OTEC 2015

October 27, 2015
3:00 p.m.

Brian Weiss, COTA, Director Capital Projects, CMAX Project Manager
Matt Selhorst, HDR, Consultant Project Manager
AGENDA

1. Project Elements
2. Public Involvement Activities
3. CMAX Branding and Design
4. CMAX Station Renderings
5. Transit Center Design
6. Public Art
7. Project Progress
8. Right of Way Acquisition Process
9. Lessons Learned
10. Questions
PROJECT HISTORY

Cleveland Avenue BRT Project

2010
- FTA Alternative Study Grant
  - Nov 2010

2011
- Alternatives Analysis (AA) Study Initiated
  - Sep 2011

2012
- AA Study Complete/ Locally Preferred Alternative (LPA) Selected
  - Jun 2012
- FTA Approves Entry into Project Development
  - Apr 2013

2013
- Application to Enter Project Development Submitted
  - Aug 2012

2014
PROJECT HISTORY

Preliminary Design, Engineering & Environmental Clearance
Nov 2013–Sep 2014

2013
- FTA Approved Project Development–Apr 2013
- Consultant Selected–Oct 2013
- Submit Small Starts Application to FTA–Sept 2014

2014

2015
- FTA Publishes New Starts Final Report–Feb 2015

FTA Review
Sept 2014–Feb 2015

Final Design
Dec 2014–Jul 2015
PROJECT ELEMENTS
ABOUT THE CORRIDOR

• Serves Franklin County and the northeast areas of Columbus and adjacent communities
• Existing Transit centers: Linden & Easton
• Park & Ride: Northern Lights, Westerville
• Line 1 Cleveland
  • Second busiest route: 4,800 average weekday daily riders
  • Often has standing loads
WHAT IS BUS RAPID TRANSIT (BRT)

• A mix of characteristics:
  • Reduced travel times
    • Fewer stops
    • Signal priority (reducing stops at traffic lights)
    • Dedicated lanes at peak times (High Street only)
  • Frequent service
    • 10 min. peak/15 min. off-peak
  • Span of Service
    • 16 hours (Monday-Saturday)
    • 14 hours (Sunday)
  • Unique and distinctive branding
  • Enhanced passenger amenities
    • Real-time information
    • Enhanced stations
PROJECT KEY ELEMENTS

• Bus Rapid Transit (to SR-161)
  • Stations (25 northbound; 24 southbound)
  • Frequency (10 min. peak; 15 min. off-peak)
  • Service span (16 hrs. Mon.-Sat.; 14 hrs. Sun.)

• Enhanced (north of SR-161)
  • Local service stops (7 northbound & 6 southbound)
  • Upgrade in local bus service (operating within existing traffic lanes along corridor)

• Estimated travel time (one-way)
  • 21% travel time savings
  • 35-39 min. to SR-161 & 48-56 min. to Polaris/Africa Rd.
    • Local Line 1 continues to operate
    • Serves all stops
    • 30-minute frequency north of SR-161
## MODE COMPARISON

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</thead>
<tbody>
<tr>
<td>Total # of Stops</td>
<td>163</td>
<td>None</td>
<td>None</td>
<td>1:10+</td>
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<tr>
<td>STOP</td>
<td></td>
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<tr>
<td>BRT Station (10-15 min. frequency)</td>
<td>None</td>
<td>None</td>
<td>BRT</td>
<td>0:56 (21% savings)</td>
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<tr>
<td>Enhanced Bus Station (30 min. frequency)</td>
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<tr>
<td>CMAX</td>
<td>62 new or enhanced stations</td>
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</tr>
<tr>
<td>CMAX</td>
<td>25 Northbound</td>
<td>7 Northbound</td>
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</tr>
<tr>
<td>CMAX</td>
<td>24 Southbound</td>
<td></td>
<td>6 Southbound</td>
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</tbody>
</table>

**Cleveland Avenue BRT Project**

9
PROJECT BENEFITS

SERVICE
- FASTER, MORE RELIABLE, MORE COMFORTABLE SERVICE
- PREMIUM PLATFORMS FEATURING NEXT-BUS ARRIVAL
- REAL TIME INFORMATION SCREENS
- TRAFFIC SIGNAL PRIORITY
- LIMITED STOP SERVICE

BUSES
- UNIQUE DESIGN ELEMENTS
- TECHNOLOGICAL UPGRADES

STATIONS
- HIGHLY VISIBLE SIGNS, REAL-TIME INFORMATION SCREENS AND COMMUNITY ART
- NEW TRANSIT CENTER AND UPGRADED PARK & RIDE LOT

