

EAST MAIN STREET BUS RAPID TRANSIT PROJECT DESCRIPTION

CENTRAL OHIO TRANSIT AUTHORITY

January 9, 2025

PREPARED FOR:

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FIGURES

Figure 1: East Main BRT map.....	page 3
Figure 2: Eastern End of Line/Park & Ride	page 4

1.1. PROJECT DESCRIPTION

The East Main Street BRT Corridor is a part of the Central Ohio's regional growth and mobility initiative called LinkUS. LinkUS aims to make historic investments in transit, sidewalks, bikeways, trails, and roadway improvements that will encourage more walkable connected communities that will increase opportunity for all. By 2050, LinkUS aims to integrate 5 new rapid transit corridors, including the East Main Street BRT Corridor.

The East Main Bus Rapid Transit (BRT) project is a proposed 13.6 mile BRT corridor that travels along East Main Street from Downtown Columbus through Reynoldsburg in Franklin County and Licking County, Ohio. It is expected to operate eight miles on a dedicated guideway with the remainder in mixed traffic lanes and will be served by 17 stations. BRT lane and mixed traffic locations are shown in **Figure 1**.

2.1. OPERATIONS

BRT would operate from 5 a.m. to midnight, seven days per week. Frequencies would vary from 10-minute headways in peak daytime weekday and Saturday hours to 15- to 20-minute headways for early morning, late night, and Sunday hours.

3.1. STATIONS AND MOBILITY HUBS

The East Main BRT will include 17 BRT stations. There are three station typologies along the route: median, side, and end of line stations. Stations within the corridor are proposed as median stations, with the exception of a split-side station at Taylor Road in Reynoldsburg. The western end of line station is in Downtown Columbus at the existing Spring Street Terminal. East Main buses will use an existing bus bay, and no modifications to the existing building are required. To accommodate the East Rich Street station platform and sidewalk (on 3rd Street), and adjacent intersection improvements, two buildings will need to be demolished at 111 East Town Street. These buildings include the former Greyhound Bus Terminal and a smaller maintenance building. The eastern end of line station is near the Eastwood Drive development, approximately 0.5-mile east of the Taylor Road Station in Reynoldsburg. This will serve as a park & -ride facility with approximately 80 surface parking spaces, three bus bays, up to five shelters, landscaping, wayfinding kiosk, micromobility hub, and a one-story operator relief facility (see **Figure 2**). In addition to the BRT, this facility could serve local COTA bus routes along with shuttle buses from other transit services in Licking and Fairfield counties.

All stations feature accessible entrances, ticket vending, fare validator, bike rack, transit beacon with lighting and digital wayfinding, trash receptacle, wind screen, community art wall, security system, real-time bus arrival display, snow-melt pavement, and landscaping. The station platforms will be raised to accommodate level boarding.

Additionally, micro-mobility hubs are proposed near several stations in the corridor. Micro-mobility hubs generally include concrete pavement and bike racks for parking 12 bikes and additional space for future non-specific bike/scooter docking. In Columbus, potential micro-mobility hubs are proposed near South 18th Street, South Champion Avenue, Kelton Avenue, and Alum Creek Drive stations. In Bexley, a micro-mobility hub would be located at Pleasant Ridge Avenue Station. In Whitehall, hubs are proposed near Maplewood Avenue and Fairway Boulevard stations. Reynoldsburg locations include Brice Road and Haft Drive stations.

4.1. INFRASTRUCTURE

The project will require significant roadwork along the East Main Street corridor, consisting of utility relocations, full roadway reconstruction and widening in the areas of stations, intersection improvements including ADA-accessible pedestrian facilities, street lighting, traffic signals and communications systems infrastructure, and landscaping. In areas outside the full roadway reconstruction limits, a mill and overlay of the existing pavement will occur along with the addition of a raised center median and restriping of traffic lanes.

In Downtown Columbus, there are dedicated BRT lanes on the east side of 3rd Street from Spring Street to East Main Street. Along East Main Street from 3rd Street to Washington Avenue, BRT runs in a dedicated center-running bus lane. The East Main BRT will operate in a dedicated center-running bus lane from just east of Parsons Avenue to Alum Creek Drive near the City of Bexley. Along East Main Street in the City of Bexley, the BRT will operate in mixed traffic. East of the Bexley municipal boundary, the BRT will operate in a dedicated, center-running bus lane and will switch to operating in mixed traffic along East Main Street between the eastern boundary of the City of Whitehall and the western boundary of the City of Reynoldsburg. Between the Brice Road and Haft Drive Stations, the BRT will operate in a dedicated center-running bus lane, and east of the Haft Drive station, the BRT route will operate in mixed traffic. See **Figure 1**.

