



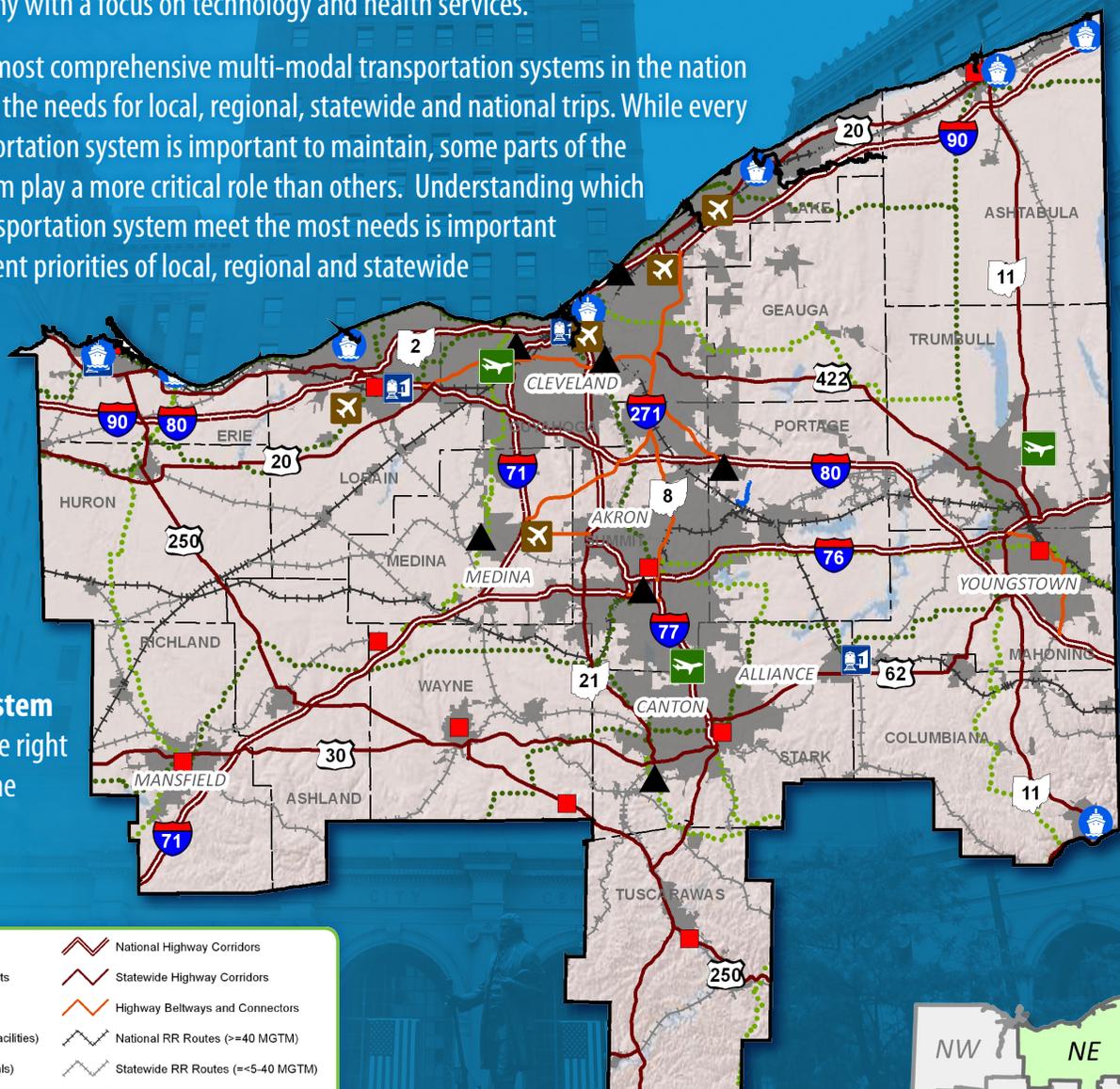
# ACCESS OHIO 2040 STRATEGIC TRANSPORTATION SYSTEM

## NORTHEAST REGION TRANSPORTATION PROFILE

Northeastern Ohio includes the I-76/I-80 corridor system that provides a direct and heavily utilized route from NY/NJ to the Midwest. Cleveland's public transit system carries the highest volumes of passengers in the state and the new Euclid Corridor Bus Rapid Transit is recognized as one of the most innovative in the US. Major ports and shipyards on Lake Erie, east/west rail lines, and major east/west and north/south highways serve as this region's critical freight corridors. Historically, this region's economic base was centered on heavy steel, rubber, and manufacturing. Today, the region is reshaping its economy with a focus on technology and health services.

