



East Main BRT

City of Bexley
Guideway Evaluation Update
August 1, 2024



Agenda

- **Introductions**
- **Project Overview**
 - Review of previous work
 - Corridor/Station Overview
 - Engagement Update
- **Design Alternatives**
- **Evaluation**
- **Next Steps**



Introductions



HELLO

My name is



PROJECT OVERVIEW

Zach Sunderland and Lisa Wall





Project Overview



Work Completed to Date

insight 2050 (2014)

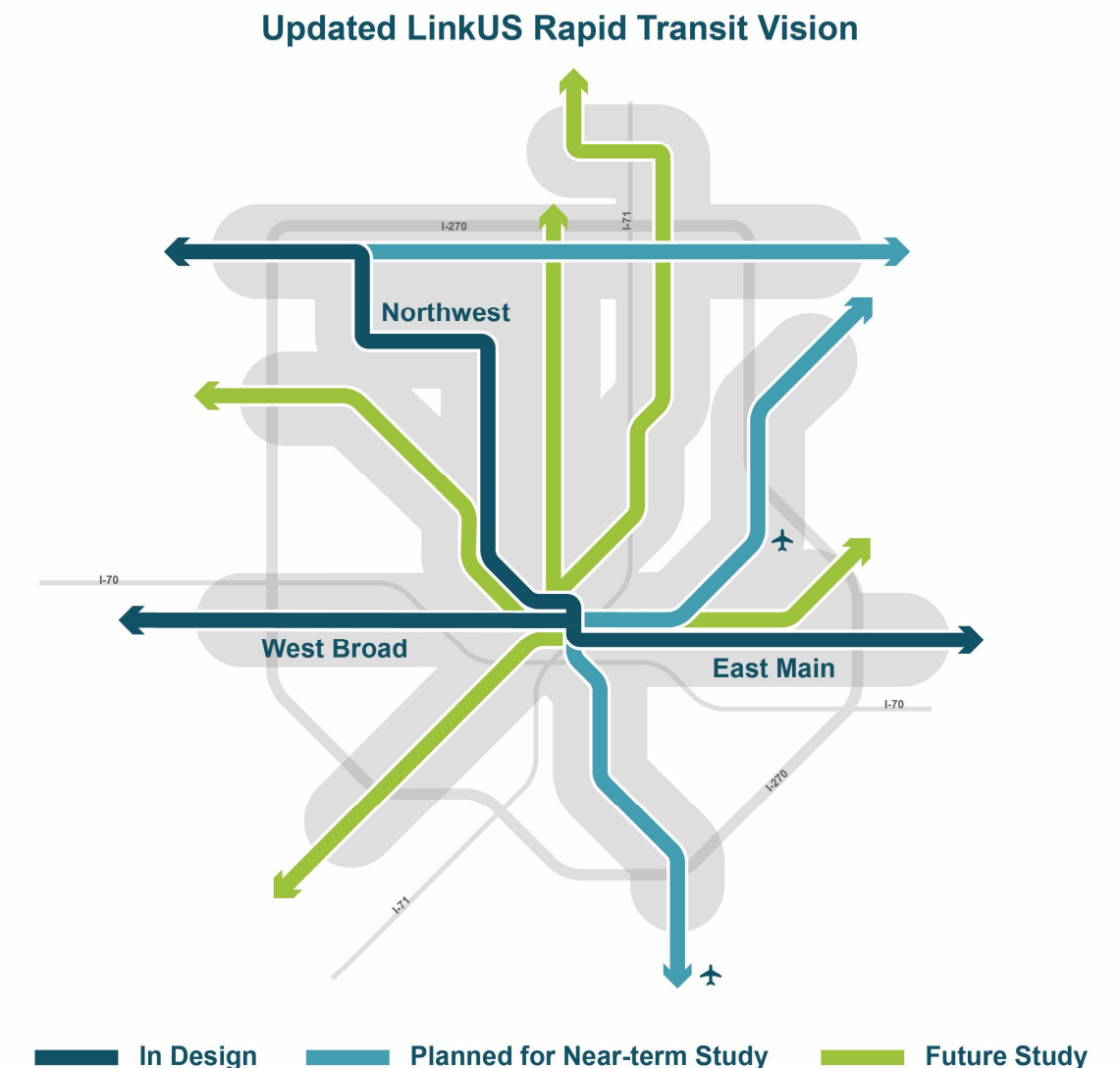
NexGen (2017)

insight2050 Corridor Concepts (2019)

Selected Locally Preferred Alignment (LPA) in July 2021

East Main / West Broad Preliminary Engineering & Environmental (2023)

