

# Regional Transportation Needs

Regional Transportation Needs (RTN) are areas of our 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 SR 32 (US 23 to Ohio River) Pike, Jackson, Vinton, Meigs, Athens, Washington Counties**

Indicator(s): Safety 🚗

**B US 22 (US 250 to Ohio River) Harrison, Jefferson Counties**

Indicator(s): Safety 🚗

**C Marine-70 (Greenup Lock and Dam) Scioto County**

Indicator(s): Preservation ⚓

**D Marine-70 (Hannibal Lock and Dam) Monroe County**

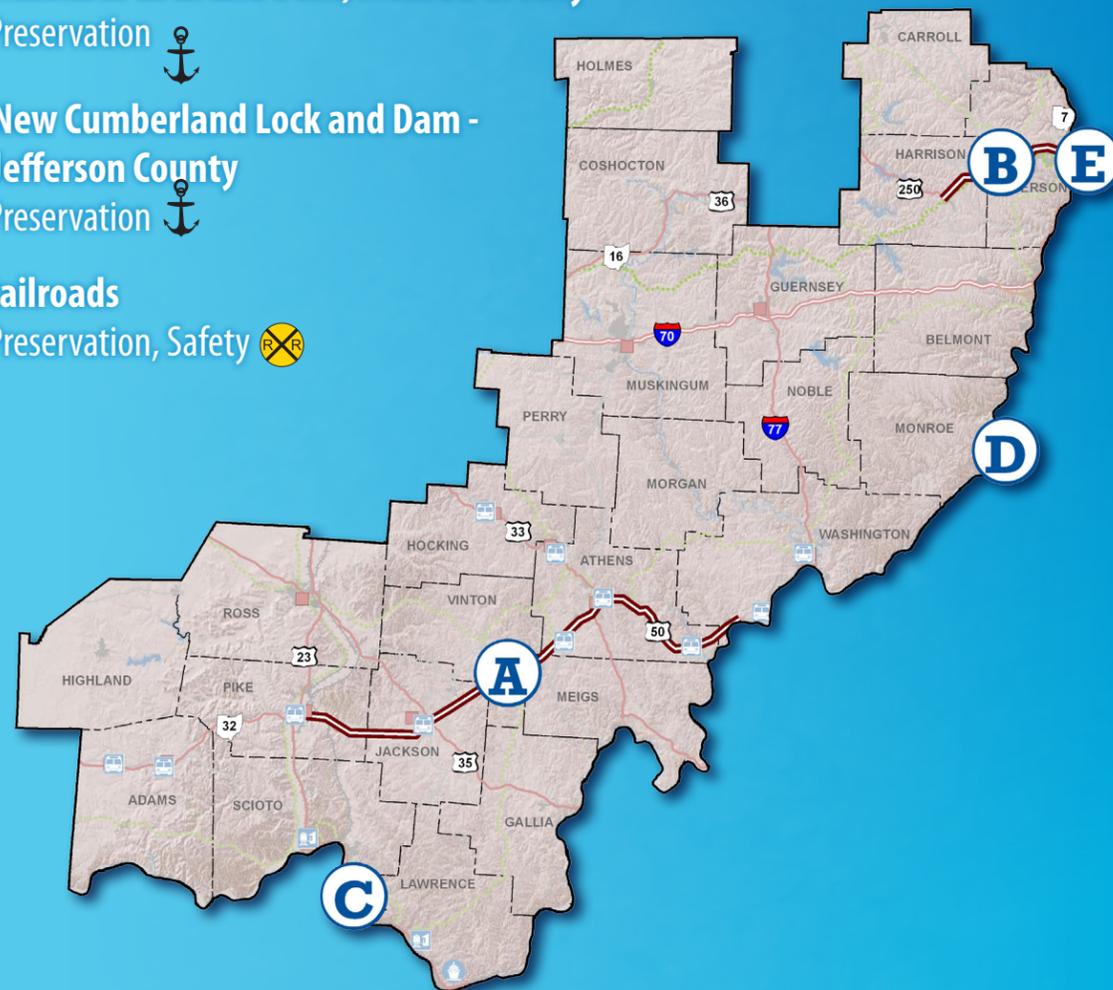
Indicator(s): Preservation ⚓

**E Marine-70 (New Cumberland Lock and Dam - Ohio River) Jefferson County**

Indicator(s): Preservation ⚓