Ohio has one of the most comprehensive multi-modal transportation systems in the nation concurrently serving the needs for local, regional, statewide and national trips. While every part of Ohio's transportation system is important to maintain, some parts of the transportation system play a more critical role than others. Understanding which elements of the transportation system meet the most needs is important to align the investment priorities of local, regional and statewide

transportation organizations. Access Ohio has identified the most heavily used corridors from each transportation mode and combined them a single map called the **Strategic Transportation System (STS)**. The map to the right depicts the STS for the Northeast region.



Commercial Airports	National Highway Corridors
General Aviation Reliever Airports	Statewide Highway Corridors
Water Ports	Highway Beltways and Connectors
Passenger Terminals (Amtrak Facilities)	National RR Routes (>=40 MGTM)
Intermodal Freight (Rail Terminals)	Statewide RR Routes (<=5-40 MGTM)
National Intercity Bus Terminals	National Bike Routes
Statewide Transit (GoBus Stops)	Statewide Bike Routes
	Waterways
	Urban Areas (2010 U.S. Census)



**Northeast Region Existing Assets**

**Roadway**

Total lane miles in region	60,231
# lane miles in the region on the STS	13,680 (23%)

**Bridges**

# of bridges in region	10,918
# of bridges in region on the STS	2,578 (24%)
Average bridge size in region	4,931 sq ft

**Transit**

# of urban transit agencies in region	10
# of rural transit agencies in region	6
# of transit trips in 2011 in region	57,498,132
Large urban ridership in region	53,665,018
Small urban ridership in region	2,031,112
Rural ridership in region	1,802,002

**Aviation**

# of airports in region	23
# of commercial airports in region	3

**Rail**

# of Amtrak stations in region	4
# of Class I miles in region (>= 40 MGMT*)	504
# of regional rail line miles in region (<40 MGMT*)	1,301
# intermodal facilities that serve rail in region	10

\*MGMT = Millions of gross tons per mile

**Maritime**

# of marine nautical miles in region	261
# of public ports in region	5

**Bicycle/Pedestrian**

# of proposed state bike route centerline miles in region	1,128
# of sidewalk miles in region on US & state routes	790



**TRANSIT NEED**

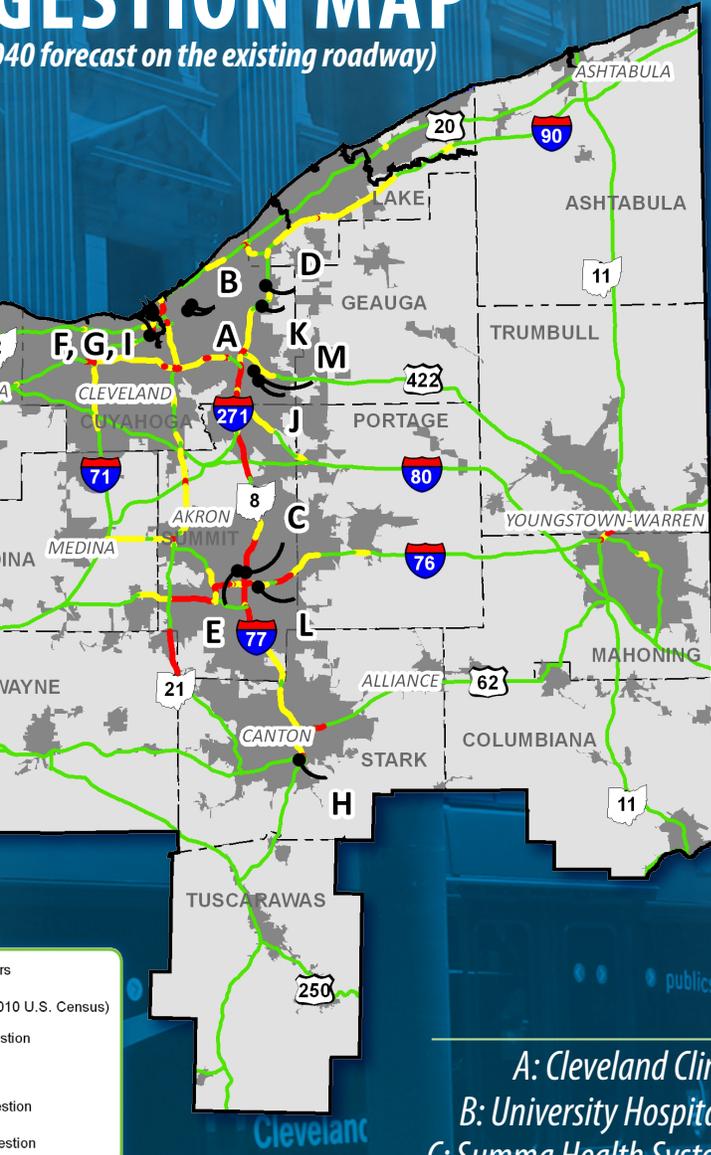
Transit needs were examined from a... based perspective. Both operating and capital financial resources that will be needed. The majority of the resources will be...