<https://linkuscolumbus.com/corridors/>

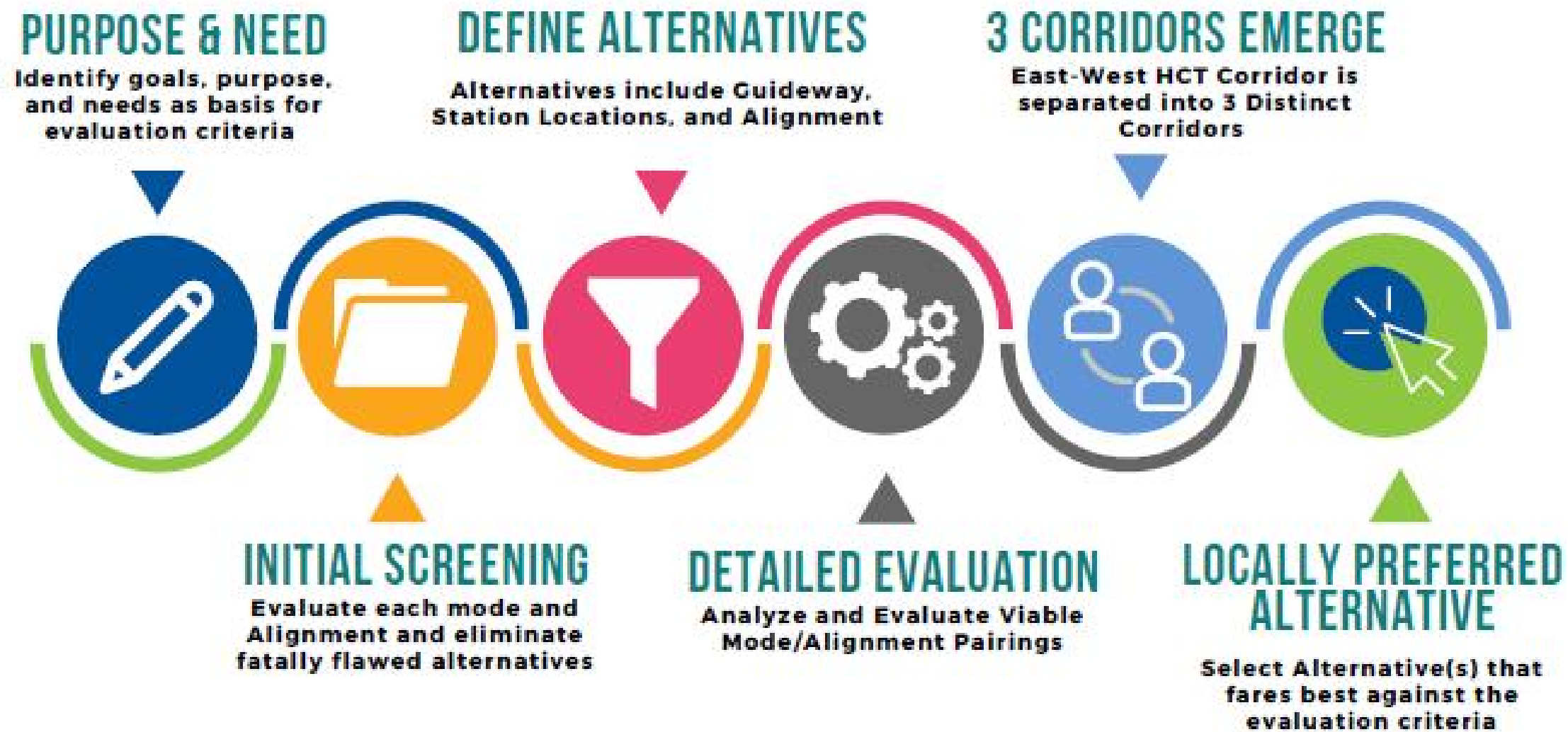




Project Overview

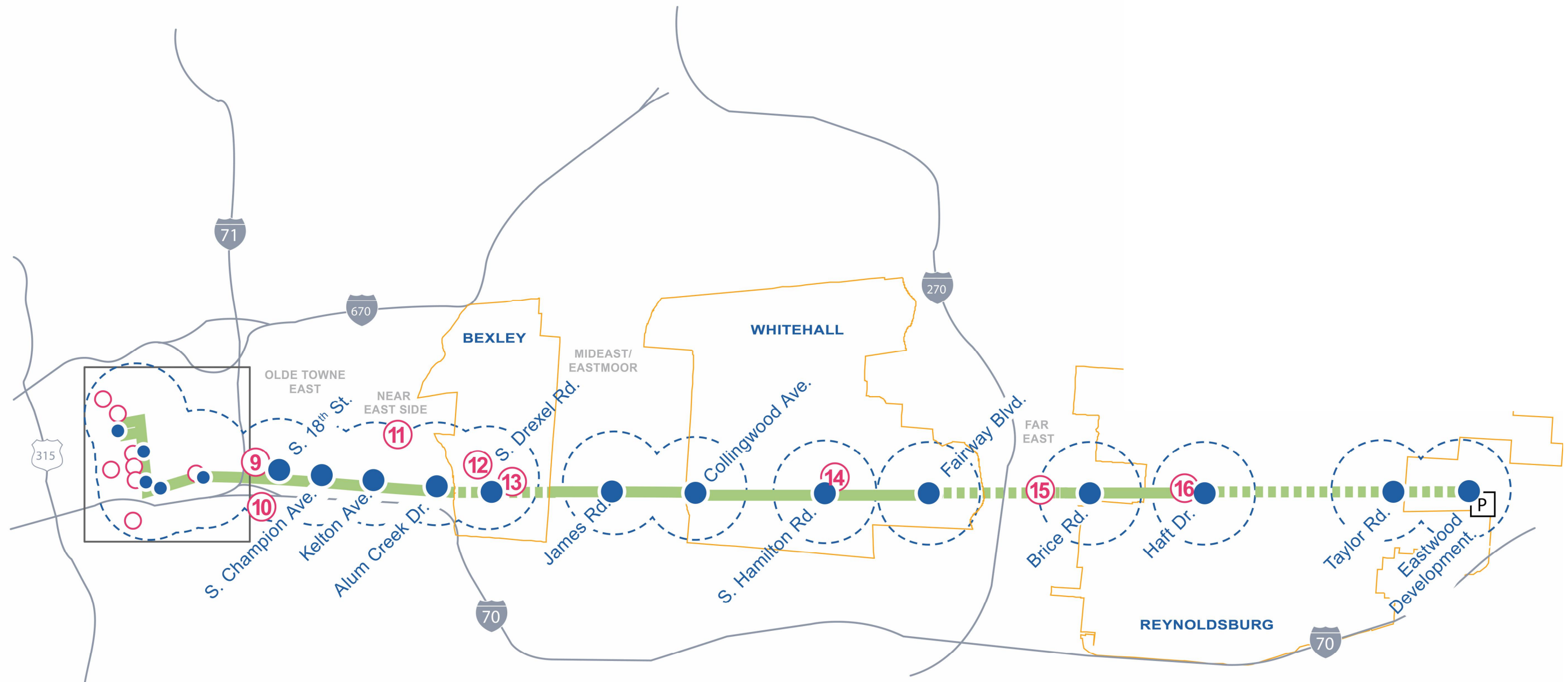


Identification of the Preferred LPA Timeline





Project Overview

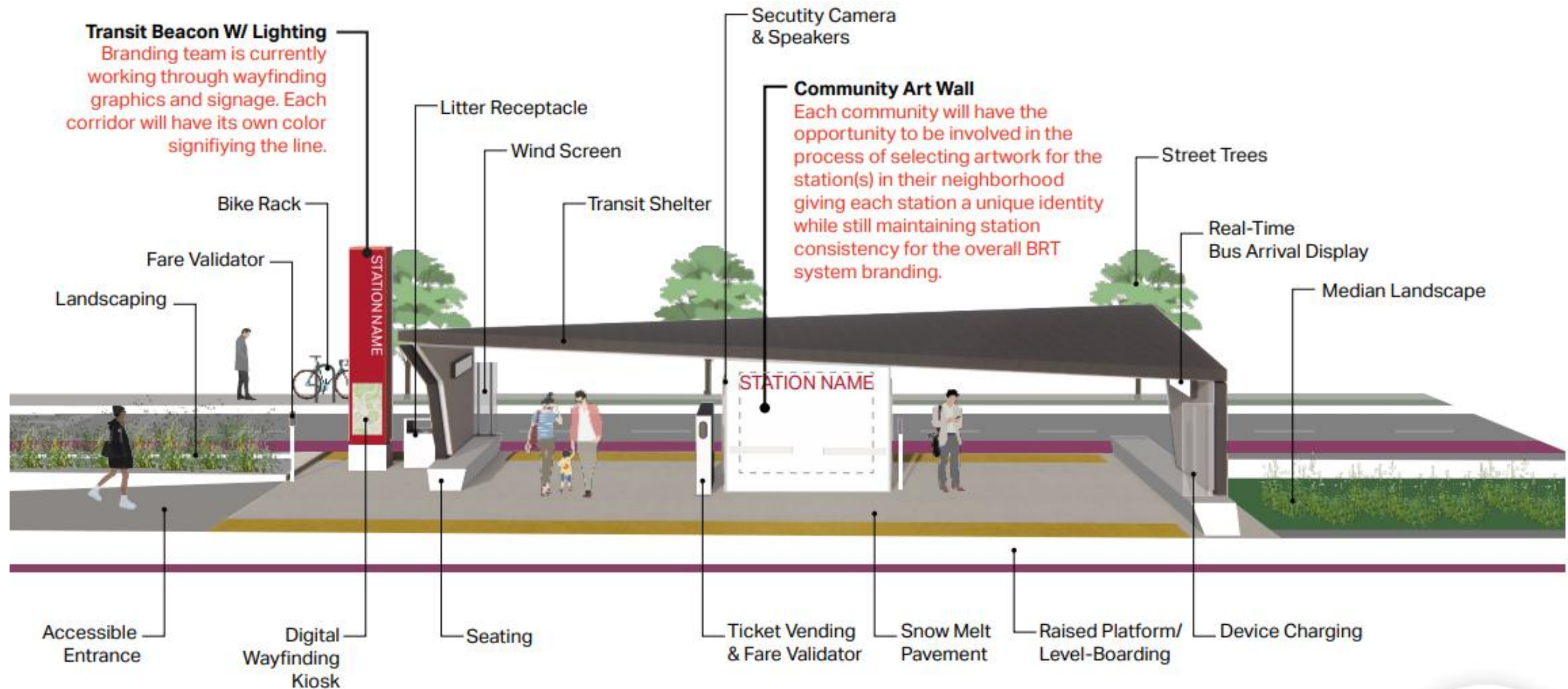


Station Rendering





Station Rendering

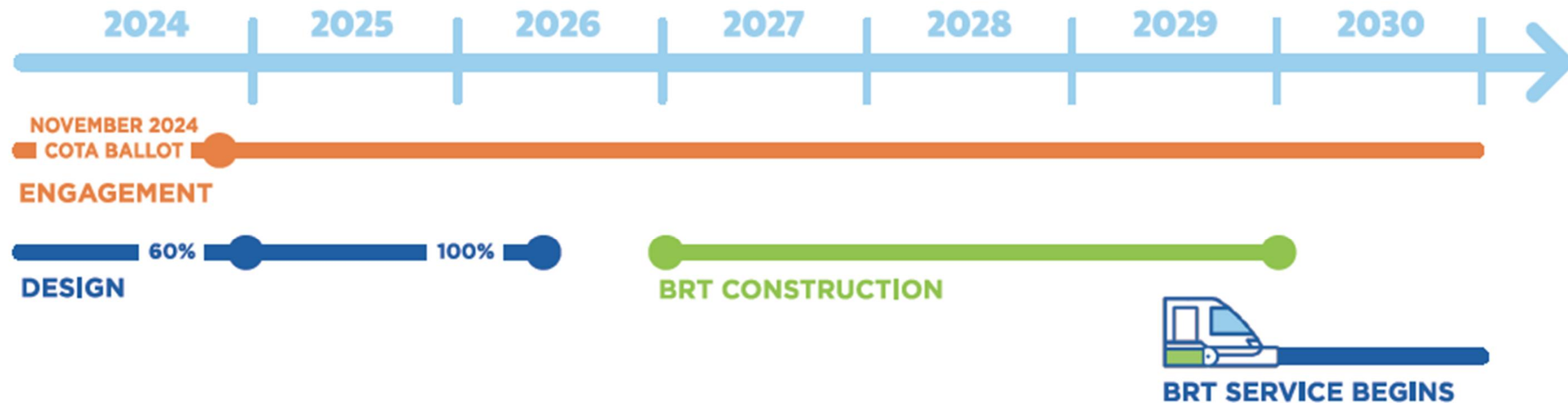




Project Schedule



PROJECT TIMELINE





Engagement Update



What has been done to date

- Station design meetings
- TSI – Technical groups
- Pop-up/tabling events
- Public Involvement Plan
- Project one pager
- Post 30% monthly staff review

Next Steps

- Reaching out to business districts/chamber of commerce (Meet Your Street) (now)
- Business canvassing for project info/needs and operational information (now-summer)
- Pop-ups/tabling events (now)
- Community meetings in each municipality (this summer) August 15th in Bexley



DESIGN ALTERNATIVES

Lisa Wall and Robert Ferrin





Guideway Alternatives



Alternatives Evaluated:

Mixed Traffic with Queue Jumps (Current LPA)

