

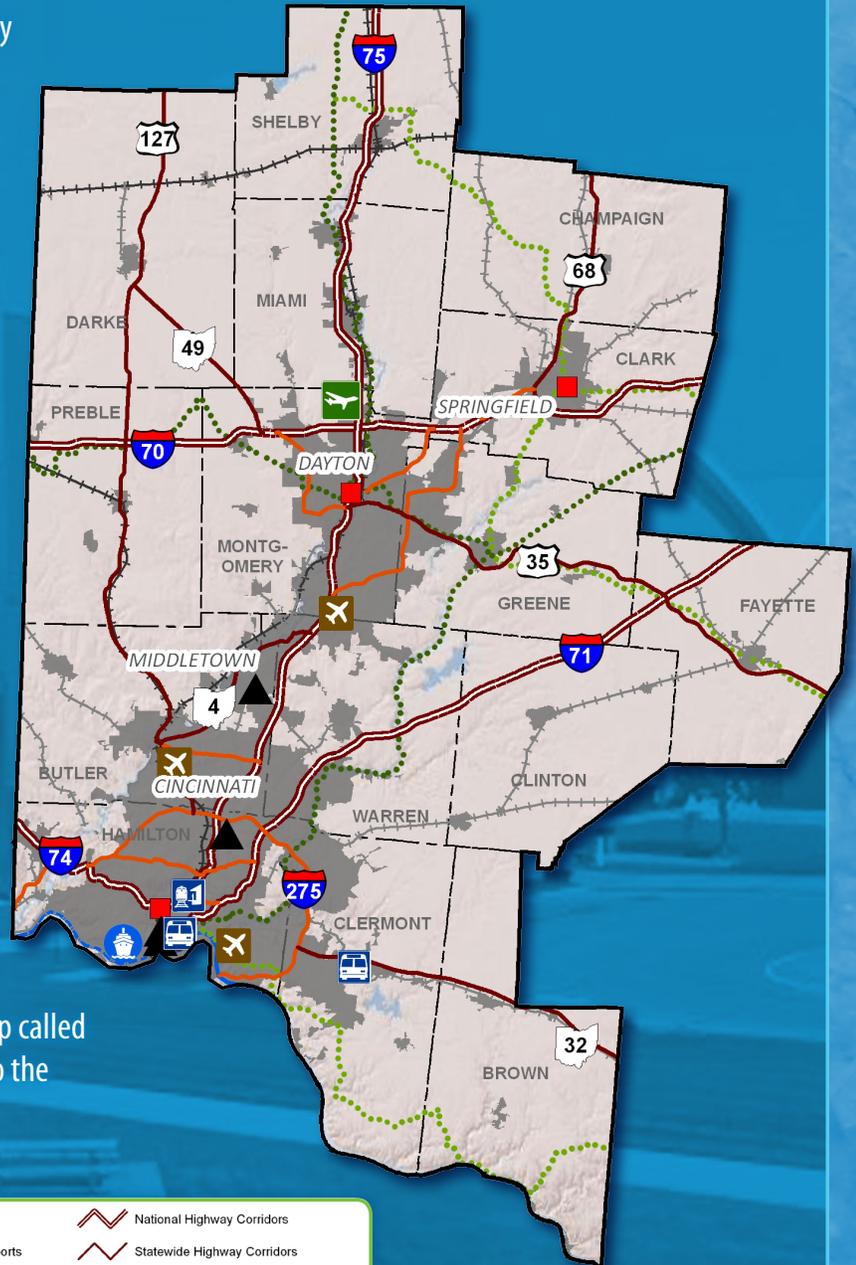


ACCESS OHIO 2040 STRATEGIC TRANSPORTATION SYSTEM

SOUTHWEST REGION TRANSPORTATION PROFILE

The Cincinnati-Dayton region includes three major highway corridors I-71, I-70, I-75 (known as “automotive alley”) and the largest air freight hub in the tri-state area. These critical highway corridors link Ohio to US and Canadian manufacturing. When they are combined they carry the largest volumes of truck traffic throughout the state. The region is home to Wright Patterson Air Force base, Proctor and Gamble, and some of the nation’s largest financial institutions. The region is supported by all modes of transportation including major freight rail lines, ports on the Ohio River, passenger rail, transit systems, and bike trails.

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 into a single map called the **Strategic Transportation System (STS)**. The map to the right depicts the STS for the Southwest region.



Draft, September 30, 2013

Photos courtesy of Wally Gobetz

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Southwest Region Existing Assets

2040 FUTURE CONGESTION

(Official 2040 forecast)

Roadway

Total lane miles in region	52,527
# lane miles in the region on the STS	9,783 (19%)

Bridges

# of bridges in region	8,887
# of bridges in region on the STS	1,600 (18%)
Average bridge size in region	4,014 sq ft

Transit

# of urban transit agencies in region	9
# of rural transit agencies in region	5
# of transit trips in 2011 in region	12,954,089
Large urban ridership in region	12,001,918
Small urban ridership in region	680,200
Rural ridership in region	271,971

Aviation

# of airports in region	20
# of commercial airports in region	2

Rail

# of Amtrak stations in region	1
# of Class I miles in region (>= 40 MGMT*)	209
# of regional rail line miles in region (<40 MGMT*)	574
# intermodal facilities that serve rail in region	3