**F Short Line Railroads**

Indicator(s): Preservation, Safety 🚂

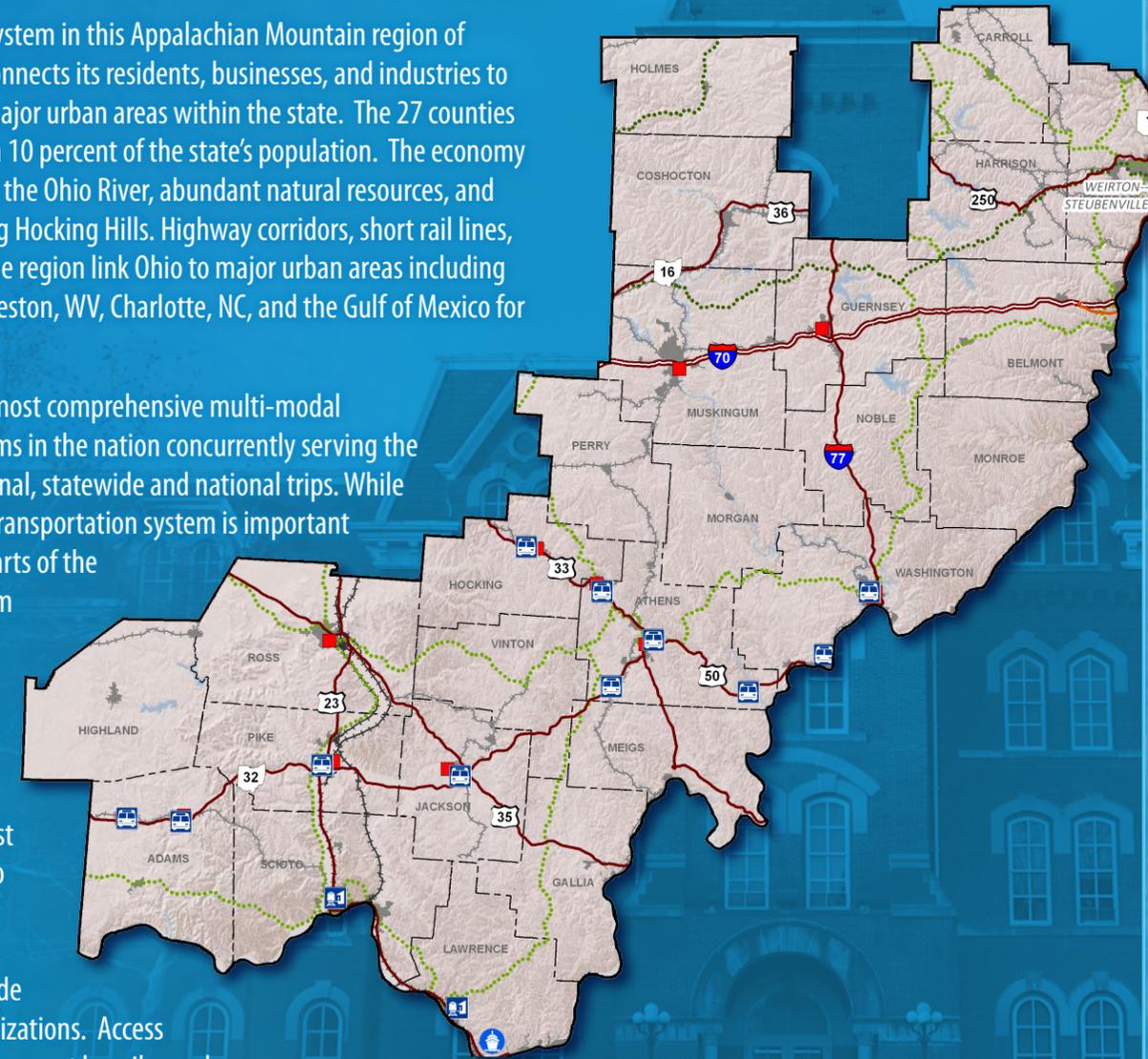


# ACCESS OHIO 2040 STRATEGIC TRANSPORTATION SYSTEM

## SOUTHEAST REGION TRANSPORTATION PROFILE

The transportation system in this Appalachian Mountain region of southeastern Ohio connects its residents, businesses, and industries to the Ohio River and major urban areas within the state. The 27 counties in this region contain 10 percent of the state's population. The economy is primarily based on the Ohio River, abundant natural resources, and recreational including Hocking Hills. Highway corridors, short