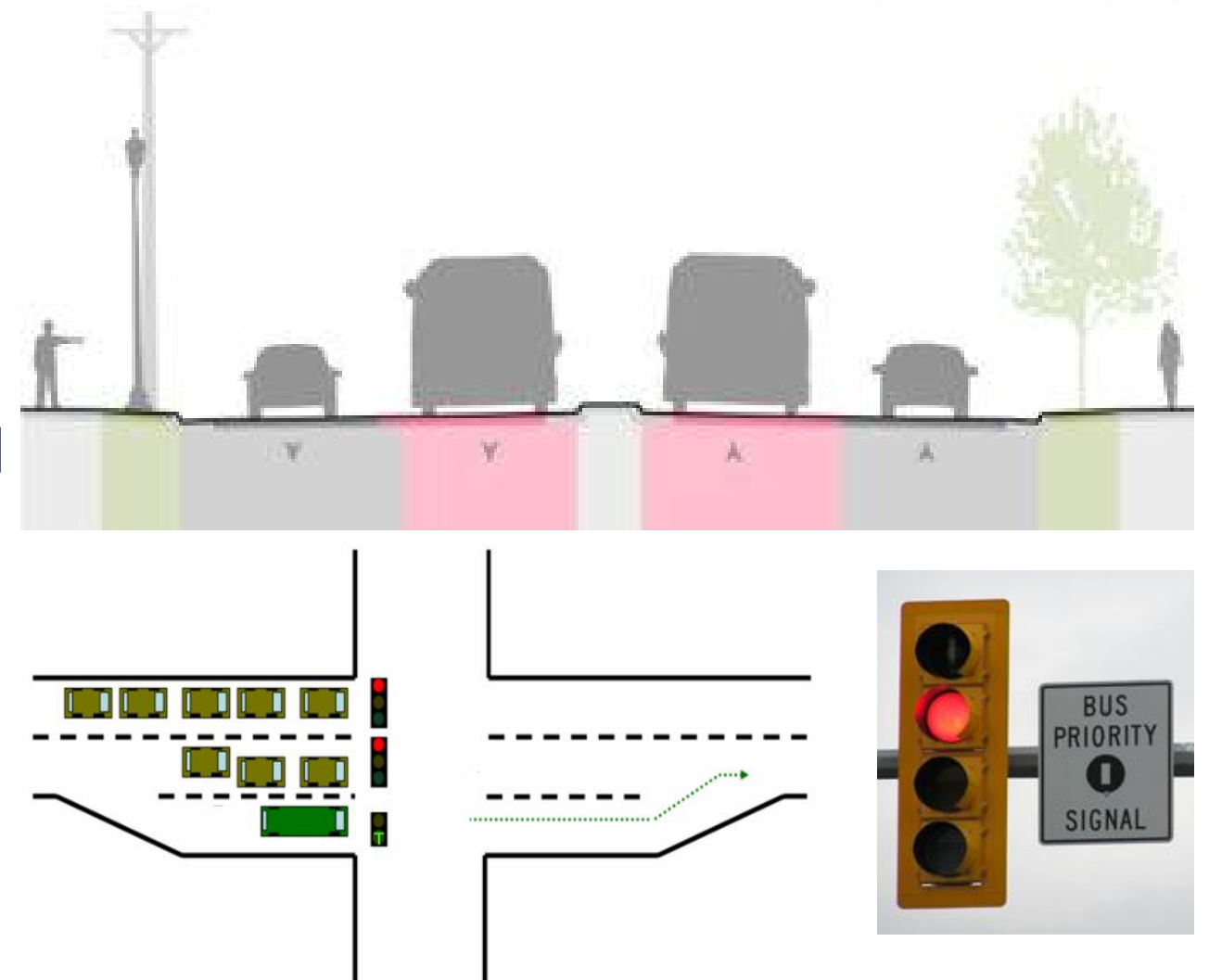
- *1.25-Miles Mixed; 0-Miles Dedicated*

Combination Median/Center Dedicated & Mixed

- *0.85-Miles Mixed; 0.4-Miles Dedicated*

Dedicated Lanes in Both Directions

- *0-Miles Mixed; 1.25-Miles Dedicated*
- *Eliminated due to parking and access impacts*

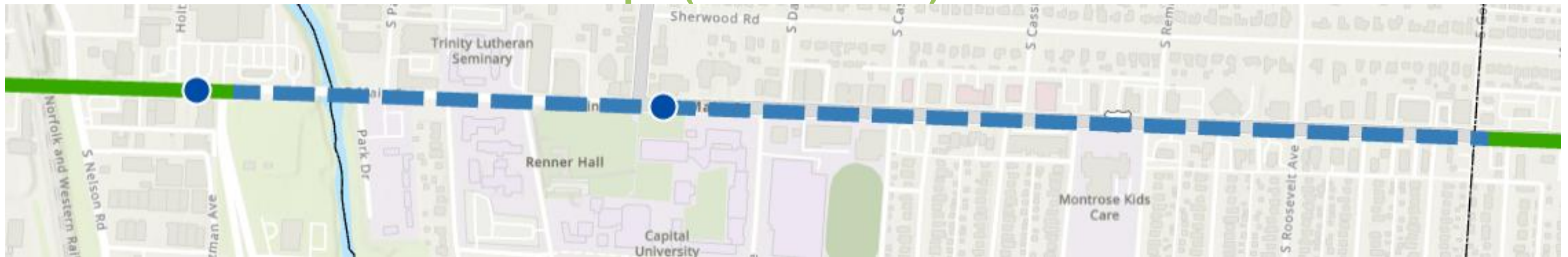




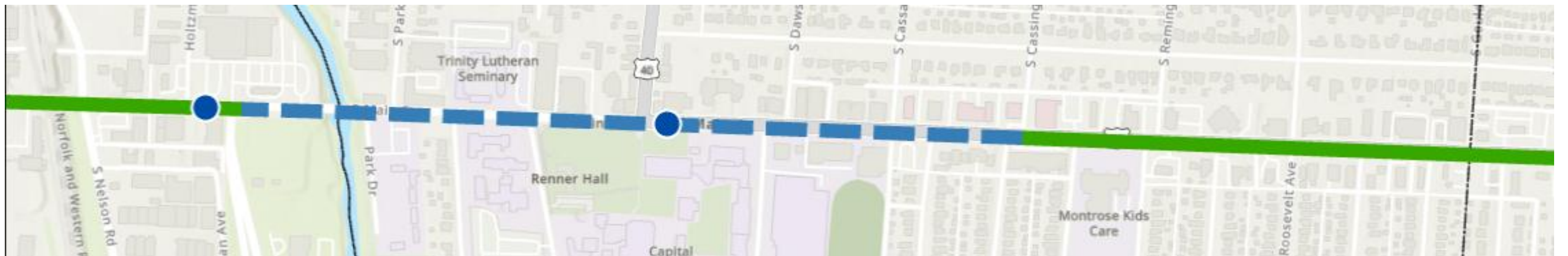
Guideway Alternatives



Mixed Traffic with Queue Jumps (Current LPA)



