# Bexley Station Location Review

## Introduction

The East Main BRT team was asked to review the station location within the City of Bexley to confirm that the BRT station was located at the optimal location. Concerns were raised within the city about the Drexel Ave station location that was identified in the LPA due to the existing land uses surrounding that intersection. The East Main BRT team conducted a high-level review of each of the intersections within the City of Bexley to determine the advantages and disadvantages of siting a BRT station at each intersection. This document includes the assumptions that were made to help analyze the potential intersections, the findings of each intersection, and the conclusions that were drawn from this review.

## Assumptions

- BRT ridership data has been completed assuming that riders will walk up to 0.5 miles to get from the station location to their destination.
- Previous experience indicates that the preference for riders is to walk less than 0.25 miles from a station location to their destination.
- These assumptions have resulted in an ideal station spacing of 0.5 – 1.0 mile separation between stations.
- Within Bexley, the station location will require roadway and sidewalk widening that will extend out to the R/W line with temporary impacts beyond the existing R/W.
- Where building faces are adjacent to the existing R/W lines this could create some further design challenges.
- Several intersections in Bexley have driveways close to the intersections that would be impacted by the station location or parking lots immediately behind the R/W that could be impacted by the required roadway widening.
- The main activity center within Bexley that will likely draw the highest ridership for the BRT is located from Parkview to Cassingham, roughly centered near the Drexel Theater. This was shown through the parking study and confirmed by the Mayor and Megan anecdotally.

## Station Location Findings

### ALUM CREEK

- 1st Station location west of the City of Bexley located ~ 500’ west of the City of Bexley.
- This station location provides a lot of benefit to the City of Bexley by providing access to Pump House Park and businesses on the West side of Bexley.
- These benefits are further improved when paired with pedestrian improvements across Alum Creek that is being reviewed as part of the TSI funding.

## COLLEGE AVE

- ~0.25 miles from the Alum Creek Station location
- ~1.35 miles from the James Rd Station location
- Near to the central activity areas within Bexley
- Near Capital University or potential redevelopment areas
- Driveway / access impacts

## DREXEL AVE (ORIGINAL LPA)

- ~0.35 miles from the Alum Creek Station location
- ~1.2 miles from the James Rd Station location
- Near to the central activity areas within Bexley
- Near Capital University or potential redevelopment areas
- Several conflicts with the surrounding building faces, businesses, and utilities
- Creates impacts to Capital University entry feature
- Driveway / access impacts

## PLEASANT RIDGE AVE / DAWSON AVE

- ~0.5 miles from the Alum Creek Station location
- ~1.1 miles from the James Rd Station location
- Near to the central activity areas within Bexley
- Near Capital University or potential redevelopment areas
- No adjacent building faces near the R/W line
- Existing median features creates no new driveway / access impacts
- **Current preferred station location**

## CASSADY AVE

- ~0.6 miles from the Alum Creek Station location
- ~1.0 miles from the James Rd Station location
- Approximately the halfway point through the City of Bexley
- Near to the central activity areas within Bexley
- ~0.25 miles from the Drexel theater activity area
- Could create impacts at the Bexley public library
- R/W is restricted with building faces adjacent to the R/W
- Left turn lane impacts
- Driveway / access impacts

## CASSINGHAM RD

- ~0.7 miles from the Alum Creek Station location
- ~0.9 miles from the James Rd Station location
- ~0.35 miles from the Drexel theater activity area
- Left turn lane impacts
- Driveway / access impacts
- Potential loss of parking for local businesses

## REMINGTON RD

- ~0.8 miles from the Alum Creek Station location
- ~0.8 miles from the James Rd Station location
- ~0.5 miles from the Drexel theater activity area
- Impacts at Montrose Elementary School
    - R/W impacts
    - Pickup / drop off impacts
- Left turn lane impacts
- Driveway / access impacts

## ROOSEVELT AVE

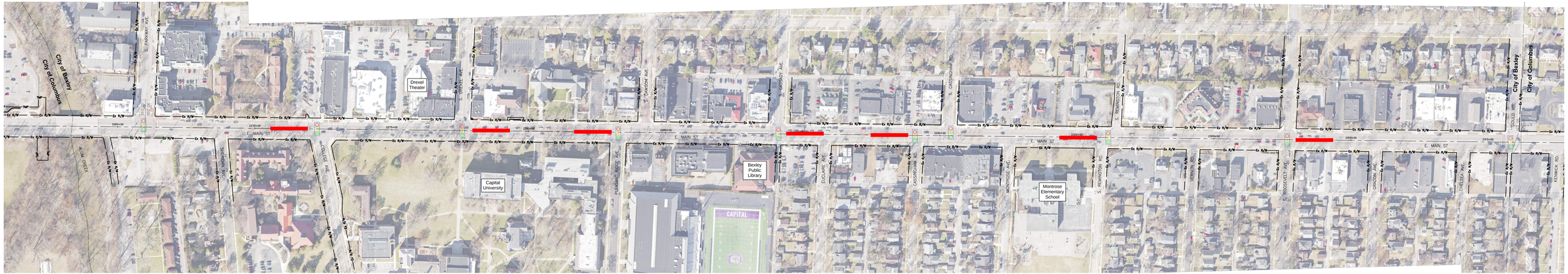
- ~0.9 miles from the Alum Creek Station location
- ~0.65 miles from the James Rd Station location
- ~0.6 miles from the Drexel theater activity area
- Left turn lane impacts
- Driveway / access impacts

# Conclusion

Based on this review, there were additional challenges that were identified at the LPA recommended station location at Drexel Ave that warranted the further review of the alternative intersections. Based on this review the Pleasant Ridge location was found to be the preferred station location due to adequate station spacing and minimal impacts to existing traffic and access patterns. Additionally, it was found that there was more flexibility in available space beyond the existing R/W that could allow for additional improvements to be implemented in conjunction with local improvements. The other station locations were found to be too far away from the activity centers within Bexley, restricted business access, removed additional turn lanes, or had increased challenges beyond the existing R/W that would limit the available space for the improvements or would negatively impact the residents or businesses.

LEGEND

CENTERLINE SURVEY
PROP RIGHT OF WAY
EX RIGHT OF WAY
CORP LINE
TEMP CONSTRUCTION EASEMENT




DRAFT - PRELIMINARY

Kimley»Horn

COTA EAST MAIN BRT

CITY OF BEXLEY - STATION LOCATION REVIEW

10/15/2024

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

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