LUC REGIONAL TRANSPORTATION PLAN

2015

ACKNOWLEDGEMENTS

LUC STAFF:
Skyler Wood

Brad Bodenmiller
Wes Dodds
Dave Gulden
Heather Martin
Erin Moriarty
Jenny Snapp

STEERING COMMITTEE:
Bob Ammons; Logan County Township Association
Marica Bailey; Champaign County Economic Development
Nancy Baldwin; Simon Kenton Pathfinders
Paul Benedetti; Logan County Economic Development
Tyler Bumbalough; City of Urbana Engineer
Scott Coleman; Logan County Engineer
Doug Crabill; City of Urbana
Brian Dunn; Logan County Commissioners
David Faulkner; Champaign County Commissioners
Stephen McCall; Champaign County Engineer
Matt Melvin; Champaign County Sheriff's Office
Pam Miller; Indian Lake Chamber
Tim Notestine; City of Bellefontaine Engineering
Matt Parrill; ODOT District 7
Joe Sampson; Champaign County Mayor's Association
Andy Smith; Logan County Sheriff's Office
Ben Stahler; Logan County Mayor's Association
Lew Terry ; Champaign County Township Association

LUC EXECUTIVE OFFICERS:
Paul Hammersmith; President
Steve McCall; First Vice President
Jim Holycross; Second Vice President
Andy Yoder; Treasurer
Dave Gulden; Secretary

MVRPC:
Brian Martin; Executive Director
Ami Parikh; Transportation Planner
Omar Peters; Transportation Planner
Ana Ramirez; Director of Long Range Planning and Engineering

TABLE OF CONTENTS

TABLE OF CONTENTS

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF FIGURES

1 EXECUTIVE SUMMARY

The Logan-Union-Champaign Regional Planning Commission (LUC) was selected to serve as the Regional Transportation Planning Organization (RTPO) for a two county region of central Ohio—Champaign and Logan counties—and developed this transportation plan as its first plan. The plan identifies and prioritizes needed investments for maintaining and improving the region's multi-modal transportation network. This was a two year, pilot process developed by the Ohio Department of Transportation (ODOT).

The process that developed the plan, was driven by a Steering Committee of stakeholders from the two counties. Each section was prepared by LUC staff under the direction of a mentor agency—the Miami Valley Regional Planning Commission (MVRPC)—and recommended by the Steering Committee to the LUC Executive Committee. Both local and central office staff from ODOT participated in development of the plan and LUC staff attended several trainings offered by the agency to develop transportation planning skills and expertise.

In addition to public and regional agency participation in the form of a Steering Committee and mentor relationship with MVRPC and ODOT, public participation was sought at the onset of the plan. This occurred through a survey performed by an ODOT consultant. The survey sought public input on the existing transportation network and future needs. This was used, in addition to input from the Steering Committee, MVRPC, and ODOT, to develop goals and guide the development of the plan.

Goals for the Regional Transportation Plan are generally described as below and encompass multiple objectives:

- Transportation safety: Improve and maintain safety of roadway network, reducing the number of crashes in the area and striving to fall within the nation's average range of crash data.
- Network connectivity, reliability, and efficiency: Evaluate and improve the highway network to promote safe, reliable, and efficient travel for all road users.
- Multimodal access: Improve and expand the public transportation network and non-motorized transportation options to allow easy mobility to all residents and visitors.
- Economic vitality: Improve economic growth in the region by providing transportation options that support existing businesses and encourage new economic development opportunities.
- Stewardship: Commit to the future and longevity of the transportation network by evaluating the social, environmental, and financial circumstances surrounding each project.

EXECUTIVE SUMMARY

The sections that follow this Executive Summary analyze existing conditions—such as, socio-demographic data, environmental conditions, existing transportation data—and comment on future conditions and fiscal analysis.

After establishment of goals, analysis of existing conditions, and comment on future conditions and fiscal analysis, projects were solicited from political subdivisions within the two counties. Using the goals, Steering Committee, MVRPC, and ODOT input, criteria was created to rank projects submitted by Steering Committee members, political subdivisions, and city and county engineers. This resulted in a project matrix that listed and ranked the submitted projects.

Finally, the plan in its entirety with specific attention drawn to the project matrix was presented to the public for input in two open houses—one in each of the counties. After this was completed, a final review of the plan was completed and submitted with the recommendation of the Steering Committee to the LUC Executive Committee for adoption.

The RTPO process has been critical to the development of this regional transportation plan and the development of staff skills and expertise in transportation planning. Without the RTPO process and financial support from ODOT, this transportation plan would not have happened. Through this process, LUC staff has participated in state-wide committees and regional groups it would otherwise not be participating in or of which it would be unaware. This document, and the state-wide and regional collaboration that has come with it, will guide both the State and this region's transportation decisions in the future; ultimately, resulting in better dialogue between the region's stakeholders and members of the public—acting as a single, collective body—to ODOT and the State.

2 GOALS AND OBJECTIVES

Goals for the Regional Transportation Plan are the following and encompass multiple Objectives as described below:

- **Transportation Safety**
- **Network Connectivity, Reliability & Efficiency**
- **Multimodal Access**
- **Economic Vitality**
- **Stewardship**

Transportation Safety

Improve and maintain safety of roadway network, reducing the number of crashes in the area and striving to fall within the nation's average range of crash data.

- Identify high crash areas
- Identify traffic enforcement target areas
- Create and implement a signage plan to assist in wayfinding, speed regulation, and traffic control
- Evaluate existing signage for conformance to current standards in high crash areas (intersection and curves)
- Establish a public service announcement system to reduce animal crashes during deer season

Network Connectivity, Reliability & Efficiency

Evaluate and improve the highway network to promote safe, reliable, and efficient travel for all road users.

- Evaluate crash data and traffic volume to identify areas of improvement
- Evaluate the need for additional infrastructure at intersections with high traffic volumes
- Assess local congestion and discuss infrastructure improvements
- Perform feasibility study of congestion alleviation opportunities
- Preserve and maintain the existing transportation network

GOALS AND OBJECTIVES

Multimodal Access

Improve and expand the public transportation network and non-motorized transportation options to allow easy mobility to all residents and visitors.

- Create a comprehensive Bicycle and Pedestrian Plan for the two counties
- Identify bicycle-pedestrian connections within activity centers such as schools, hospitals, shopping areas, universities, etc.
- Evaluate trip data for current public transportation
- Centralize all modes of transportation with one multimodal access hub

Economic Vitality

Improve economic growth in the region by providing transportation options that support existing businesses and encourage new economic development opportunities.

- Ensure that large manufacturing businesses in the region have adequate access to the freight infrastructure network.
- Facilitate the movement of goods into and out of the area and improve the mobility of all freight modes.

Stewardship

Commit to the future and longevity of the transportation network by evaluating the social, environmental, and financial circumstances surrounding each project.

- Address transportation priorities in a manner consistent with fostering social and environmental principles.
- Develop a fiscally responsible plan and explore funding options to fund proposed transportation improvements.

3 SOCIO-DEMOGRAPHIC CONDITIONS

Logan and Champaign counties were formed in the 1800's. When the region was formed, populations were generally clustered, which later became the cities and villages that we know today. More recently, development has been sprawled, tending to be spread throughout the more rural areas of the two counties through the development of rural lot splits and subdivisions.

Historically, the economy of the region has been driven by manufacturing and industrial employment. While these segments still drive a large portion of the economy, several major manufacturing employers have left the area in the last 20 years. Commercial retail development has significantly increased during this period as well.

The following sections detail the socio-demographic conditions for Champaign County and Logan County. Data was gathered from sources such as the Census 2010, U.S. Bureau of Economic Analysis, the Ohio Department of Job and Family Services' (ODJFS), and the Bureau of Labor Market Information (BLMI). The data was collected, then analyzed and mapped to provide an overview of the current socio-demographic conditions of the two county area.

The type of socio-demographic data that was gathered and presented in the following sections are:

SOCIO-DEMOGRAPHIC CONDITIONS

3.1 OVERVIEW

Logan and Champaign counties are located in west central Ohio, approximately 40 miles west of Columbus and 30 miles north of Dayton. Centrally located in both Ohio and the United States, Logan and Champaign counties are within 300 miles of numerous major cities, including Cincinnati, Toledo, Cleveland, Detroit, Indianapolis, Louisville, Lexington, Charleston, and Pittsburgh.

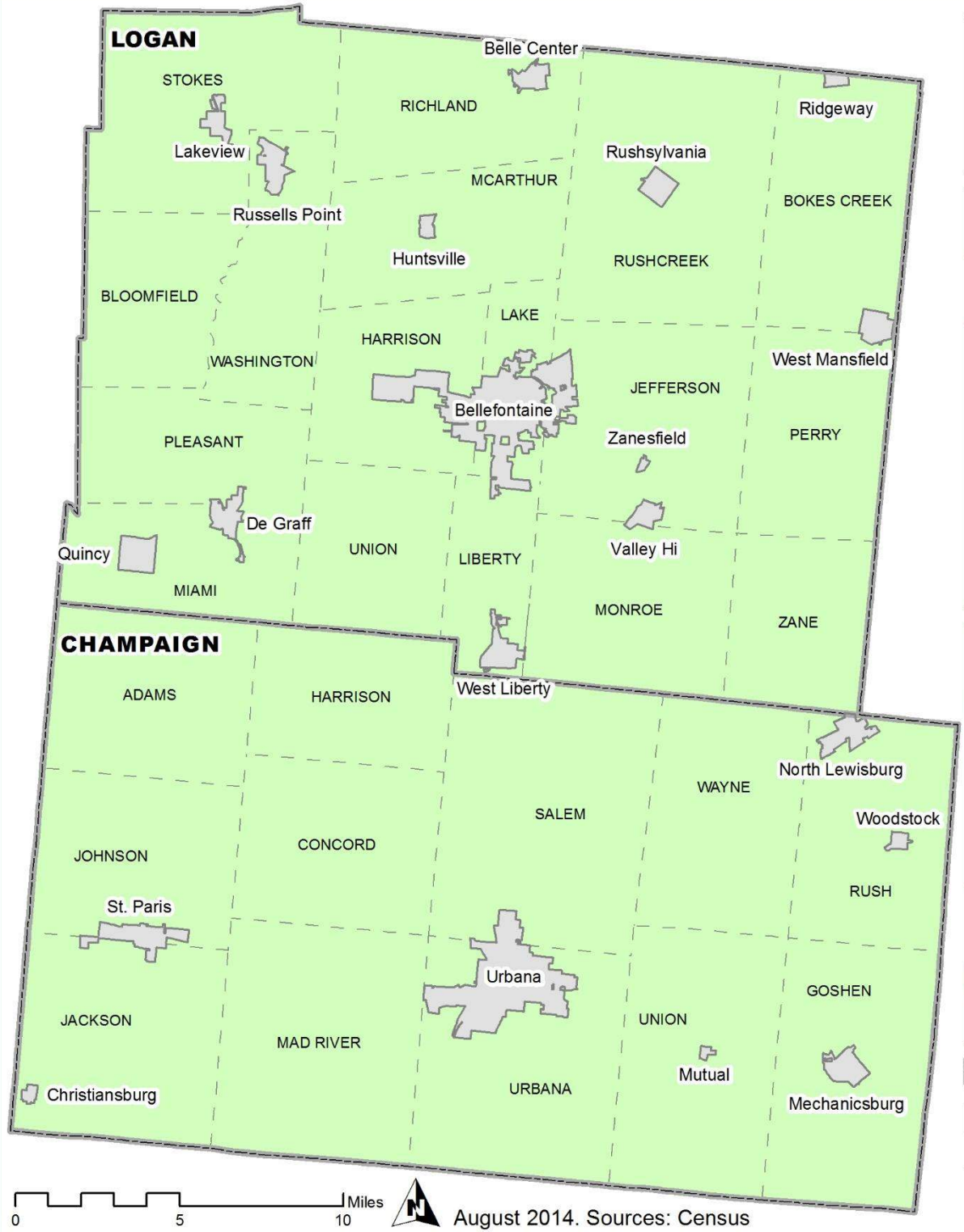
The 2010 census showed 85,955 people living in the 888 square miles across the two counties. Within the two counties, there are 51 units of government, including the 2 counties, 29 townships and 20 municipalities. Logan County and the City of Bellefontaine are home to the highest populations in the area.

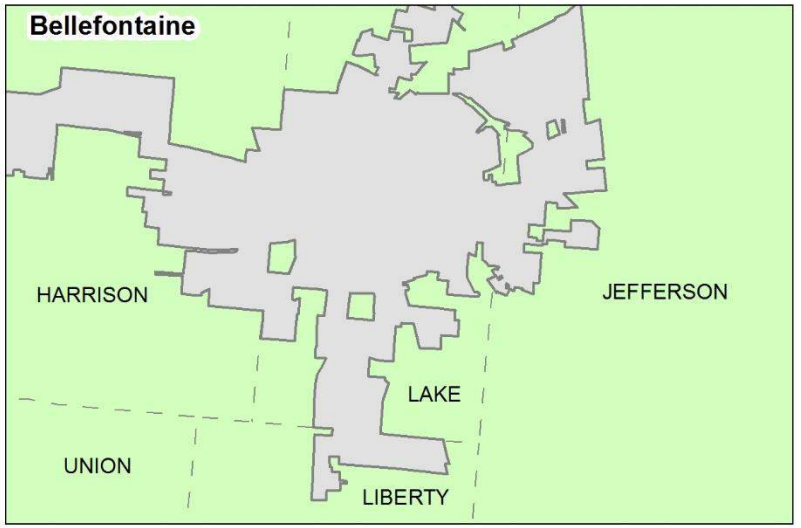
The primary method of travel in the area is motor vehicle. However, both counties are served by a municipal airport, demand response transit service, and an ever-growing network of pedestrian transportation methods, including trails and sidewalks. The area is served by a network of roadways and rail lines to support the efficient movement of freight through the community.

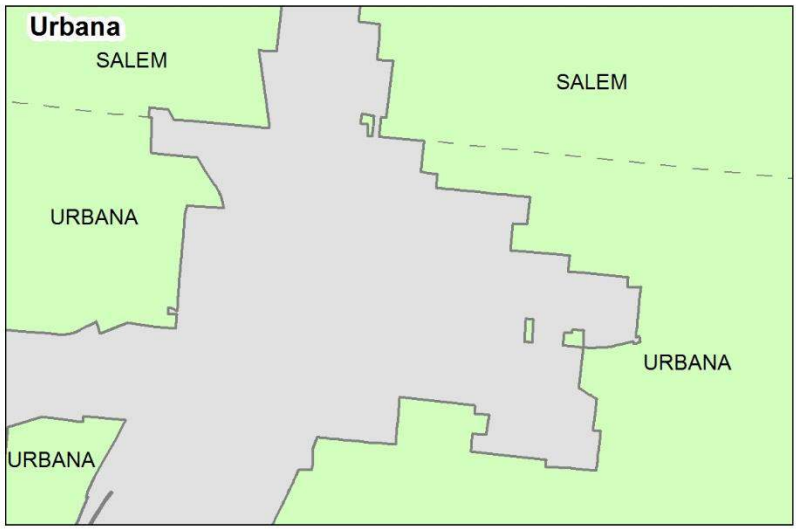
74% of workers in Logan County work near home, being employed within the county. In Champaign County, less than 50% of employed persons work within the county. A majority of workers in Champaign County travel outside of the county for employment, with a large portion of them working in Clark, Union, Logan and Montgomery counties. The highest percentage of commuters travel alone in a personal vehicle, with an average travel time of 24.4 minutes.

The RTPO Region map, shown at the end of this section, displays Champaign and Logan counties in addition to the townships and municipalities that reside within them.

RTPO Region







County Boundaries

Municipalities

Townships

3.2 SOCIO-DEMOGRAPHIC DATA

3.2.1 Socio-economic Profile

In the preparation of a socio-economic profile for Logan and Champaign counties, several sources of information were utilized. The US 2010 Census was used for all residence-related variables, as well as journey-to-work statistics. For employment and population variables, LUC used a combination of sources including the US Bureau of Labor Statistics, the American Community Survey, and the Ohio Development Services Agency.

Figure 3-1 shows data taken from the US 2010 Census and the American Community Survey. Logan and Champaign counties are home to a combined population of 85,955; 53.4% live in Logan and 46.6% live in Champaign. In both counties, the distribution of the population is more densely located in the cities of the region, Bellefontaine and Urbana, with density decreasing away from the city center and into the surrounding rural areas.

County	Pop	%Pop	Households	%Households	Employment	%Employment
Logan	45,858	53.4%	18,111	54.2%	35,676	53.3%
Champaign	40,097	46.6%	15,329	45.8%	31,250	46.7%
Total	**85,95**		**33,440**		**66,926**	

Figure 3-1: Socio-economic Data and Percentages

There are approximately 33,440 households in the region, with the larger portion (54.2%) located in Logan County. The area is also home to nearly 67,000 jobs, with Logan County again having the larger share of employment. The distribution of households and employment for the two counties is highly similar to that of the population with the variances falling within a margin of 1%.

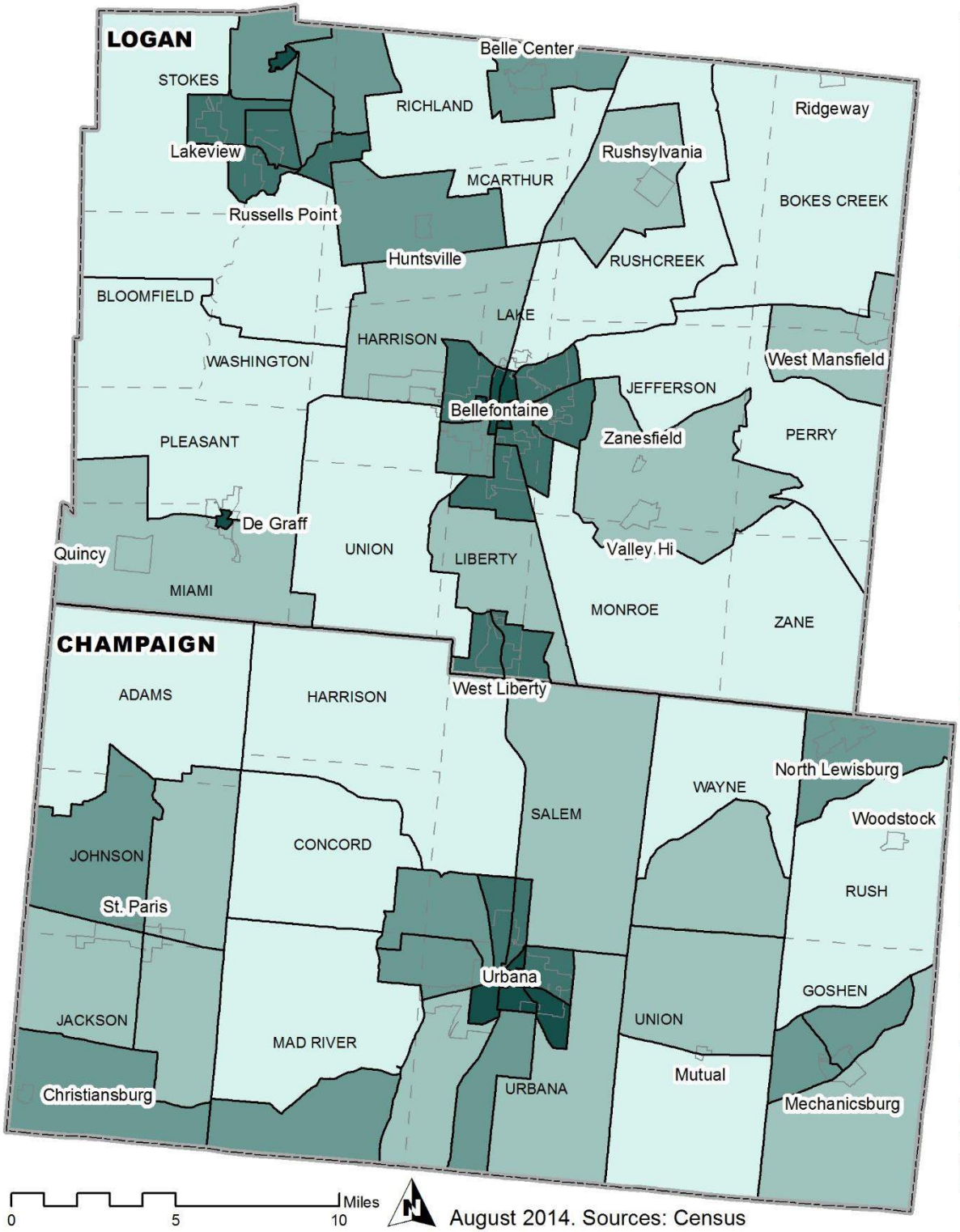
Upon further evaluation of socioeconomic elements in the two counties, it was found that multiple factors were more frequent in the cities of Bellefontaine and Urbana. The average minority population is 5.3% in Champaign County and 4.7% in Logan County; however, those percentages are lower in the regions outside of the two cities while block groups in the Bellefontaine and Urbana areas have a minority population above or equal to these county percentages.

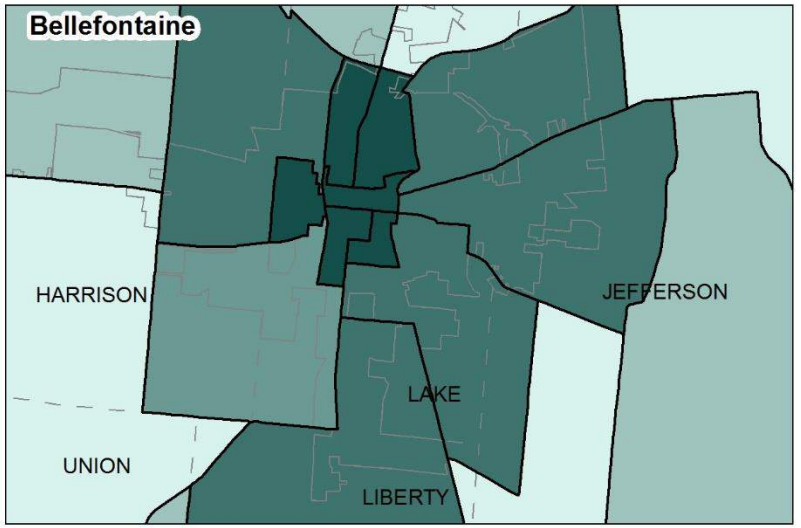
Other statistics for which the areas of Bellefontaine and Urbana differ from the county averages are population in poverty, average household size, median household income, Hispanic population, and households with no vehicle. These socioeconomic trends occurring in the denser areas of Logan and Champaign counties will help to guide the Rural Transportation Plan going forward.

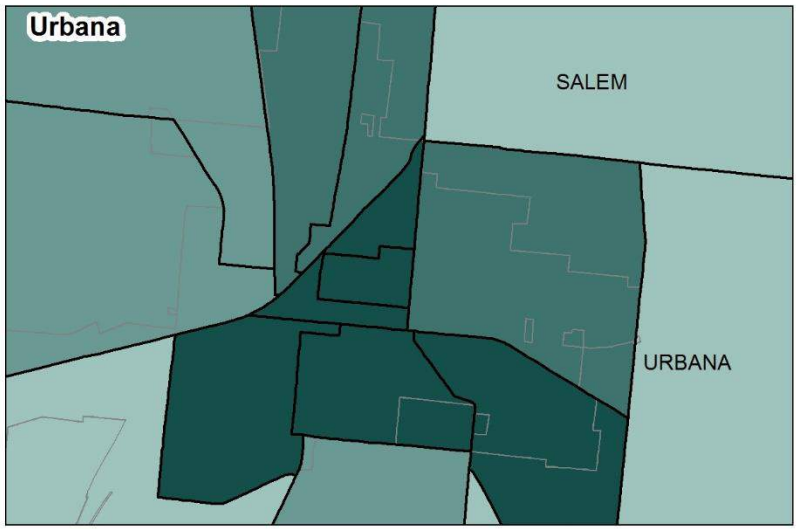
SOCIO-DEMOGRAPHIC CONDITIONS

The maps that follow display the census data in map form and exhibit the socio-demographic profile of the two county region. The variables shown include population density, minority population, Hispanic population, elderly population, household density, average household size, median household income, households with no vehicles, and population in poverty.

Population Density



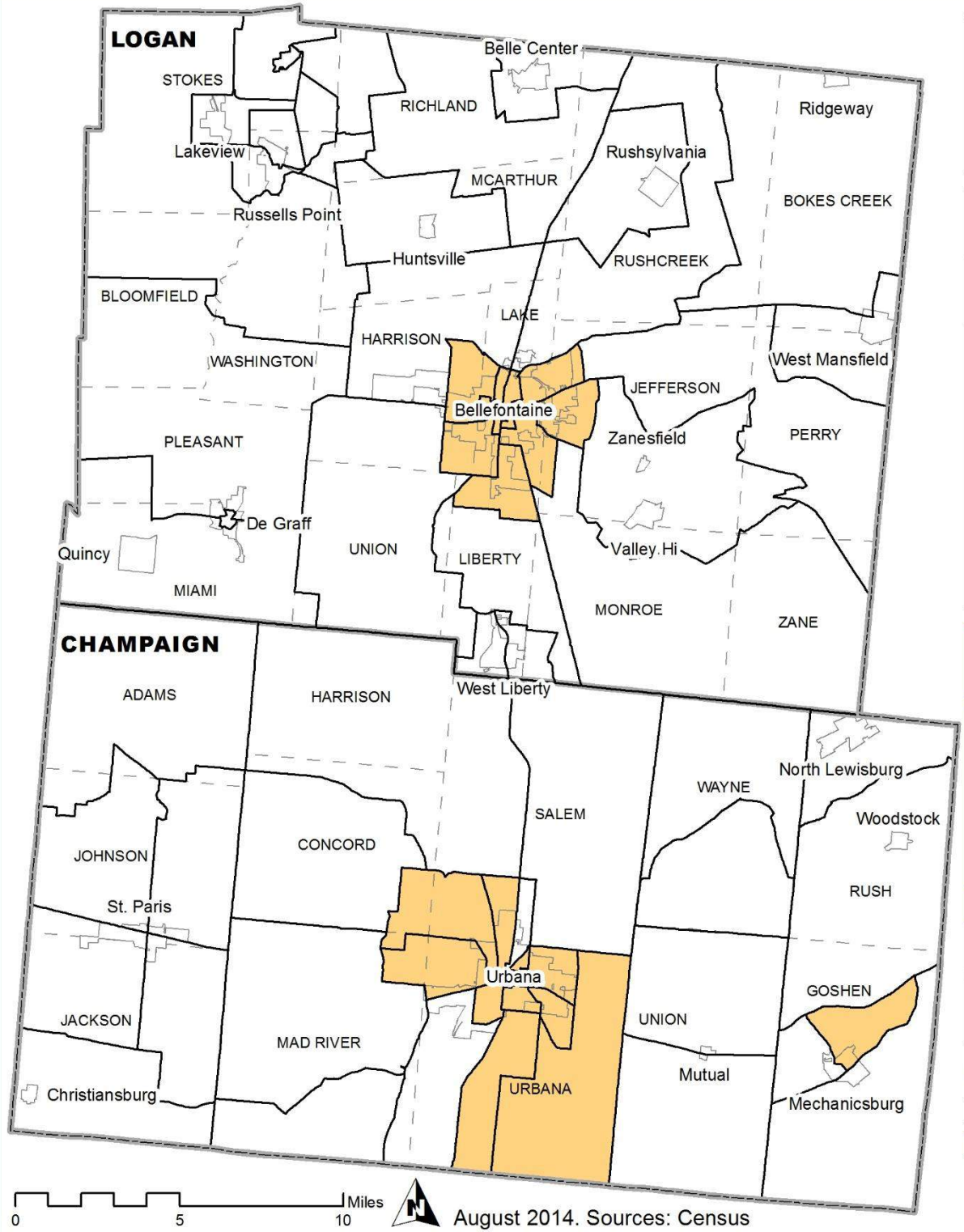


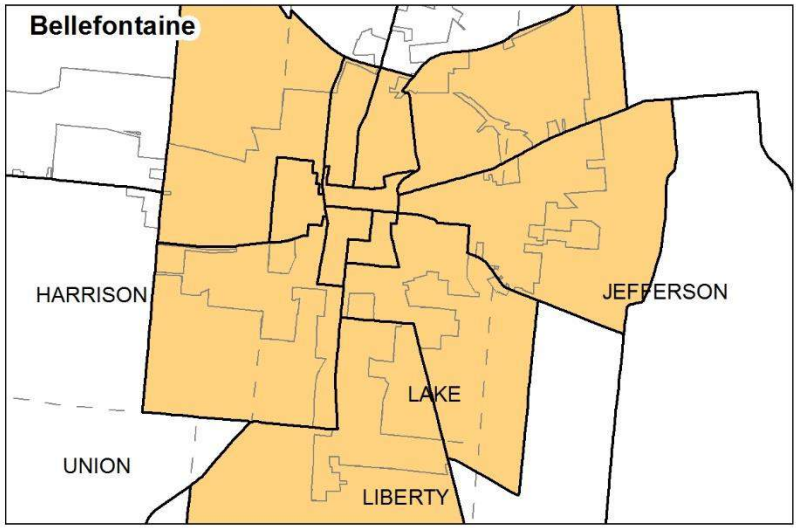


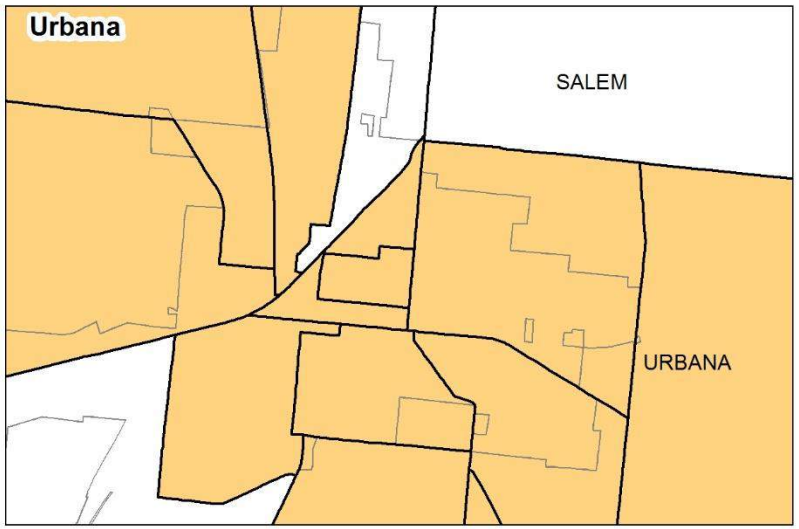
Person/Sq. Mile by Census Block Groups

24 - 56	263 - 854
56 - 93	854 - 5526
93 - 263	

Minority Population





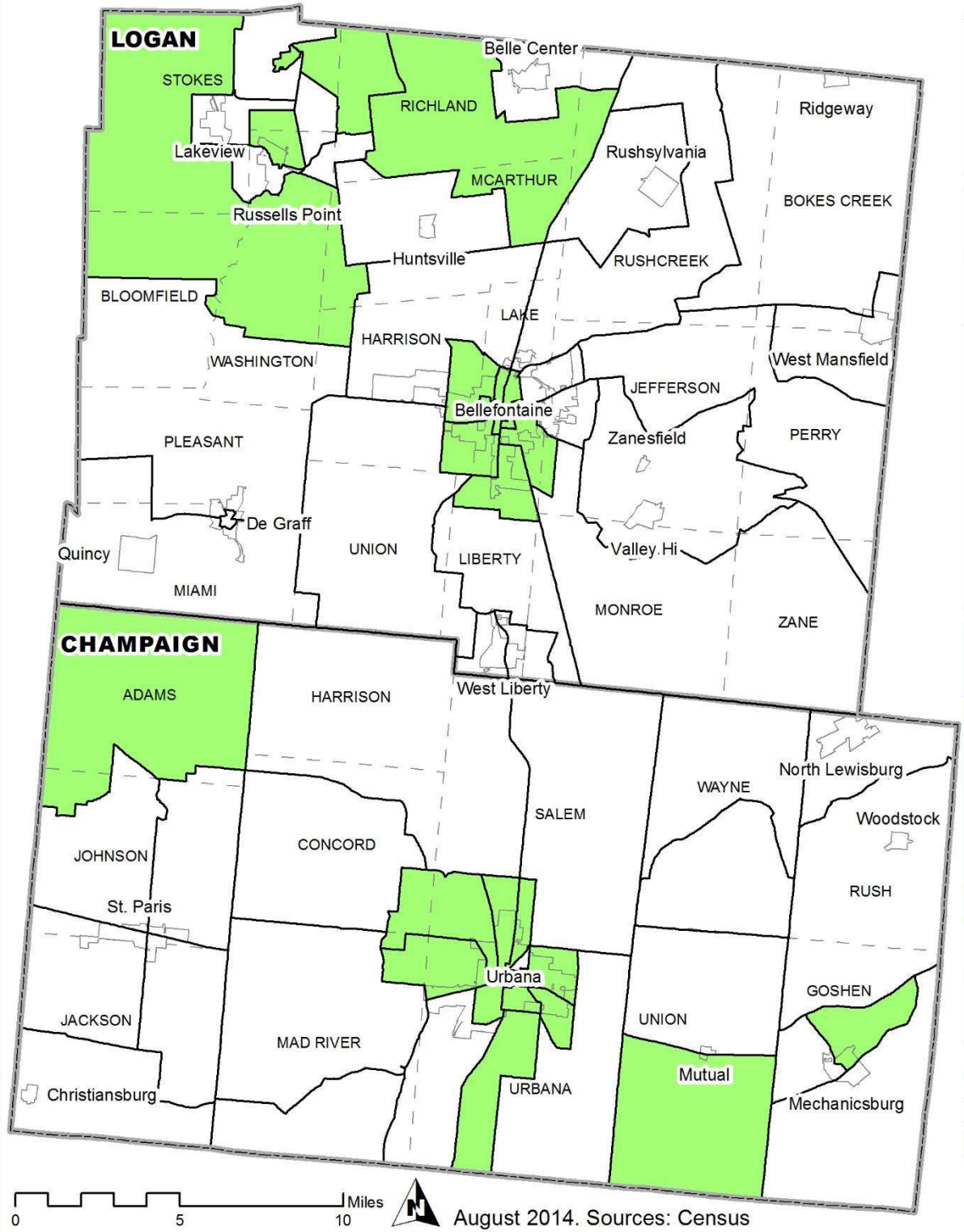


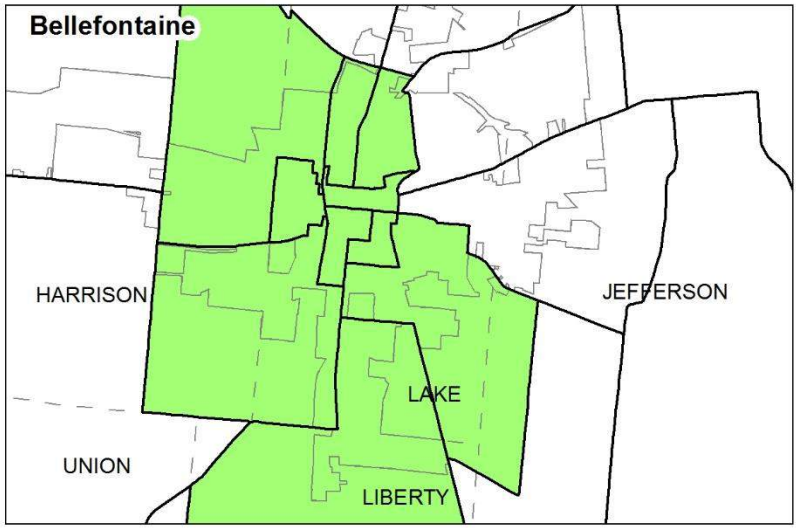
Minority Population by Census Block Groups