Combination Median/Center Dedicated & Mixed





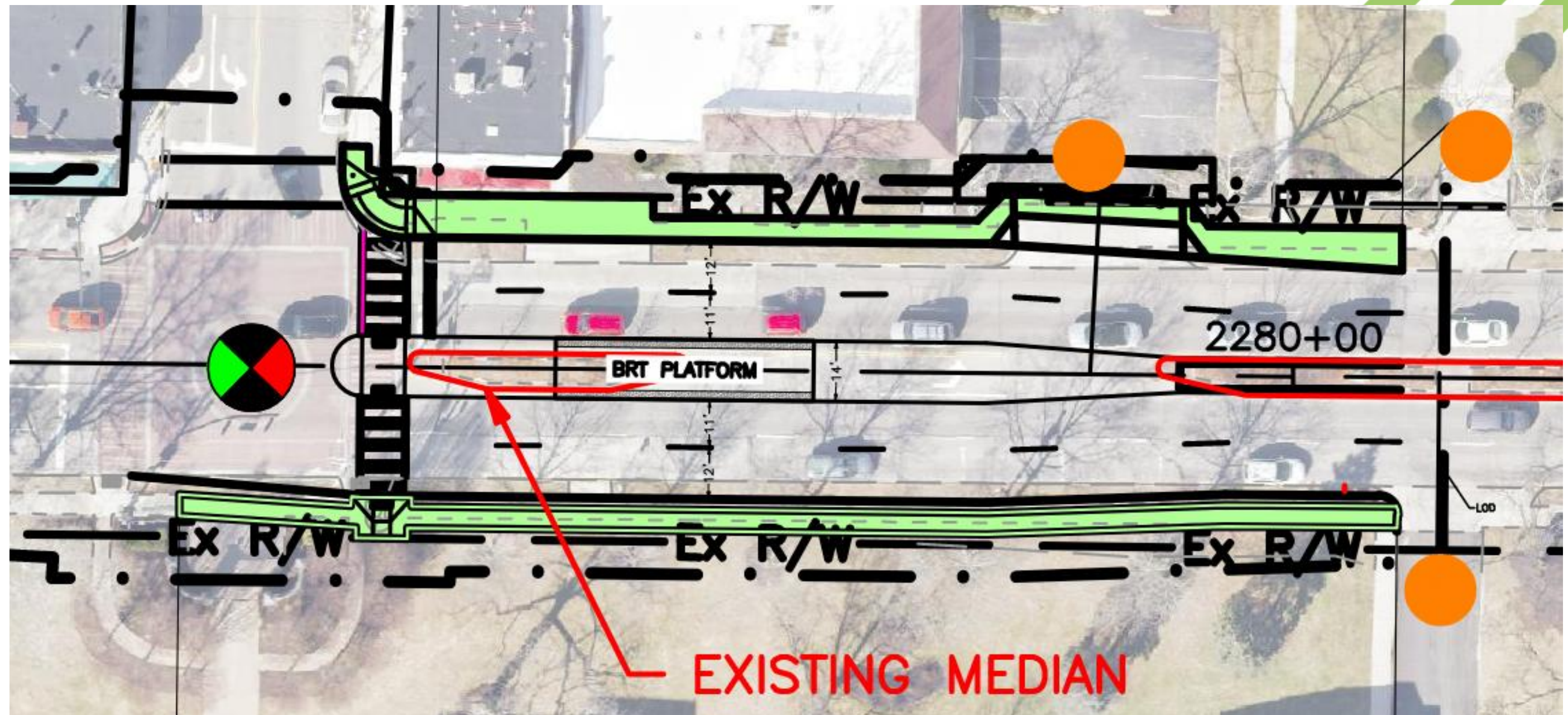
Evaluation Measures



- Parking impacts
- Access changes
- Bus operations
- Traffic impacts (qualitative)
- Pedestrian crossings
- Median Changes
- Roadway changes (widening)
- Right-of-Way Impacts



