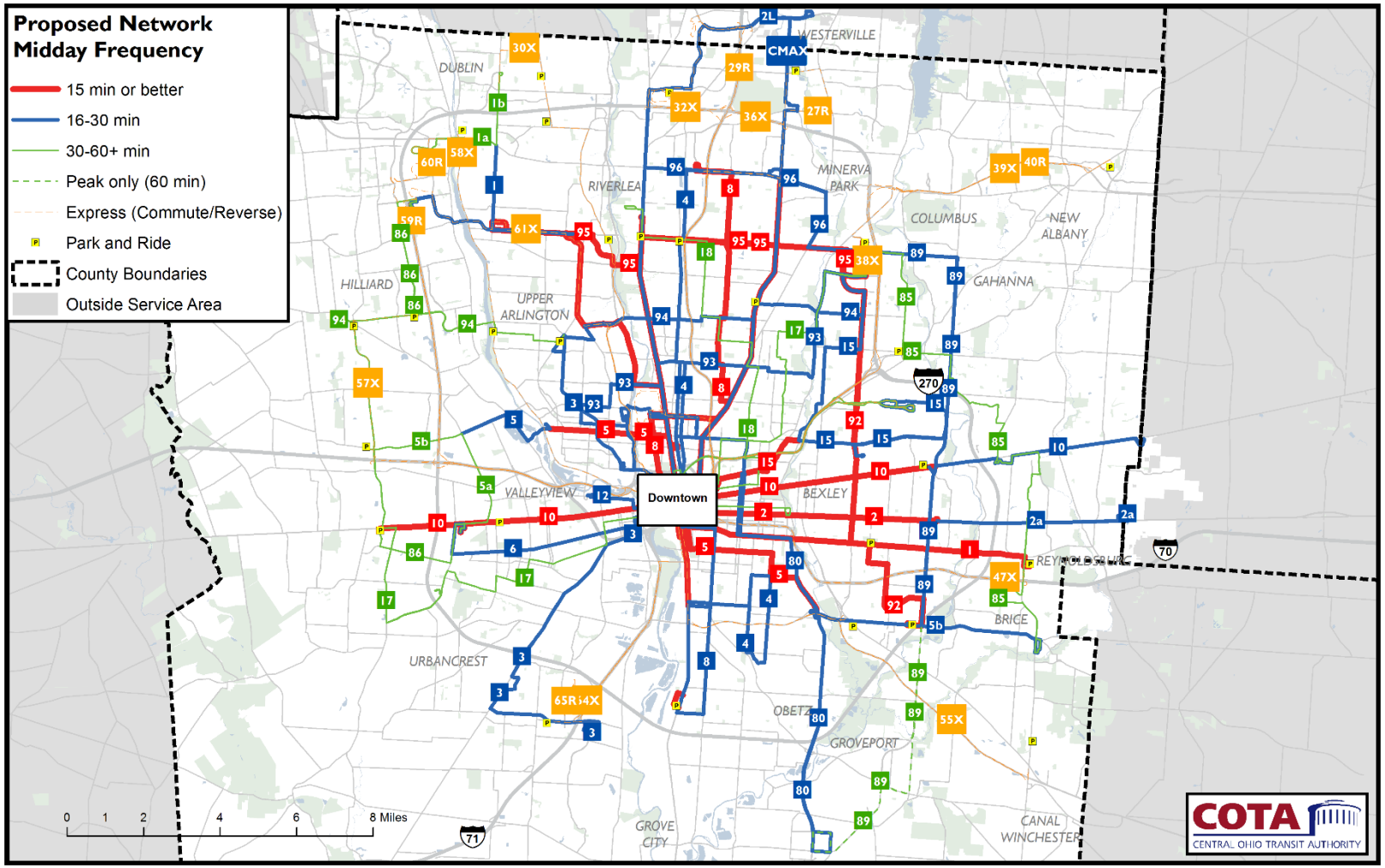
TRANSIT SYSTEM REDESIGN: BACKGROUND

- October 2013: Independent experts hired to review and evaluate the entire bus network
- March - June 2014: COTA received public input through 10 public meetings, an online survey and focus groups
- September 2014: New proposed bus network completed based on public feedback
- November 2014: COTA Board of Trustees accepted final report and adopted framework
    - Allocates 70% of bus service to high-ridership lines and 30% of bus service to coverage lines *(please see display boards)*

TSR PURPOSE & BENEFITS

- Simplified bus alignments – easier to use for existing and new customers
- More direct service – less deviations from major roadways
- More frequent service – high-frequency lines (15 min. or better) more than double from 6 to 13
- More consistent service – same schedules, seven days a week
- New service to major destinations and employment centers
- Improved crosstown service that relieves the need to transfer Downtown for service to destinations outside of Downtown

PROPOSED BUS NETWORK



Document Path: W:\TSR Implementation\System_Map\TSR_System_Map_05222015_largerNumbers.mxd