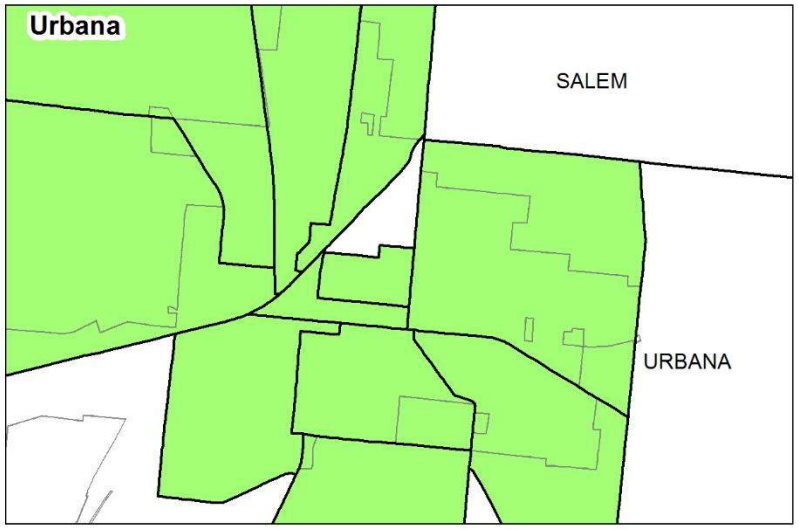
Below County Percentage

Above or Equal to County Percentage

Hispanic Population



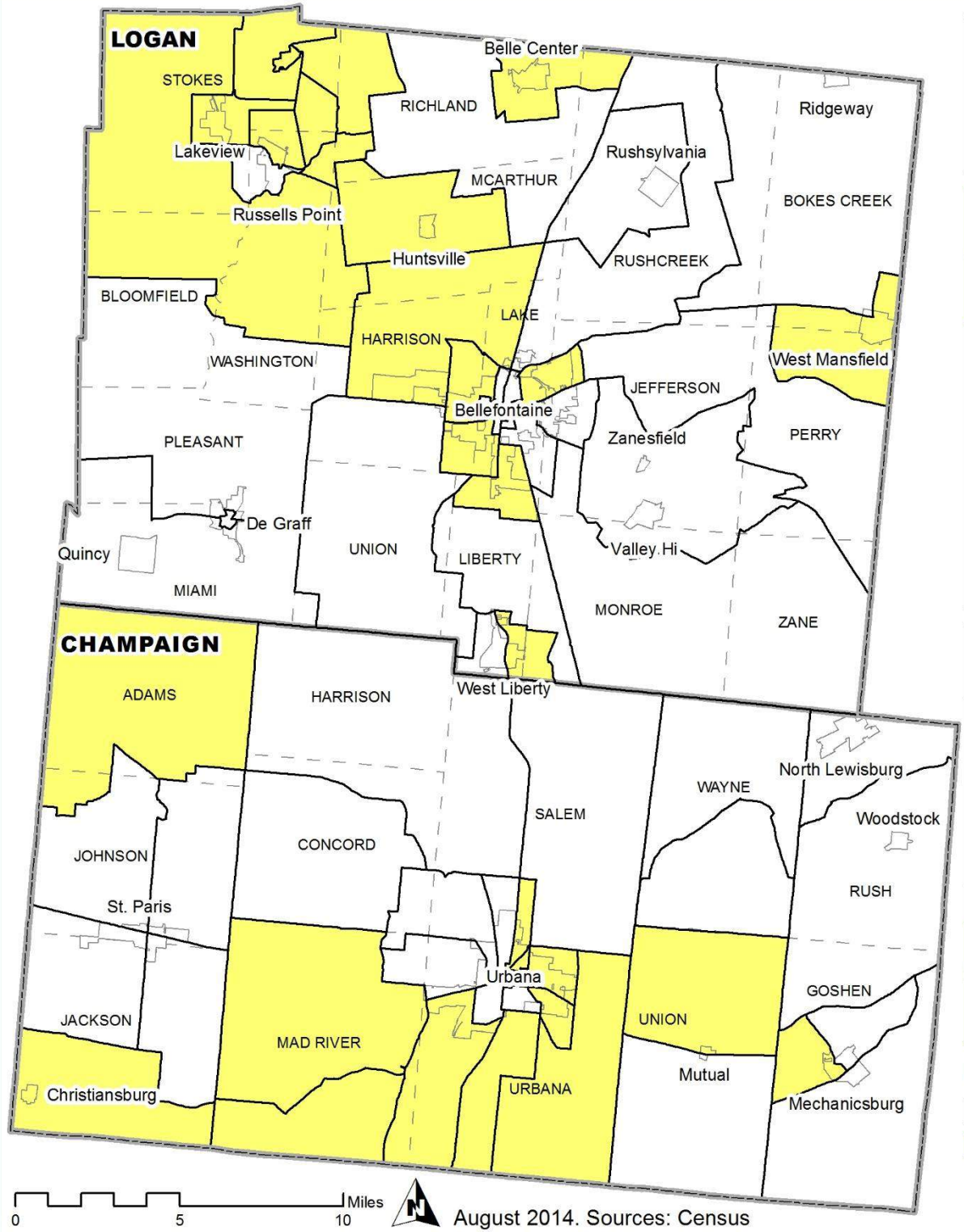


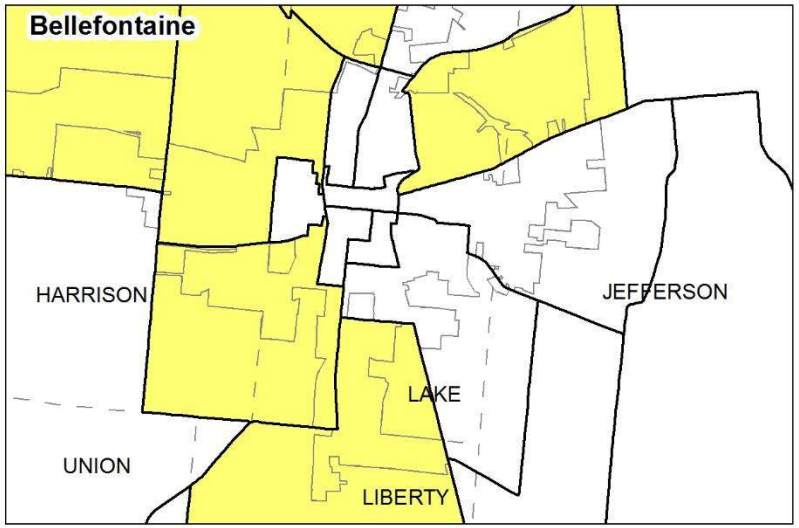


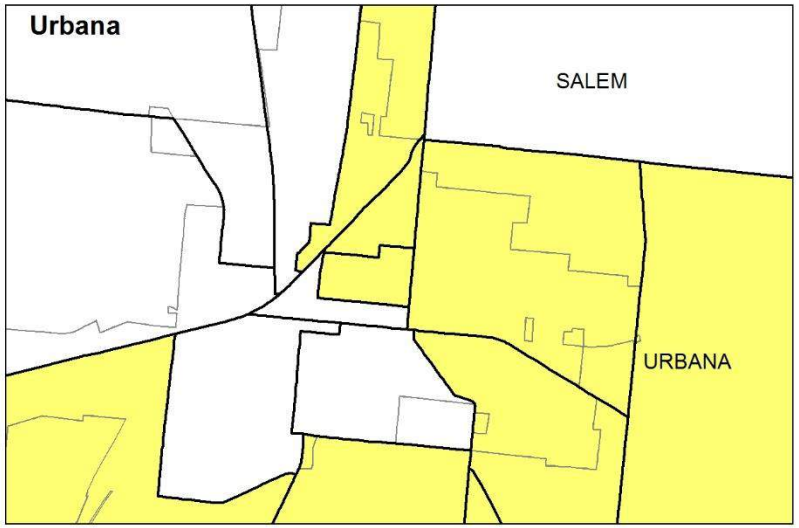
Hispanic Population by Census Block Groups

- Below County Percentage
- Above or Equal to County Percentage

Elderly Population (65 Years & Older)



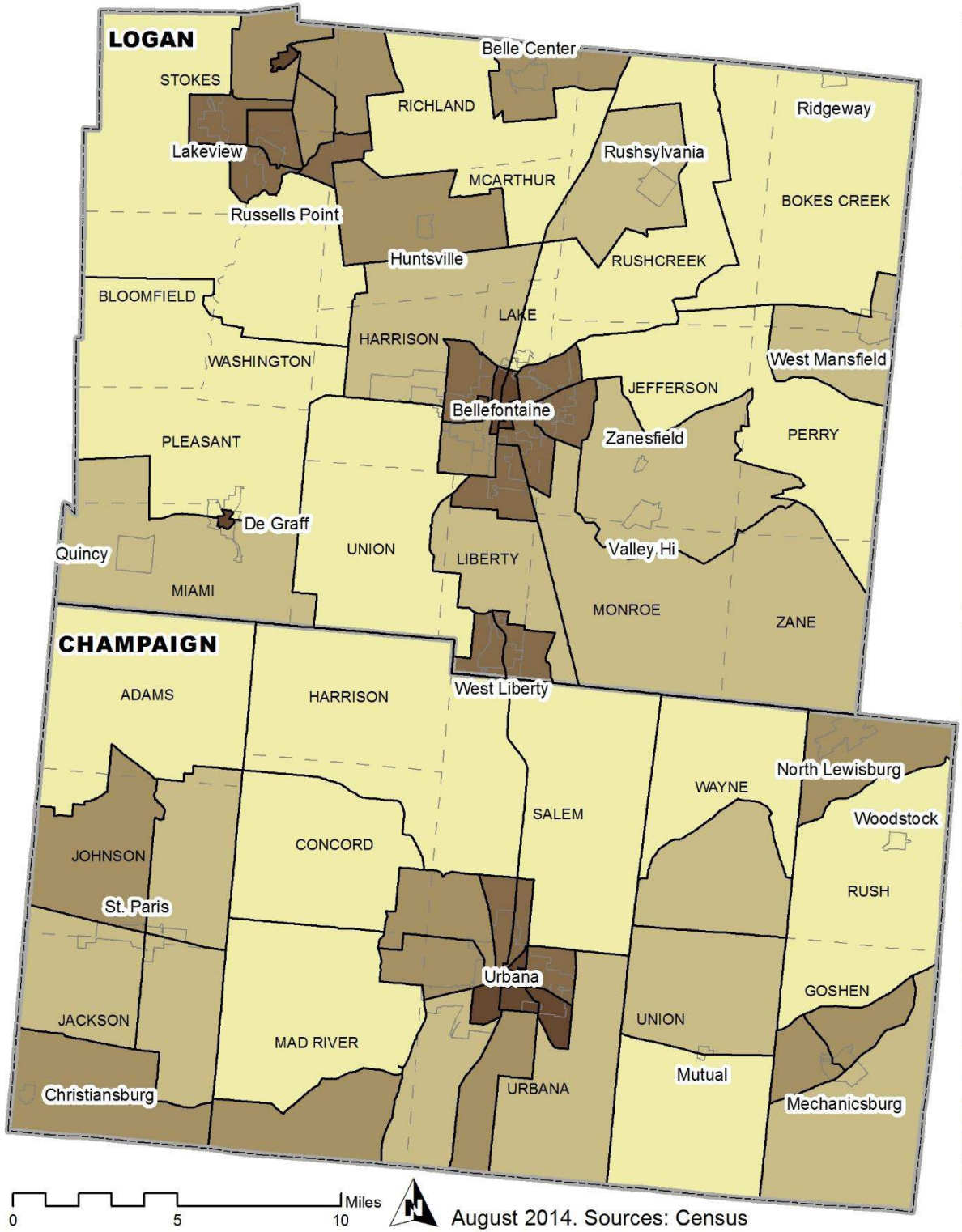


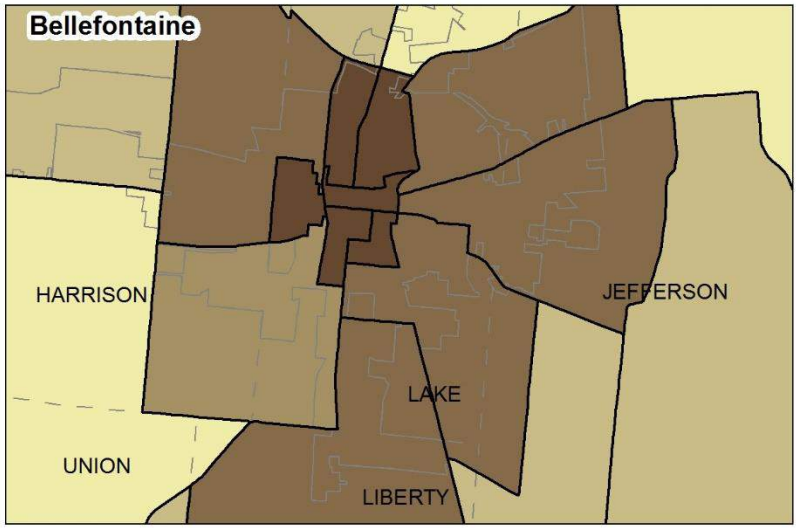


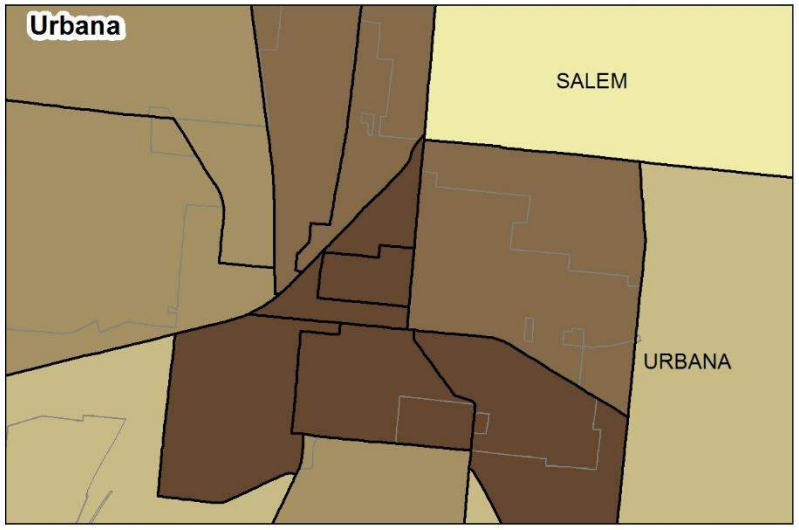
Elderly Population by Census Block Groups

- Below County Percentage
- Above or Equal to County Percentage

Household Density



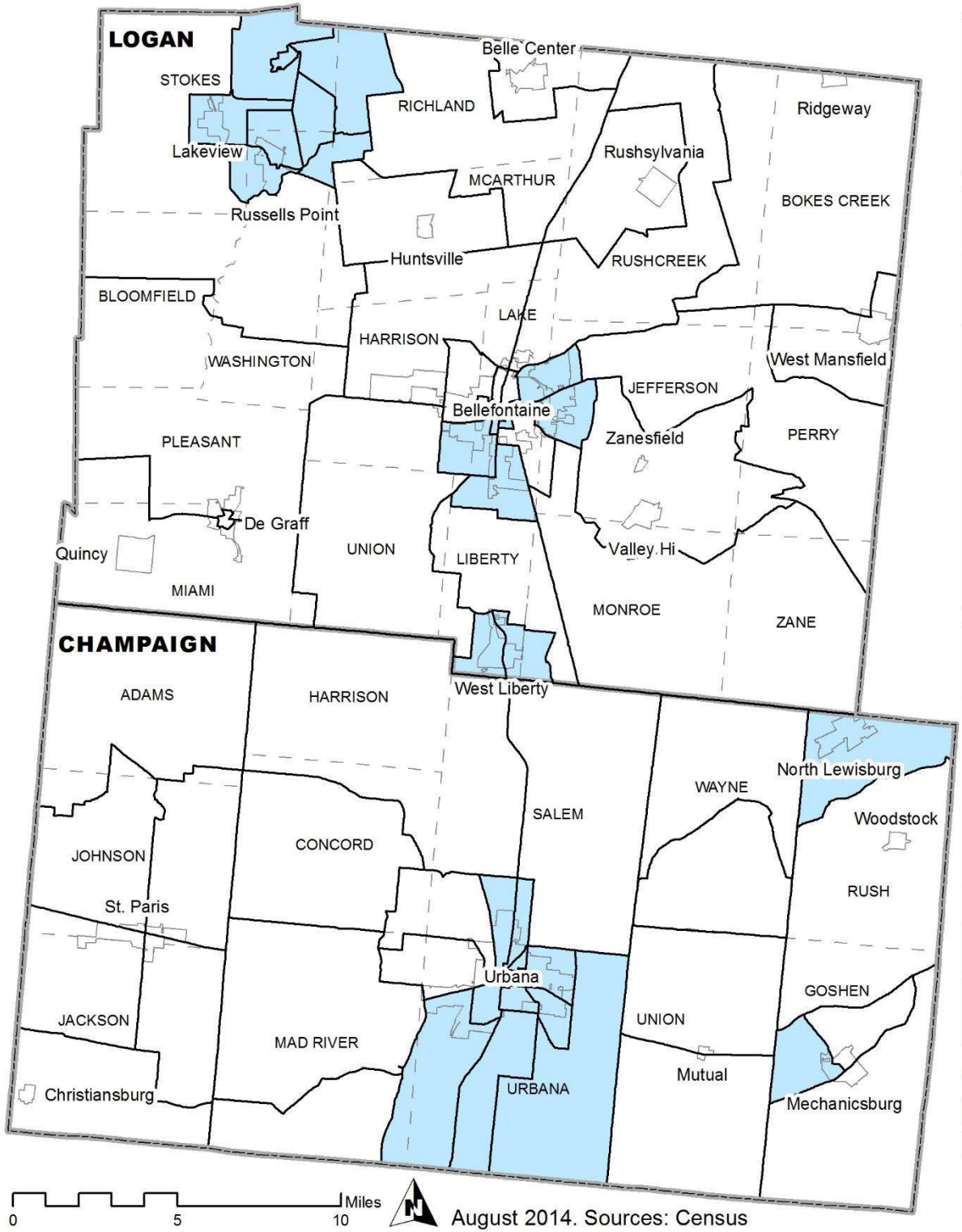


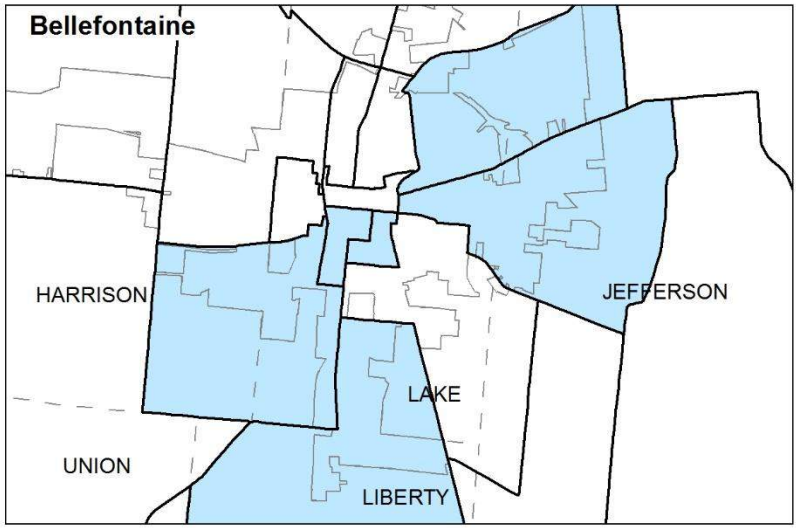


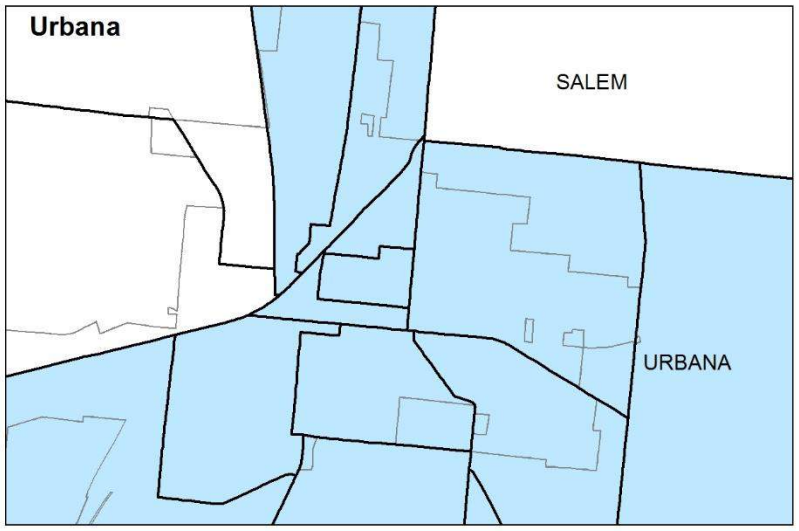
Households/Sq. Mile by Census Block Groups

8 - 20	133 - 337
20 - 36	337 - 2359
36 - 133	

Average Household Size



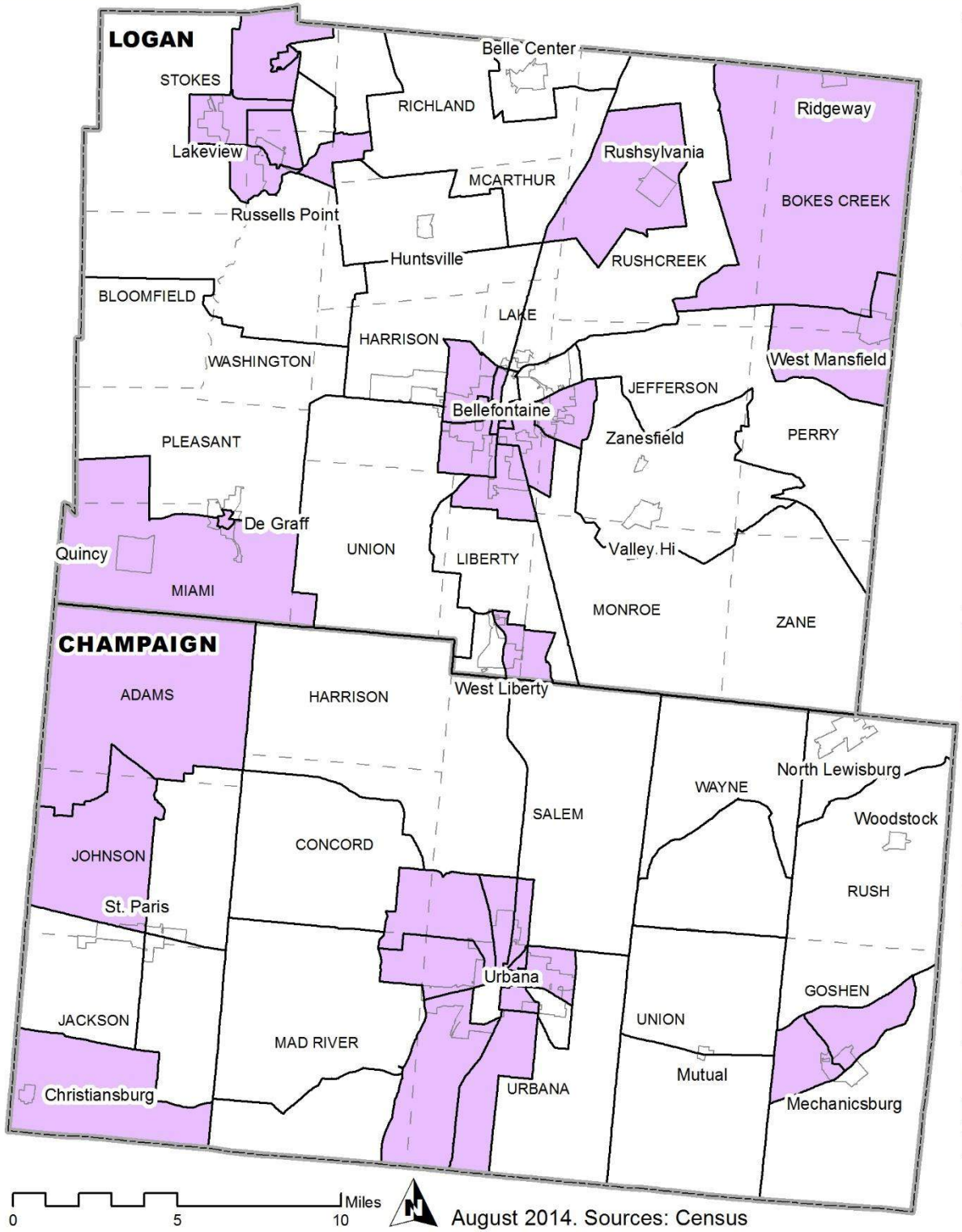


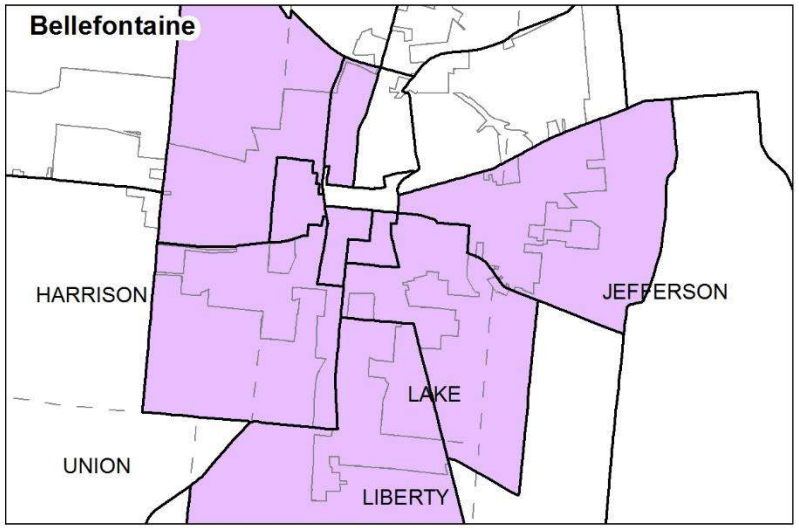


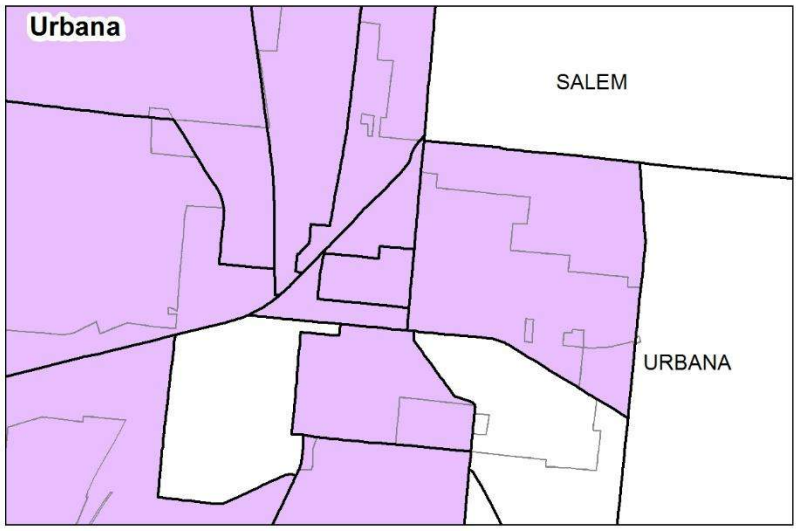
Avg. Household Size by Census Block Groups

- Below County Average
- Above or Equal to County Average

Median Household Income





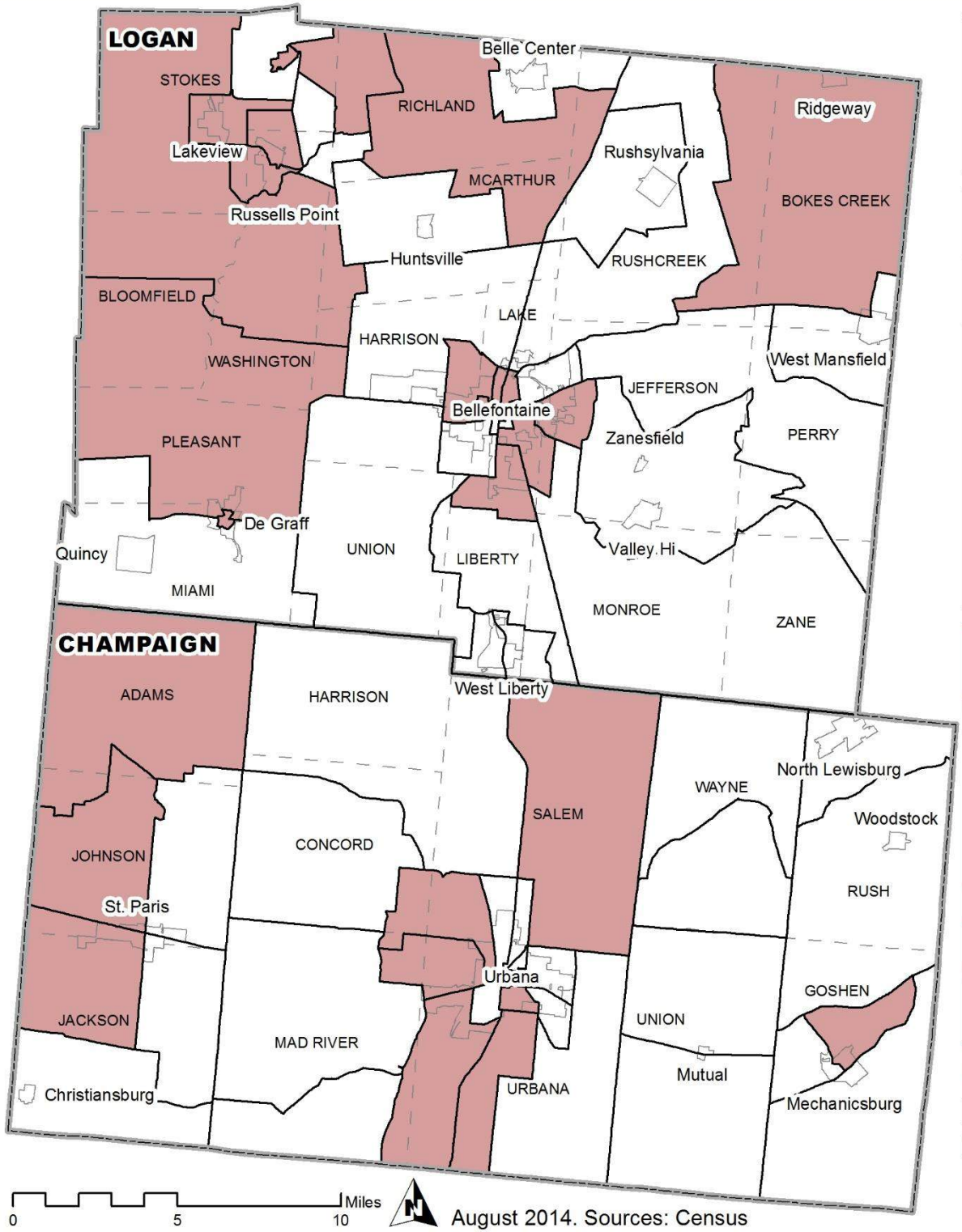


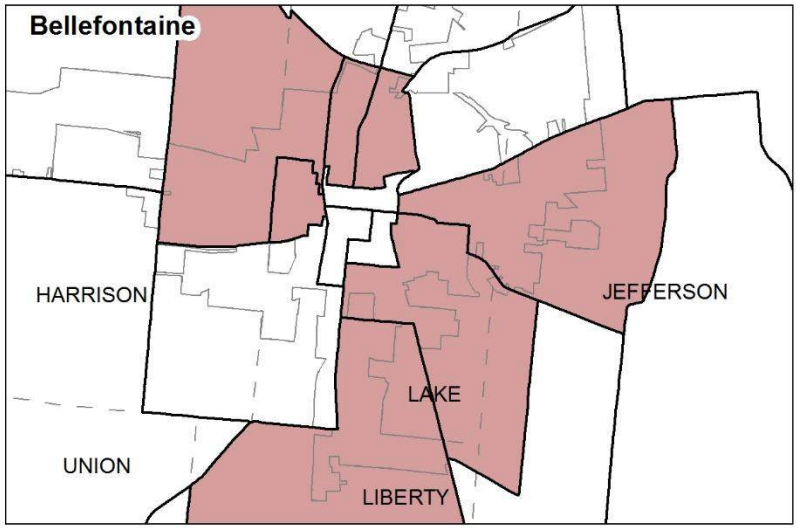
Median Household Income by Census Block Groups