Drexel Station Detail



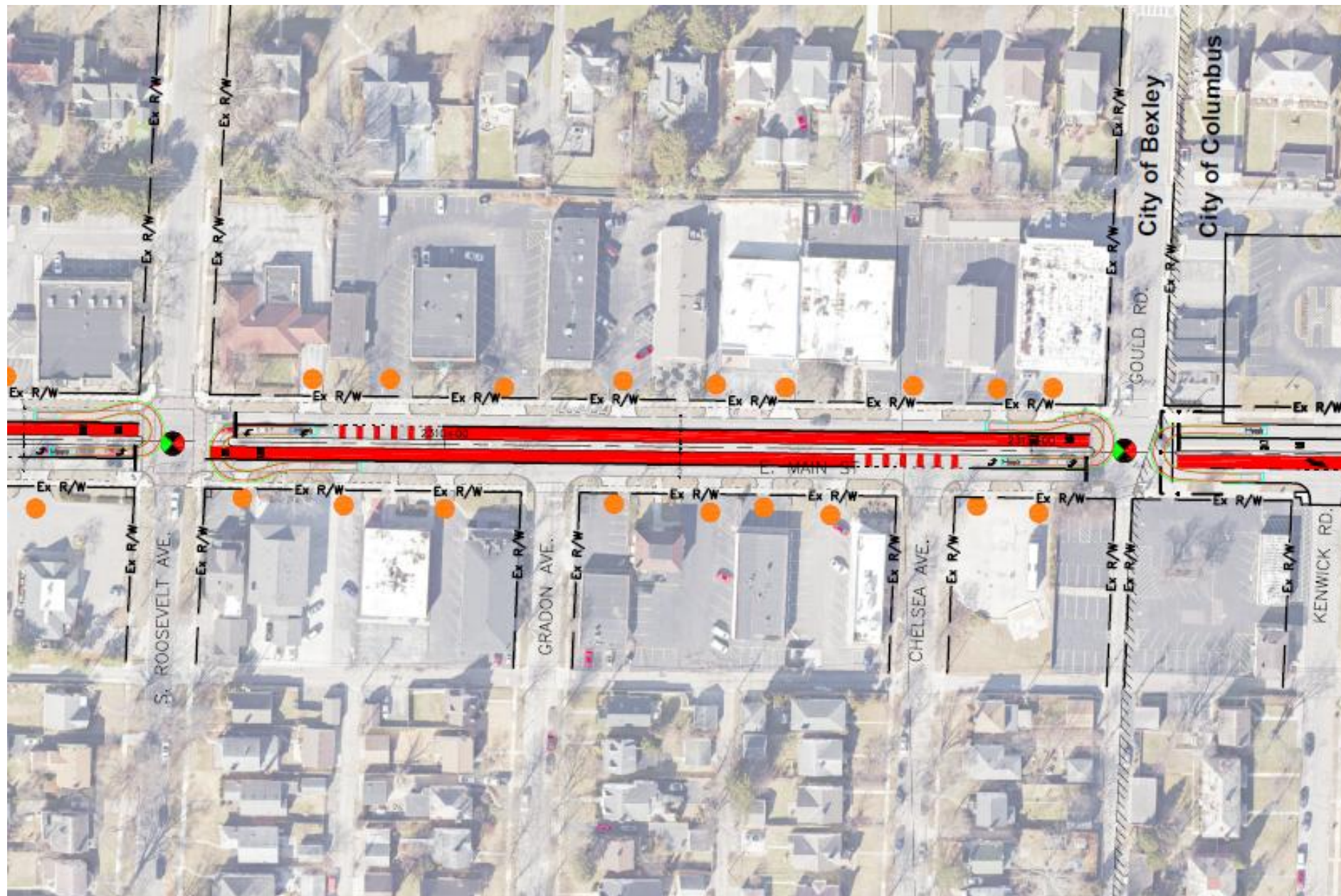


Combination Alternative





Combination Alternative





East-West High Capacity Transit Corridor Study



Technical Group Meeting #5 (4/2021)

Travel Time Comparison Between Guideway Alternatives

E. Main at Hamilton Road to E. Broad at High Street

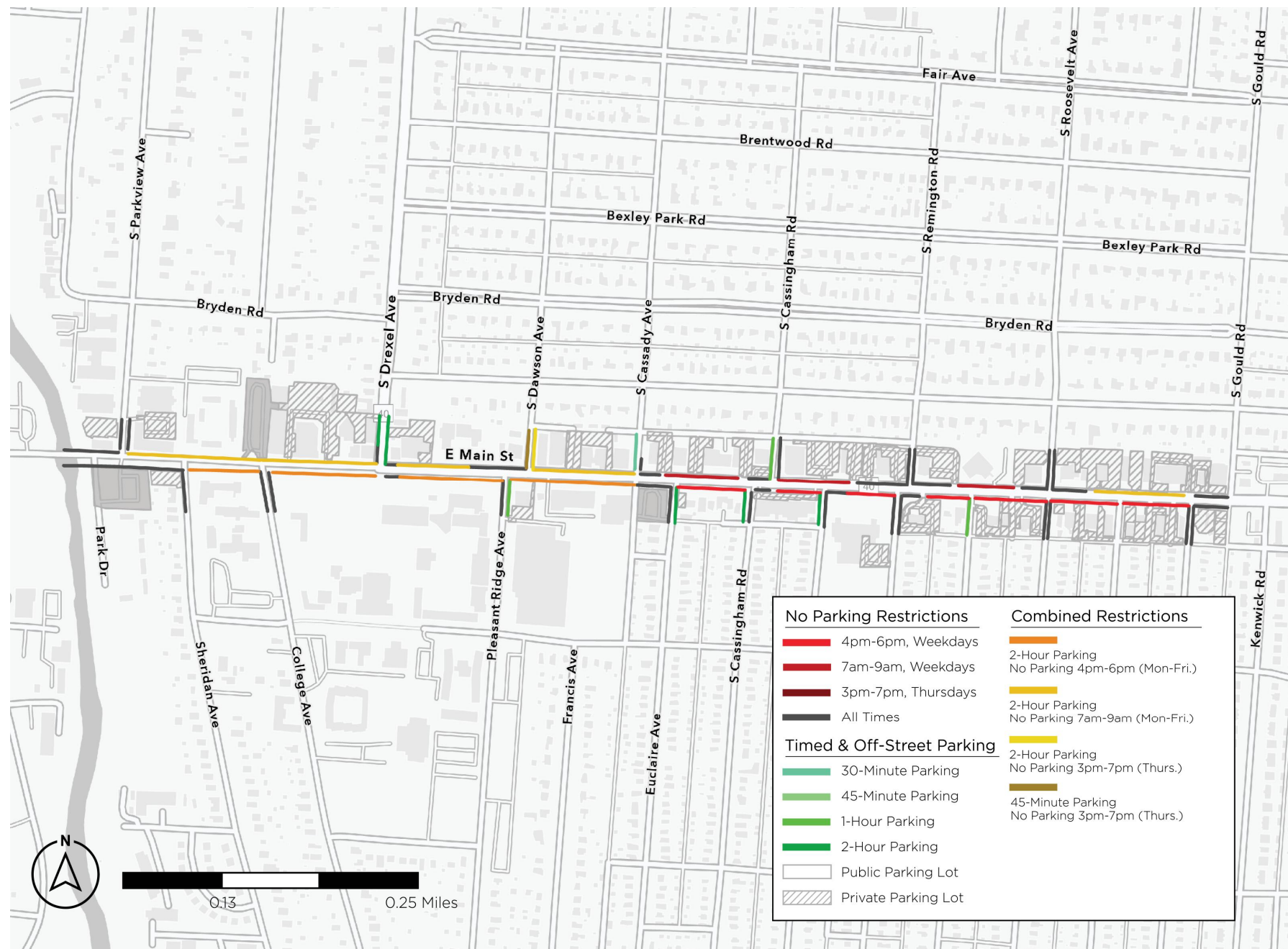
	Segment 8 Whitehall	Segment 7 Eastmoor	Segment 6 Bexley	Segment 5 Near East	Segment 4* Downtown	Total Travel Time
BRT: Center Median Lane	2:45	2:00	5:15	7:00	4:45	22 minutes
BRT: Curbside Lane	3:30	2:15	6:00	8:15	4:45	25 minutes
BRT: Mixed Traffic	3:45	2:30	6:45	9:30	5:15	28 minutes
Local Bus Route 10						35–40 minutes
Personal Vehicle						15–40 minutes

*Times exclude portion of Segment 4 west of High Street

~1.5 minute delay for
bus operations in
mixed traffic condition

Parking Study

Existing Conditions



Area	Main Street*	Side Street	Off-Street	TOTAL
Entire Area	158	155	1,203	1,516
Parkview - College	25	8	215	248
College - Pleasant Ridge	43	74	175	291
Pleasant Ridge - Cassingham	44	36	224	304