Updated: 5/26/2015

benefits to customers & community

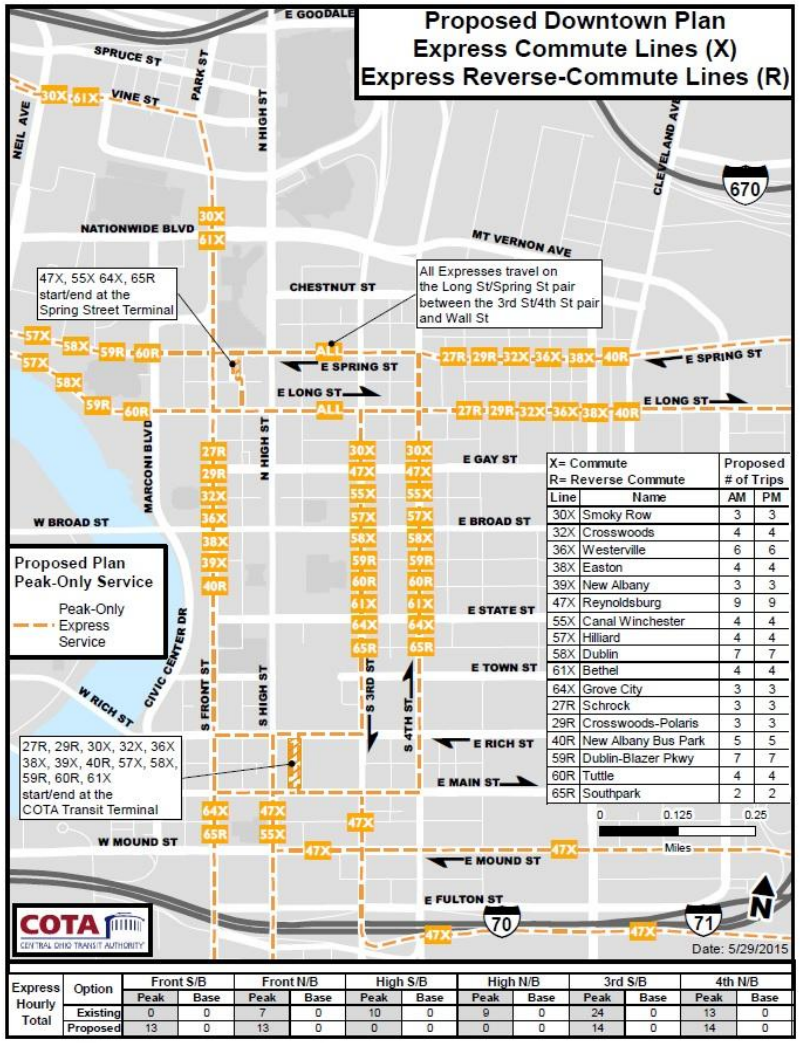
PROPOSED DOWNTOWN PLAN

DOWNTOWN PLAN – CUSTOMER BENEFITS: LOCAL

Hourly Total	Option	Front S/B		Front N/B		High S/B		High N/B		3rd S/B		4th N/B	
		Peak	Base	Peak	Base	Peak	Base	Peak	Base	Peak	Base	Peak	Base
	Existing	0	0	15	6	66	43	58	37	27	3	17	3
	Proposed	28	12	29	13	28	20	26	20	28	12	25	11

- More even distribution of transit service within Downtown – along Front, High, Third & Fourth Streets
- Increased use of Downtown Transit Terminals that offer improved passenger amenities and easy access to Express connections
- Increased frequency between OSU and Downtown
- More transfer opportunities throughout Downtown
- Direct service to Port Columbus International Airport

DOWNTOWN PLAN – CUSTOMER BENEFITS: EXPRESS



- Increased use of Downtown Transit Terminals that offer improved passenger amenities and easy access to Local connections
- New and enhanced bus stops

DOWNTOWN COMMUNITY BENEFITS

- Decreased peak period Local bus volumes on High Street – 61% in the southbound and 55% in northbound directions
  - Decreased off-peak bus volumes – 53% in the southbound and 46% in northbound directions
- Improved retail visibility in Downtown
- Reduced bus congestion at stops – limited number of Local lines on High Street and adjusted schedules to provide more evenly timed arrivals and departures
- More even distribution of stops throughout Downtown – reduced crowding on sidewalks
- Eased traffic congestion – improved travel times through Downtown
- Reduced waiting time for customers of high-frequency lines on High Street

public involvement & proposed implementation plan

NEXT STEPS & TIMELINE

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- June 2015
  - Public comment meetings
  - Review public comments
- June 24, 2015: Advise Board of Trustees on public comments
- June - September 2015
  - Adjust full TSR bus system plan
  - Develop draft schedules
  - Host additional public comment meetings
  - Finalize system plan
  - Identify 2016-2017 capital improvements for budget
- September 2015 - January 2017: Continue implementation of TSR
- May 2017: Full implementation of TSR, including Downtown Plan