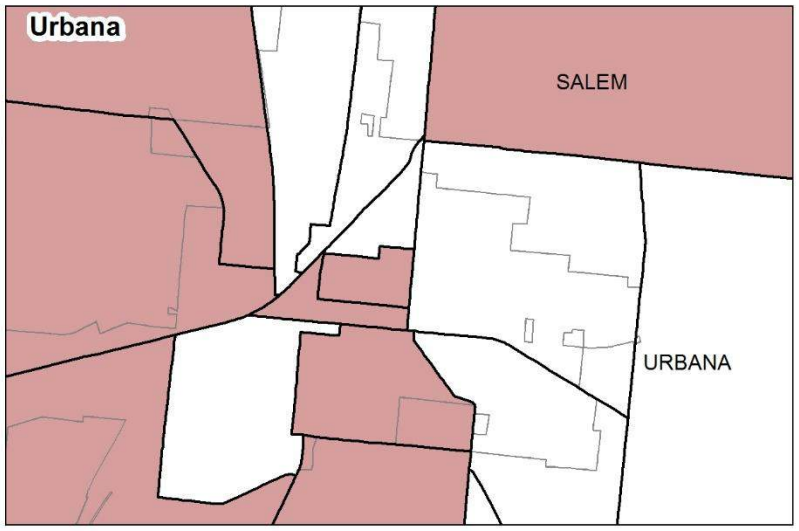
Below County Percentage

Above or Equal to County Percentage

Population In Poverty





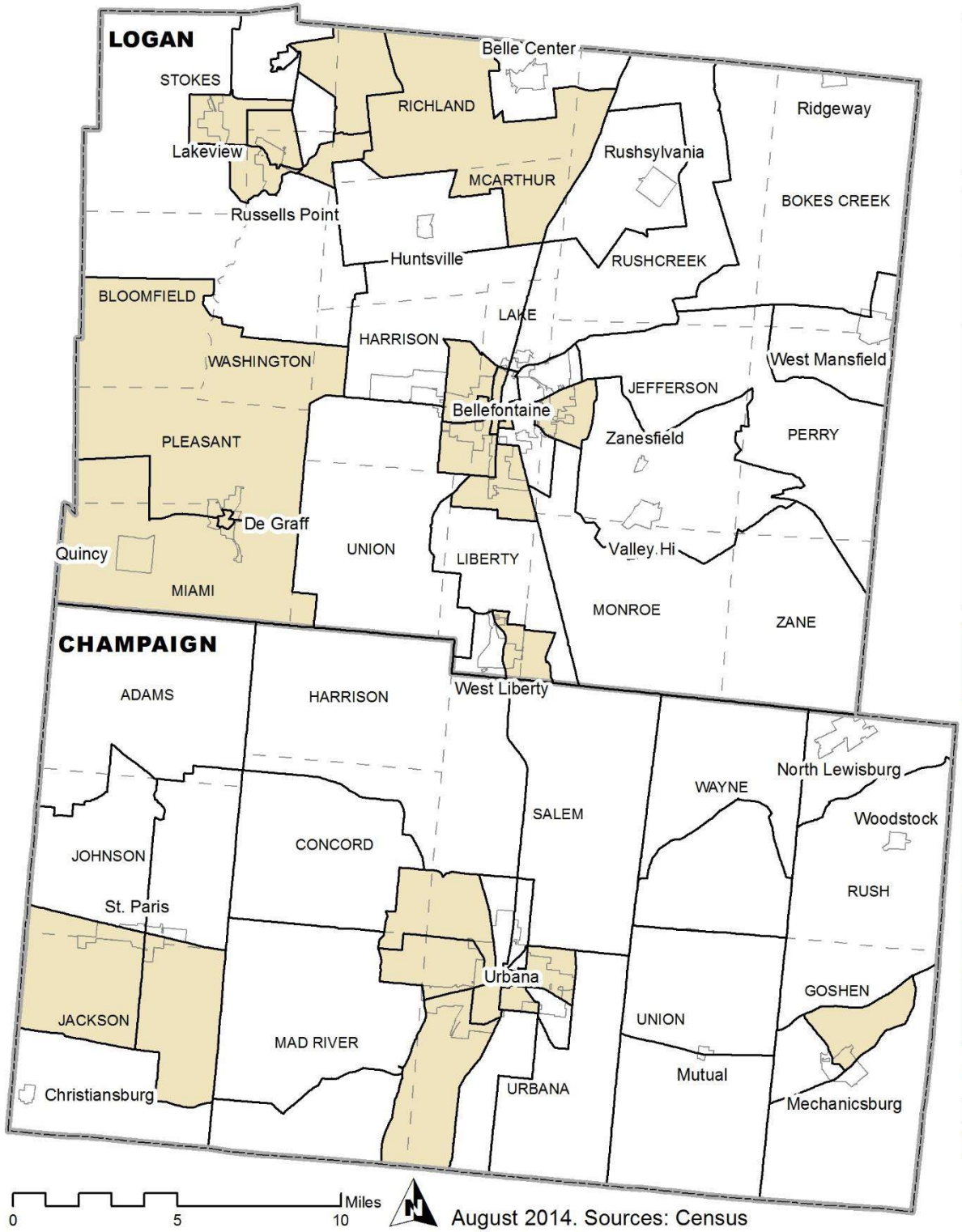


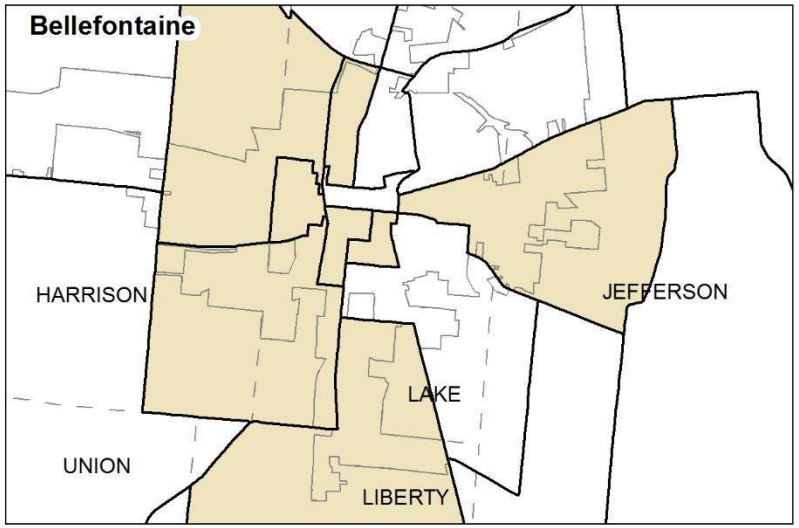
Population in Poverty by Census Block Groups

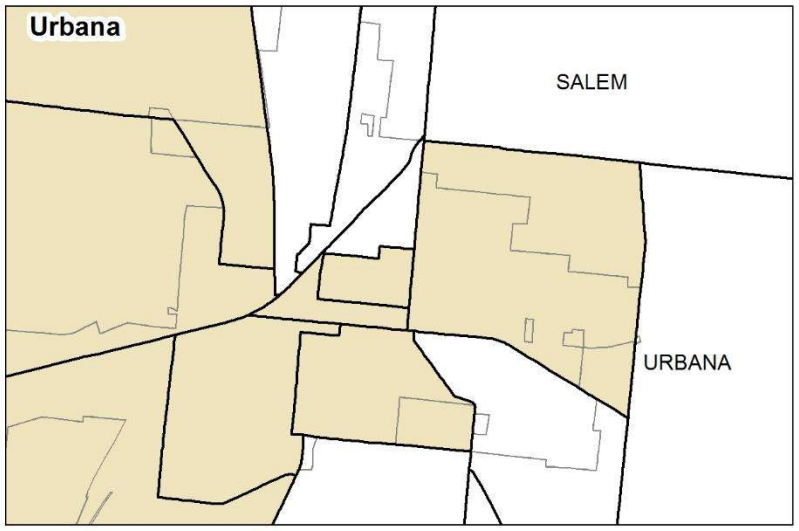
Below County Percentage

Above or Equal to County Percentage

Households With No Vehicle







Households w/No Vehicle by Census Block Groups

- Below County Percentage
- Above or Equal to County Percentage

3.2.2 Journey to Work Characteristics

The journey-to-work characteristics for Logan and Champaign counties were examined using data from the 2000 and 2010 US Census with a comparison calculated from the two data sets. When evaluating a transportation network it is especially important to examine work trip characteristics as this increase in vehicular traffic at peak times often strains the network to capacity. Particular attention should be given to ensure proper Levels of Service during those crucial peak times of traffic flow without over burdening an area with roadway surface.

The 2010 Census data revealed that the majority of Logan County residents (68.9%) are also employed within Logan County whereas 47.7% of Champaign County residents work in Champaign County. By further examining Logan County statistics, it can be seen that the percent change of workers living and working in the County is an exact inverse to the percent change of Logan County workers who reside outside the County.

While the percent change is minimal thus far, coming in just under 5%, it may suggest a possible trend forming of Logan County residents moving to a different county while maintaining their employment status in Logan. The three counties with the highest percentage of Logan County workers are Champaign, Hardin, and Union County respectively.

Alternatively, the three counties that pull the highest percentage of Logan County residents for employment are Union, Shelby, and Champaign counties respectively. Although Champaign and Union counties appear on both of these lists of residents crossing county lines, it should be noted that it is not an even exchange and that the data heavily favors Logan County residents working outside the County.

When comparing the data gathered from Champaign County, it is interesting to note that the three counties in which the greatest percentage of Champaign County residents work (Clark, Union, and Logan) are also the counties with the highest percentage of residents working in Champaign County.

The number of Champaign County residents who also work in the County is down 2.1% from 8,869 in 2000 to 8,680 in 2010. Also of note, the number of Champaign County residents working outside the County is 8.8% greater than those working within the County, despite a negative percent change of 5.2%.

Figure 3-2 and 3-3 display the values for employment for Champaign and Logan counties. The charts include the number or workers who work in each county and the number where the workers live. There are 2000 and 2010 values and the change between those years is also shown.

	2000		2010		Change: 2000-	
Where Logan County Residents Work	**Workers**	**%**	**Workers**	**%**	**Workers**	**%**
Logan Co. OH	15,115	68.8%	14,400	68.9%	(715)	-4.7%
Outside Logan Co. OH	6,847	31.2%	6,506	31.1.%	(341)	-5.0%
Where Logan County Workers Live						
Logan Co. OH	15,115	74.3%	14,400	72.4%	(715)	-4.7%
Outside Logan Co. OH	5,240	25.7%	5,487	27.6%	247	4.7%

Figure 3-2: Logan County Journey To Work Data

	2000		2010		Change: 2000-	
Where Champaign County Residents Work	**Workers**	**%**	**Workers**	**%**	**Workers**	**%**
Champaign Co. OH	8,869	46.9%	8,680	47.7%	(189)	-2.1%
Outside Champaign Co. OH	10,036	53.1%	9,513	52.3%	(523)	-5.2%
Where Champaign County Workers Live						
Champaign Co. OH	8,869	68.8%	8,680	67.5%	(189)	-2.1%
Outside Champaign Co. OH	4,028	31.2%	4,172	32.5%	144	3.6%

Figure 3-3: Champaign County Journey To Work Data

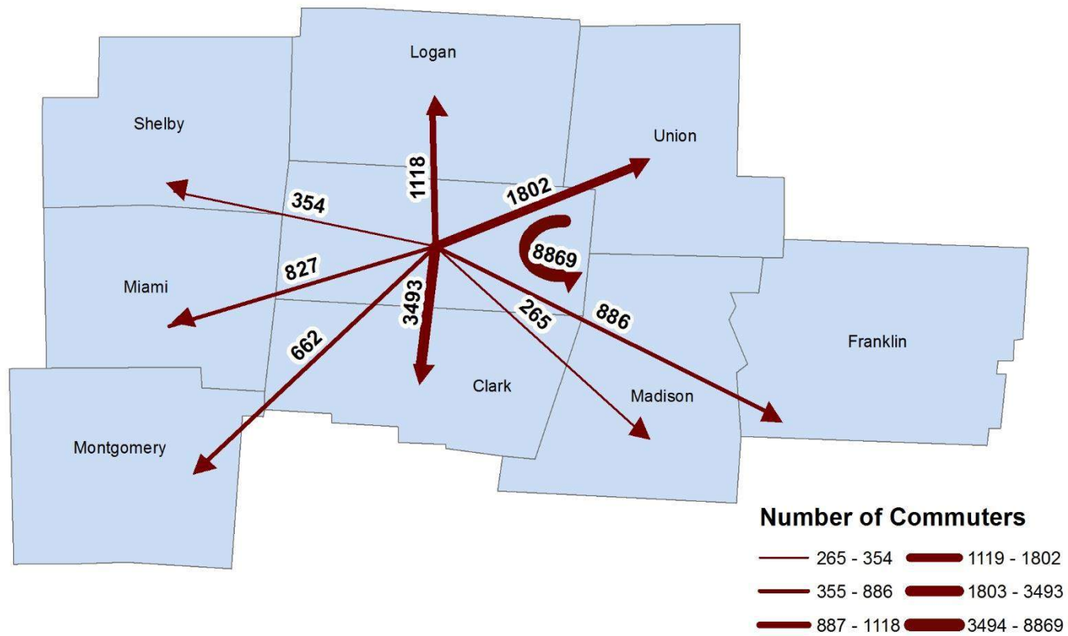
Average travel time to work was analyzed for the two county region using 2012 ACS data. When averaged, the commuter travel time in Logan and Champaign counties is lower than the national average of 25.7 minutes but higher than the state average of 23.2 minutes. According to the 2012 ACS, the average commute time was 23.1 minutes for Logan County workers and 25.7 minutes for Champaign County workers.

Travel trends in Logan and Champaign counties follow national patterns. As is the case with the US, the automobile represents the preferred mode of travel. According to the 2010 ACS, 81% of Logan County residents and 85.5% of Champaign County residents drove their automobile alone to work. Less than 1% of residents in either county utilized public transportation to commute and only slightly more residents (2.9% in Logan and 1.7% in Champaign) walked to work.

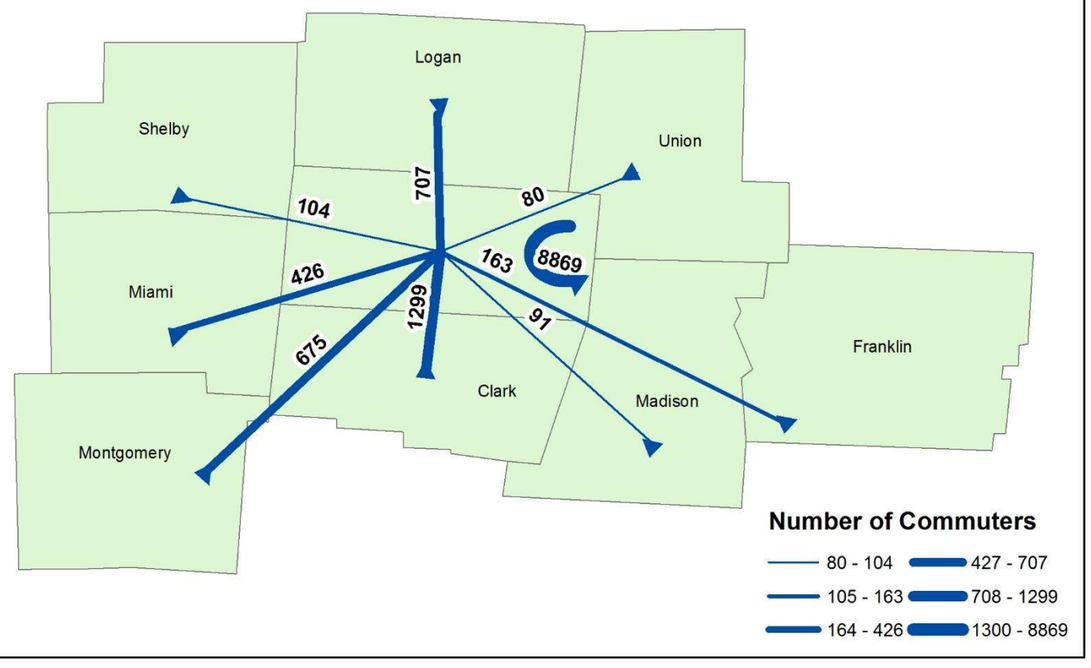
The Journey to Work Characteristics maps, shown at the end of this section, visually portray the data represented in Figure 3-2 and 3-3.

Champaign County Journey-to-Work Characteristics

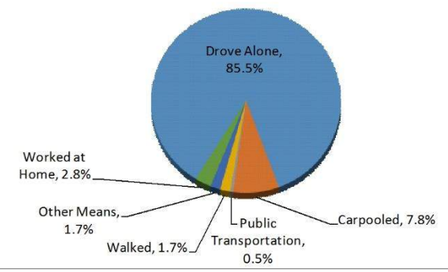
County of Work for Champaign County Residents



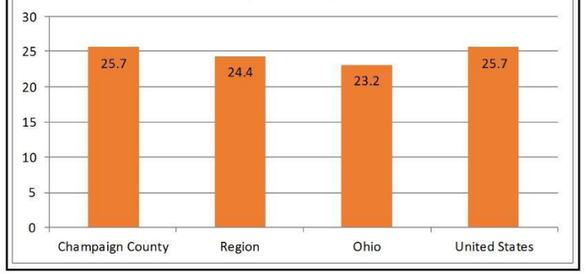
County of Residence for Workers in Champaign County



Means of Transportation to Work



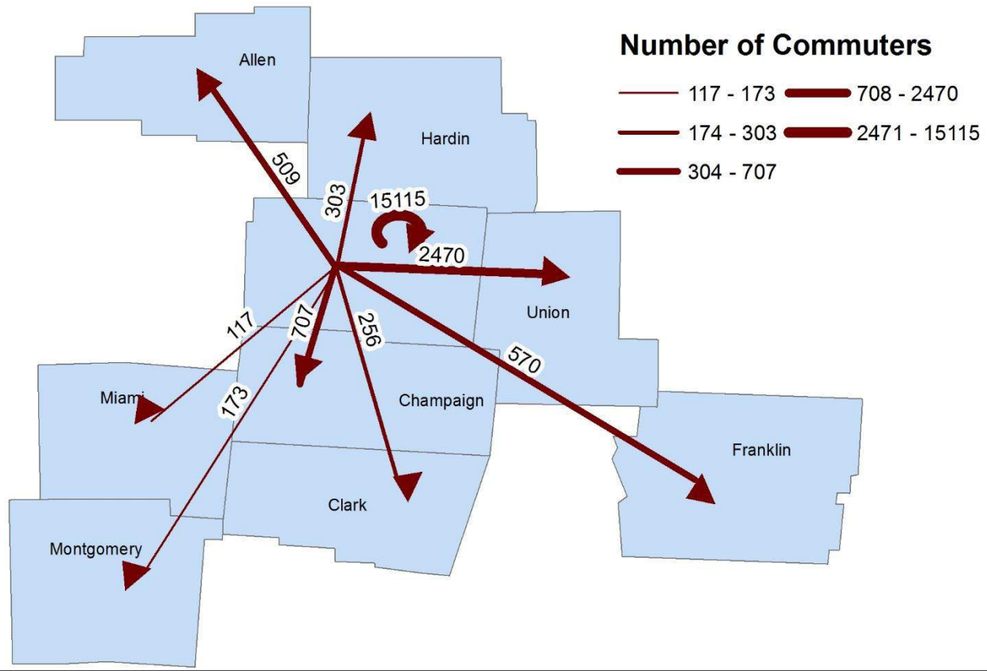
Average Travel Time to Work (2012)
(in minutes)



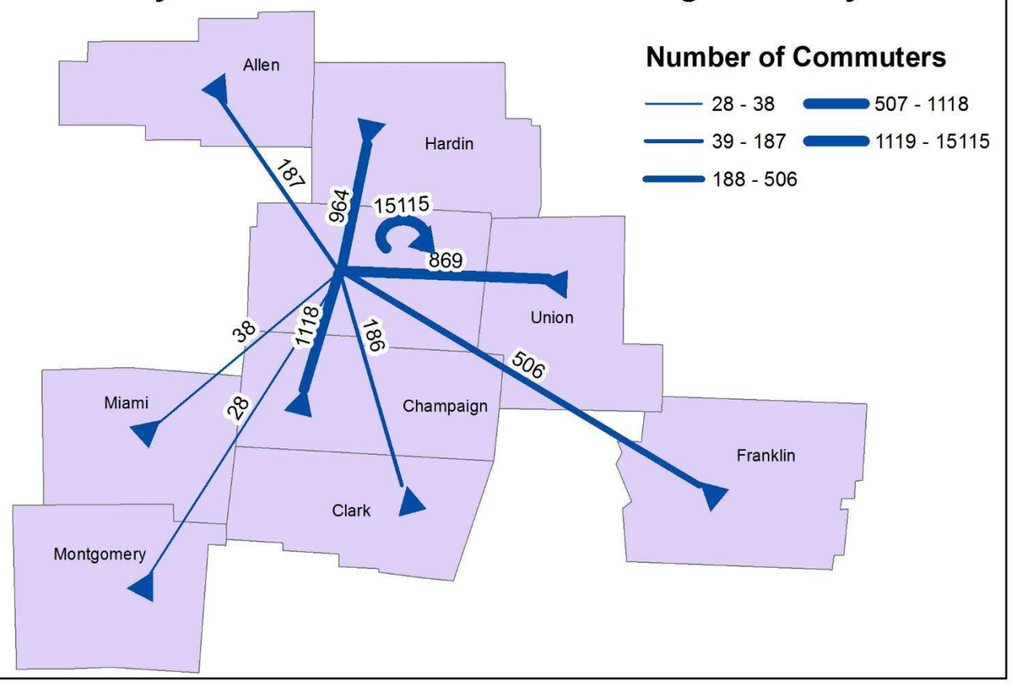
	2000		2010		Change: 2000-2010	
Counties	**Workers**	**%**	**Workers**	**%**	**Workers**	**%**
Where Champaign County Residents Work						
Champaign Co. OH	8,869	46.9%	8,680	47.7%	(189)	-2.1%
Clark Co. OH	3,493	18.5%	2,609	14.3%	(884)	-25.3%
Union Co. OH	1,802	9.5%	1,802	9.9%	-	0.0%
Logan Co. OH	1,118	5.9%	1,434	7.9%	316	28.3%
Franklin Co. OH	886	4.7%	1,038	5.7%	152	17.2%
Montgomery Co. OH	662	3.5%	628	3.5%	(34)	-5.1%
Miami Co. OH	827	4.4%	544	3.0%	(283)	-34.2%
Madison Co. OH	265	1.4%	412	2.3%	147	55.5%
Shelby Co. OH	354	1.9%	323	1.8%	(31)	-8.8%
Greene Co. OH	239	1.3%	242	1.3%	3	1.3%
Within Ohio, but outside the above-mentioned counties	322	1.7%	354	1.9%	32	9.9%
Outside Ohio	68	0.4%	127	0.7%	59	86.8%
Total Working Residents	**18,905**	**100.0%**	**18,193**	**100.0%**	**(712)**	**-3.8%**
Counties	**Workers**	**%**	**Workers**	**%**		
Where Champaign County Workers Live						
Champaign Co. OH	8,869	68.8%	8,680	67.5%	(189)	-2.1%
Clark Co. OH	1,299	10.1%	1,859	14.5%	560	43%
Union Co. OH	80	0.6%	746	5.8%	666	832.5%
Logan Co. OH	707	5.5%	380	3.0%	(327)	-46.3%
Franklin Co. OH	163	1.3%	265	2.1%	102	62.6%
Montgomery Co. OH	675	5.2%	222	1.7%	(453)	-67.1%
Miami Co. OH	426	3.3%	207	1.6%	(219)	-51.4%
Madison Co. OH	91	0.7%	114	0.9%	23	25.3%
Shelby Co. OH	104	0.8%	98	0.8%	(6)	-5.8%
Greene Co. OH	121	0.9%	41	0.3%	(80)	-66.1%
Within Ohio, but outside the above-mentioned counties	322	2.5%	181	1.4%	(141)	-43.8%
Outside Ohio	40	0.3%	59	0.5%	19	47.5%
Total Workers	**12,897**	**100.0%**	**12,852**	**100.0%**	**(45)**	**-0.3%**

Logan County
Journey-to-Work Characteristics

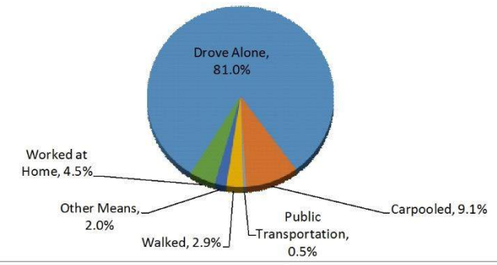
County of Work for Logan County Residents



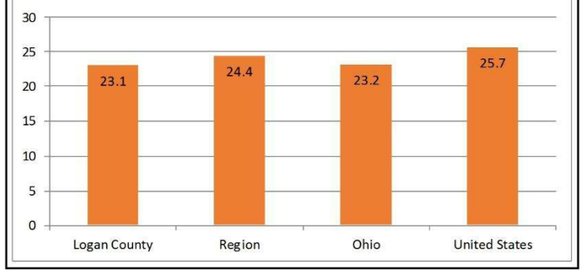
County of Residence for Workers in Logan County



Means of Transportation to Work



Average Travel Time to Work (2012)
(in minutes)



Counties	2000		2010		Change: 2000-2010	
	Workers	%	Workers	%	Workers	%
Where Logan County Residents Work						
Logan Co. OH	15,115	68.8%	14,400	68.9%	-715	-4.7%
Union Co. OH	2,470	11.2%	2,461	11.8%	-9	-0.4%
Shelby Co. OH	1,151	5.2%	1,098	5.3%	-53	-4.6%
Champaign Co. OH	707	3.2%	746	3.6%	39	5.5%
Franklin Co. OH	570	2.6%	600	2.9%	30	5.3%
Allen Co. OH	509	2.3%	335	1.6%	-174	-34.2%
Hardin Co. OH	303	1.4%	327	1.6%	24	7.9%
Clark Co. OH	256	1.2%	134	0.6%	-122	-47.7%
Montgomercy Co. OH	173	0.8%	64	0.3%	-109	-63.0%
Miami Co. OH	117	0.5%	138	0.7%	21	17.9%
Within Ohio, but outside the above-mentioned counties	533	2.4%	524	2.5%	-9	-1.7%
Outside Ohio	58	0.3%	79	0.4%	21	36.2%
Total Working Residents	**21,962**	**100.0%**	**20,906**	**100.0%**	**-1,056**	**-4.8%**
Where Logan County Workers Live						
Logan Co. OH	15,115	74.3%	14,400	72.4%	-715	-4.7%
Champaign Co. OH	1,118	5.5%	1,434	7.2%	316	28.0%
Hardin Co. OH	964	4.7%	1,004	5.0%	40	4.1%
Union Co. OH	869	4.3%	1,022	5.1%	153	17.6%
Franklin Co. OH	506	2.5%	397	2.0%	-109	-21.5%
Shelby Co. OH	307	1.5%	415	2.1%	108	35.2%
Auglaize Co. OH	277	1.4%	287	1.4%	10	3.6%
Marion Co. OH	251	1.2%	137	0.7%	-114	-45.4%
Delaware Co. OH	200	1.0%	142	0.7%	-58	-29.0%
Clark Co. OH	186	0.9%	235	1.2%	49	26.3%
Within Ohio, but outside the above-mentioned counties	498	2.4%	398	2.0%	-100	-20.1%
Outside Ohio	64	0.3%	16	0.1%	-48	-75.0%
Total Workers	**20,355**	**100.0%**	**19,887**	**100.0%**	**-468**	**-2.3%**

3.3 EMPLOYMENT

According to the U.S. Bureau of Economic Analysis, the Region had a total employment of approximately 38,600 in 2011 with more than 15,000 jobs in Champaign County and more than 23,000 jobs in Logan County. This represents a 0.6% increase in jobs from 2010 and a 9.4% loss in employment in the six year period of 2005 – 2011.

The Region was home to more than 7,600 manufacturing jobs in 2011 with approximately 5,000 manufacturing jobs in Logan County and 2,600 jobs in Champaign County. Manufacturing, thus, represents about 21.7% of the total county employment in Logan County and 16.7% of the total county employment in Champaign County.

Mirroring trends at the state level, the Region lost approximately 21% manufacturing jobs in 2005-2011. Manufacturing as a percentage of total employment declined almost 5% in Champaign County and nearly 2% in Logan County in 2005-2011.

Manufacturing, in spite of enormous losses, remains a large source of employment for the Region's workers. The three largest employment sectors in the Region in 2011 were the service sector, manufacturing, and government.

According to the US Bureau of Economic Analysis, Figure 3-4 shows that employment has declined in almost all of the industrial sectors between 2001-2011 in the Logan and Champaign County Region. The biggest declines have been in the manufacturing, construction and farm sectors over the last decade. For the same period, the Region saw an increase in employment in the wholesale, services and mining sectors.

Industrial Sector	Employment				Employment Change (2001-2011)			
	Champaign County	Logan County	Region	Region %	Champaign County	Logan County	Region	Region %
All Sectors	15,336	23,247	38,583	100.00	-1,464	-2,832	-4,296	-10.0%
Farm	885	919	1,804	4.7%	-213	-433	-646	-26.4%
Mining	NA	166	~166	0.4%	NA	115	115	225.5%
Construction	836	975	1,811	4.7%	-147	-282	-429	-19.2%
Manufacturing	2,568	5,050	7,618	19.7%	-1,132	-1,524	-2,656	-25.9%
Wholesale	444	492	936	2.4%	79	NA	79	9.2%
Retail	1,666	2,227	3,893	10.1%	-222	-202	-424	-9.8%
Other Services	6,884	10,932	17,816	46.2%	-246	-460	708	4.1%
Government	2053	2,486	4,539	11.8%	-75	-46	-121	-2.6%

Figure 3-4: Employment by Sector: 2011

SOCIO-DEMOGRAPHIC CONDITIONS

According to the Ohio Bureau of Labor Market Information, Figure 3-5 shows that the service sector accounts for the maximum number of business establishments in the Region. Some of the major employers in Champaign County are KTH, Community Mercy Health Partners, Graham Local Schools and Honeywell International Inc.

Some of the major employers in Logan County are Honda, Asahi Glass Company/AGC Automotive, Bellefontaine City Schools and Belletech Corporation. The number of manufacturing establishments decreased by more than 20% between 2006-2011 in Champaign County while mining, education and health service, and professional and business services increased by 27%, 7.4% and 6.3% respectively for the same period.

In Logan County, the number of manufacturing establishments increased by 6% during the same period and the biggest declines of more than 21% each were recorded for the mining and construction sectors. It should be noted that in Figure 3-5 the Private Sector total includes unclassified establishments not shown.

Industrial Sector	Champaign County	Logan County	Region
	Number of Establishments	Number of Establishments	Number of Establishments
Private Sector	616	826	1,442
Natural Resources and Mining	14	11	25
Construction	76	78	154
Manufacturing	43	53	96
Service	483	684	1,167

Figure 3-5: Establishments by Sector: 2011

According to statistics from the Ohio Labor Market Information, while the civilian labor force continued to decline for both counties in 2011-2012, the unemployment rate has decreased to just over six for both counties as of October 2013. The unemployment rates are shown in Figure 3-6.

	2007	2008	2009	2010	2011	2012	October 2013
Champaign County	5.9	6.9	11.7	11.2	9.1	7.1	6.4
Logan County	4.9	6.0	11.7	11.2	9.2	6.7	6.3
Ohio	5.6	6.6	10.1	10.0	8.6	7.2	7.0

Figure 3-6: Unemployment Rates

The Ohio Department of Job and Family Services' (ODJFS) Bureau of Labor Market Information (BLMI) divided all the counties in Ohio into six different regions and projected employment conditions through 2010 for a 10-year period ending in 2020. Champaign and Logan counties were classified as belonging to Dayton and Columbus regions respectively, as per BLMI.

According to the projections for the Dayton Region counties including Champaign County, there will be a slight decrease in manufacturing employment (0.6%) between 2010-2020 while employment in construction services and trade, transportation, and utilities sectors is projected to increase by 23%, 10.5%, and 9% respectively.

For counties in the Columbus Region, including Logan County, manufacturing employment is projected to be stable through 2020 while construction services and trade, transportation, and utilities employment is projected to increase by 25%, 12%, and 9% respectively. Overall, for the Logan and Champaign region, it can be said, that while manufacturing employment will stabilize, the construction, services and trade and transport sectors will drive future growth in employment.

4 EXISITING ENVIRONMENTAL CONDITIONS

Before a federally funded transportation project can be initiated and funded, the project must go through an in-depth environmental review.

The following sections detail the existing environmental conditions for Champaign County and Logan County. Environmental data was gathered from sources such as the Federal Emergency Management Agency (FEMA), the National Oceanic and Atmospheric Administration (NOAA), the National Park Service (NPS), the Ohio Department of Natural Resources (ODNR), the Ohio Department of Transportation (ODOT), and the United States Geological Survey (USGS). The data was collected, then analyzed and mapped to provide an overview of the current environmental conditions of the two county area.

The project is required to follow the National Environmental Policy Act (NEPA) in order to evaluate the potential impact of the project on the environment. The project analysis will most likely include wetlands delineation, ecological surveys, archaeological surveys and other environmental investigations.

The type of environmental data that was gathered and presented in the following sections are:

- 4.1 – Land Classification
  - 4.1.1 – Land Cover
  - 4.1.2 – Land Use
- 4.2 – Environmental Factors
  - 4.2.1 – Watershed
  - 4.2.2 – Wetlands
  - 4.2.3 – Floodplains
  - 4.2.4 – Historic Places
  - 4.2.5 – Superfund Sites
  - 4.2.6 – Federally Listed Species

4.1 LAND CLASSIFICATION

4.1.1 Land Cover

According to the National Oceanic and Atmospheric Administration (NOAA) *'What is the difference between land cover and land use?'* document, land cover demonstrates how much of a region is covered by forests, wetlands, impervious surfaces, agriculture, and other land and water types.

Land cover is usually determined by analyzing satellite and aerial imagery. Land cover maps provide information to help understand the current landscape. Using imagery for several different years, land cover maps can show a change over time.

Land cover maps can help assess urban growth, model water quality issues, predict and assess impacts from floods and storm surges, track wetland losses and potential impacts from sea level rise, prioritize areas for conservation efforts, and compare land cover changes with effects in the environment or to connections in socioeconomic changes such as increasing population.

One major land cover issue is that every survey defines similarly named categories in different ways. For instance, there are many definitions of "forest"—sometimes within the same organization—that may or may not incorporate a number of different forest features.

Land Cover 2001-2011 in Acres						
	Champaign		Logan		TOTAL	
Demographics	**2001**	**2011**	**2001**	**2011**	**2001**	**2011**
Population	38,890	40,097	46,005	45,858	84,895	85,955
Pop Density (per Acre)	0.0825	0.0851	0.0893	0.0890	0.0860	0.0871
Households	14,952	15,329	17,956	18,111	32,908	33,440
	Champaign		**Logan**		**TOTAL**	
Land Cover	**2001**	**2011**	**2001**	**2011**	**2001**	**2011**
Open Water	2,018	2,119	10,562	10,603	12,580	12,723
Developed, Open Space	26,686	26,567	38,073	37,462	64,759	64,029
Developed, All Intensities	6,973	7,536	12,698	13,549	19,671	21,085
Barren Land	110	116	496	550	606	666
Forest Land	47,280	46,726	71,915	71,309	119,195	118,035
Agriculture	387,750	387,805	379,705	380,022	767,455	767,827
Wetlands	560	507	1,961	1,916	2,521	2,423
TOTAL ACRES	**471,377**	**471,377**	**515,411**	**515,411**	**986,788**	**986,788**

Figure 4-1: Land Cover for Each County from 2001-2001 in Acres

Demographic and Land Cover Change 2001-2011						
	Champaign		Logan		TOTAL	
Demographics	**No.**	**Percent**	**No.**	**Percent**	**No.**	**Percent**
Population	1,207	3.1%	-147	-0.3%	1,060	1.2%
Pop Density (per Acre)	0.003	3.1%	>0.001	-0.3%	0.001	1.2%
Households	377	2.5%	155	0.9%	532	1.6%
	Champaign		**Logan**		**TOTAL**	
Land Cover	**Acres**	**Percent**	**Acres**	**Percent**	**Acres**	**Percent**
Open Water	102	5.0%	41	0.4%	142	1.1%
Developed, Open Space	-119	-4.0%	-611	-1.6%	-730	-1.1%
Developed, All Intensities	563	8.1%	851	6.7%	1414	7.2%
Barren Land	6	5.8%	54	10.8%	60	9.9%
Forest Land	-554	-1.2%	-606	-0.8%	-1160	-1.0%
Agriculture	55	0.0%	317	0.1%	372	0.0%
Wetlands	-53	-9.5%	-45	-2.3%	-98	-3.9%

Figure 4-2: Percent Change for Demographic and Land Cover Categories

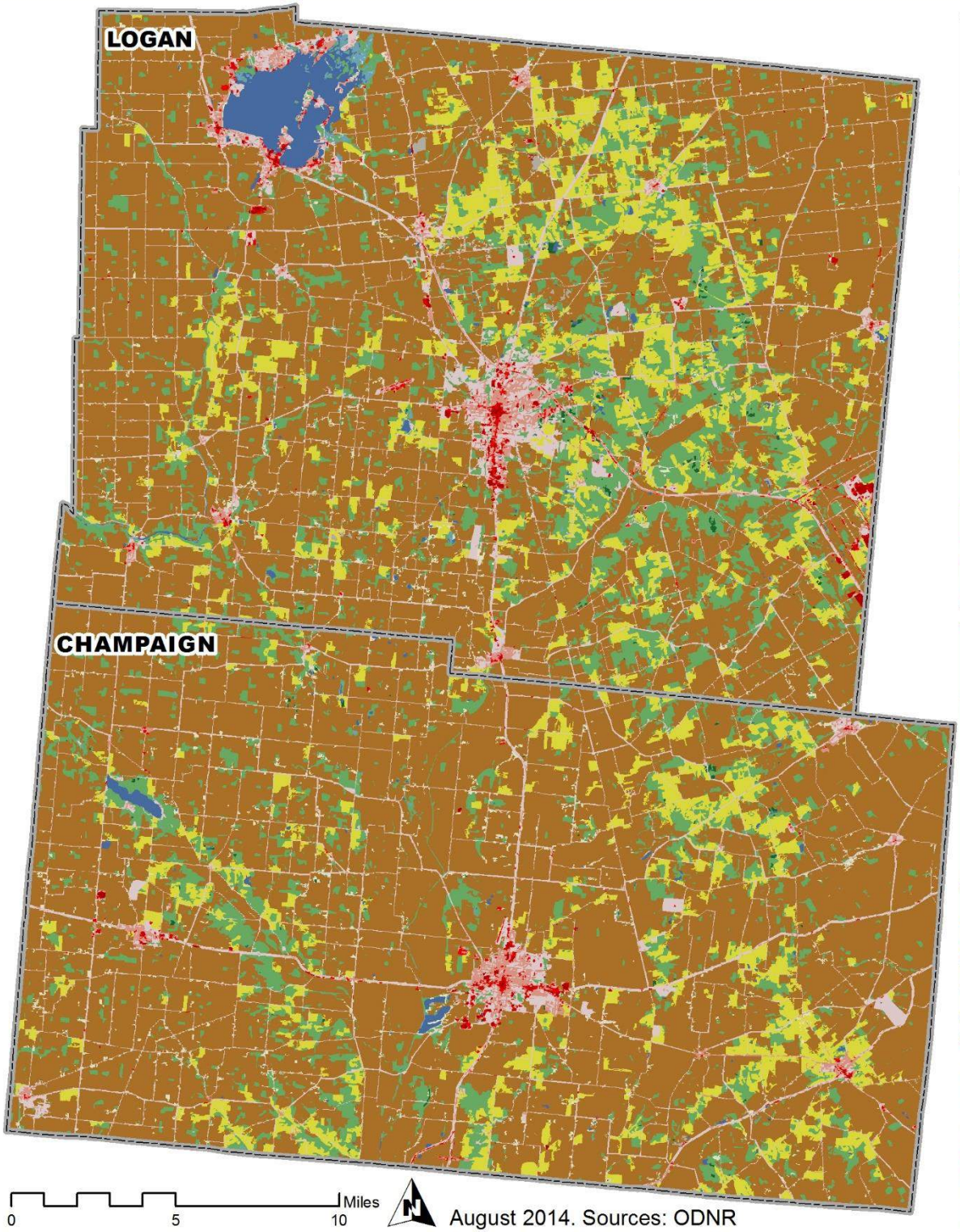
The majority of land cover in both Champaign County and Logan County is cultivated crops and forest. There is noticeable developed land cover in the cities of Bellefontaine and Urbana as well as along the major US Highways.