Generally, roadway improvements are accommodated within existing right-of-way, but some widening is required particularly at stations which results in some right-of-way acquisition. Placement of any necessary stormwater infrastructure is still being determined, but potential parcels for stormwater best management practices have been identified and included as part of the APE.

No new traffic signals are proposed as part of East Main BRT. Existing signals would be modified to accommodate Transit Signal Priority (TSP) for BRT.

Additional reference materials from completed work: <https://linkuscolumbus.com/resources/>

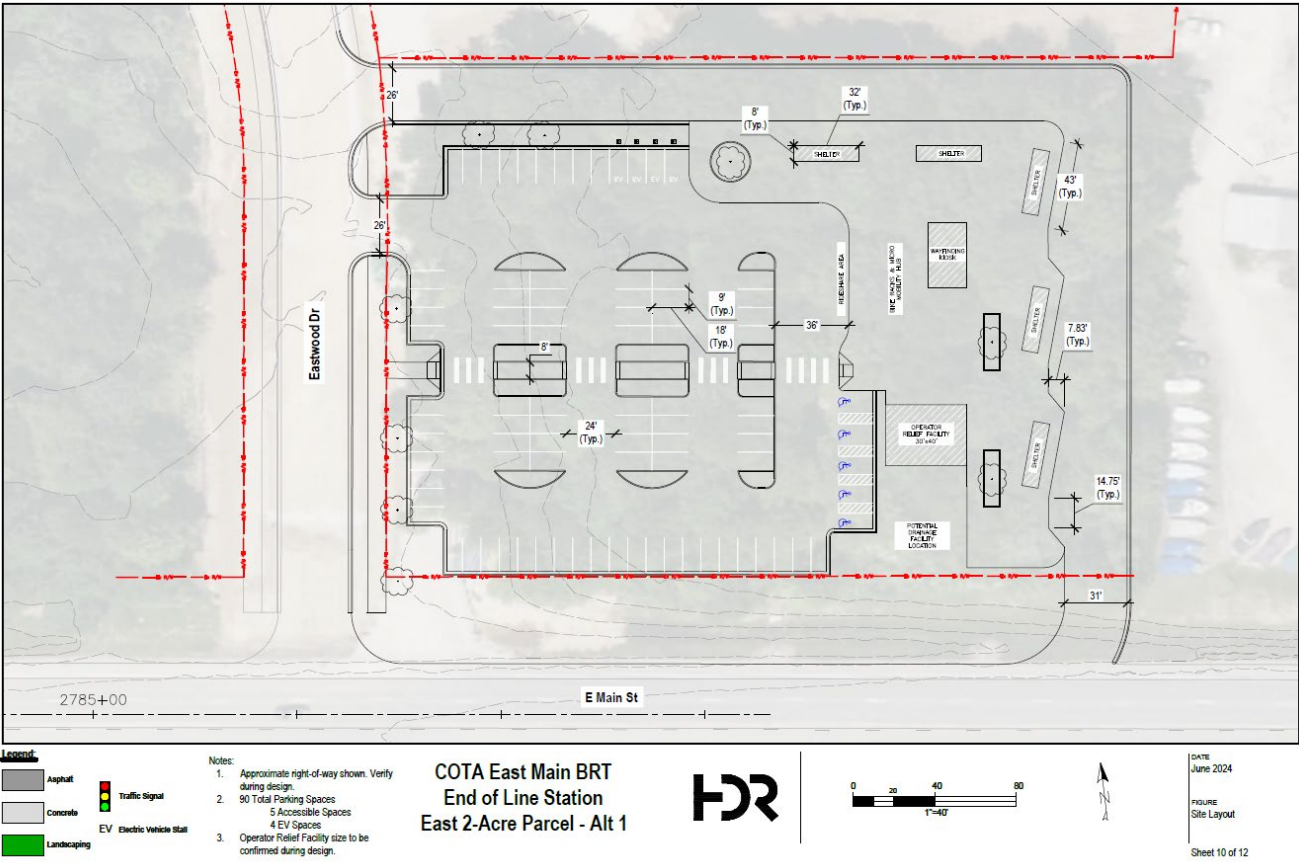


Figure 2: Eastern End of Line/Park & Ride (Draft – subject to refinement)