ACCESS OHIO 2040

The Connection

Ohio Department of Transportation

Evaluating The Transportation Network
Page 2

Highway Corridor Criteria
Page 3

Get Involved in the Statewide Discussion
Page 4

OHIO DEPARTMENT OF TRANSPORTATION

February 2013 | Issue 3

Provide your input at: www.accessohio2040.com

OHIO'S FREIGHT STUDY CONCLUDES

The Statewide Freight Study included analyses of freight flows for the state's trucking, rail, port, and air cargo systems; an economic profile of key industries; an analysis of freight needs; stakeholder interviews; and recommendations for a freight strategy for Ohio.

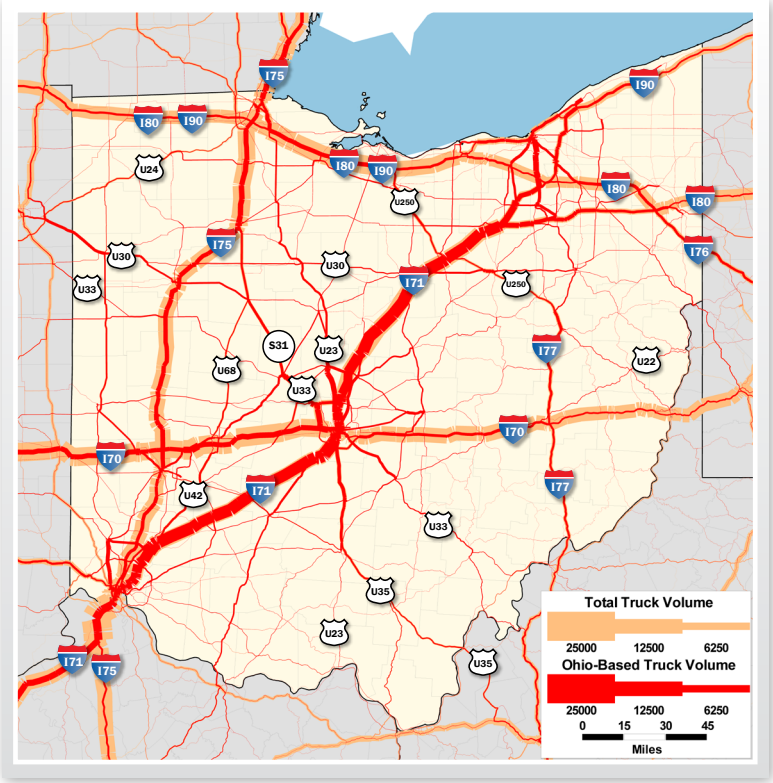
Freight transportation is vital to everyday life and economic activity in Ohio. It provides well over 100,000 Ohio jobs, but even more critically, it transports food, gas for cars, and helps businesses reach and compete in global markets. Below is a summary of the freight study findings.

Asset Inventory

Ohio is a crossroads state with a mature, multi-modal transportation system. Many assets are aging, some face pressures of growth while others have excess capacity.

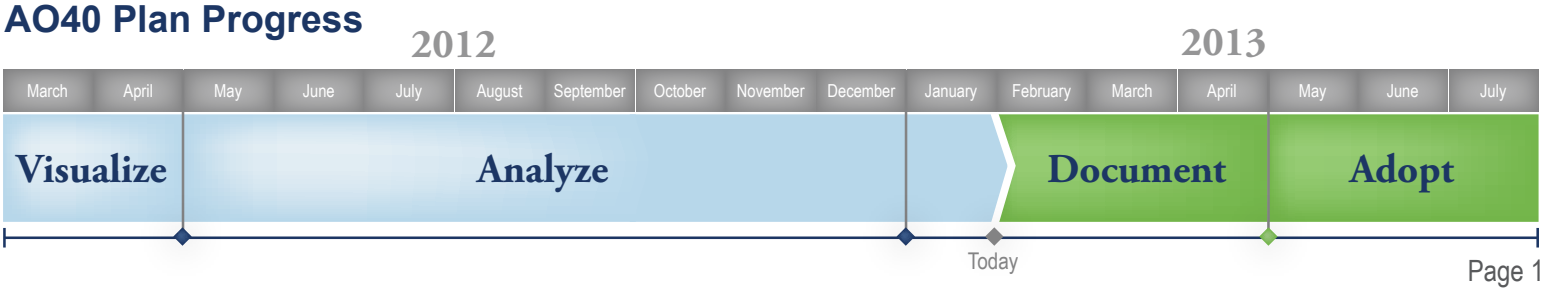
- The backbone of Ohio-based truck shipping is I-71, which connects Cincinnati, Columbus, and Cleveland, but relies extensively on the two-lane road network to reach Ohio towns (see map to right);
- New intermodal corridors and hubs are expanding rail service, while legacy lines through urban areas are constrained by capacity and grade-crossings with other railroads;
- Major lake ports in Toledo, Cleveland, and Ashtabula stand out in terms of capacity and demand, river trade is also important for bulk and general cargo and;
- Air service is essential for industries tight supply chains. Most industries prefer not to use air cargo on a regular basis, but it's a critical component of their supply chain because it acts as a fail-safe.