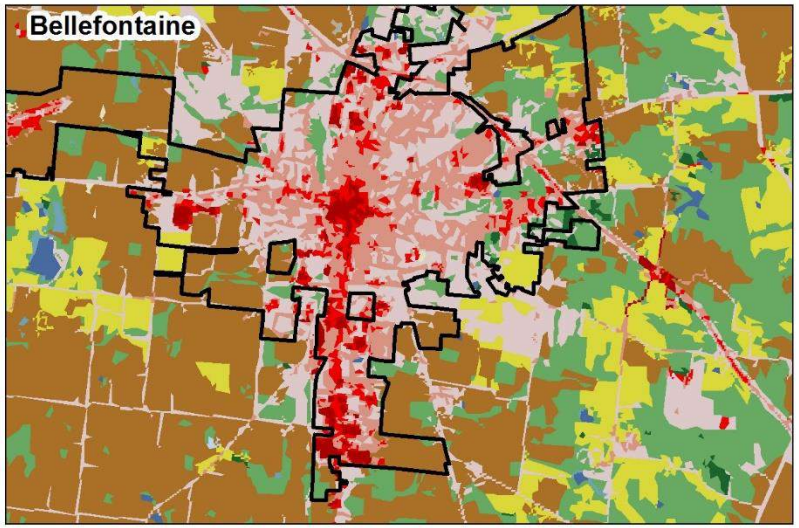
Figure 4-1 shows the demographic totals and land cover total acreage between the 10 years of 2001 and 2011. Figure 4-2 shows the demographic and land cover percent change between the 10 years of 2001 and 2011.

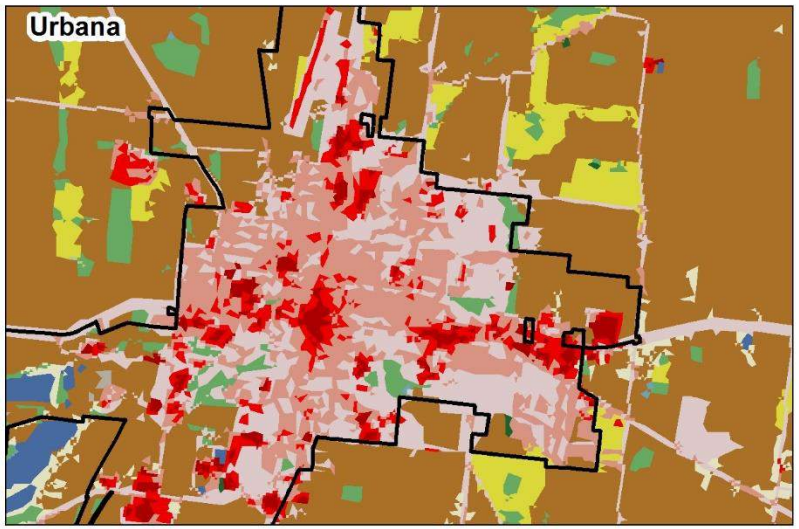
There is approximately a 1.2% increase in the population of the two county area during the 10 year period which could be considered a direct correlation between the 7.2% growth in developed land. Much of the single family housing development in both Champaign and Logan counties is along rural roadways instead of clustered in subdivisions located in the municipalities.

The Land Cover (2011) map, shown at the end of this section, displays the most recent land cover available from the National Land Cover Database (NLCD) for the two county region. The Land Cover Change map, that follows, displays the areas of land that changed classification from 2001 to 2011. The map represents what the land areas changed into but not what the land areas were previously.

Land Cover (2011)





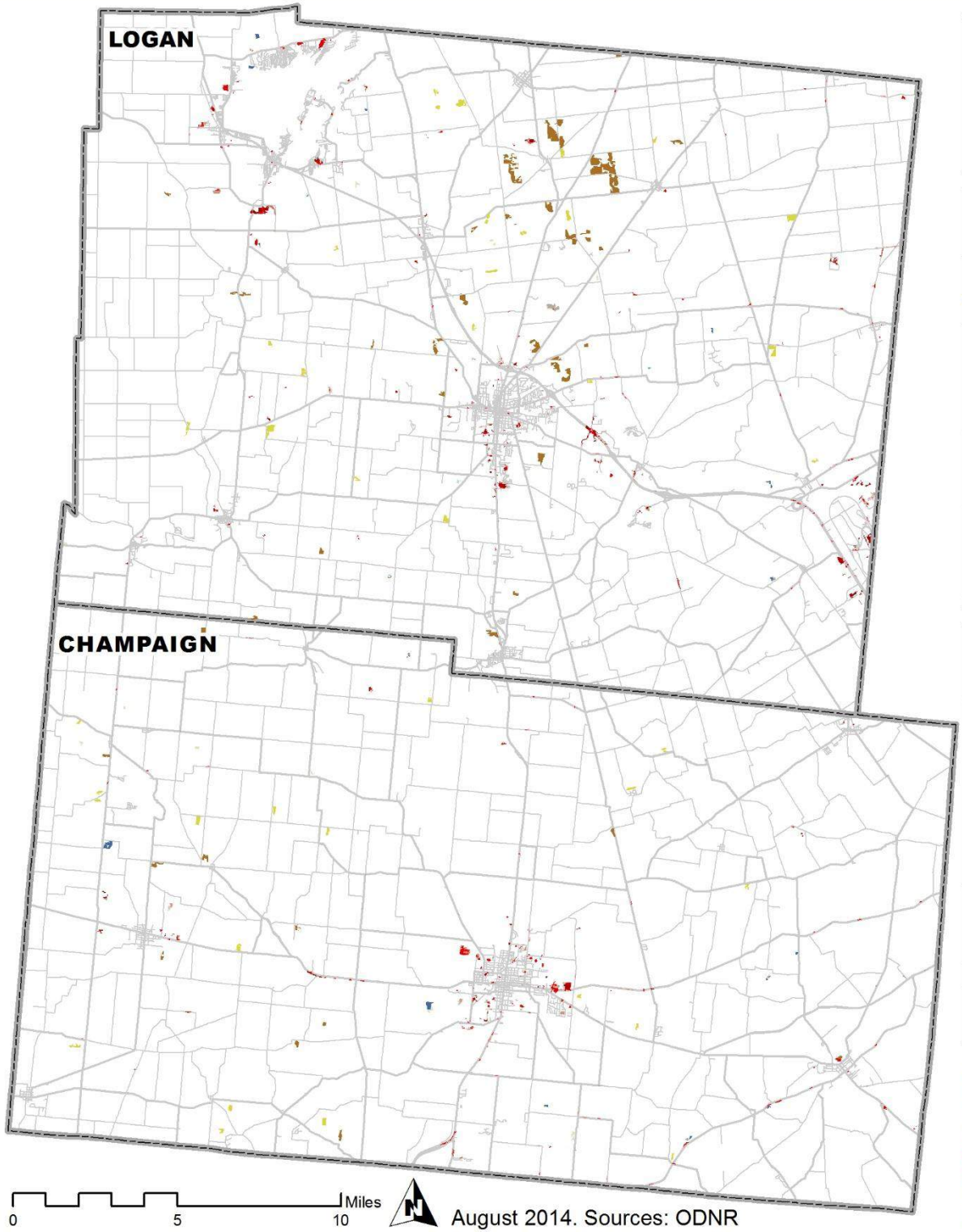


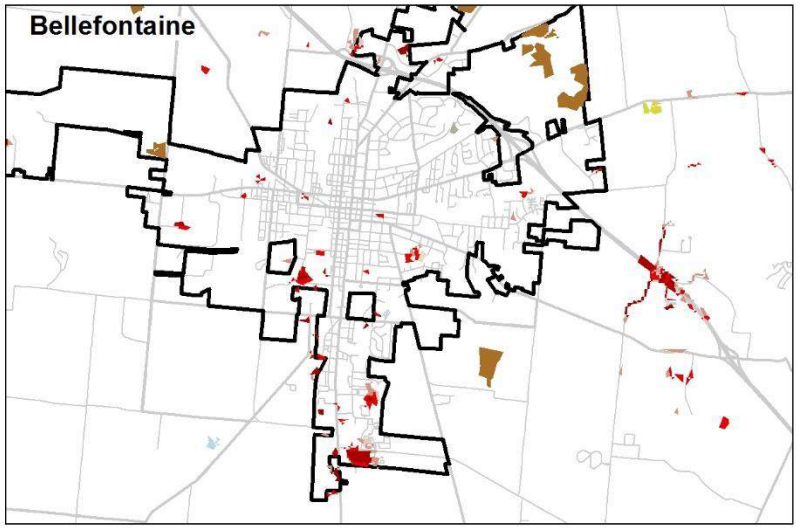
- Open Water
- Perennial Ice/ Snow
- Developed, Open Space
- Developed, Low Intensity
- Developed, Medium Intensity
- Developed, High Intensity
- Barren Land (Rock/Sand/Clay)
- Deciduous Forest
- Evergreen Forest
- Mixed Forest
- Shrub/Scrub
- Grassland/Herbaceous
- Pasture/Hay
- Cultivated Crops
- Woody Wetlands
- Emergent Herbaceous Wetlands

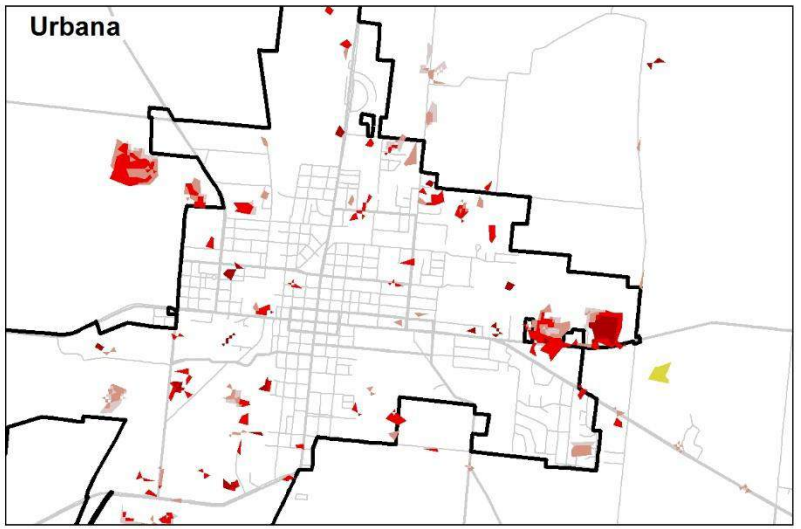
0 5 10 Miles

August 2014. Sources: ODNR

Land Cover Change 2001-2011







- Open Water
- Perennial Ice/ Snow
- Developed, Open Space
- Developed, Low Intensity
- Developed, Medium Intensity
- Developed, High Intensity
- Barren Land (Rock/Sand/Clay)
- Deciduous Forest
- Evergreen Forest
- Mixed Forest
- Shrub/Scrub
- Grassland/Herbaceous
- Pasture/Hay
- Cultivated Crops
- Woody Wetlands
- Emergent Herbaceous Wetlands

4.1.2 Land Use

Land use is distinct from land cover even though the two terms are often used interchangeably. Unlike land cover, land use cannot be determined from satellite imagery. Land use is a description of how people utilize the land and of socio-economic activity.

According to the Food and Agriculture Organization of the United Nations (FAO), land use involves the management and modification of natural environment or wilderness into the built environment such as settlements and semi-natural habitats such as arable fields, pastures, and managed woods. It also has been defined as the arrangements, activities and inputs people undertake in a certain land cover type to produce, change or maintain it.

Land use can depict how a city has developed, may develop, where to provide specific types of transportation systems, and help make decisions that are cost effective.

Approximately 83% of the two county region is classified as agriculture, 8% residential, 1% commercial, 1% industrial, and 2% institutional. Parcels that do not contain a land use code are included in the category of "no data" and constitute approximately 5% of the two county region.

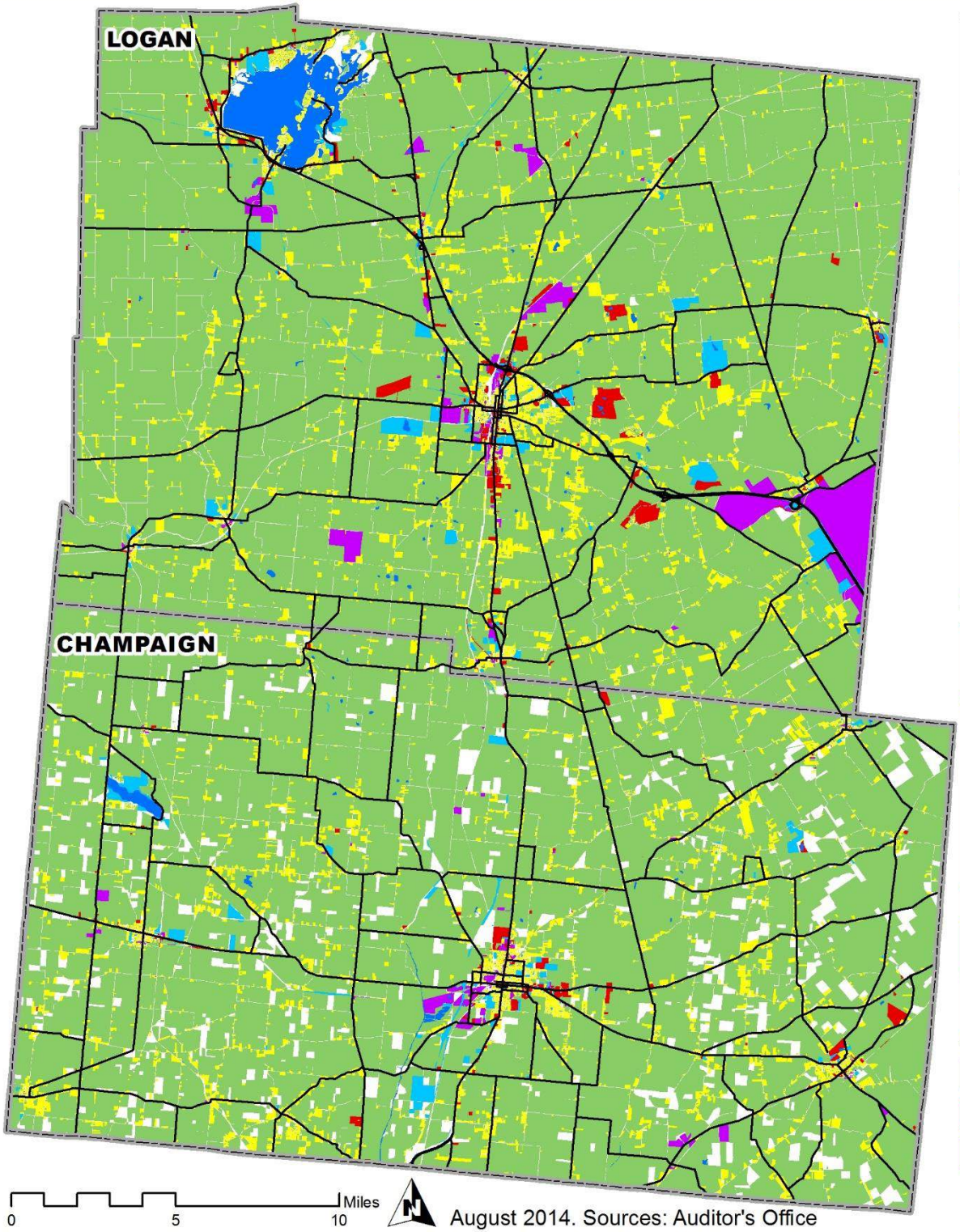
Figure 4-3 shows the total acreage and percent acreage for each land use classification for each county in 2014.

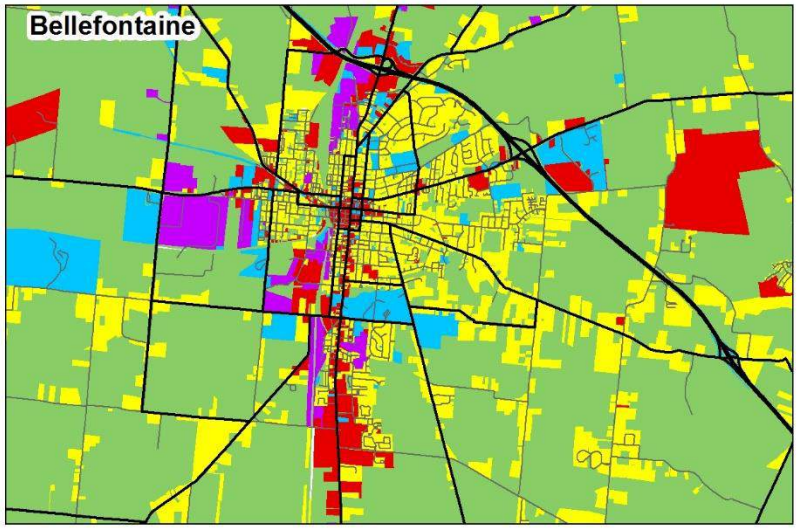
	Champaign		Logan		TOTAL	
Land Use	**Acres**	**Percentage**	**Acres**	**Percentage**	**Acres**	**Percentage**
Agriculture/Open Space	231,226	81.1%	246,179	85.1%	477,405	83.1%
Commercial	1,502	0.5%	3,373	1.2%	4,875	0.8%
Industrial	1,376	0.5%	6,922	2.4%	8,298	1.4%
Institutional	4,478	1.6%	4,871	1.7%	9,349	1.6%
Residential	18,513	6.5%	27,115	9.4%	45,628	7.9%
NO DATA	28,186	9.9%	706	0.2%	28,892	5.0%
TOTAL	**285,281**	**100.0%**	**289,166**	**100.0%**	**574,447**	**100.0%**

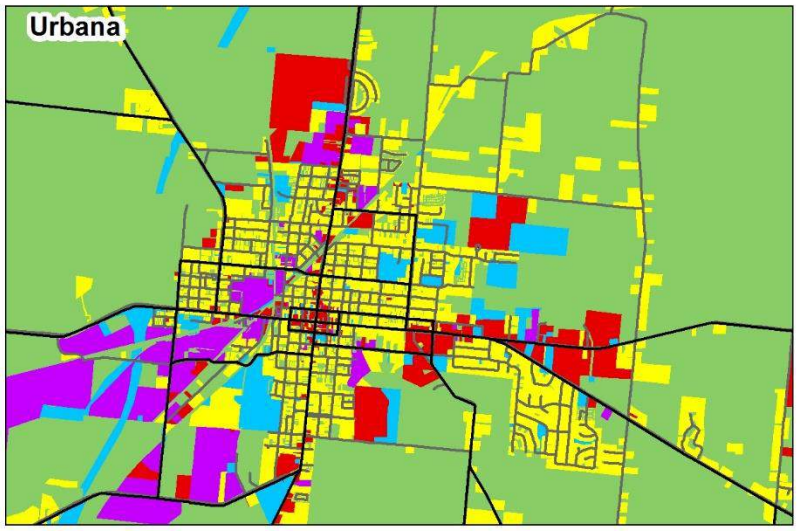
Figure 4-3: Land Use per Acre

The Land Use (2014) map, shown at the end of this section, displays the current land use of its associated parcel, obtained from each county Auditors' office.

Land Use (2014)







- Agriculture/Open Space (83.1%)
- Commercial (0.8%)
- Industrial (1.4%)
- Institutional (1.6%)
- Residential (7.9%)
- NO DATA (5.0%)

August 2014. Sources: Auditor's Office

4.2 ENVIRONMENTAL FACTORS

4.2.1 Watersheds

According to the USGS '*Hydrologic Unit Maps*' document, the United States is divided and sub-divided into sequentially smaller hydrologic units which are classified into six levels: **regions**, **sub-regions**, **basins**, **sub-basins, watersheds, and sub-watersheds**.

Each hydrologic unit is identified by a unique hydrologic unit code (HUC) consisting of two to twelve digits based on the six levels of classification in the hydrologic unit system. The hydrologic units are arranged from the largest geographic area, which include the **regions** HUC-2, to the smallest geographic area, which include the **sub-watersheds** HUC-12.

Watersheds are studied and Total Maximum Daily Load (TMDL) Plans developed for the purpose of identifying impaired waters, the causes of impairments, potential solutions, and to allocate pollutant loading to achieve attainment of water quality standards. The mix of proposed approaches to improve water quality is determined by the unique issues in each watershed.

For transportation projects, TMDL projects specify the amount a pollutant needs to be reduced to meet water quality standards, allocates pollutant load reductions, and provides the basis for taking actions needed to restore a water body if affected by a project.

There are currently eight watersheds in the two county region. Six that have a TMDL Plan in place, while two do not. The Great Miami River (upper), Mad River, Big Darby Creek, Bokes Creek, Mill Creek, and Scioto River (upper) watersheds all have a TMDL Plan. Great Miami River (middle) and Deer Creek watersheds do not have a TMDL Plan.

The Great Miami River (upper) watershed drains 748 square miles. The Great Miami River (upper) Watershed TMDL report was approved by U.S. EPA in 2012. Recommendations include new effluent limits for total phosphorus and total dissolved solids, reducing overland flow and nutrient inputs, improving riparian vegetation and stabilizing stream banks, identifying and fixing failing home sewage treatment systems and using proper land application of manure and bio-solids.

The Mad River watershed drains 657 square miles. The Mad River TMDL report was approved by U.S. EPA in 2010. Potential solutions include habitat improvement and stream restoration, reduction of nutrients through agricultural best management practices, fixing and replacing failing home sewage treatment systems, and implementation of the combined sewer overflow long term control plan in Springfield (once it is final).

EXISTING ENVIRONMENTAL CONDITIONS

The Big Darby Creek watershed drains agricultural areas and suburbs to the northwest and west of Columbus. The Big Darby Creek TMDL report was approved by U.S. EPA in 2006. Some of the recommended solutions to address the impairments include storm water controls, point source controls, manure management, and habitat improvements.

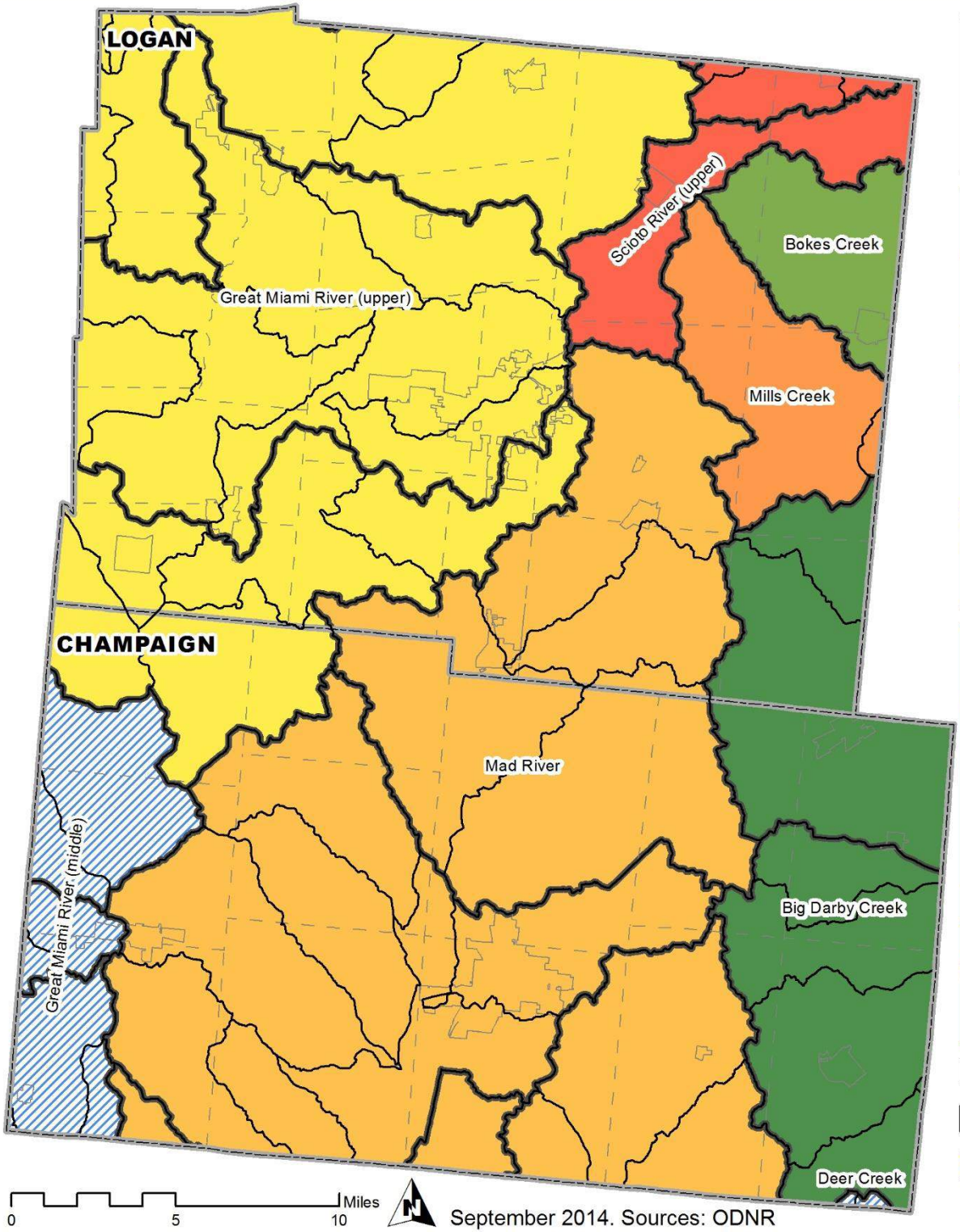
Bokes Creek drains 108 square miles to the Scioto River. The Bokes Creek TMDL report was approved by U.S. EPA in 2002. The recommended actions include agricultural runoff controls and habitat protection and restoration. Phosphorus loadings are targeted to address impairments associated with excessive nutrient loads. In addition, a habitat analysis was included to help address widespread habitat degradation in the basin.

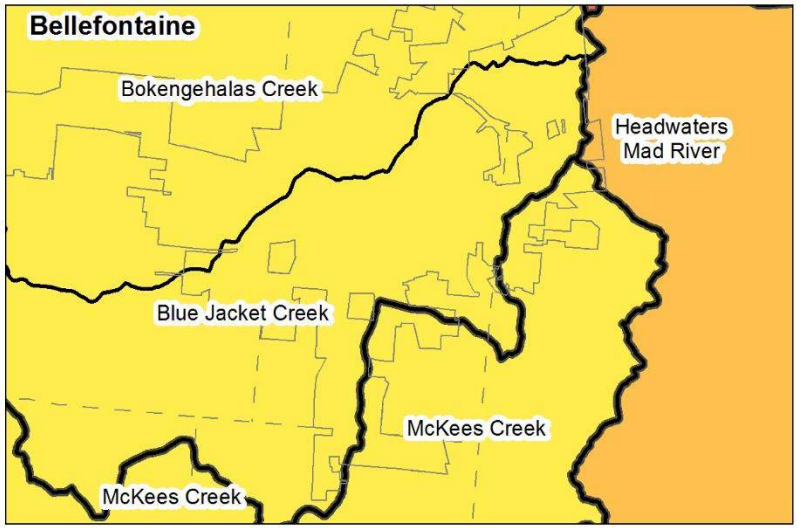
Mill Creek is in the Scioto River basin. The Mill Creek TMDL report was approved by U.S. EPA in 2003. The impairment issues addressed by this TMDL are all in Union County; the portions of the stream in Logan and Delaware counties are in attainment. The Mill Creek (Scioto) TMDL is primarily a point-source-oriented TMDL. The TMDL addresses an in-stream dissolved oxygen problem attributed to the Marysville Wastewater Treatment Plant and ammonia and nutrient loading to Crosses Run, attributed to the Scotts Company.

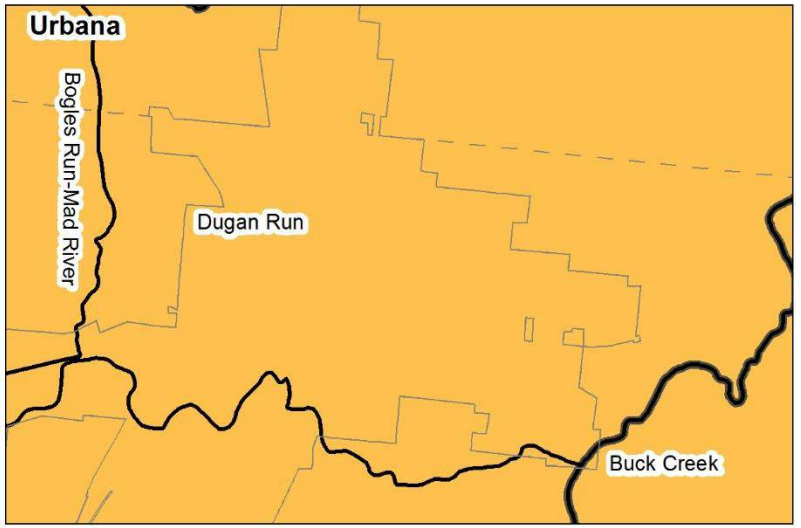
The Scioto River (upper) TMDL report was approved by U.S. EPA in 2014. Recommendations for regulatory action resulting from this TMDL analysis include lower effluent limits for total phosphorus. Nonpoint sources of total phosphorus should be addressed by nutrient management, cover cropping, and better tillage practices, while practices that reduce soil export to streams are likely to also reduce loading of E.coli.

The Watersheds map, shown at the end of this section, displays the location of the watersheds and sub-watersheds for the two county region and displays the location scheduled TMDL plans.

Watersheds







Sub-watersheds

Watersheds

TMDL Plan Scheduled

September 2014. Sources: ODNR

4.2.2 Wetlands

Wetlands are intermediate areas between land and water. Wetlands are saturated with water or covered by shallow water at least part of the year. Wetlands include swamps, marshes, and bogs. However, less obvious wetlands may only hold water for a few weeks in the spring.

Wetlands provide ecological and economic benefits because they protect and preserve drinking water supplies, provide a natural means of flood and storm damage protection, provide essential habitats for fish and wildlife, provide special vegetation communities, and serve important functions for surface and groundwater supplies. Federal, state and local authorities regulate wetlands because of their importance.

If a transportation project affects a wetland a wide variety of mitigation strategies should be considered, which always begin with evaluation of on-site opportunities within the project work area. These on-site opportunities include natural channel design techniques, culverts, wetland creation, etc.

Once the on-site resources are exhausted, the search for mitigation opportunities may shift to off-site, within one mile of the project area, followed by a search within a specific 8 Digit HUC watershed.

Mitigation opportunities may include mitigation banking, stream and wetland creation, restoration, and/or preservation, and possibly even preservation of an upland buffer adjacent to stream and wetland resources.

The majority of wetlands are located in Logan County. There is a cluster of wetlands surrounding Indian Lake in the northwest region of Logan County and also another smaller cluster near the Union County border on the east side of Logan County. Approximately 1.2% (5,590 acres) of Champaign County is wetlands while approximately 3.1% (16,190 acres) of Logan County is wetlands.