rail lines, and water ports in the region link Ohio to major urban areas including Pittsburgh, PA, Charleston, WV, Charlotte, NC, and the Gulf of Mexico for international trade.

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 above depicts the STS for the Southeast region.



Commercial Airports	National Highway Corridors
General Aviation Reliever Airports	Statewide Highway Corridors
Water Ports	Highway Bellways 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)



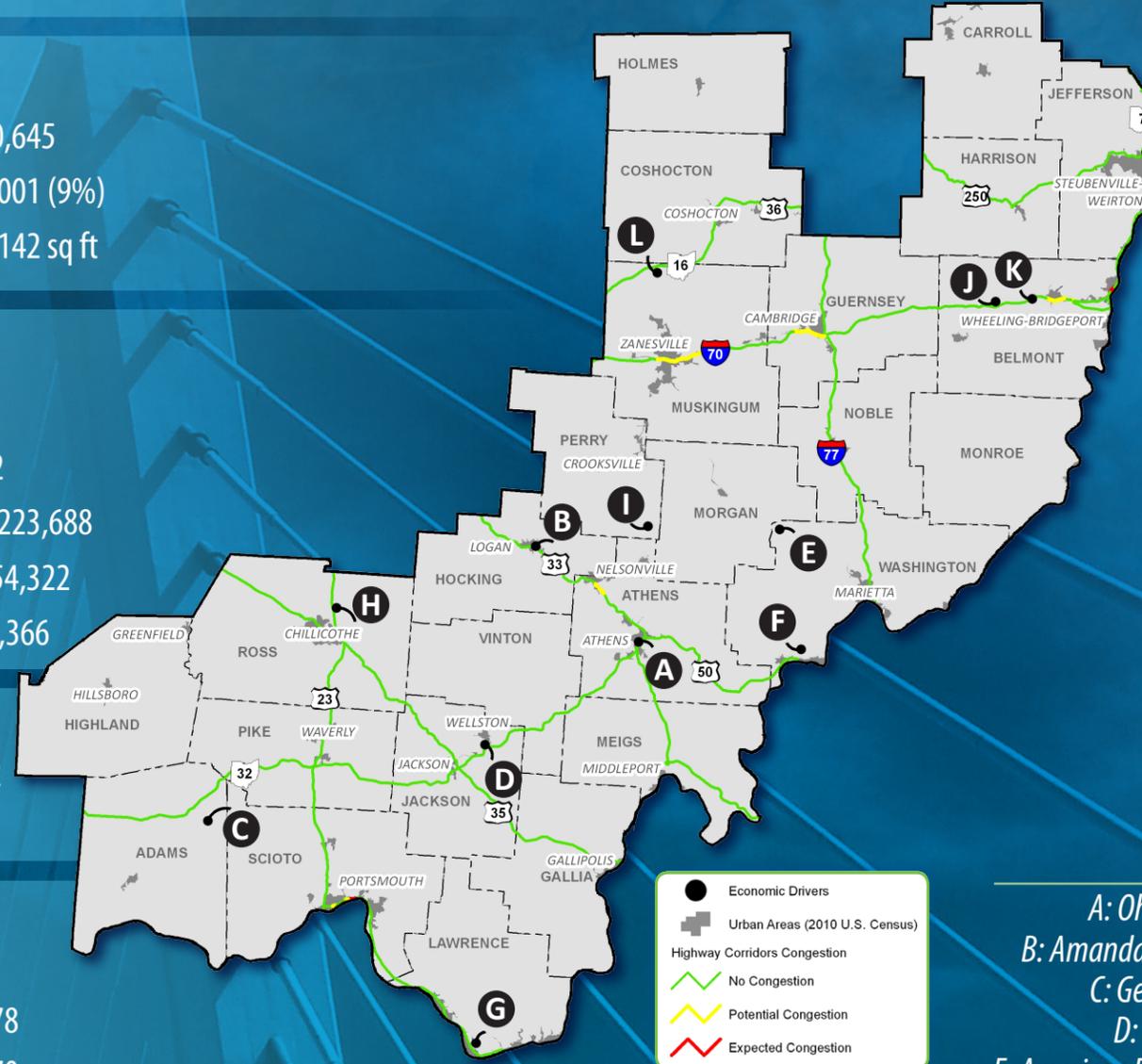
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Photos courtesy of John Morgan and Mathieu Thouvenin