CLEVELAND AVE CORRIDOR
- ECONOMIC GROWTH
- COMMUNITY DEVELOPMENT
COST ESTIMATE

- $46.8 million (YOE)
  - Federal = 80% & COTA local = 20%
- Major capital components include:
  - 15 new 40’ CNG buses
  - 62 BRT stations *(including branded markers with real time arrival information)*
  - Northern Lights area Park & Ride
  - Northland Transit Center/Park & Ride
  - Milling/paving of Cleveland Avenue *(between Westerville Road and SR-161)*
  - Right-of-way takes/easements
  - Transit signal priority

$38 Million (80% of project cost estimate) proposed in FY 2016 U.S. President’s Budget
COORDINATION PROCESS AND PUBLIC INVOLVEMENT
PUBLIC INVOLVEMENT ACTIVITIES

Engaged public through the following activities:

• 10 general public meetings during AA, PE, and Design
  • Notices, flyers & commuter bulletins mailed/posted to property owners & stakeholders along corridor
  • E-blast notifications to project database
• Project webpage & educational materials
• Social media & media relations
PUBLIC INVOLVEMENT ACTIVITIES

Engaged decision makers through the following activities:

- Meetings with Stakeholder, Advisory & Technical Working Groups
- CAC
- Downtown Commissions
- SID
- Planning Commissions
- Township Meetings
- Area Commissions
- Area Business Group Meetings
CONSTRUCTION NOTIFICATION

Construction Outreach & Communications

• Implementation of multi-facted communications program
• In-person meetings with impacted property owners

• Information Distribution
  • Project specific website
  • Ongoing social media updates
  • Information hotline
  • Public meetings/events
  • Direct mailings
  • Regular e-blasts
  • Media coordination
  • Hand deliveries of construction notices

COTA committed to providing timely information throughout the duration of construction!
BRT BRANDING AND DESIGN
BRANDING AND DESIGN PROCESS

• Unique and Distinctive Brand
  • Collaborative effort of all COTA Departments
  • Feedback from Advisory and Stakeholder Committee members and general public

• Distinctive name, logo, and colors
CMAX STATION RENDERINGS
MARKERS

High and State Southbound
MARKERS

High and State Southbound At Night
MARKERS

High and Broad Southbound
MARKERS

High and Nationwide Southbound
SHELTERS

B Size Shelter with 12’ Marker
SHELTERS

B Size Shelter with 18’ Marker
SHELTERS

B Size Shelter with 18' Marker at Night
A Size Shelter with 18’ Marker
MARKERS (NORTH OF SR 161)

Cleveland Ave and Main St Southbound
PARK AND RIDE AND TRANSIT CENTER DESIGN
NORTHERN LIGHTS PARK AND RIDE LOT
NORTHLAND TRANSIT CENTER
NORTHLAND TRANSIT CENTER
PUBLIC ART
PUBLIC ART

- Community outreach began March 2015
  - 33 stations will include art on rear bus shelter windows on Cleveland Ave. between Mt. Vernon Ave. & SR 161
  - COTA working with Area Commissions to create art design that best reflects communities
  - Area Commissions to identify profession artist to create design
- Working with the Columbus Art Commission (CAC) for eventual final approval
- Draft concepts presented to COTA review panel (CAC, COTA, CCAD, Consultants) in September 2015
- Final graphics in January 2016
PROJECT PROGRESS
PROJECT PROGRESS

Timeline

Milestones:

• Plans, Specs, and Bid Docs ready by January 2016
• FTA Grant Award Anticipated by March 2016
• Construction (March 2016 – June 2017)
• Test Service (March 2017)
• Open Service (September 2017)
PROJECT PROGRESS

FTA Small Starts Submittal
- Operations Plan
- Financial Plan
- Land Use and Economic Development Data
- Operations, Maintenance, and Capital Cost Estimates
- Ridership projections

Design and Construction
- Final plans submitted
- Gas lines relocated from right of way
- Working with AEP on electrical relocation design
RIGHT OF WAY ACQUISITION PROCESS
RIGHT OF WAY ACQUISITION PROCESS

- COTA owned properties (Northern Lights, Meijer)
  - Acquisition process began February 2015
  - Complete acquisition by December 2015
- Municipal owned properties
  - Columbus leading acquisitions (42 parcels)
  - Appraisals began in July 2015
  - Complete acquisition by March 2016
LESSONS LEARNED
LESSONS LEARNED

• Size of environmental area
• Incorporate details of stop locations early
• Talk to property owners early
• Carefully review right of way footprint
• Identify and involve all decision makers early due to multiple jurisdictions and responsible agencies
• Develop and adjust schedule to allow for modifications
QUESTIONS?