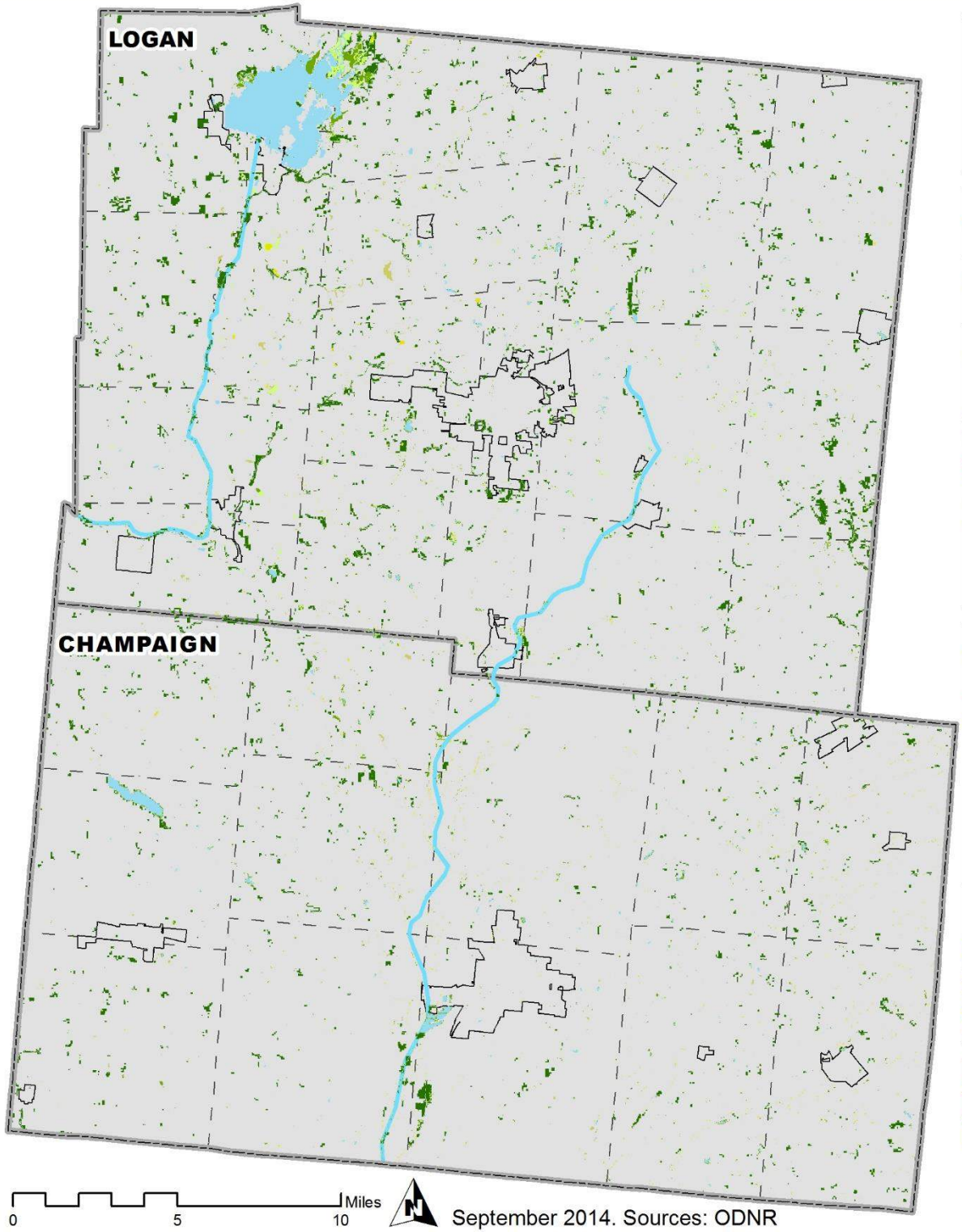
The majority of the wetlands in Champaign County compose Cedar Bog. Cedar Bog State Nature Preserve is a protected area of about 450 acres. Ground water from the Mad River Valley percolate through hundreds of feet of gravel left behind from a glacier. The glacier also left behind plants that are unique to Cedar Bog, many of these plants are rare or endangered. Trees like Bog Birch and Northern White Cedar are also unique because they are more commonly found in the northern Boreal Forest.

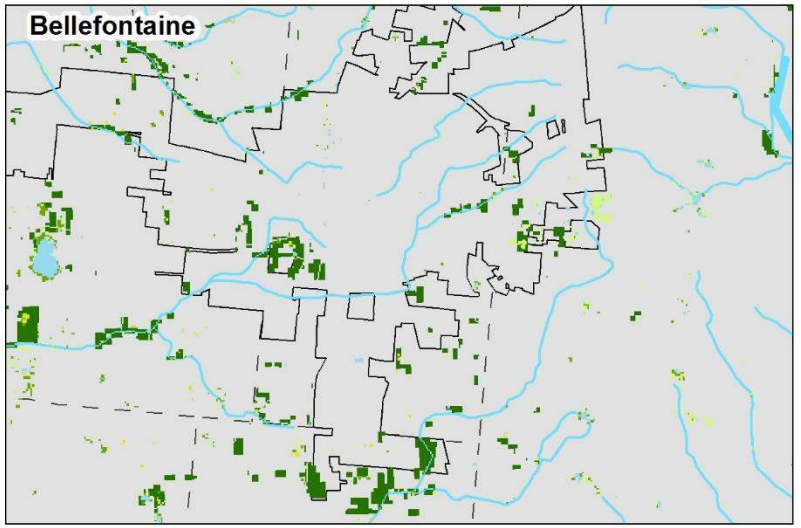
EXISTING ENVIRONMENTAL CONDITIONS

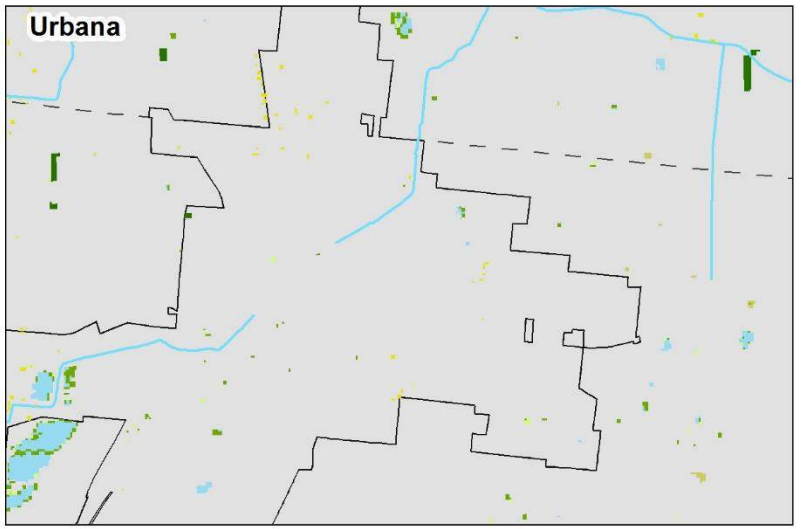
According to the Ohio Department of Natural Resources (ODNR), the Ohio Wetlands Inventory is based on analysis of satellite data and is intended solely as an indicator of wetland sites for which field review should be conducted. The data reflect conditions during the specific year and season the data was acquired and all wetlands may not be indicated.

The Wetlands map, shown at the end of this section, exhibits the location for wetlands in the two county region.

Wetlands







- Open Water
- Woods on Hydric Soil
- Shallow Marsh
- Shrub/Scrub
- Wet Meadow
- Farmed Wetland

September 2014. Sources: ODNR

4.2.3 Floodplains

A floodplain is an area of land next to a waterway that stretches from the channel banks to the surrounding valley wall banks. This area experiences flooding during periods of high discharge and therefore is prone to flooding.

It is important to note the location of floodplains when planning future conditions and needs. If a transportation project is in a floodplain, costs are likely to increase due to the additional measures that must be taken for flood prevention and mitigation.

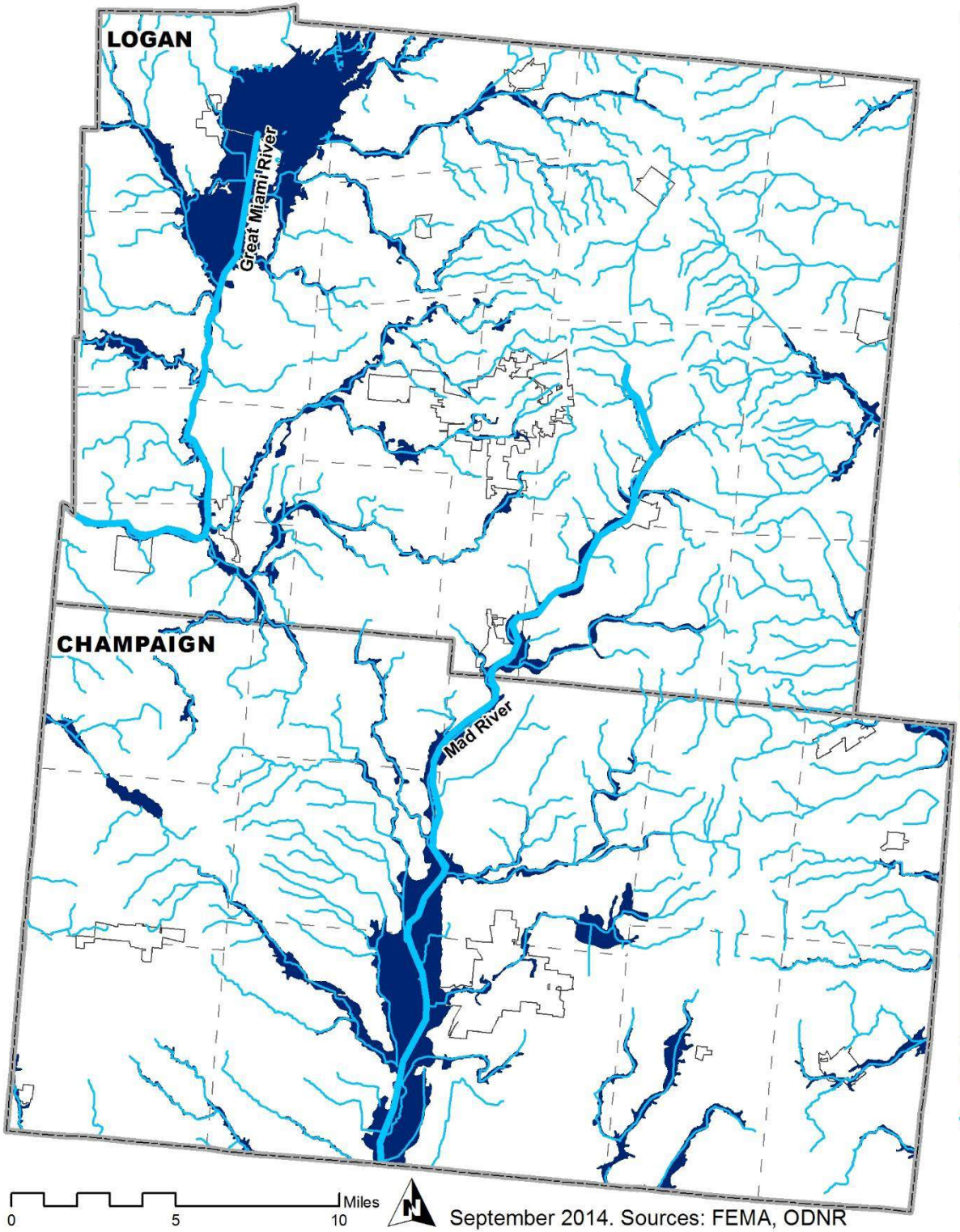
The largest floodplains in both Champaign County and Logan County follow the two largest rivers in the region, the Great Miami River and the Mad River, as well as surrounding the largest lake in the region, Indian Lake.

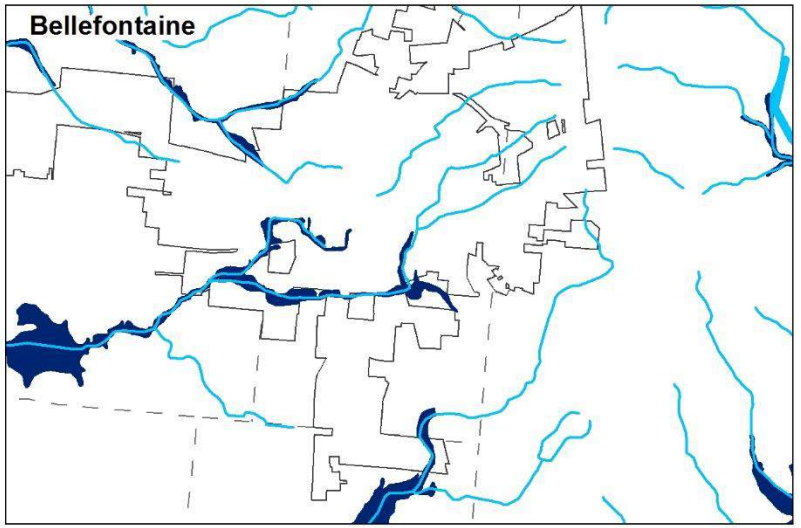
The Great Miami River is a tributary of the Ohio River and is approximately 160 miles in total length. The portion of the Great Miami River in the two county region is located in western Logan County, extending approximately 18 miles and connecting to Indian Lake.

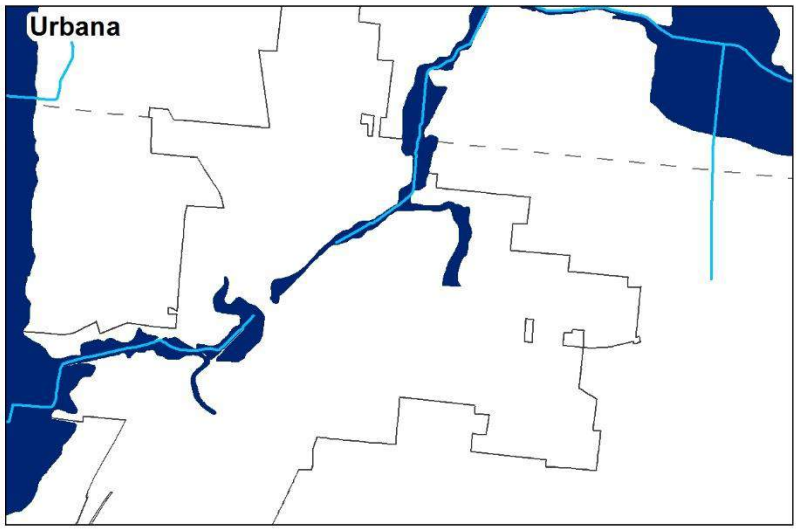
The Mad River flows 66 total miles from Logan County to downtown Dayton, where it meets the Great Miami River. In the LUC region, the Mad River flows 29 miles southwest from its source near Campbell Hill through West Liberty, along U.S. Route 68 west of Urbana.

Flood hazard areas identified on the Floodplains map, shown at the end of this section, are identified as a Special Flood Hazard Area (SFHA). According to Federal Emergency Management Agency (FEMA), SFHA are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood.

Floodplains







Special Flood Hazard Area

Rivers

September 2014. Sources: FEMA, ODNR

4.2.4 Historic Places

Historic places were gathered from the National Park Service (NPS) database of The National Register of Historic Places (NRHP). NRHP generates, lists, and designates certain areas or buildings that have significant historical values worthy of preservation.

If a transportation project affects a designated historic place, mitigation strategies should be considered. Mitigation measures provide ways to avoid, minimize, or mitigate adverse effects to historic properties impacted by transportation projects.

Mitigation measures may involve a variety of methods including, but not limited to, aesthetic treatments, avoidance, archaeological data recovery, creative mitigation, salvage and re-use of historic materials, informing/educating the public, and Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) documentation.

Approaches vary widely depending on the type of historic property, the qualities that enable the property to meet the National Register of Historic Places Criteria of Eligibility, the location of the historic property with respect to the project, etc.

In Champaign County and Logan County there are 5 historic bridges, 34 historic buildings, 1 historic structure, and 3 historic districts. There is a higher concentration of historic buildings in the more urbanized municipalities. The remaining historic areas are located throughout the rural two county region.

Figure 4-4 lists the historic buildings throughout Champaign County and Logan County. The historic buildings are listed in alphabetical order and are represented by points on the Historic Places map.

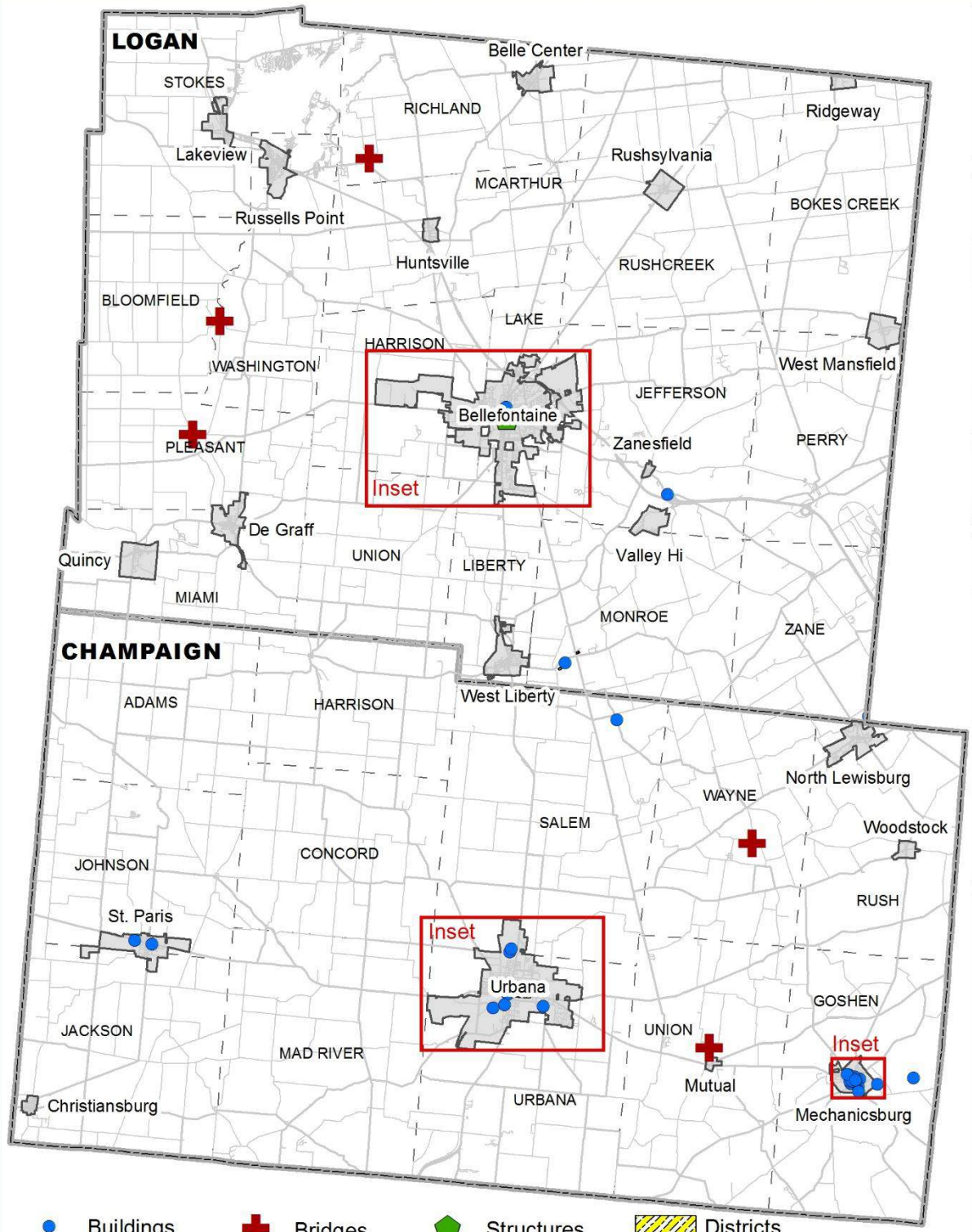
Champaign County	
Barr House	Monitor House
Church Of Our Savior	Mt. Tabor Church Building
Demand-Gest House	Norvall Hunter Farm
Dr. Adam Mosgrove House	Nutwood Place
Dr. Clark House	Richards-Sewall House
Dr. Ninchelser House	Second Baptist Church
Hamer's General Store	St. Michael Catholic Church
Henry Burnham House	United Methodist Church
John Q. A. Ward House	Urbana College Historic Buildings
Kimball House	Village Hobby Shop
Kiser Mansion	William Culbertson House
Levi Rathburn House	**Logan County**
Lowler's Tavern	Abram and Donn Piatt House
Magruder Building	Logan County Courthouse
Major John C. Baker House	Martin Marmon House
Masonic Temple	Schine's Holland Theatre
Mechanicsburg Baptist Church	William Lawrence House

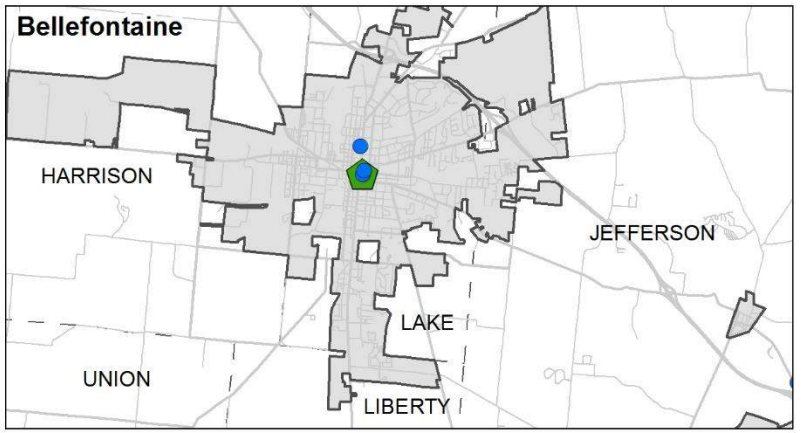
Figure 4-4: List of Historic Buildings

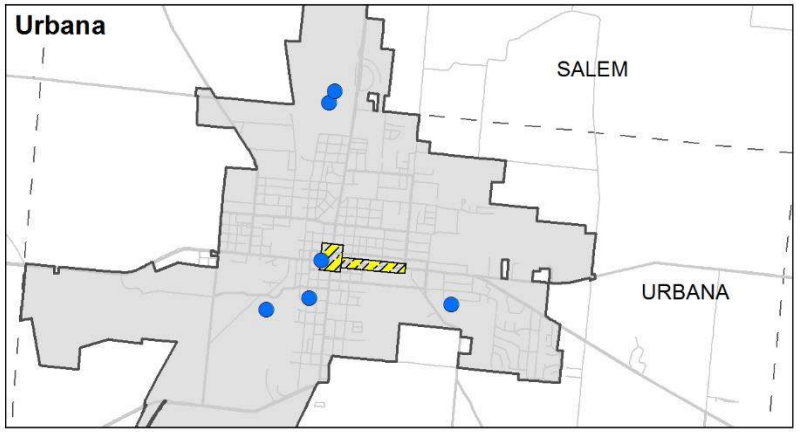
- **Historic Bridges** — Black Road west of Inskeep Road (C)
Mutual Union Road north of State Route 29 (C)
County Road 13 east of County Road 59 (L)
County Road 21 west of County Hwy 24 N (L)
County Road 38 north of State Route 366 (L)
- **Historic Districts** — Scioto Street Historic District
Urbana Monument Square Historic District
Mechanicsburg Commercial Historic District
- **Historic Structures** — First Concrete Street in U.S.

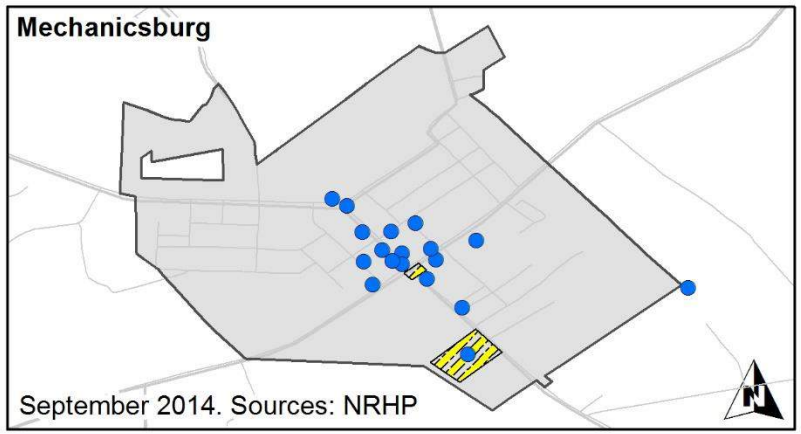
The Historic Places map, shown at the end of this section, displays the location for each of the historical bridges, districts, and structures listed above.

Historic Places









4.2.5 Superfund Sites

In 1980, the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) was passed. It established a national policy and procedures for identifying and cleaning-up sites that are found to be contaminated with hazardous substances.

CERCLA established a hazard ranking system. Sites that have the highest ranking are placed on the National Priorities List (NPL). Once on the NPL, the sites are eligible for money from the fund established for environmental cleanup.

US EPA regulations outline a formal process for assessing hazardous waste sites and placing them on the NPL. At non-NPL sites, US EPA can also take shorter-term cleanup actions under the emergency removal program.

CERCLA is important to the transportation planning process in the acquisition of right-of-way. Accepting financial responsibility for contaminated property may increase the cost of the project. The project may be delayed if there needs to be significant cleanup before the project can begin.

There are no sites in either Champaign County or Logan County that are listed on the National Priorities List. However, there are four sites that are classified as non-NPL and are all located in Champaign County, in the City of Urbana.

Figure 4-5 shows all of the non-NPL sites along with the non-NPL status and date. Johnson Welded Product, Q3 JMC Inc., and Urbana Contaminated Aquifer have a non-NPL state listed as OS, which indicates 'Other Cleanup Activity: State-Lead Cleanup.' Urbana Trailers have a non-NPL state listed as RO, which indicates 'Removal Only Site (No Site Assessment Work Needed).'

Site Name	City	County	Non-NPL	Non-NPL Status	NPL
Johnson Welded Products	Urbana	Champaign	OS	7/21/2004	Not NPL
Q3 JMC Inc.	Urbana	Champaign	OS	8/30/2011	Not NPL
Urbana Contaminated Aquifer	Urbana	Champaign	OS	1/22/2009	Not NPL
Urbana Trailers	Urbana	Champaign	RO	12/21/1999	Not NPL

Figure 4-5: List of Superfund Locations

4.2.6 Federally Listed Species

All federal and state-funded projects are required to comply with the National Environmental Policy Act, the Endangered Species Act, the Clean Water Act, and the Ohio Revised Code. The Endangered Species Act and the Ohio Revised Code are the specific federal and state legislations respectively that provide for the protection and conservation of plants and animals within Ohio.

The rules and regulations associated with these laws dictate that the region will build and operate its roadway projects with no, or minimal, impact to protected species and their habitat (including potentially unoccupied habitat). The Endangered Species Act prohibits harming, harassing, or killing a listed species. This includes the destruction of habitat.

Mitigation measures as part of a Habitat Conservation Plan may take the form of preserving habitat through an acquisition or a conservation easement, enhancing or restoring degraded or former habitat, creating new habitat, establishing buffer areas around existing habitat, modifying land-use practices, and restricting access to habitat.

Champaign County and Logan County have wetlands, river corridors, and farmland that serve as habitat for numerous plant and animal species. The two county ecosystem supports endangered plants and wildlife such as the Indiana bat, the northern long-eared bat, the eastern massasauga snake, and the rayed bean mussel.

Many species receiving federal or state protection are tied closely to their habitats, and land-use changes have been the most common cause for decline in species range and diversity. Contamination and degradation of natural waters has also contributed to loss of habitat.

Indiana bat (Myotis sodalis) is listed as 'Endangered.' The Indiana bats' summer habitat includes small to medium river and stream corridors with well-developed riparian woods; woodlots within 1 to 3 miles of small to medium rivers and streams; and upland forests. In the winter months the Indiana bat hibernates in caves and mines.

Northern long-eared bat (Myotis septentrionalis) is listed as 'Proposed as Endangered.' The Northern long-eared bats' summer habitat is similar to the Indiana bats' and includes well-developed riparian woods and upland forests. In the winter months the Northern long-ear bat also hibernates in caves and mines.

Eastern massasauga (Sistrurus catenatus) is listed as 'Candidate.' The eastern massasauga is a small, thick-bodied rattlesnake that occupies shallow wetlands and the adjacent uplands. The snake can be found in Cedar Bog located in Champaign County.

Rayed bean mussel (Villosa fabalis) is listed as 'Endangered.' The rayed bean generally lives in smaller, headwater creeks but is sometimes found in large rivers and wave-washed areas of glacial lakes. The rayed bean prefers gravel or sand substrates, and is often found in and around roots of aquatic vegetation.

Bald eagles are no longer protected under the federal Endangered Species Act and Section 7 consultation with the U.S. Fish and Wildlife Service is no longer necessary. However, the bald eagle remains protected under the Bald and Golden Eagle Protection Act. Bald eagles typically dwell around lakes and in the nearby trees. They prefer lakes and reservoirs with lots of fish and surrounding forests. In the winter, bald eagles can be seen around unfrozen lakes and hunting along coastlines, reservoirs and rivers. During the migration, bald eagles are seen near all types of water habitats.

- **Champaign County**
  Indiana bat
  Northern long-eared bat
  Eastern massasauga snake
  Bald eagle

- **Logan County**
  Indiana bat
  Northern long-eared bat
  Eastern massasauga snake
  Rayed bean mussel
  Bald eagle

5 EXISTING TRANSPORTATION CONDITIONS

The following sections detail the existing transportation conditions for Champaign County and Logan County. Transportation data was gathered from sources such as the Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), Ohio Department of Public Safety (ODPS), the Ohio Department of Transportation (ODOT), and INRIX, a private company which provides data pertaining to roadway traffic. The data was collected, then analyzed and mapped to provide an overview for the current transportation conditions for the two county area.

The type of transportation data that was gathered and presented in the following sections are:

- 5.1 – Road Characteristics and Conditions
  - 5.1.1 – Functional Classification
  - 5.1.2 – Pavement Condition
  - 5.1.3 – Lane Width
  - 5.1.4 – Bridges
- 5.2 – Traffic Flow and Congestion
  - 5.2.1 – Traffic and Truck Volume
  - 5.2.2 – Average Speeds
  - 5.2.3 – Level of Service
- 5.3 – Safety Analysis
- 5.4 – Railroads
- 5.5 – Multimodal Transportation
  - 5.5.1 – Airports
  - 5.5.2 – Public Transportation
  - 5.5.3 – Bike Paths

5.1 ROAD CHARACTERISTICS AND CONDITIONS

5.1.1 Functional Classification

Roadways are classified by ODOT and FHWA by functional classification. Functional classification is the grouping of roads, streets, and highways in a hierarchy based on the type of highway service they provide.

According to ODOT's *Ohio Roadway Functional Class Background Information* document, streets and highways do not operate independently, they are part of an interconnected network and each one performs a service in moving traffic throughout the system. Streets and highways provide either traffic mobility or land access and can be ranked in terms of the proportion of service they perform.

There are three levels of classification and they include **arterial**, **collector** and **local**. Figure 5-1 is a chart taken from the FHWA's *Highway Functional Classification Concepts, Criteria and Procedure* document, which shows the relationship between the functional classification and travel characteristics.

Functional Classification	Distance Served (and Length of Route)	Access Points	Speed Limit	Distance between Routes	Usage (AADT and DVMT)	Significance	Number of Travel Lanes
Arterial	Longest	Few	Highest	Longest	Highest	Statewide	More
Collector	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Local	Shortest	Many	Lowest	Shortest	Lowest	Local	Fewer

Figure 5-1: Relationship between Functional Classification and Travel Characteristics

The first level of classification are **arterials** and they include those classes of highways emphasizing a high level of mobility for the through movement of traffic; land access is not important to the primary function of arterials. The travel speeds and distances are generally greater on the arterials when compared to the other classes. Interstates and freeways, which are the highest classes of arterials, have limited land access to allow the free flow of traffic.

The next level of classification are the **collector** roadways, which collect traffic from the local roadways and distribute the traffic to the arterials; they also provide both mobility and land

access. Trip lengths, speeds, and volumes are moderate on collector roadways when compared to the arterial and local roadways.

The last level of classification are the **local** roadways, their primary function is to provide land access. Travel speeds, distances, and volumes are lower on the local roadways than the other classes.

In conjunction with the 2010 census urbanized area changes, the FHWA modified the concept, criteria, and procedures for classification. The update to the functional classification structure removed the separation of classes into urban and rural that previously existed. The same seven classes exist in both areas and the urban and rural characteristic only determines the federal aid eligibility of the road. Minor rural collectors are not generally eligible for federal funding.

Figure 5-2 demonstrates the color coding for each classification according to how each appears on a map and lists the new classification as well as the old classifications. Federal aid eligibility is not available for local (7) roadways and therefore not considered during the analysis process of this plan.

Color	Roadway Type	New Class	Old Class (Rural)	Old Class (Urban)
	Interstate	1	1	11
	Other Freeways and Expressways	2	-	12
	Other Principal Arterial	3	2	14
	Minor Arterial	4	6	16
	Major Collector	5	7	17
	Minor Collector	6	8	-
	Local	7	9	19

Figure 5-2: Functional Classification Scheme

Several roads in the two county region have been submitted to ODOT for possible functional classification change but changes are not official until FHWA approves them.

There are no interstates that travel through the two counties. The principal arterial roadways in the region are US Highway 68, which travels north and south through both counties, US Highway 4, which has a short segment that travels through the southeast corner of Champaign County, and US Highway 33, which travels east and west through Logan County. As displayed in Figure 5-3,

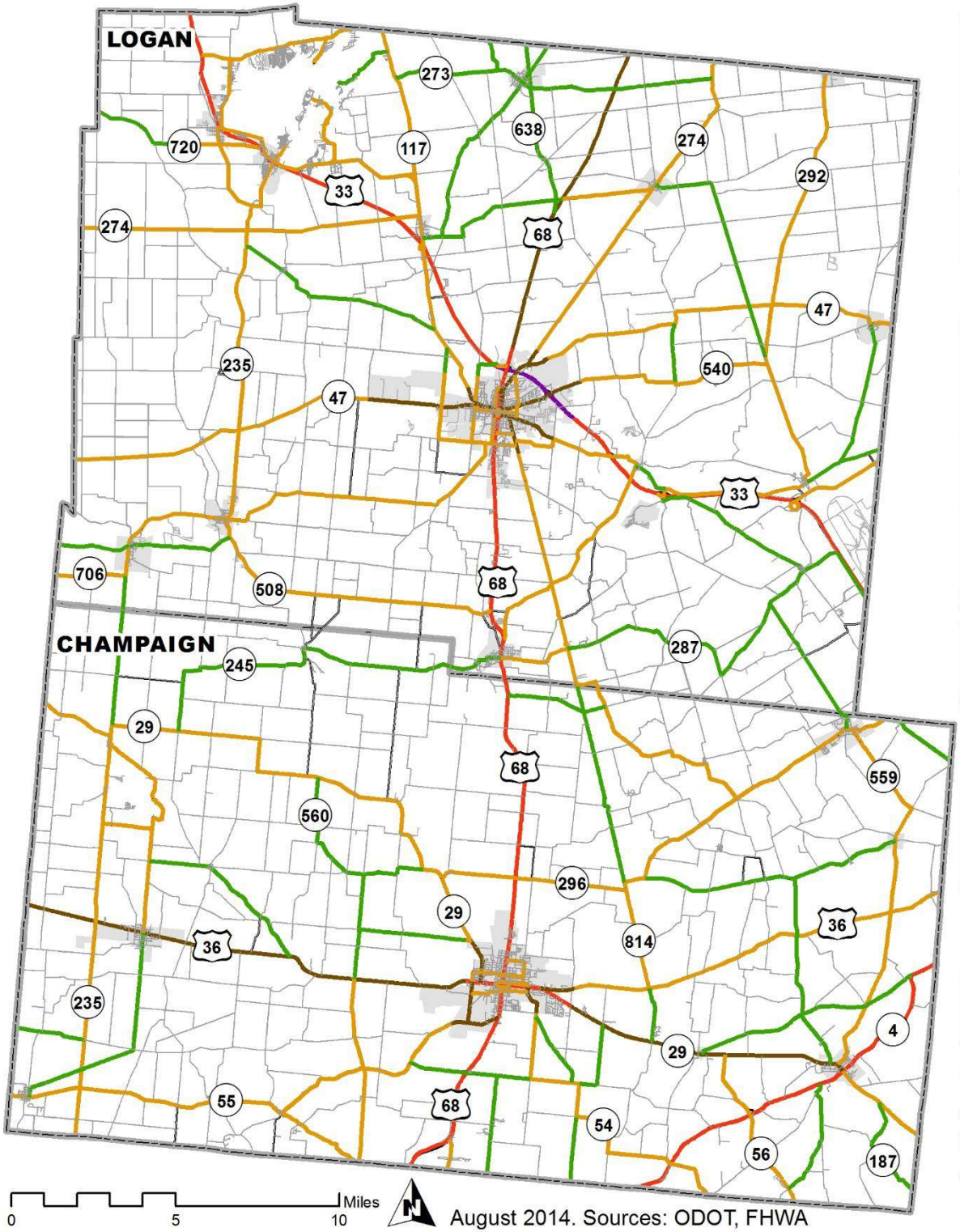
approximately 67.2% of the roadways in the two county region are classified as local and typically ineligible for federal funding.