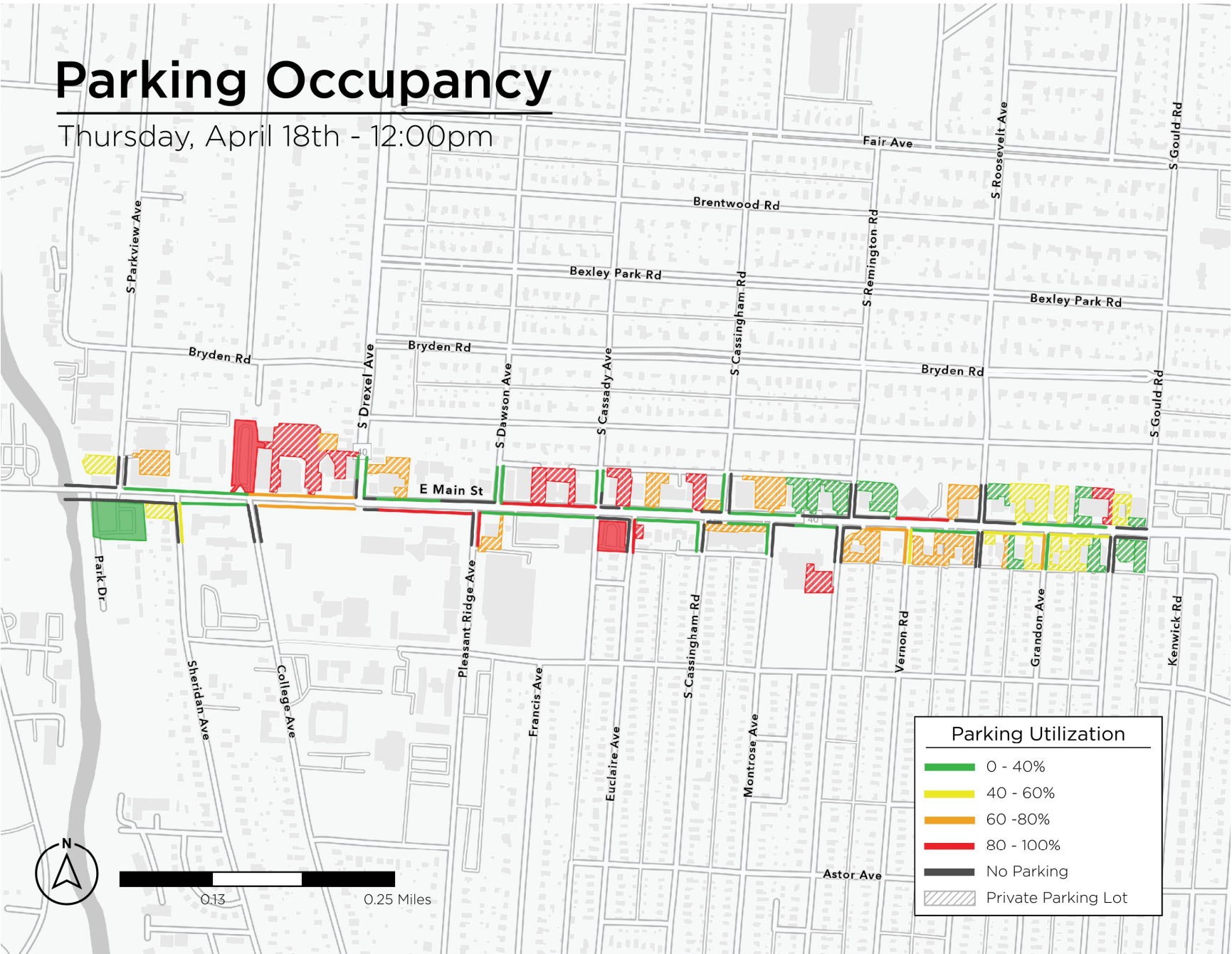
* Main Street represents 10% of total study area parking supply