(continued on page 4)



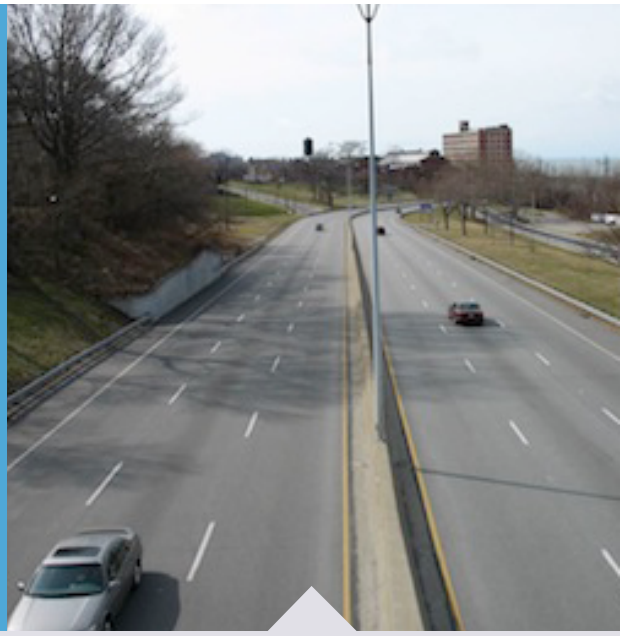
Estimated total trucks traveling Ohio's roadway network

AO40 Plan Progress



EVALUATING THE TRANSPORTATION NETWORK

Over the last several months, ODOT has been working to evaluate the statewide transportation network as it relates to rail, maritime, aviation, highways, intercity transit and bicycles.



To conduct the evaluation, the AO40 Team is utilizing an approach that involves the examination of transportation corridors. The corridor approach was selected because it allows for a thorough and meaningful statewide analysis of transportation assets, while respecting Ohio's home rule provisions that preserve the local municipalities' role in developing and implementing their own local transportation plans.

Approach

The corridor approach focuses on the analysis and identification of transportation corridors that move the highest volumes of passengers and freight. Additionally, the corridors' connection to population and employment centers inside Ohio and in adjacent states will be considered. The AO40 corridor analysis will provide a means to monitor and compare select performance measures on identified corridors in an effort to:

- **Guide** transportation investment strategies;
- **Inform** transportation investment decision makers of current system conditions; and
- **Support** economic development and stewardship in the state

Criteria

In order to provide an unbiased corridor analysis, objective criteria were developed to effectively identify and categorize corridors for each transportation mode. These criteria were established by ODOT through an iterative consultation process with stakeholders representing all modes of transportation throughout the state, and included the use of travel demand modeling and other studies. The criteria include:

- **Volume** - a measure of passenger and freight traffic
- **Classification -** federal or state designations
- **Connectivity -** a consideration of connections to other identified corridors or large population and employment centers

Multimodal

Each transportation mode will have its own series of corridors that will be based on their individual modal criteria. As an example the highway corridor criteria is show on the next page. Each corridor will be further defined by their national or statewide significance. The criteria used to classify the corridors, and the process used to develop criteria for each transportation mode varies slightly. As an example, the Highway Corridor Criteria and resulting map provided on page 3.