*MGMT = Millions of gross tons per mile

Maritime

# of marine nautical miles in region	101
# of public ports in region	1

Bicycle/Pedestrian

# of proposed state bike route centerline miles in region	650
# of sidewalk miles in region on US & state routes	456



TRANSIT NEEDS

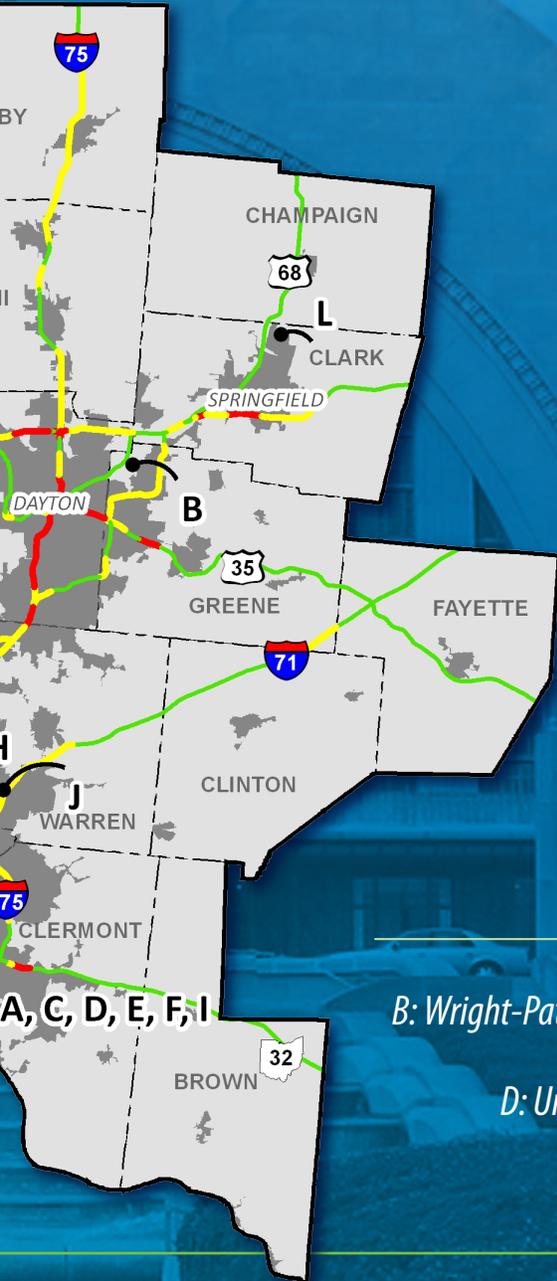
Transit needs were examined from a regional perspective. Both operational and financial resources that will be needed. The majority of the resources

SYSTEM TYPE

Urban	\$82
Rural	\$1

FORECASTED ESTION MAP

(forecast on the existing roadway)



OS

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

CAPITAL	OPERATING	# OF SYSTEMS
29,782,647	\$4,424,398,740	9
3,692,689	\$90,032,472	5

DEMOGRAPHICS

DESCRIPTION	2010	2040	TREND
Population	2,905,553 ¹	2,926,780 ²	1%
Education (Bachelor's degree or above)	26% ³	—	—
Population Density (persons/sq. mile)	387 ¹	390 ²	1%
Zero Car Household	8% ³	8.2% ⁴	3%
Income per Capita	\$37,863 ⁵	—	—
Median Age	37.9 ³	39.9 ²	5%
Elderly (% over 65)	13% ³	19% ²	46%
% Physically Disabled	18% ¹	—	—

Sources: ¹Census 2010, ²Ohio Development Services Agency Forecast, ³2007-11 American Community Survey 5 Year Estimate, ⁴Ohio Statewide Travel Demand Model Forecast, ⁵Bureau of Economic Analysis 2011

ECONOMIC PROFILE

TOP 5 EMPLOYMENT SECTORS

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

SOUTHWEST REGION'S TOP ECONOMIC DRIVERS

- A: Kroger Co
- E: Fifth Third Bancorp
- I: Cincinnati Bell Inc
- B: Wright-Patterson Air Force Base
- F: Macy's, Inc
- J: Cintas Corp
- C: Procter & Gamble
- G: Miami University
- K: General Electric
- D: University of Cincinnati
- H: AK Steel Holding
- L: Navistar

DESCRIPTION	2010	% of State
Total Employees	1,626,084	26%

TOTAL STATE FREIGHT FLOW

MODE	2007 TONS/VALUE IN MILLIONS	2040 TONS/VALUE IN MILLIONS
Air	0.9/\$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

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 I-75 (Ohio River to I-70) Hamilton, Butler, Warren, Montgomery Counties

Indicator(s): Safety, Mobility and Efficiency 

B I-71 (Ohio River to I-275) Hamilton County

Indicator(s): Mobility and Efficiency 

C I-70 (SR 49 to US 40) Montgomery and Clark Counties

Indicator(s): Mobility and Efficiency 

D I-74 (IN Border to I-75) Hamilton County

Indicator(s): Mobility and Efficiency 

E US 68 (Clark/Champaign county line to US 33) Logan, Champaign Counties

Indicator(s): Safety 

F SR 562 (I-75 to I-71) Hamilton County

Indicator(s): Mobility and Efficiency 

G US 35 (I-75 to Xenia) Greene County

Indicator(s): Safety, Mobility and Efficiency 

H SR 4 (I-275 to I-75) Montgomery, Greene, Clark, Hamilton, Butler, Warren Counties

Indicator(s): Safety, Mobility and Efficiency 

I Marine-70 (Meldahl Lock and Dam - Ohio River) Clermont County

Indicator(s): Preservation 

J Short Line Railroads

Indicator(s): Preservation, Safety 

K Greater Dayton Regional Transit Authority Operating Budget, Montgomery County

Indicator(s): Preservation 

L Southwest Ohio Regional Transit Authority Operating Budget, Hamilton County

Indicator(s): Preservation 