Thursday, April 18th (Noon)*

Parking Occupancy

Thursday, April 18th - 12:00pm

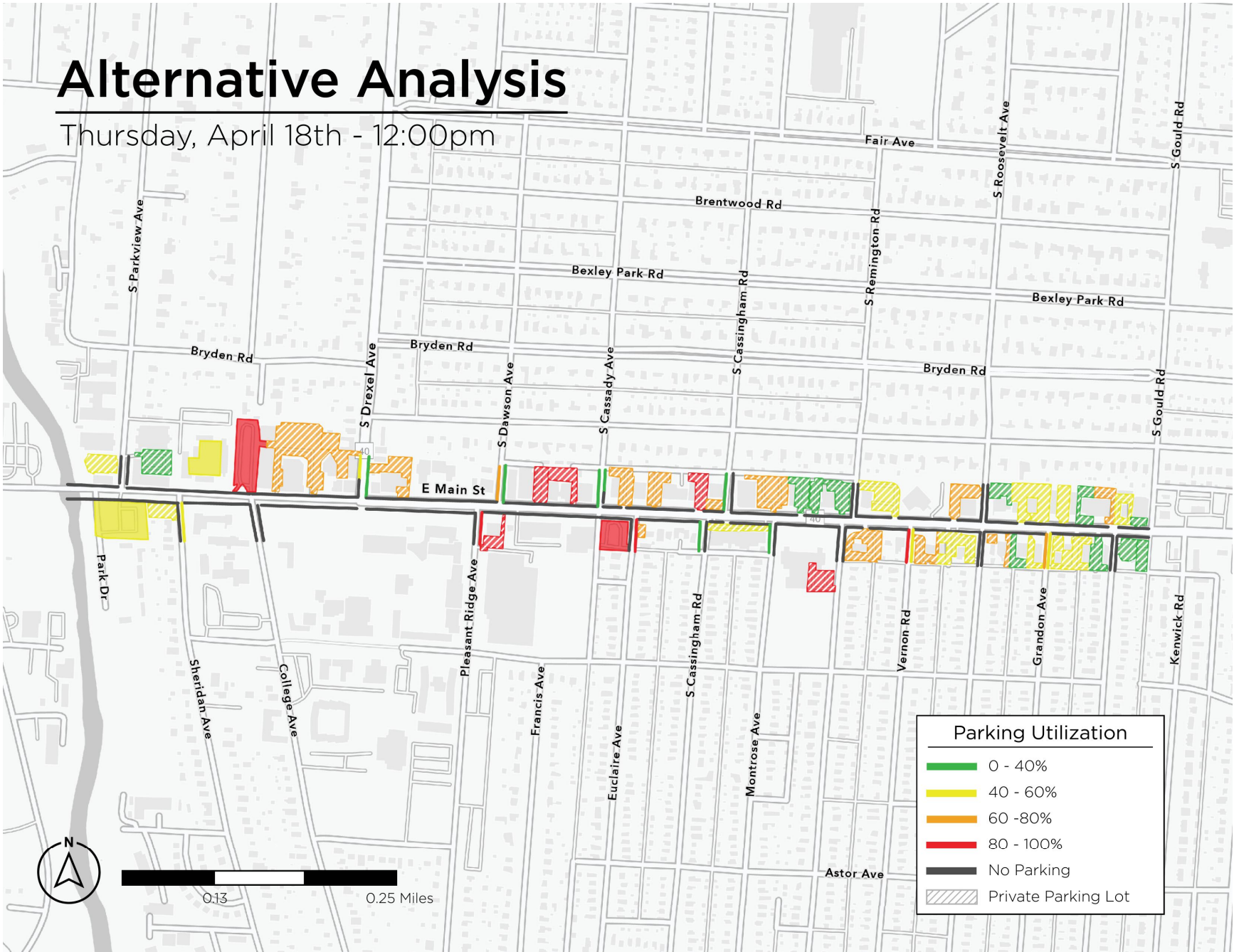


Area	Main Street	Side Street	Off-Street
Entire Area	40%	24%	57%
Parkview - College	8%	25%	60%
College - Pleasant Ridge	65%	18%	78%
Pleasant Ridge - Cassingham	41%	14%	86%

* Represents “Peak of Peak” parking utilization count



Dedicated Lane Analysis



Area	Main Street*	Side Street	Off-Street**
Entire Area	0%	38%	55%
Parkview - College	0%	33%	54%
College - Pleasant Ridge	0%	52%	78%
Pleasant Ridge - Cassingham	0%	23%	89%

* 63 parked cars displaced by Main Street parking removal
**Includes 75 spaces from future mixed-use development at 2200 East Main Street



Parking Study Findings



Parking Occupancy Study

- Acute high parking demand observed between College and Cassingham
- Off-Street lots are more utilized than on-street parking, in particular side-street parking

Dedicated Lane Analysis

- Underutilized side-street parking can accommodate majority of Main Street demand
- Acute high demand parking remains consistent between College and Cassingham
 - Capital University's location impacts off-street and side-street parking supply



EVALUATION SUMMARY

Lisa Wall





Evaluation of Alternatives



	Mixed Traffic (LPA)	Combination Alternative
Parking Impacts	No changes; peak period parking restrictions would remain in-place	77-parking spots removed from East Main Street; shifted to side/off-street parking
Access Changes	No changes	29-driveways and 4-roadways modified to be right-in/right-out condition U-turns allowed at some intersections to maintain access
Bus Operations	Reliability concerns for bus operations due to roadway congestion ~1.5 minute bus delay for mixed versus dedicated guideway within Bexley (E/W HCT Study)	Reliability concerns for bus operations due to roadway congestion in mixed traffic portion Additional 3 blocks of dedicated guideway provides an incremental increase in reliability



Evaluation of Alternatives



	Mixed Traffic (LPA)	Combination Alternative
Traffic Impacts	<p>Buses will stop in-lane at platform; potential delay to traffic, impact to bus operations during congestion</p> <p>Existing parking restrictions allow for two general purpose lanes during peak periods</p>	<p>Buses will stop in-lane at platform; delay to traffic located behind the bus</p> <p>West of Cassingham Road, no changes to lane or left-turn configurations; East of Cassingham Road, roadway is modified to a single general-purpose lane</p> <p>Center left-turn lane removed east of Cassingham Road to accommodate the proposed median; left-turn movements restricted to signalized intersections only, east of Cassingham Road.</p>
Pedestrian Changes	<p>No changes; pedestrian crossings located at signalized intersections</p>	<p>No changes; pedestrian crossings located at signalized intersections</p> <p>Opportunity to provide pedestrian refuge with the median implementation</p>
Capital Costs	<p>No change</p>	<p>~\$1,000,000 increase in capital costs + betterments</p>



Evaluation of Alternatives



	Mixed Traffic (LPA)	Combination Alternative
Median Changes	<p>Modification to the existing median adjacent to the station platform</p> <p>No other changes to the existing median</p>	<p>Modification to the existing median adjacent to the station platform</p> <p>Remaining existing medians are not modified; new 8' wide median implemented from Cassingham Road to Gould Road</p> <p>Opportunity to expand median streetscape east of Cassingham Road</p>
Roadway Changes	<p>Roadway widening near the station area to accommodate the proposed platform</p> <p>No other changes to the existing roadway</p>	<p>Roadway widening near the station area to accommodate the proposed platform</p> <p>Roadway widening required to accommodate left-turn / U-turn movements east of Cassingham Road</p>
ROW Impacts	<p>2 parcels adjacent to the proposed station area (1'-3' of ROW takes, parking lot / green space impacts)</p>	<p>Potentially at each signalized intersection east of Cassingham Road to accommodate U-turn and left-turn movements</p>



NEXT STEPS

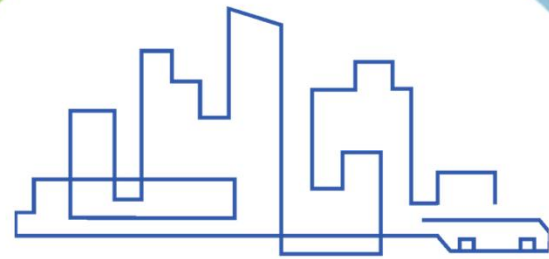
LISA WALL



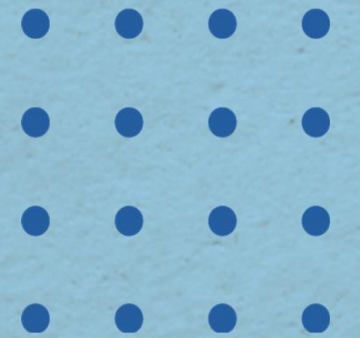


Open Discussion





LinkUs
Moving our region. Together.



THANK YOU!