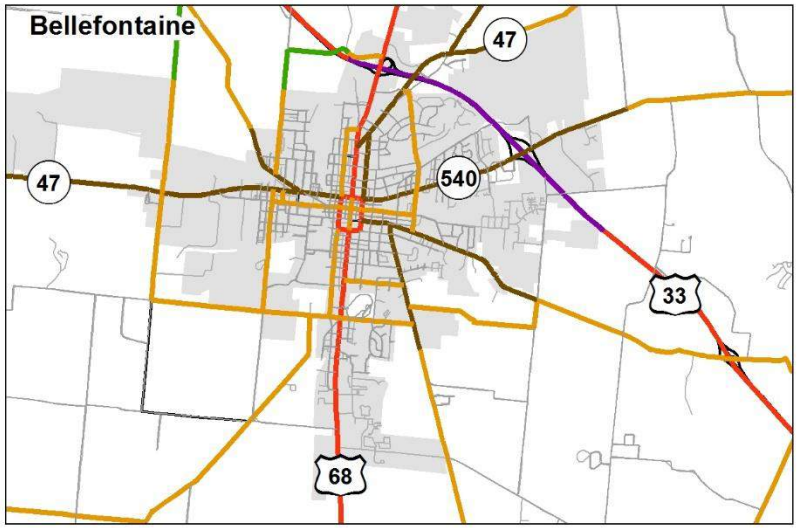
	Champaign		Logan		TOTAL	
Functional Class	**Miles**	**Percentage**	**Miles**	**Percentage**	**Miles**	**Percentage**
01 - Interstate	0.0	0.0%	0.0	0.0%	0.0	0.0%
02 - Freeway & Expressway	0.0	0.0%	3.8	0.3%	3.8	0.1%
03 - Other Principal Arterial	41.6	3.4%	55.0	3.7%	96.6	3.6%
04 - Minor Arterial	39.6	3.2%	30.3	2.0%	69.9	2.6%
05 - Major Collector	212.3	17.2%	247.8	16.7%	460.0	17.0%
06 - Minor Collector	133.7	10.8%	124.7	8.4%	258.4	9.5%
07 - Local	804.9	65.3%	1018.9	68.8%	1823.8	67.2%
TOTAL	**1232.1**	**100.0%**	**1480.4**	**100.0%**	**2712.5**	**100.0%**

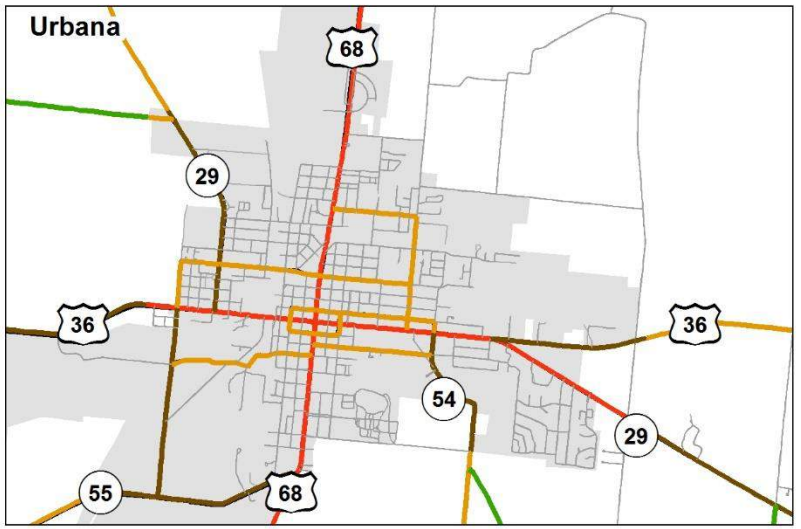
Figure 5-3: Functional Class Summary per County

The Functional Class Inventory map, shown at the end of this section, displays the road network for Champaign County and Logan County. Each roadway on the map is symbolized by a differing color representing the classification of that roadway.

Functional Class







Functional Class

- Freeways & Expressways
- Other Principal Arterials
- Minor Arterials
- Major Collectors
- Minor Collectors
- Local

August 2014. Sources: ODOT, FHWA

5.1.2 Pavement Condition

To determine the condition of a roadway, a pavement condition rating (PCR) must be calculated. According to ODOT's 2004 PCR manual, PCRs establish a standard critical threshold level below which the pavement is considered unacceptable and in need of major maintenance or rehabilitation.

The PCR rating method is based upon a visual inspection of pavement distress and although the relationship between pavement distress and performance is not well defined, there is general agreement that the ability of a pavement to sustain traffic loads in a safe and smooth manner is adversely affected by the occurrence of observable distress. The roadway is then assigned a rating using a mathematical equation.

Pavements are rated based on pavement condition ratings on a system wide basis. There are three system types – priority, general and urban. The system average PCR is weighted by traffic ADT, length and number of lanes. Priority, General and Urban Systems metrics assess the roadways from visual inspections of pavements that determine the severity and extent of various distress types.

There are 13,733 miles of lanes on the priority system, 29,546 miles of lanes on the general system and 6,117 miles of lanes on the urban system. There are statewide goals for the three systems.

The PCR scale has a range from 0 to 100. A value of 100 represents a pavement with a perfect condition, no observable distress. A value of 0 represents a pavement with all distress present at their highest levels of severity. There are six groupings of PCR values as shown below.

PCR	Condition
91 to 100	Very Good
76 to 90	Good
66 to 75	Fair
56 to 65	Fair to Poor
41 to 55	Poor
0 to 40	Very Poor

Figure 5-4 displays the rating distribution of each PCR rating. Over 99% of the roadways in the region have a 'Fair' PCR rating or higher; approximately 63% of the regions roadways have a 'Good' PCR rating, which indicates that the pavement conditions for the majority of the region are

in good condition. Figure 5-5 is another representation of the distribution of the pavement roadway conditions for Champaign County and Logan County.

		Champaign		Logan		TOTAL	
PCR	Condition	Miles	Percentage	Miles	Percentage	Miles	Percentage
91 to 100	Very Good	68.0	16.1%	115.4	25.0%	183.38	20.75%
76 to 90	Good	259.4	61.6%	293.6	63.5%	553.04	62.59%
66 to 75	Fair	93.9	22.3%	53.3	11.5%	147.20	16.66%
56 to 65	Fair to Poor	0.0	0.0%	0.0	0.0%	0.00	0.00%
41 to 55	Poor	0.0	0.0%	0.0	0.0%	0.00	0.00%
0 to 40	Very Poor	0.0	0.0%	0.0	0.0%	0.00	0.00%
TOTAL		**421.3**	**100.0%**	**462.3**	**100.0%**	**883.6**	**100.0%**

Figure 5-4: PCR Summary per County Table

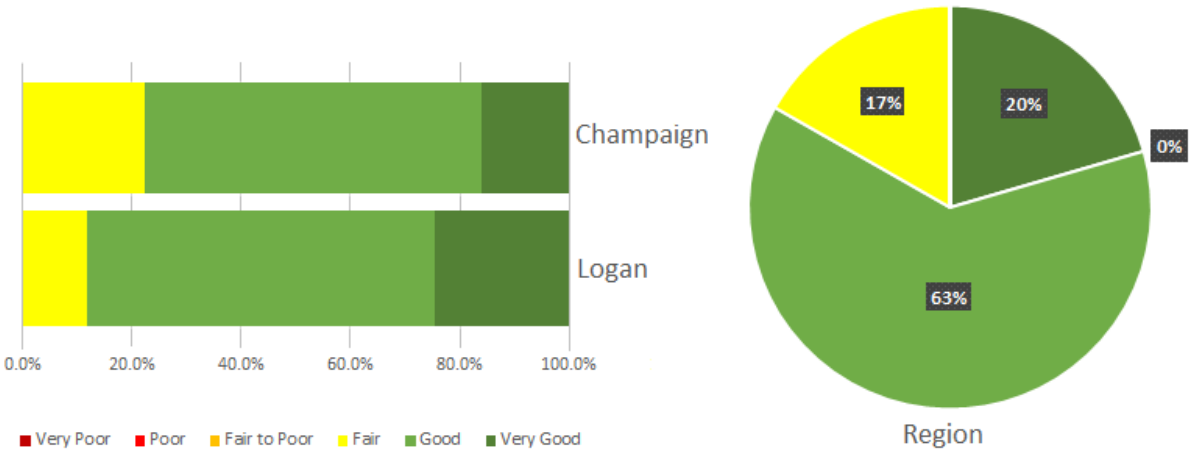
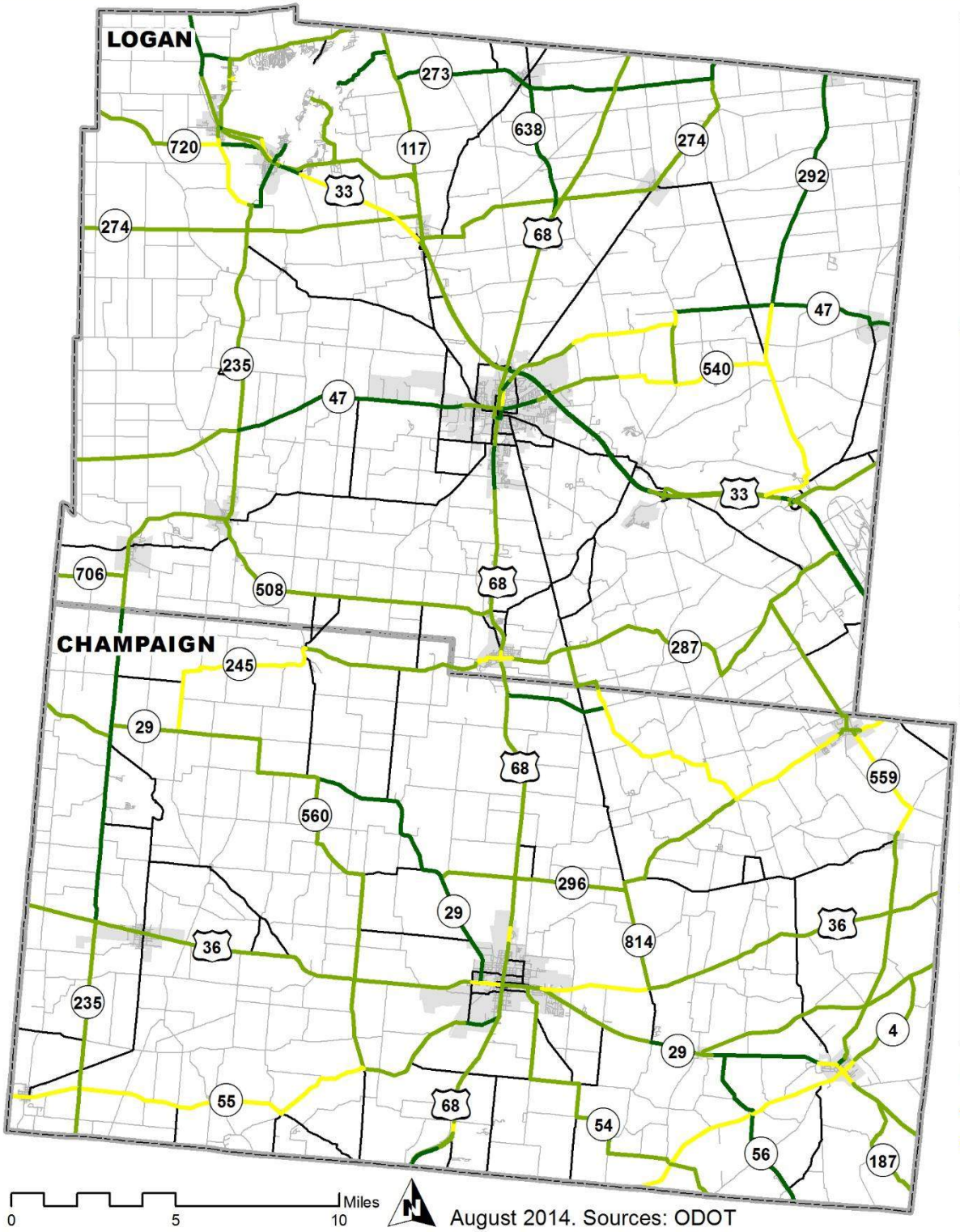


Figure 5-5: PCR Summary per County Chart

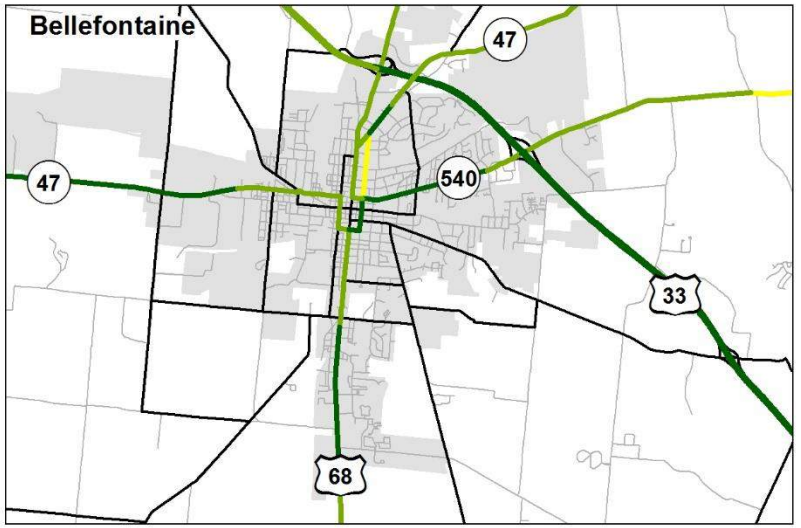
There are a total of 883.6 miles of roadway with a PCR rating in the two county region but there is not any roadway segments with a PCR rating below Fair.

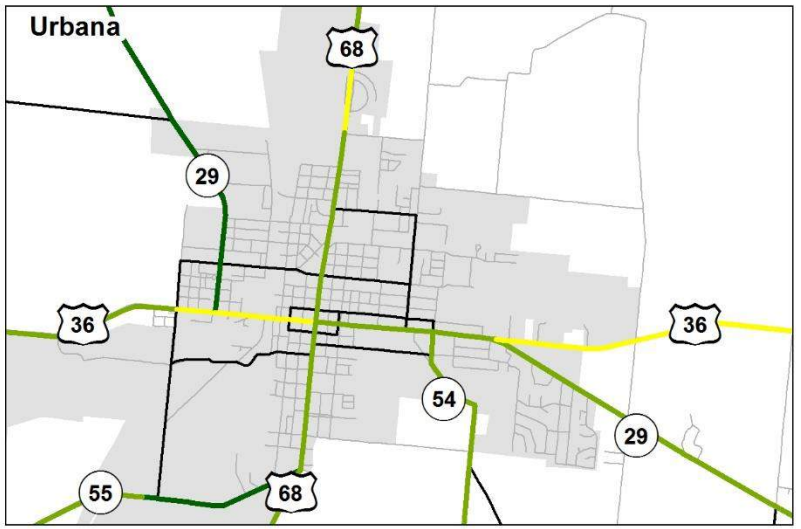
The Pavement Condition Ratings map, shown at the end of this section, displays the State and US road segments in the two county region and the PCR rating that is associated with them.

Pavement Condition Ratings



August 2014. Sources: ODOT





Pavement Condition Ratings

- Fair to Poor
- Fair
- Good
- Very Good

5.1.3 Lane Width

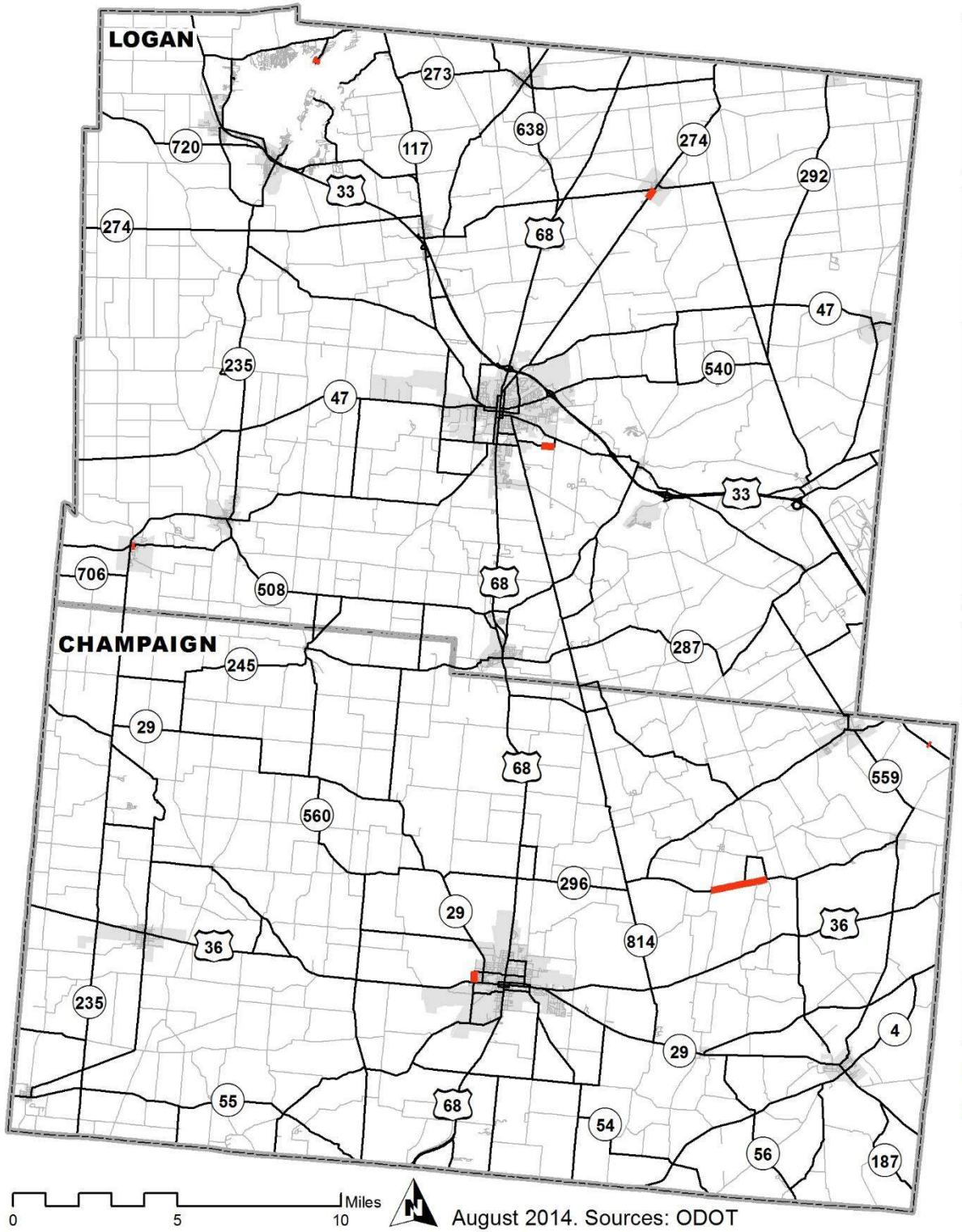
Lane widths are analyzed in combination with functional class of the roadway network to determine if the width is adequate for traffic movement for a particular roadway. A typical lane width is approximately 8-12 feet.

Non-local roadways, typically with higher number of users and speeds, with narrow lanes pose potential safety and congestion hazards for the roadway users. Using data from ODOT, a list of roads that are narrower than or equal to nine feet was generated. Below is a list of every roadway that has been determined to be narrower than nine feet, the name and location is also contained in the list.

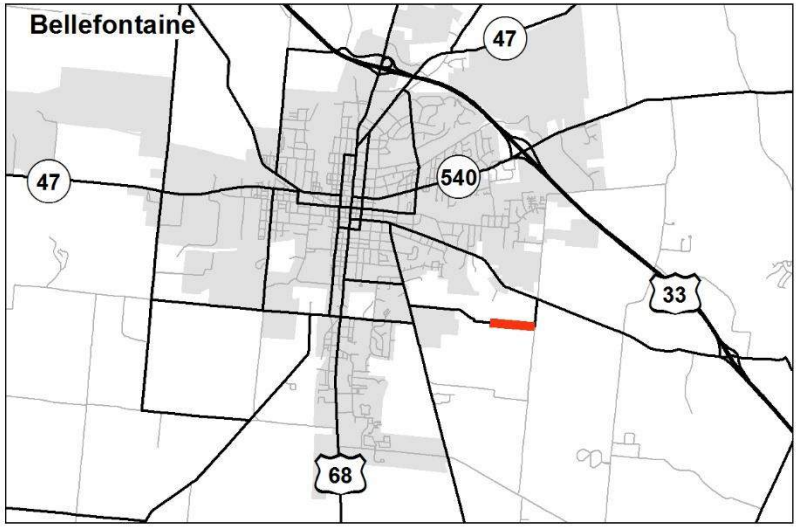
- **Champaign County** — Middleburg Plain City Road west of Martin Road; North Edgewood Avenue north of US Highway 36; Urbana Woodstock Road west of Cable Road
- **Logan County** — Sandusky Street south of West Mill Street; South Street east of Canby Street; Township Road 185 west of Township Road 179

The Insufficient Lane Width map, shown at the end of this section, displays each roadway segment that has been deemed to have an insufficient road width for the two county area.

Insufficient Lane Width



August 2014. Sources: ODOT



Lane Width of 9ft or Less

Insufficient Lane Width

5.1.4 Bridges

Bridges are rated based on General Appraisal (GA) that assesses the physical condition of a bridge's major parts on a system wide basis. ODOT then calculates a weighted average GA for all bridges by factoring in the total area for each bridge along with its GA. ODOT currently maintains approximately 13,898 bridges statewide. There is an established statewide GA goal.

Bridge sufficiency rating is a rating formula method of evaluating factors that indicate a bridge's adequacy to remain in service. Sufficiency Rating takes into account a number of factors that include the condition of the bridge as well as geometrics. Besides the physical condition of a bridge, a bridge can be considered deficient because of outdated design, narrow lanes, or lack of shoulder space.

The result of the formula is a percentage, in which 100% represents an entirely sufficient bridge and 0% represents an entirely insufficient bridge. The sufficiency rating is never less than 0 nor more than 100. A sufficiency rating between 0 and 49 means the bridge is eligible for federal replacement funds. A sufficiency rating between 50 and 79 means the bridge is eligible for rehabilitation funds. A bridge sufficiency rating greater than 79 implies that the bridge is in good working condition and not eligible for either funding.

	Champaign		Logan		TOTAL	
Sufficiency	**Count**	**Percentage**	**Count**	**Percentage**	**Count**	**Percentage**
0-49	1	0.5%	11	3.6%	12	2.3%
50-79	11	5.3%	51	16.8%	62	12.1%
80-100	196	94.2%	241	79.5%	437	85.5%
TOTAL	**208**	**100.0%**	**303**	**100.0%**	**511**	**100.0%**

Figure 5-6: Bridge Sufficiency by Type

Figure 5-6 and 5-7 show the dispersal of the sufficiency ratings for the region. Out of the two county region 85.5% of the bridges are considered in good working condition. However, 35.1% have a sufficiency rating less than 80 and are eligible for funding, 12.1% of those are eligible for rehabilitation funds while 2.3% are eligible for federal replacement funds.

A bridge's vertical clearance represents the distance between the structure and the underpass. A bridge vertical clearance restriction indicates a vertical clearance distance of less than or equal to

14'-6". All bridges, tunnels, overhead obstructions, and openings for traffic that have the actual minimum vertical clearance of 14'-6" or less are intended to have Advance Warning Low Clearance signs and Structure-mounted low clearance signs as per the guidelines of the Traffic Engineering Manual (TEM) and the Ohio Manual of Uniform Traffic Control Devices (OMUTCD).

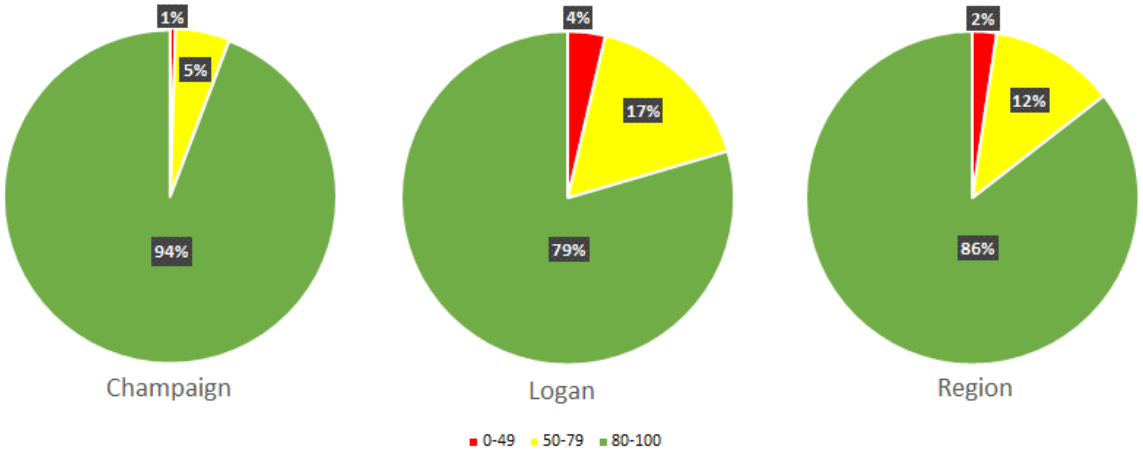


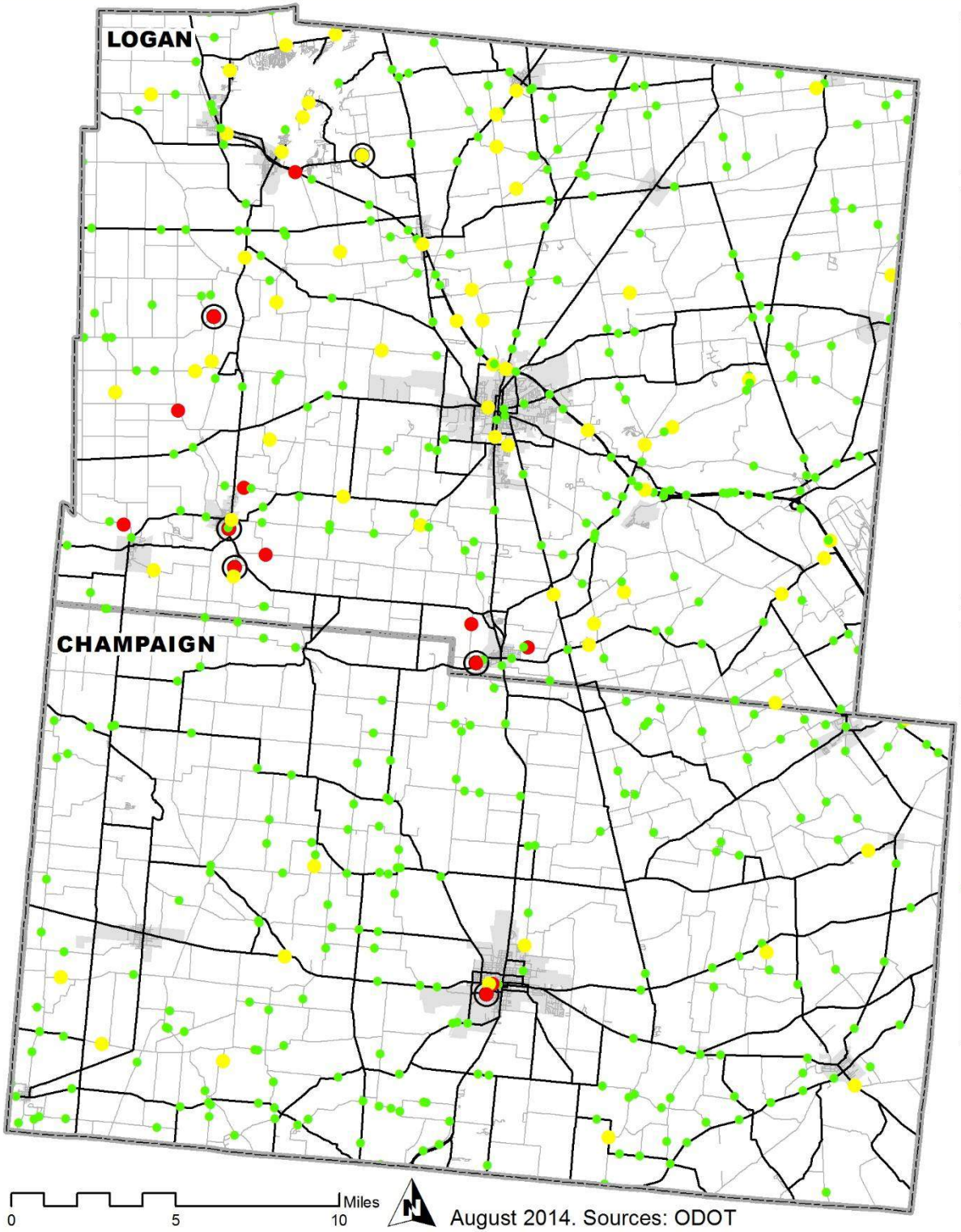
Figure 5-7: Bridge Sufficiency Percentage

These signs are present to warn the roadway users and vehicular traffic which pass either on or below the bridge. Below is a list of all the bridge locations that have a clearance less than recommended height. The street name, street location, and sufficiency rating of the bridge are also listed.

- **Champaign County** College Way east of Storms Avenue (NA)
- **Logan County** State Route 245 west of junction US Highway 68 (0)
  Rail Road east of junction State Route 235 (0)
  County Road 65 north of Township Road 295 (49)
  County Road 13 east of Township Road 98 (49)
  County Road 38 south of Country Road 98 (58)

The Bridge Sufficiency Ratings map shown at the end of this section, exhibits all the bridge locations and displays whether or not they are eligible for federal funds using the sufficiency rating scale. It also shows the locations of the few bridges that have a below recommended clearance height.

Bridge Sufficiency Ratings



- Eligible for Federal Replacement Funds
- Eligible for Rehab Funds
- Not Eligible
- Below Minimum Vertical Clearance

August 2014. Sources: ODOT

5.2 TRAFFIC FLOW AND CONGESTION

5.2.1 Traffic and Truck Volume

The Annual Average Daily Traffic (AADT) volume is a helpful measure in the transportation planning process as AADT often determines the desirable characteristic of a road. The annualized average 24-hour volume of vehicles at a given two directional point or section of highway is called a traffic count.

This raw traffic count is then mathematically adjusted for vehicle type, determined by an axle correction factor, then this volume is statistically corrected by a seasonal variation factor that considers time of the year and day of the week.

It is normally calculated by determining the volume of vehicles during a given period and dividing that number by the number of days in that period. AADT is a useful and simple measurement of how busy a roadway is. Traffic flows are essential to transportation planning because traffic count data can aid in defining transportation project needs.

The roadways with the highest AADT (greater than 12,000) in the region are US Highway 33, US Highway 36, US Highway 68 and a section of State Route 540 located in the City of Bellefontaine in Logan County.

Demand to move goods from one place to another generates the need for truck traffic. Goods are moved over long distances from region to region and over short distances within individual townships, villages, or cities. In this plan, truck traffic data considers vehicles with more than two axles.

There are multiple reasons for shipping and receiving goods. Trucks move goods from places of production to places of consumption in support of manufacturing. Trucks move goods to service establishments, construction sites, retail industries, farms, fisheries, foreign establishments, and government-owned establishments.

Trucks move goods that are ancillary to the main purpose of the trip, such as service, utility, and construction trucks that carry goods to support their activities.

The percentage of truck traffic on roadway segments helps identify which corridors in the Region carry the largest amount of truck traffic. Using 2008-2011 ODOT data, US and State route segments in the Region were classified as carrying below or above average state truck volume

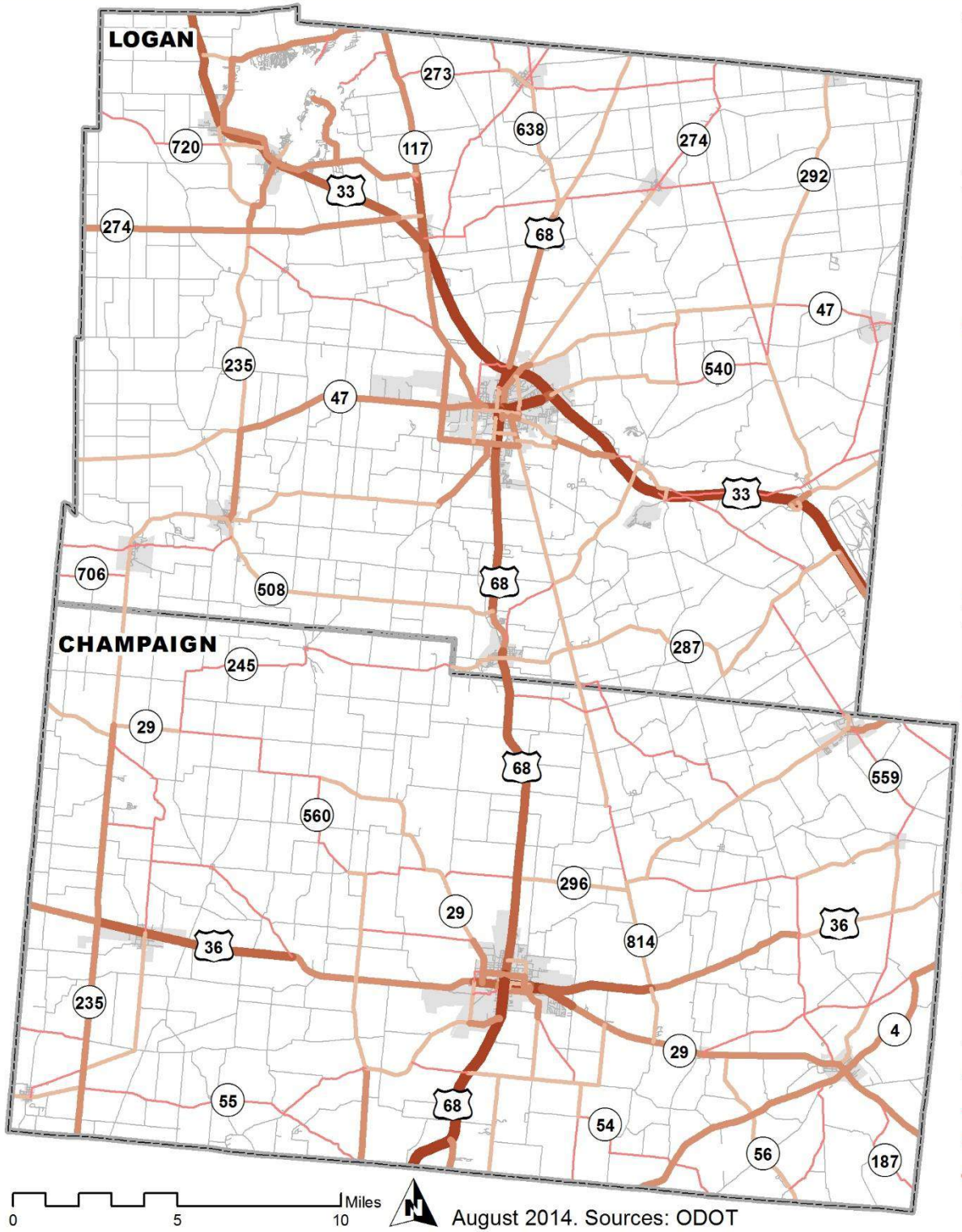
percentage. The average truck percent volume in Ohio is 9.97% for US routes and 6.22% for State Routes.

The road segment of State Route 55 and South Edgewood Avenue from US Highway 68 to State Route 29/US Highway 36/Miami Street has a high truck volume because it is near the highest concentration of manufacturers and employers in the City of Urbana. Six of the top eight employers in the City have direct roadway access to their facilities in this corridor.