[www.access.ohio.gov](http://www.access.ohio.gov)

# 2040 FORECASTED CONGESTION MAP

(Official 2040 forecast on the existing roadway)



## Southeast Region Existing Assets

### Roadway

Total lane miles in region	56,098
# lane miles in the region on the STS	12,265 (22%)

### Bridges

# of bridges in region	10,645
# of bridges in region on the STS	1,001 (9%)
Average bridge size in region	2,142 sq ft

### Transit

# of urban transit agencies in region	3
# of rural transit agencies in region	12
# of transit trips in 2011 in region	1,223,688
Small urban ridership in region	154,322
Rural ridership in region	1,069,366

### Aviation

# of airports in region	22
# of commercial airports in region	2

### Rail

# of Amtrak stations in region	2
# of Class I miles in region (>= 40 MGMT*)	178
# of regional rail line miles in region (<40 MGMT*)	770

\*MGMT = Millions of gross tons per mile

### Maritime

# of marine nautical miles in region	347
# of public ports in region	2

### Bicycle/Pedestrian

# of proposed state bike route centerline miles in region	160
# of sidewalk miles in region on US & state routes	289

## DEMOGRAPHICS

DESCRIPTION	2010	2040	TREND
Population	1,048,775 <sup>1</sup>	1,028,240 <sup>2</sup>	-2%
Education (Bachelor's degree or above)	13% <sup>3</sup>	—	—
Population Density (persons/sq. mile)	90 <sup>1</sup>	80 <sup>2</sup>	-11%
Zero Car Household	8% <sup>3</sup>	8.5% <sup>4</sup>	6%
Income per Capita	\$27,927 <sup>5</sup>	—	—
Median Age	39.5 <sup>3</sup>	39.6 <sup>2</sup>	0.3%
Elderly (% over 65)	15% <sup>3</sup>	19% <sup>2</sup>	26.7%
% Physically Disabled	22% <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
- Education
- Manufacturing
- Accommodation & Food Service

### SOUTHEAST REGION'S TOP ECONOMIC DRIVERS

- |                            |                    |                            |
|----------------------------|--------------------|----------------------------|
| A: Ohio University         | F: Dow Chemical    | J: Chesapeake Energy       |
| B: Amanda Bent Bolt Co     | G: McGinnis        | K: Murray Energy           |
| C: General Electric        | H: Kenworth        | L: The Longaberger Company |
| D: General Mills           | I: Buckingham Coal |                            |
| E: American Electric Power |                    |                            |

DESCRIPTION	2010	% of State
Total Employees	425,885	7%

## 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

## TRANSIT NEEDS

Transit needs were examined from a fiscal perspective rather than a conditions based perspective. Both operating and capital expenses were included to detail the financial resources that will be needed to maintain existing public transit services. The majority of the resources will be the responsibility of the locals.

SYSTEM TYPE	CAPITAL	OPERATING	# OF SYSTEMS
Urban	\$15,445,020	\$99,157,500	3
Rural	\$38,397,130	\$273,158,460	12