**SYSTEM TYPE**

Urban	\$3,330
Rural	\$16

# FORECASTED GESTION MAP

2040 forecast on the existing roadway)



- A: Cleveland Clinic
- B: University Hospitals
- C: Summa Health System
- D: Progressive Corporation
- E: FirstEnergy Corp

- F: KeyCorp
- G: MetroHealth System
- H: Timken Company
- I: Sherwin-Williams Co
- J: Swagelok Company
- K: Parker Hannifin Corporation
- L: Goodyear Tire & Rubber
- M: Nestle USA

## DEMOGRAPHICS

DESCRIPTION	2010	2040	TREND
Population	4,228,079 <sup>1</sup>	4,029,950 <sup>2</sup>	-5%
Education (Bachelor's degree or above)	24% <sup>3</sup>	—	—
Population Density (persons/sq. mile)	522 <sup>1</sup>	280 <sup>2</sup>	-5%
Zero Car Household	9% <sup>3</sup>	8% <sup>4</sup>	0%
Income per Capita	\$36,776 <sup>5</sup>	—	—
Median Age	40.4 <sup>3</sup>	41.8 <sup>2</sup>	3%
Elderly (% over 65)	15% <sup>3</sup>	22% <sup>2</sup>	47%
% Physically Disabled	18% <sup>1</sup>	—	—

Sources: <sup>1</sup>Census 2010, <sup>2</sup>Ohio Development Services Agency Forecast, <sup>3</sup>2007-11 American Community Survey 5 Year Estimate, <sup>4</sup>Ohio Statewide Travel Demand Model Forecast, <sup>5</sup>Bureau of Economic Analysis 2011

## ECONOMIC PROFILE

### TOP 5 EMPLOYMENT SECTORS

- Health Care
- Retail
- Manufacturing
- Education
- Accommodation & Food Service

### NORTHEAST REGION'S TOP ECONOMIC DRIVERS

DESCRIPTION	2010	% of State
Total Employees	2,275,023	37%

## TOTAL STATE FREIGHT FLOW

MODE	2007 TONS/VALUE IN MILLIONS	2040 TONS/VALUE IN MILLIONS
Air	0.8/\$64	3/\$263
Rail	389/\$165	395/\$223
Truck	936/\$1,678	1,564/\$3,380
Water	58/\$5	61/\$5

Source: Statewide Freight Study 2013

S from a fiscal perspective rather than a conditions  
ating and capital expenses were included to detail the  
e needed to maintain existing public transit services.  
will be the responsibility of the locals.

CAPITAL	OPERATING	# OF SYSTEMS
5,375,994	\$9,042,432,081	10
5,813,617	\$126,348,903	6

# Regional Transportation Needs

Regional Transportation Needs (RTN) are areas of transportation system that merit additional study to maintain a world class transportation system. These needs are based on conditions, demographics, and economic data along with stakeholder input. The RTNs are limited to areas on Ohio's Strategic Transportation System which are expected to need investment that goes beyond preservation.

**A** I-77 (I-80 to I-90) Cuyahoga, Summit Counties  
Indicator(s): Safety, Mobility and Efficiency 

**B** I-90 (I-71 to I-271) Cuyahoga, Lake Counties  
Indicator(s): Preservation 

**C** US 62 (I-77 to I-76) Stark, Mahoning, Columbiana Counties  
Indicator(s): Safety 

**D** US 20 Huron, Lorain Counties  
Indicator(s): Safety 

**E** US 250 (SR 2 to I-77) Erie, Huron, Ashland, Wayne, Stark, Tuscarawas Counties  
Indicator(s): Safety 

**F** US 422 (I-271 to I-80) Cuyahoga, Geauga, Portage, Trumbull Counties  
Indicator(s): Safety 

**G** I-77/I-76 Overlap (Akron), Summit County  
Indicator(s): Mobility and Efficiency 

**H** I-80 (680 to PA Border) Mahoning, Trumbull Counties  
Indicator(s): Mobility and Efficiency 

**I** I-480 (I-80 to I-271) Summit, Portage Counties  
Indicator(s): Mobility and Efficiency 

**J** I-271 (SR 8 to I-90) Summit, Cuyahoga Counties  
Indicator(s): Mobility and Efficiency 

**K** USBR-21 (Harvard Road to Lake Erie) Cuyahoga County  
Indicator(s): Preservation 

**L** Greater Cleveland Regional Transit Authority Operating Budget, Cuyahoga County  
Indicator(s): Preservation 

**M** METRO Regional Transit Authority Operating Budget, Summit County  
Indicator(s): Preservation 

**N** Stark Area Regional Transit Authority Operating Budget, Stark County  
Indicator(s): Preservation 

**O** Western Reserve Transit Authority Operating Budget, Mahoning County  
Indicator(s): Preservation 

**P** Portage Area Regional Transportation Authority Operating Budget, Portage County  
Indicator(s): Preservation 

**Q** Short Line Railroads  
Indicator(s): Preservation, Safety 