Draft criteria for each mode was shared with the plan's Steering Committee in October 2012. Since then, the criteria has been finalized.

Highway Corridor Criteria

Ohio's highway network includes over 123,000 centerline miles of roadway with more than 258,000 lane miles. In addition to moving millions of people and freight every day, highways are an important economic driver that supports the economic health of Ohio. Objective criteria were developed to identify and categorize highway corridors based on:

- **Daily Traffic Volume -** a measure of daily weighted passenger and truck traffic volume
- **Connectivity -** a consideration of highway connections to other identified corridors or population centers over 50,000

The table below provides a complete description of traffic volume threshold values and other criteria that were used to categorize highway corridors.

Corridor Category	Daily Traffic Volume	Connectivity
National	Weighted Volume* of at least 50,000 or Truck Volume of at least 10,000	Corridor Length > 200 miles or connects population centers of at least 200,000
Statewide Primary	Weighted Volume* of at least 30,000 or Truck Volume of at least 6,000	Corridor Length >100 miles or connects population centers of at least 50,000
Statewide Secondary	Weighted Volume* of at least 15,000 or Truck Volume of at least 1,650	Corridor Length > 15 miles
Beltways and Connectors	Weighted Volume* of at least 50,000	Connects two corridors within an urban area or is a beltway for an urban area
Local	Any daily traffic volume	Any length

* Weighted Volume = Passenger cars + (Trucks X 3)

Get Involved in the Statewide Discussion about Ohio's Transportation Future!

ODOT is proud to announce AccessOhio2040.com, the planning website that gives you a direct voice to help shape the AO40 Plan.

The site offers participants an opportunity to submit ideas to ODOT concerning how the organization can achieve the goals of the transportation plan more effectively. Contributors have the ability to 'second' ideas they support and provide their perspectives on different areas of the plan.

Some of the topics currently being posed to residents on the site include:

Nearly 50 IDEAS Submitted!

- How can ODOT make good investments in the transportation system during a time of declining revenues, increasing climate variability and growing social inequality?
- How would you rate your region for availability of alternative transportation modes?

Participate by creating your own MindMixer Account today! It's as easy as 1..2..3…

1. **VISIT** www.accessohio2040.com
2. Click **JOIN** in the upper right hand corner.
3. Enter your information to create your own **USERNAME AND PASSWORD**.

More Ways to Get Involved

- Visit www.access.ohio.gov to:
  - Identify Informational Outposts near you
  - Provide input
  - View and print plan documents
- Join the A040 discussion on our Twitter and Facebook pages.
- Contact us at:
  Office of Statewide Planning & Research
  1980 West Broad Street
  Columbus, OH 43223
  access.ohio.2040@dot.state.oh.us

OHIO'S FREIGHT STUDY CONCLUDES (continued from page 1)

Future Needs

While forecasts emphasize the importance of roadways for freight performance, multimodal capabilities are one of Ohio's core strengths.

- Roadway needs stem from growth pressures and supply chain requirements for end-to-end service;
- Bottlenecks affect key freight industries;
- Immediate roadway needs include bottlenecks solutions in urban areas, and route options with real time conditions data for logistics;
- The two-lane network is essential to Ohio's supply chain network;
- Dredging Lake Erie ports and upgrades to Ohio River lock and dam systems are the main needs for existing maritime assets; and
- Current air cargo capacity is adequate for the market and essential for time sensitive cargo.

Freight Themes

Future needs point to major themes that Ohio can use to build effective strategies for freight transportation:

- Roadway freight performance is a key challenge, but Ohio-based and through traffic shipping demand action in different parts of the system;
- The two-lane network and urban road systems are crucial to on-time delivery for Ohio;
- Operational improvements such as Intelligent Transportation System (ITS) and route alternatives on the two-lane network are required to complete the supply chain network;
- Rail can absorb more growth through track upgrades to handle 286,000 lb. rail cars; and
- Federal fund constraints limit waterway intermodal growth, port development, non-traditional loads and shale gas industry.