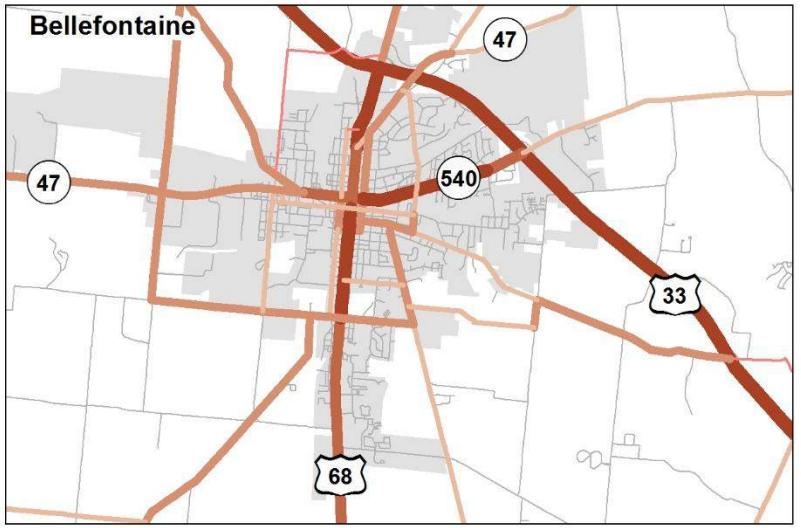
The Annual Average Daily Traffic map, shown at the end of this section, exhibits the approximated AADT for the two county region. The roadway AADT is represented by lines of increasing width and intensifying color. The thick dark red lines indicate the roadways in the study that have the highest AADT.

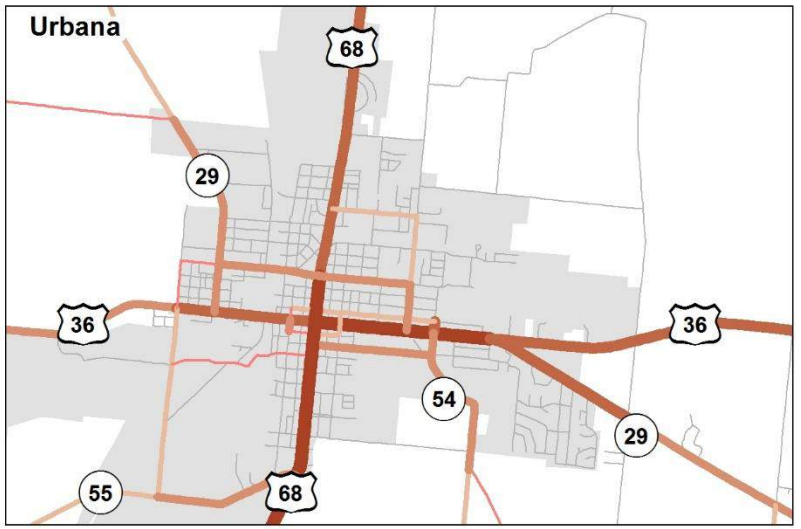
The Truck Traffic Volume map, that follows, displays the annual average daily truck traffic for the region.

Annual Average Daily Traffic



August 2014. Sources: ODOT

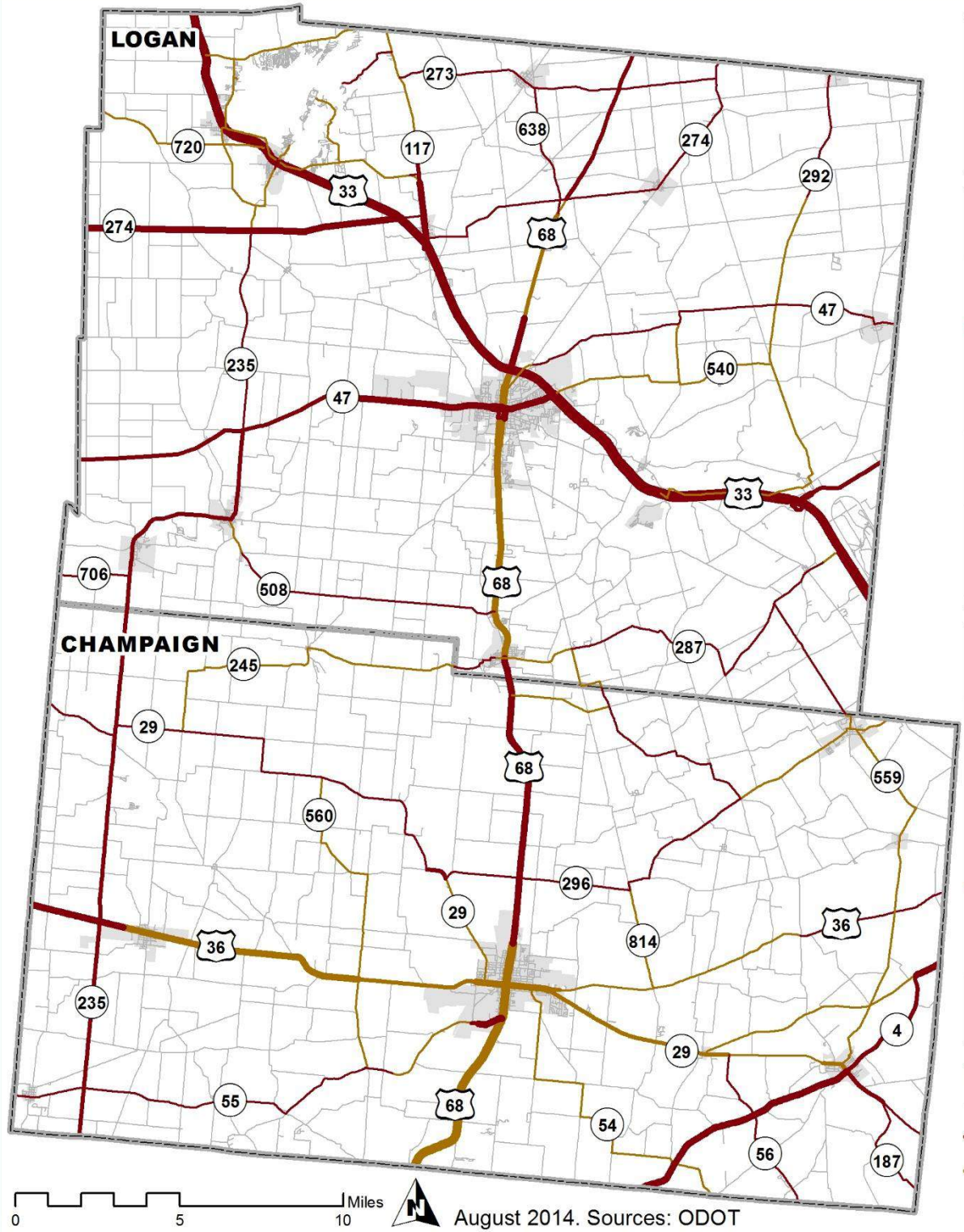


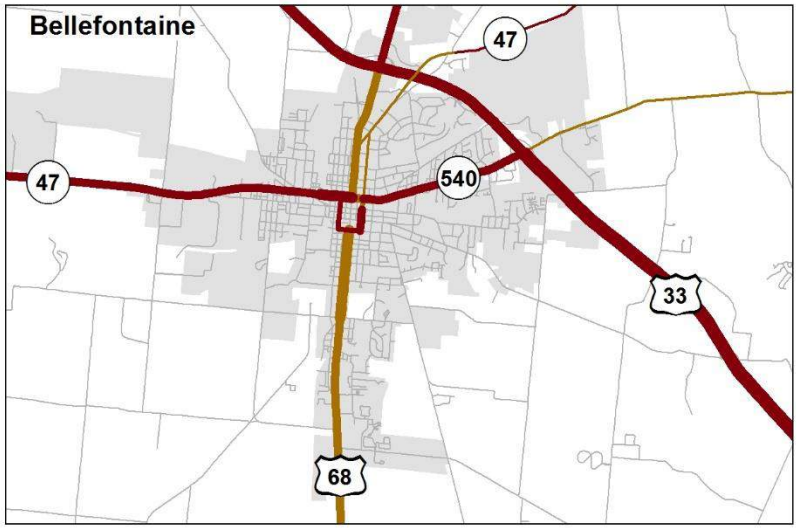


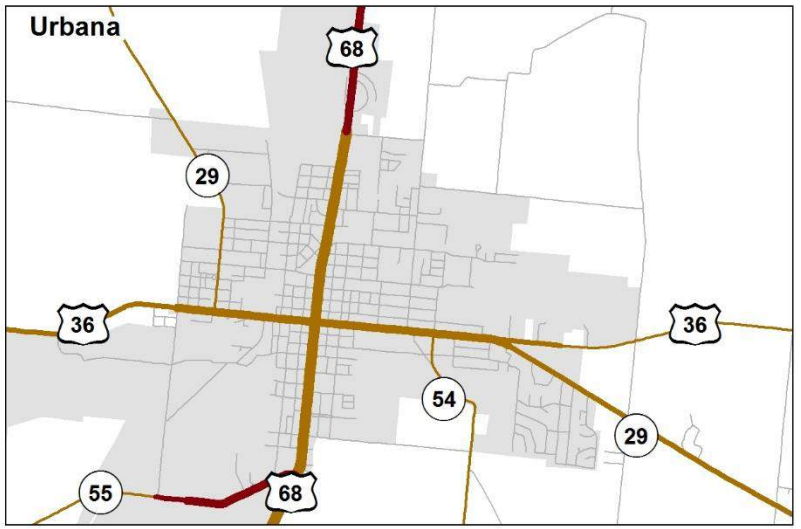
Annual Average Daily Traffic (AADT)

- <1,000
- 1,001 - 2,500
- 2,501 - 6,000
- 6,001 - 12,000
- >12,000

Truck Traffic Volume







Truck Volume

- 0 - 250
- 250 - 500
- 500 - 1,000
- 1,000 - 4,000
- 4,000 - 7,000
- Above average state truck volume percentage, by road type
- Below average state truck volume percentage, by road type

August 2014. Sources: ODOT

5.2.2 Average Speeds

A roadway becomes congested as traffic on the road networks increase, this is characterized by average slower speed and longer trip times. This can be caused by various factors, such as construction or accidents. Most commonly congestion is caused when the traffic demand is greater than the capacity of the roadway. Knowing the volumes of traffic on the roadway network, it is important to also know the average speed of said volume.

According to the INRIX website, INRIX acquires real-time and historical sensor data to assess historical Nationwide Average Speeds. INRIX analyzes years of data using sophisticated statistical techniques to process this information and compute average speeds.

Using the data that was gathered from INRIX, an Average Speeds map was generated. The Average Speeds map, shown at the end of this section, displays the average speed for the major roadways in the two county region and is based on 15-minute interval average speed data on weekdays during a typical October, 2013 week.

Segments with a ratio of minimum/maximum speed less than 80% indicate probability of congested roadway conditions at selected hours of the day and are represented by dashed bold black lines.

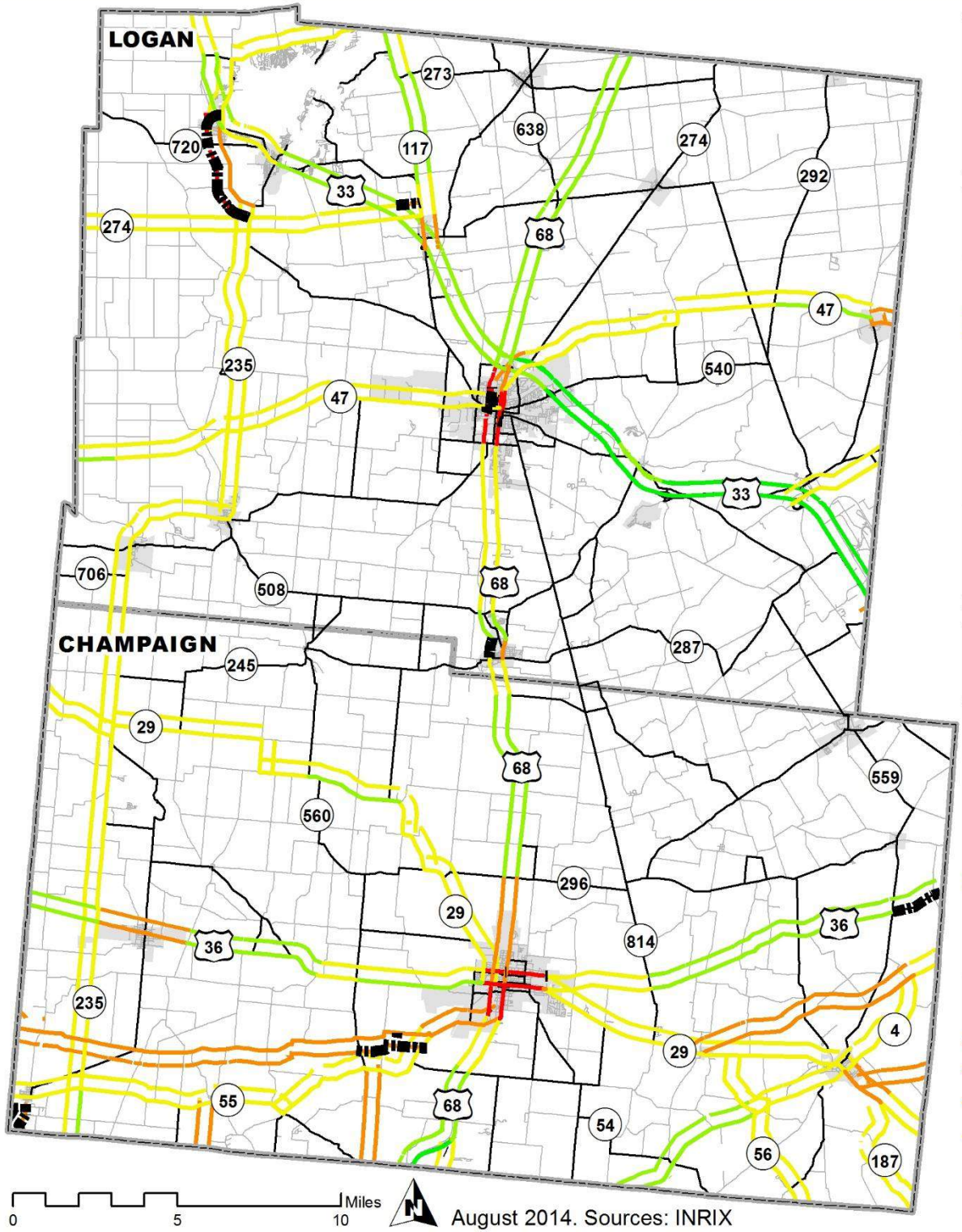
There is a roundabout located at the intersection of US Highway 68 and US Highway 36 which naturally slows traffic but does not bring it to a complete stop. The roundabout is located downtown in the City of Urbana located in Champaign County.

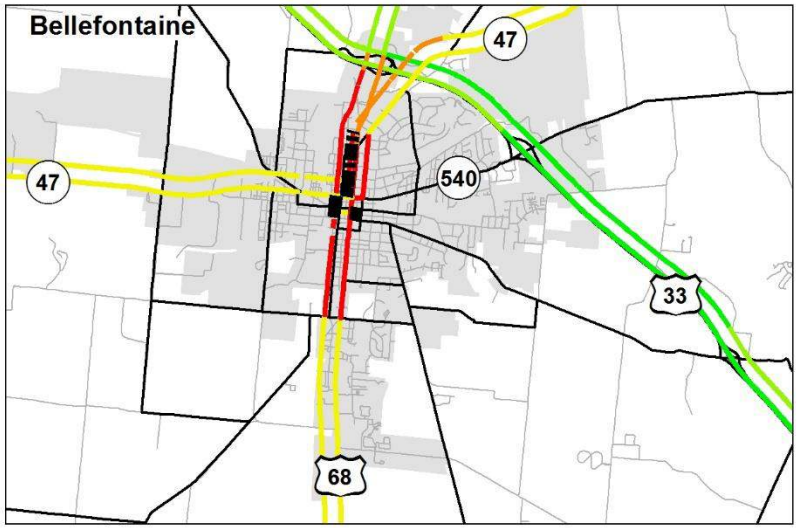
The list below states all of the roadways that have the potential for congestion.

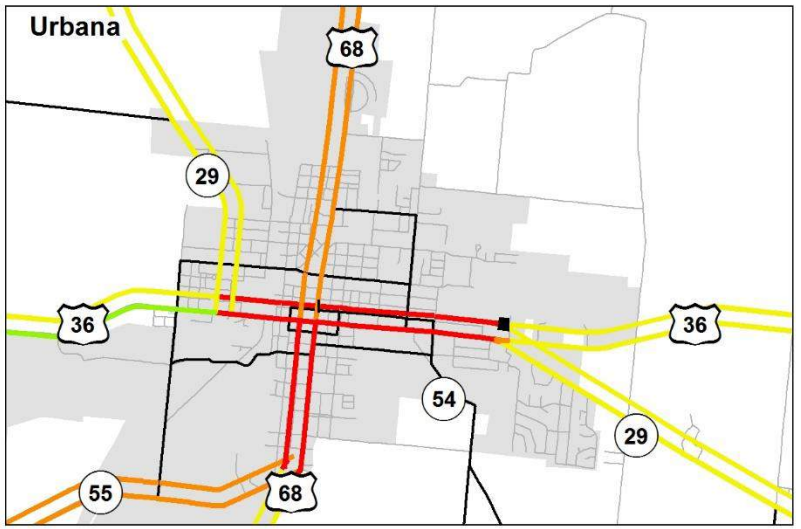
- **Champaign County**
  - US Route 36 west of Berwick Drive
  - Addison-New Carlisle Road south of Main Street*
  - Old Troy Pike west of State Route 560*
  - Springfield Urbana Road south of US Route 68
  - Scioto Street east of US Route 68
- **Logan County**
  - Main Street south of Sandusky Avenue
  - Sandusky Avenue west of Madriver Street
  - Madriver Street north of Sandusky Avenue
  - State Route 274 west of State Route 217
  - State Route 235 west of State Route 708
  - Lake Street west of US Highway 33
  - Detroit Street south of County Road 5

*Congestion potential may be less at these roads because vertical and horizontal alignments require the traveling public to drive at slower speeds.

Average Speeds







< 30 mph
30 mph - 40 mph
40 mph - 50 mph
50 mph - 60 mph
> 60 mph
Possible Congestion

August 2014. Sources: INRIX

5.2.3 Level of Service

Level of Service (LOS) is a qualitative measure ranked from 'A' to 'F' describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. LOS is measured by degree of volume to capacity ratio.

LOS 'A' represents free flow conditions while LOS 'F' represents conditions where demand exceeds the capacity of a road. LOS A, B and C, represent good traffic conditions on the road network while roadways where LOS is D, E or F represent worsening traffic congestion conditions on the road network and are considered congested. Figure 5-8 illustrates the concept of level of service.

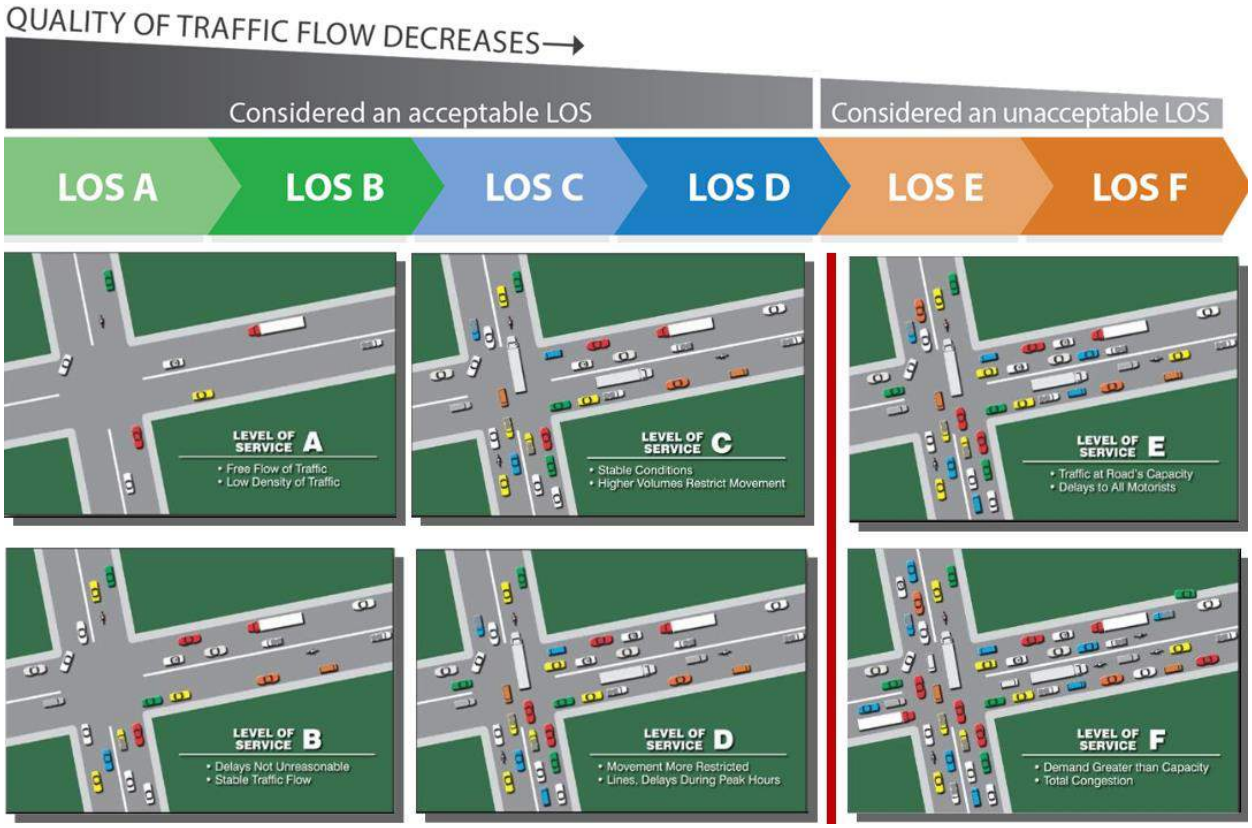


Figure 5-8: Level of Service Diagram

Figure 5-9 is a representation of the LOS rankings for the Champaign-Logan road network; approximately 94.3% of the functional class roadways in the two county region have a LOS

ranking of an A, 3.9% have a rating of B, 1.2% have a rating of C and 0.1% have a rating of D. This means that 99.5% of the roadways have an acceptable level of service while only 0.5% do not.

Both counties have similar percentages for each LOS category. It is important to note that the LOS analysis is based on the results of the statewide travel demand model (STDM). Travel demand models are good at predicting the need for additional travel lanes, but often not so good for operational or safety improvements, such as the need for additional turn lanes at an intersection. Therefore, it is possible that additional congested locations exist in Logan and Champaign counties.

	Champaign		Logan		TOTAL	
Level of Service	**Miles**	**Percentage**	**Miles**	**Percentage**	**Miles**	**Percentage**
A	619.0	96.2%	655.3	92.5%	1274.4	94.3%
B	13.7	2.1%	39.3	5.6%	53.0	3.9%
C	8.2	1.3%	8.3	1.2%	16.5	1.2%
D	1.2	0.2%	0.0	0.0%	1.2	0.1%
E	0.0	0.0%	3.8	0.5%	3.8	0.3%
F	1.1	0.2%	1.7	0.2%	2.8	0.2%
TOTAL	**643.3**	**100.0%**	**708.4**	**100.0%**	**1351.7**	**100.0%**

Figure 5-9: Level of Service Summary per County

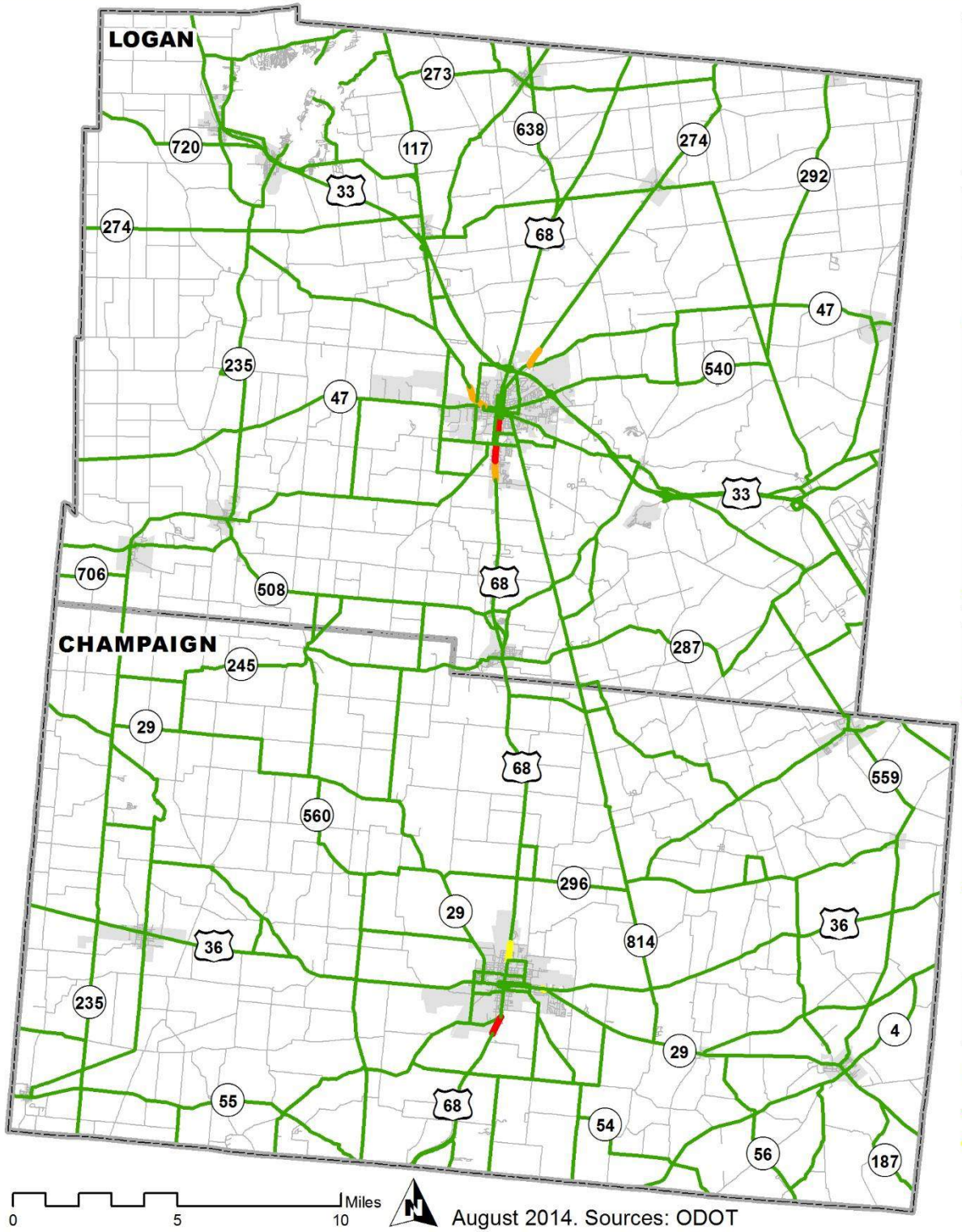
The following roadways in the two county region have a LOS value that is considered unacceptable (E and F). There are four locations in Logan County and one location in Champaign County. The locations are as follows:

- **Champaign County** — US Highway 68 south of State Route 55
- **Logan County** — Garfield Ave west of Sandusky Ave
  County Road 9 north of State Route 47
  South Main Street north of Washington Avenue
  South Main Street south of Lake Avenue*

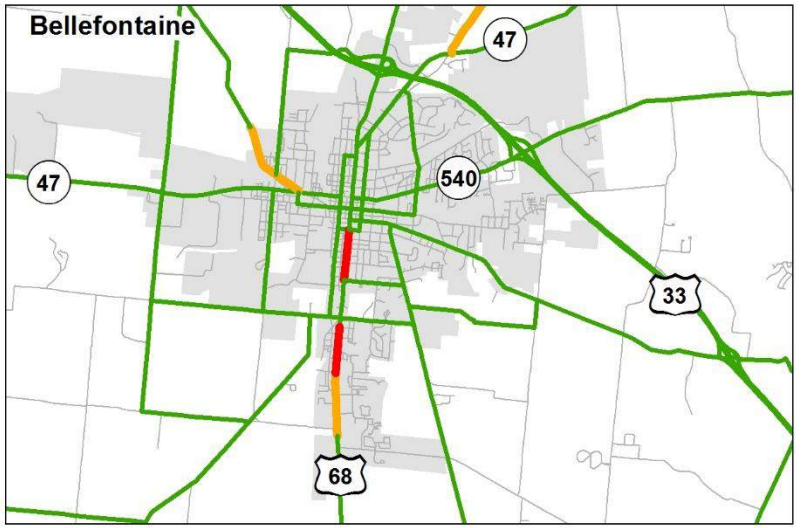
The LOS values are also displayed graphically in the Level of Service map, shown at the end of this section, which displays the level of service for the region.

*LOS for South Main Street may need to be adjusted; the road was widened to a five lane cross section in 2010.

Level Of Service (2010)



August 2014. Sources: ODOT



Level Of Service

- A, B, C
- D
- E
- F

5.3 SAFETY ANALYSIS

Crash data for Champaign and Logan Counties was analyzed for 2010 through 2012 from the Ohio Department of Public Safety (ODPS) and the ODOT GIS Crash Analysis Tool (GCAT). A total of 6,401 crashes were reported in the two counties during the three years.

This represents crashes that led to property damage of or above $1,000, an injury or a fatality. For this analysis, only the crashes that were located on a road classified as a collector or above were included. Additionally, crashes that occurred in construction zones were omitted. There were 4,417 crashes in the final analysis.

Figure 5-10 shows the crash rate comparison for Champaign and Logan Counties against the Ohio and national crashes per vehicle miles traveled for the ten year period from 2002 to 2012. The two counties have similar values when compared to Ohio but all three are higher than the national values. Logan County has the highest values when compared to Champaign County, Ohio, and Nationwide.

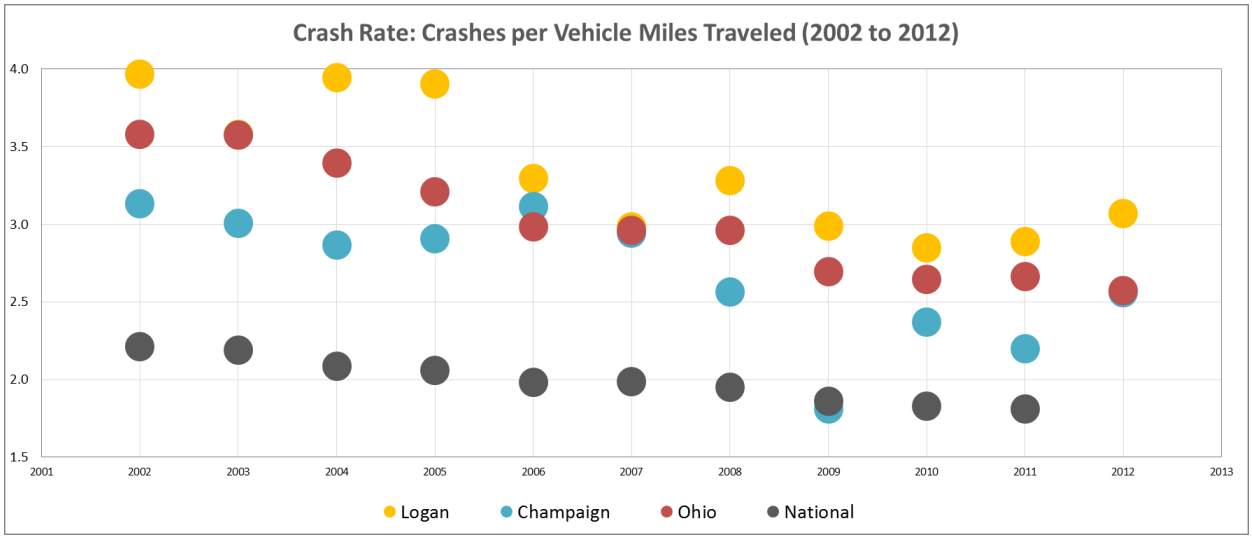


Figure 5-10: Crashes per Vehicle Miles Traveled (2002 to 2012)

Figure 5-11 lists the total number of crashes for Champaign and Logan counties and displays the percentage for each county; Logan has the majority crashes between the two with 62% while Champaign has 38%.

Figure 5-12 lists all the crash types for the two county region as well as the percentage for each of the crash types. The crash types of fixed object, animal, rear end and angle crashes are the top

four and make up 78% of all crash types that occur. Figure 5-13 shows other types of crashes as well.

County	Number	Percent
Logan	2,732	62%
Champaign	1,685	38%
Total	**4,417**	**100%**

Figure 5-11: Total Crashes per County

Crash Type	Number	Percent
Fixed Object	1,066	24%
Animal	1,023	23%
Rear End	787	18%
Angle	576	13%
Sideswipe	333	8%
Parked Vehicle	129	3%
Left Turn	108	2%
Overturning	105	2%
Other	290	7%
Total	**4,417**	100%

Figure 5-12: Total Crashes by Crash Type

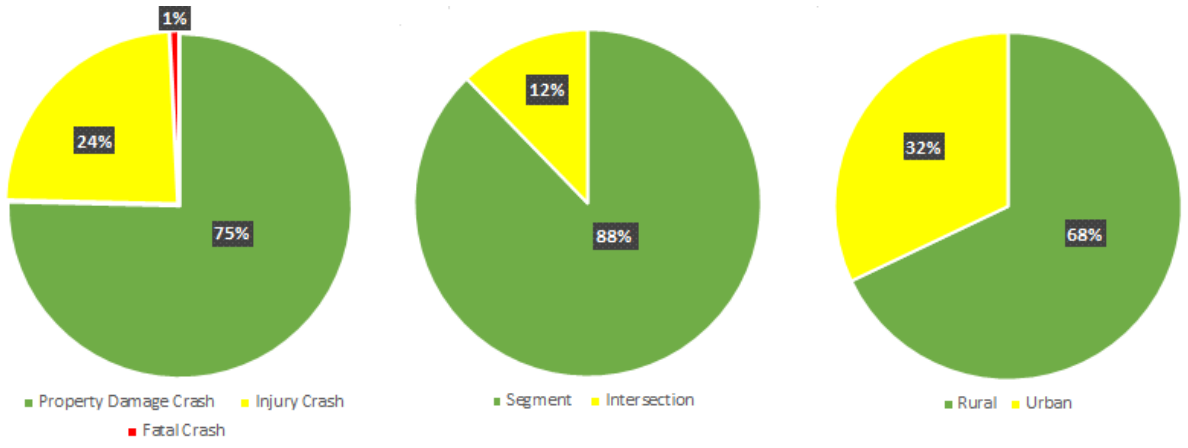


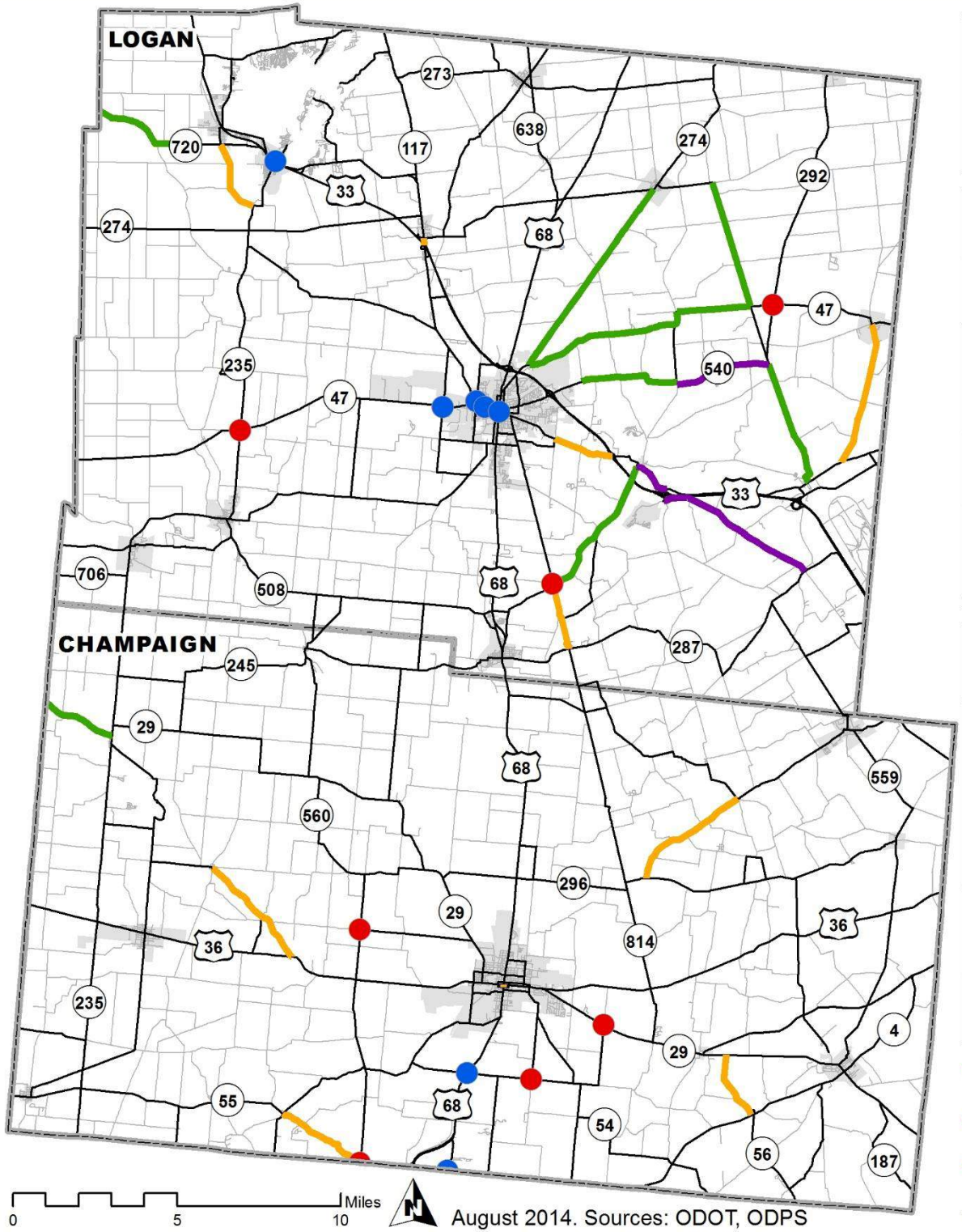
Figure 5-13: Crash Percentages by Crash Type

Special statistics were calculated for each location. These include road safety crash types which typically led to a higher number and severity of crashes, such as fixed-object crashes, crashes involving youth and alcohol-related crashes.

The total number of these crash types that occurred at each location were summed and the crash rate for each was calculated. Locations that had 10 or more crashes (for segments) or 3 or more crashes (for intersections) and represented the top 10-percent of crash rates for each crash type were flagged.

The Crash Types map, shown at the end of this section, displays the top four categories of crashes that take place in both Champaign and Logan counties. Fixed object and animal crash data is displayed by the roadway segments with the top 10% crash rate, while rear end and angles crash data is displayed by the intersection points with the top 10% crash rate.

Crash Types



August 2014. Sources: ODOT, ODPS

- Fixed Object and Animal
- Animal
- Fixed Object
- Angle
- Rear End

*Top 10% for each crash type

5.4 RAILROADS

There are approximately 100 miles of active rail that currently extend through both Champaign County and Logan County. The rail lines are operated by three different entities, CSX, the West Central Ohio Port Authority (WESTCO) and the Indiana Ohio Railway (IORY). The rail lines primarily transport agricultural products such as corn, soybeans, and fertilizer. Because of this, the amount of carloads per year varies depending on the harvest yield for each year. In addition, salt and plastic are also shipped. Manufacturers also ship their manufactured items on the railways.

The CSX rail lines extend across southwestern and northeastern Logan County as well as another line in the northeastern corner. These two tracks comprise approximately 38 miles of railroad.

The one IORY rail line that extends across the western half of Champaign County and southwestern Logan County. This track comprises approximately 24 miles of railroad.

There are two WESTCO lines in the region, the Urbana Line that extends from Springfield to Bellefontaine, and the Mechanicsburg Line that extends from Springfield to Mechanicsburg. These two tracks comprise approximately 37 miles of railroad.

These amounts are shown in figures 5-14 and 5-15, along with the percentage breakdown of mileage per county. The Railroads map shown, at the end of this section, displays the location of each rail line and the trains per day for each.

	Champaign		Logan		TOTAL	
Rail Code	**Miles**	**Percentage**	**Miles**	**Percentage**	**Miles**	**Percentage**
CSX	0.0	0.0%	38.4	70.7%	38.4	38.5%
IORY	18.2	40.0%	6.2	11.4%	24.4	24.4%
WESTCO	27.3	60.0%	9.8	17.9%	37.1	37.1%
TOTAL	**45.6**	**100.0%**	**54.4**	**100.0%**	**100.0**	**100.0%**

Figure 5-14: Railroad Mileage per County

All public railroad grade crossings in Ohio either have active or passive warning devices at the crossing. **Active** traffic control devices are those that give advance notice of the approach of a train. At crossings with active traffic control devices, a motorist is told when a train is approaching. The motorist must take appropriate action when the devices are activated.

Active traffic control devices include flashing light signals (both mast-mounted and cantilevered), bells, automatic gates, active advance warning devices, and highway traffic signals.

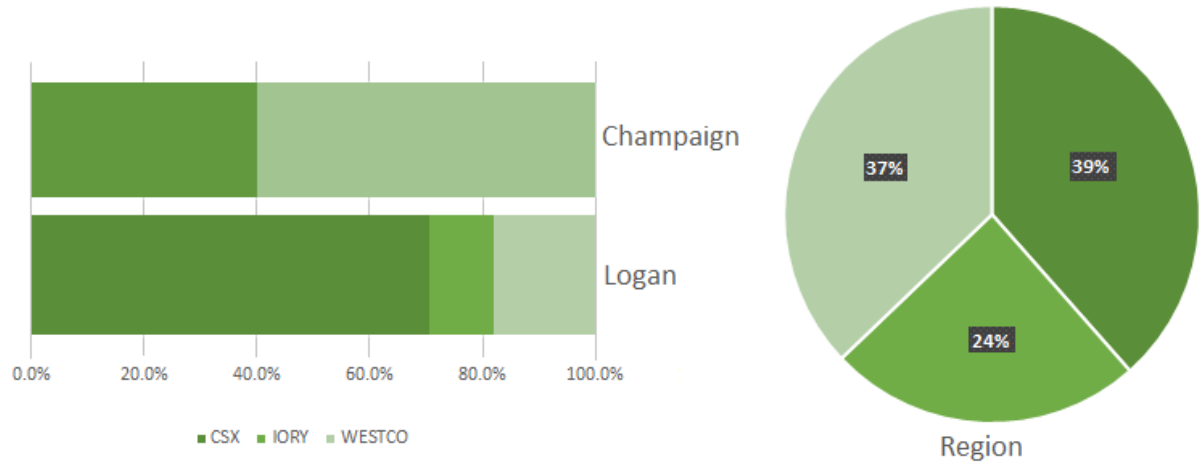


Figure 5-15: Railroad Mileage Percent per County

Passive devices indicate that a crossing is present and that a highway user must look for an approaching train and take appropriate action. Passive rail crossing warning devices include signs (e.g., stop signs, crossbucks - the standard "X" signage) and pavement markings.

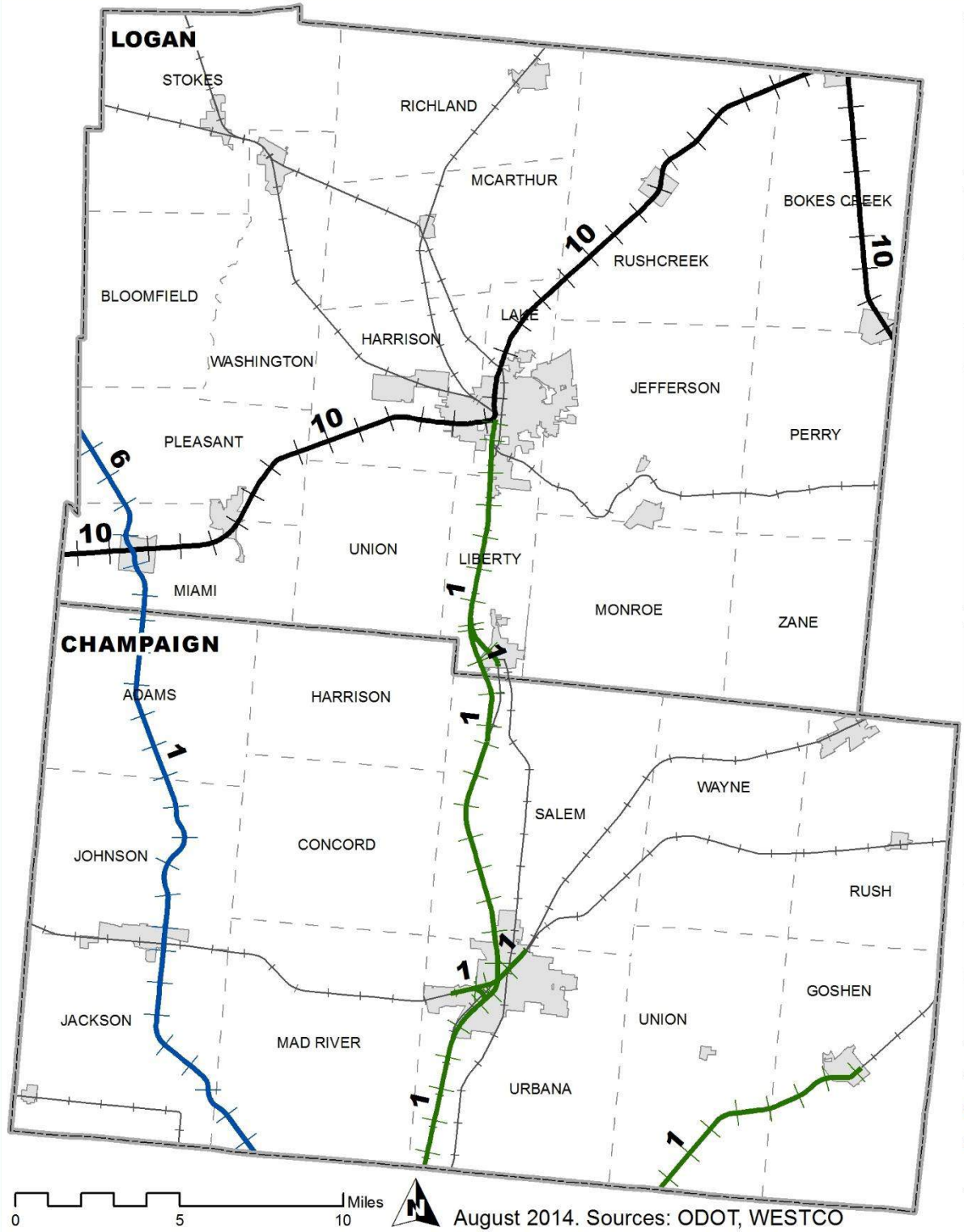
There are 101 crossings in the Logan-Champaign region and Figure 5-16 shows the percentage of active versus passive railroad crossing warning devices.

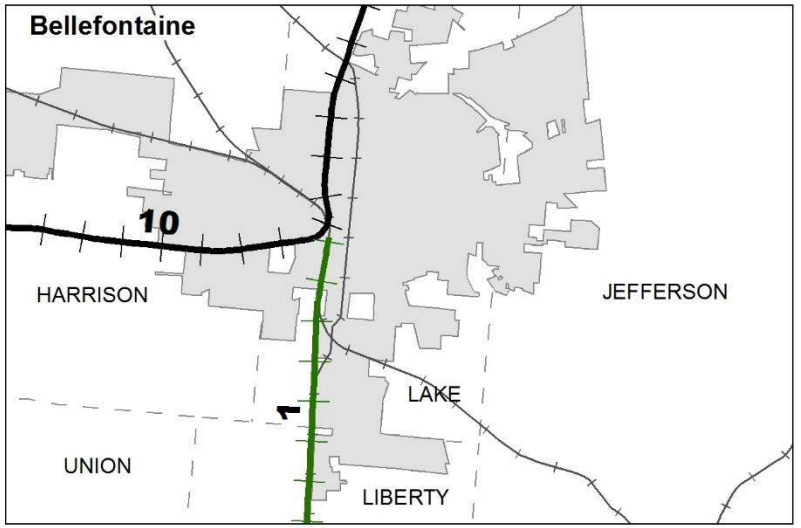
	Champaign		Logan		TOTAL	
Rail Code	**Count**	**Percentage**	**Count**	**Percentage**	**Count**	**Percentage**
Active	25	62.5%	21	52.5%	46	57.5%
Passive	15	37.5%	19	47.5%	34	42.5%
TOTAL	**40**	**100.0%**	**40**	**100.0%**	**80**	**100.0%**

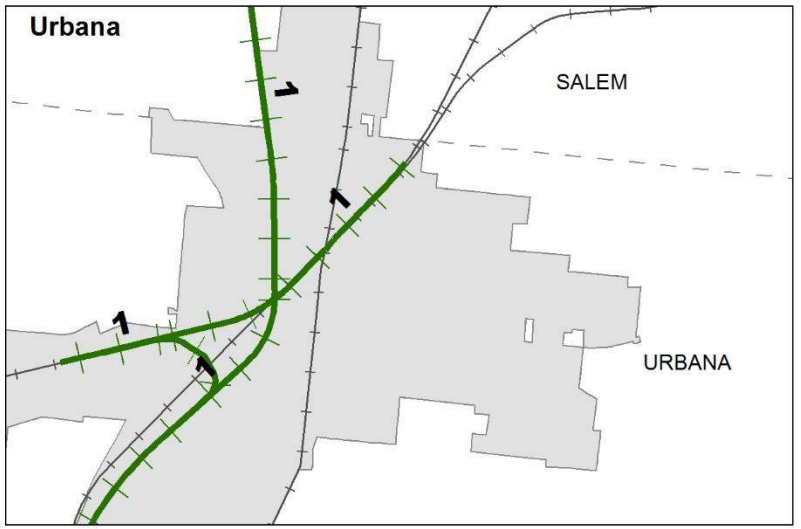
Figure 5-16: Railroad Crossing per County

The Railroad Crossing Warning Devices map, shown after the Railroads map, illustrates all of the railroad crossings in the region and indicates whether it is an active or a passive warning device.

Railroads



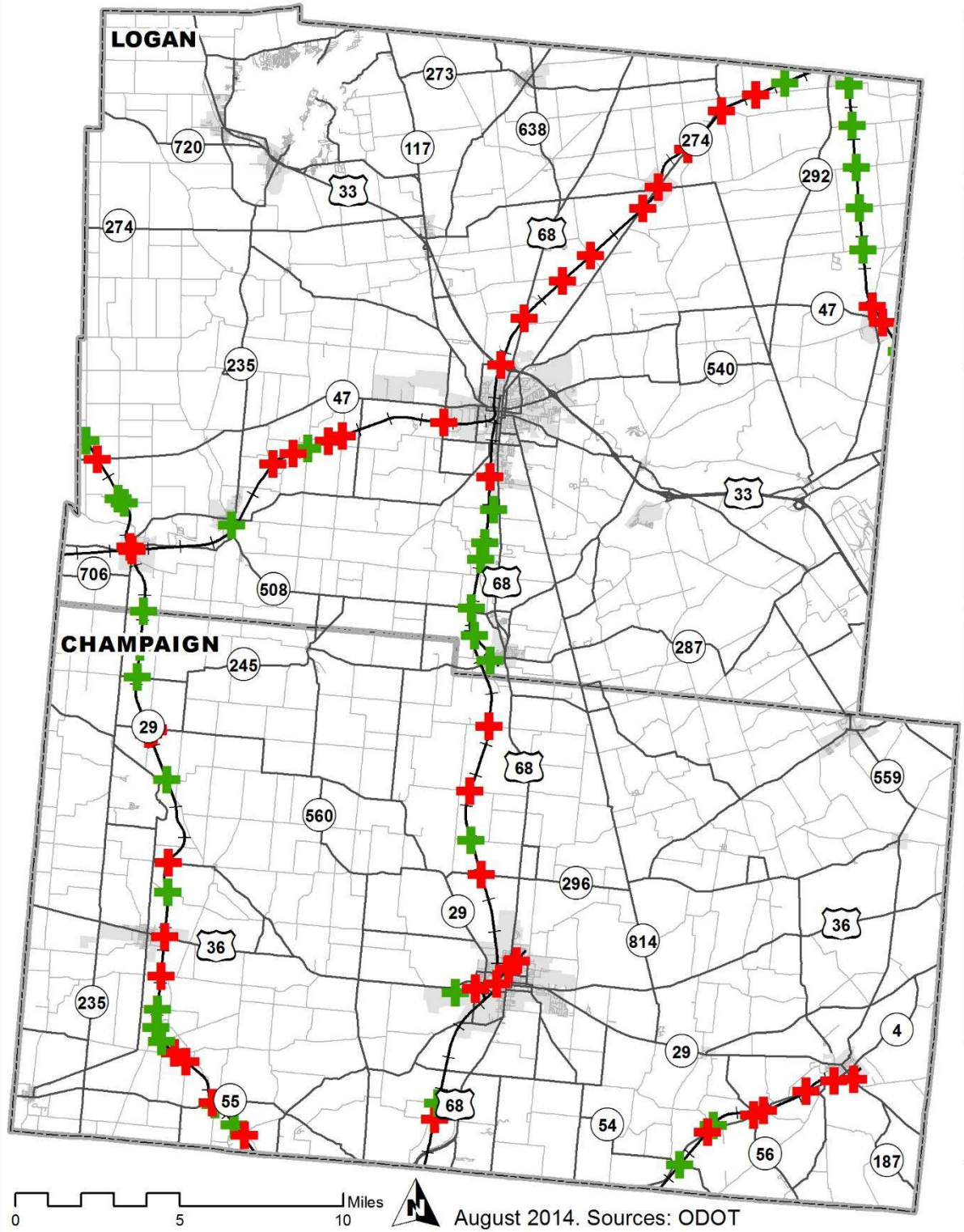




CLASS 1 RAIL
IORY
WESTCO
Inactive Rail

*Number Above Rail Indicates the Number of Trains Per Day

Railroad Crossing Warning Devices



August 2014. Sources: ODOT

Active Warning Devices

Passive Warning Devices

Railroad

5.5 MULTIMODAL TRANSPORTATION

5.5.1 Airports

In Champaign County there is one airport located in the City of Urbana. Grimes Field Airport is a public airport with a National Plan of Integrated Airport Systems (NPIAS) category of 'General Aviation' and an Airport ID of 'I74.' The runway is 4,400 feet long, 100 feet wide, and has medium intensity runway lighting (MIRL) with a non-precision approach type.

Grimes Field has 22 T-hangars, 6 conventional hangar, 7 paved tie-downs, and 0 grass tie-downs. The airport has crop dusting, aircraft repair, covered overnight secure aircraft storage, deicing, snow removal, flight instructions, car rental, and a courtesy car/loaner car capabilities and/or amenities.

Grimes Field has 37 total based aircraft. The 37 aircraft consist of 23 single engine planes, 9 multi-engine planes, 1 helicopter, and 4 other types of aircraft. The airport has a security plan, law enforcement officers (LEO) contact list, LEO patrols, airport watch, and a security committee.

In addition, Grimes Field has an aviation museum and a careflight facility. Details are on the City of Urbana's website under airport.

According to the *FAA Airport Master Report*, for the 12-month period ending May 21, 2013, the airport had 23,480 aircraft operations, an average of 64 per day. The percentage for various aircraft type is approximately 96% general aviation, 2% military and 2% air taxi.

In Logan County there is one airport located in the City of Bellefontaine. The Bellefontaine Regional Airport is a public airport with an NPIAS category of 'General Aviation' and an Airport ID of 'EDJ.' The runway is 5,000 feet long, 100 feet wide and has MIRL lighting with a non-precision approach type.

Bellefontaine Regional Airport has 28 T-hangars, 1 conventional hangar, and an 8,000 square foot hangar with an 18 foot high door, 16 paved tie-downs, and 0 grass tie-downs. The airport has an air taxi/charter, aircraft repair,

aircraft sales, covered overnight secure aircraft storage, snow removal, aircraft rental, flight instructions, car rental, and a courtesy car/loaner car.

Bellefontaine Regional has 22 total based aircraft. The 22 aircraft consist of 19 single engine planes and 3 multi-engine planes. The airport has a LEO contact list, LEO patrols, and an airport watch.

According to the *FAA Airport Master Report*, for the 12-month period ending September 06, 2012, the airport had 8,325 aircraft operations, an average of 23 per day. The percentage for various aircraft type is approximately 90% general aviation and 10% air taxi.

The two counties also include several private airports that were not included in this analysis. The airports can be seen on the Multimodal Transportation map at the end of this chapter.

5.5.2 Public Transportation

Champaign County has one transit system, the Champaign County Transit System (CTS). CTS doesn't have fixed routes, operates on demand response and serves the entire county. CTS has a service schedule during business hours (8am-5pm) on weekdays (Monday-Friday). According to the ODOT *Status of Public Transit* document, there are 27,106 annual passenger trips, 173,298 annual vehicles miles, and 13,864 annual vehicle hours traveled. The elderly and the disabled constitute approximately 76% of the total annual passengers. CTS has 11 vans for transportation and 14 drivers.

Logan County has one transit system, Transportation for Logan County (TLC). TLC doesn't have fixed routes, operates on demand response and serves the entire county. TLC has a service schedule during business hours (6am-6pm) on weekdays (Monday-Friday). According to the ODOT *Status of Public Transit* document, there are 20,087 annual passenger trips, 209,379 annual vehicles miles, and 10,984 annual vehicle hours traveled. The elderly and the disabled constitute approximately 73% of the total annual passengers. TLC has 14 vans for transportation.

Operating recovery ratio is the total farebox revenue plus contract service revenue divided by total operating expenses. Figures 5-17 and 5-18 display the operating expenses for both counties transit systems as well as their performance measures.

Operating Expenses Fixed Route Demand Response	Champaign	Logan
Total Operating Costs	$252,770	$281,138
Total Administrative Costs	$115,674	$180,166
Total Systems Costs	$368,444	$461,304

Figure 5-17: Operating Expenses

Performance Measures Fixed Route Demand Response	Champaign	Logan
Operating Recovery Ratio	36.00%	25.43%
Operating Expense/Vehicle Mile	$2.13	$2.20
Operating Expense/Trip	$13.59	$22.97
Passenger Trips/Vehicle Mile	0.16	0.10

Figure 5-18: Performance Measures

The public transportation area can be seen on the Multimodal Transportation map at the end of this chapter.

5.5.3 Bike Paths

The bike paths in Champaign County and Logan County connect to the Little Miami Scenic Trail, which extends a total of 93 miles from Newton to Bellefontaine. The trail winds through the countryside of Southwestern Ohio, sometimes running next to the Little Miami River.

At Springfield the Little Miami Scenic Trail changes into the Simon Kenton trail, which is the portion of the trail from Springfield to Urbana in Champaign County, approximately 16.6 miles long. This portion of the trail is paved in asphalt and is 10 feet wide. Of the total length of 16.6 miles, approximately 11 miles of the trail is located in the LUC region from County Line Road going north to The Depot where it travels east to the Urbana YMCA.

This trail opened in 2001 and was finished in 2004 and 2005. The trail was built in Champaign County with the help of the Simon Kenton Pathfinders.

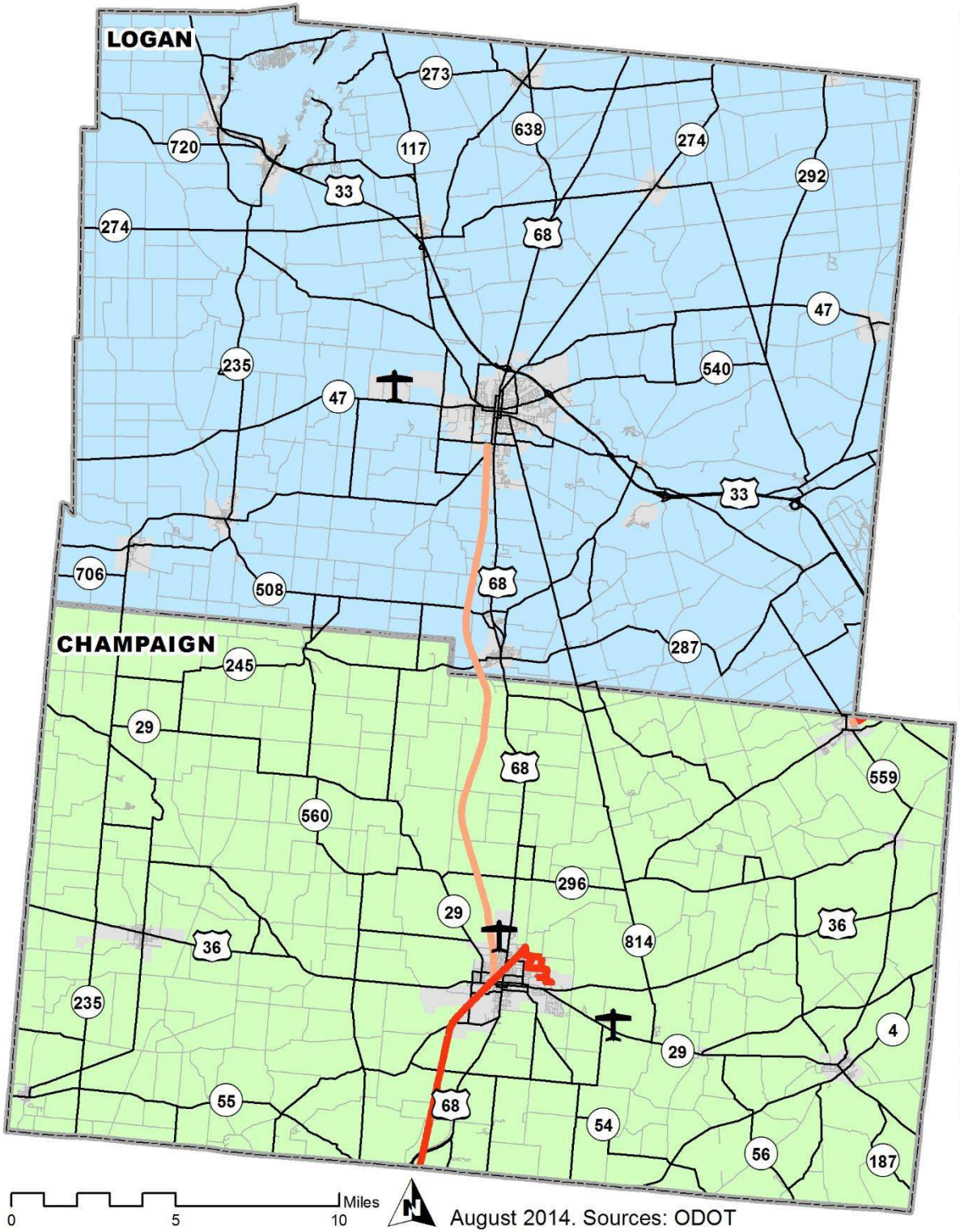
The Simon Kenton trail just completed a new extension from the Depot in Urbana that extends north to Bellefontaine. The trail extends 18 miles and is comprised of crushed aggregate. The ribbon cutting was performed in May 2015. There is plans to pave this portion of trail in the indeterminate future.

There is also the North Lewisburg trail in Northeastern Champaign County. The trail starts in the Village of North Lewisburg and extends 0.5 miles before crossing the county line into Union County where it extends another 2.5 miles for a total of 3 miles. There is parking at both ends. The trail is comprised of paved asphalt. In addition, there are closed looped walking and cycling trails around Indian Lake, located in northwestern Logan County.

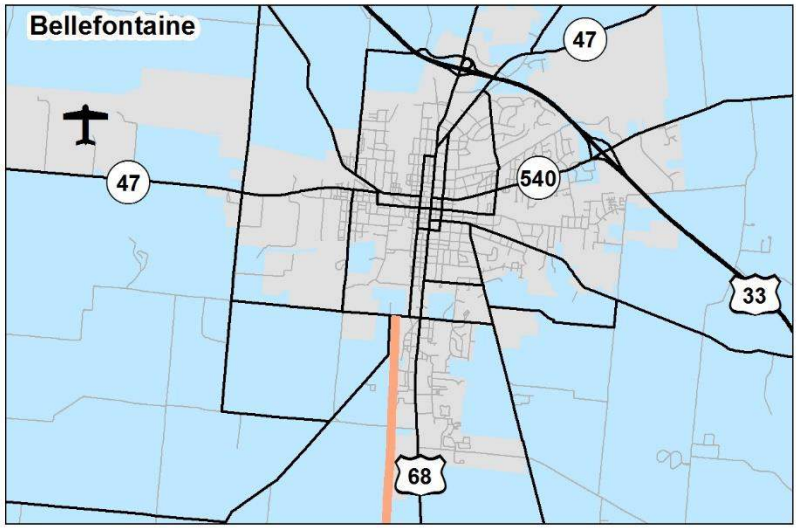
By 2016, ODOT plans to designate trails, in the state, as State and US trails in order to create a unified bike trail network throughout Ohio and the United States. LUC staff is staying informed in order to best support this process.

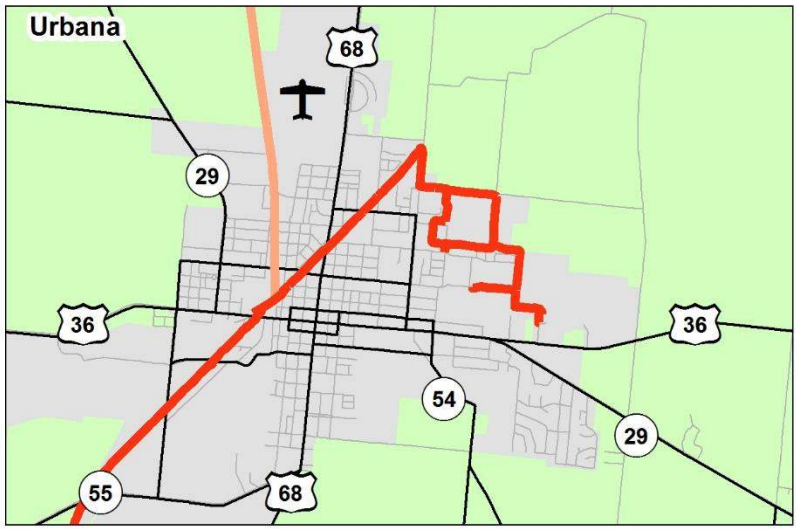
The bike paths can be seen on the Multimodal Transportation map that is shown at the end of this section.

Multimodal Transportation



August 2014. Sources: ODOT





CTS
TLC
Airports
Under Construction
Current Bikeways

6 FUTURE CONDITIONS AND NEEDS ANALYSIS

The following sections detail the future conditions for Champaign County and Logan County. It also discusses variables from the existing conditions sections that need further analysis. Transportation data was gathered from sources such as the Ohio Department of Transportation (ODOT) and the Ohio Department of Development (ODOD). The data was collected, then analyzed and mapped to provide an overview of the future conditions of the two county area.

The type of transportation data that was gathered and presented in the following sections are:

FUTURE CONDITIONS AND NEEDS ANALYSIS

6.1 REGIONAL CONDITIONS

6.1.1 Region Overview

The 2010 census shows 85,955 people residing in Champaign and Logan counties. Within the two counties, there are 51 units of government, 29 townships, and 20 municipalities. The population is somewhat evenly dispersed, 46.6% of the population resides in Champaign County while 53.4% resides in Logan County. The distribution of the population is more densely located in the cities of the Region with density decreasing away from the city centers and into the surrounding rural areas.

There are no interstates that travel through the two counties. The principal arterial roadways in the region are US Highway 68, which travels north and south through both counties, US Highway 4, which has a short segment that travels through the southeast corner of Champaign County, and US Highway 33, which travels east and west through Logan County.

There is approximately 2,713 lane miles of roads that are functionally classified. The Level of Service (LOS) for the Champaign-Logan road network has acceptable rankings overall; approximately 94.3% of the functional class roadways in the two county region have a LOS ranking of an A, 3.9% have a rating of B, 1.2% have a rating of C and 0.1% have a rating of D.

There are approximately 100 miles of active rail that currently extend through both Champaign County and Logan County. The rail lines are operated by three different entities: CSX, the West Central Ohio Port Authority (WESTCO), and the Indiana Ohio Railway (IORY).

The rail lines primarily transport agricultural products such as corn, soybeans, and fertilizer. Because of this, the amount of carloads per year varies depending on the harvest yield for each year. In addition, salt and plastic are also shipped. Manufacturers also ship their manufactured items on the railways.

In the region there are two major airports, one located in the City of Urbana and the other located in the City of Bellefontaine. They are both public airports with a National Plan of Integrated

Airport Systems (NPIAS) category of 'General Aviation.' Together they have 50 T-hangars, 8 hangars, and 59 total based aircraft.

Each county has its own transit system. Champaign County Transit System (CTS) and Transportation for Logan County (TLC) both operate on demand response and without fixed routes. According to the ODOT Status of Public Transit document, there are a combined 47,193 annual passenger trips, 382,677 annual vehicles miles, and 24,848 annual vehicle hours traveled in 2011. The elderly and the disabled constitute approximately over 70% of the total annual passengers. CTS and TLC have a combined 25 vans. The bike paths in Champaign County and Logan County connect to the Little Miami Scenic Trail, which extends 93 miles from Newton to Bellefontaine.

Chapter 5 of this document provides a more detailed analysis of the topics briefly discussed here.

6.1.2 Future Conditions

The future conditions section exhibits the two county region's transportation system through the year 2040. Acknowledging that the future is capricious, many of the recommendations include both near- and long-term strategies with flexibility to respond to changing conditions. The overall plan will be re-examined every three to five years to reflect emerging trends.

The Ohio Department of Development's 2040 population projections were used to identify the two county region's future socioeconomic characteristics. The population of the two county region is expected to slightly decrease 5.78% over the next 25 years despite a slight increase over the ten year period from 2000-2010. Figure 6.1 shows the population data for 2000, 2010, the projection for 2040, and the percent change from 2010-2040. The percent population for each county is also shown for each year.

Year	2000 Census	2010 Census	2040 ODOD	% Change ('10-'40)
Champaign	38,890 (45.81%)	40,097 (46.65%)	37,400 (46.18%)	-6.73%
Logan	46,005 (54.19%)	45,858 (53.35%)	43,590 (53.82%)	-4.95%
Total	**84,895**	**85,955**	**80,990**	**-5.78%**

Figure 6-1: Population Projections 2010-2040

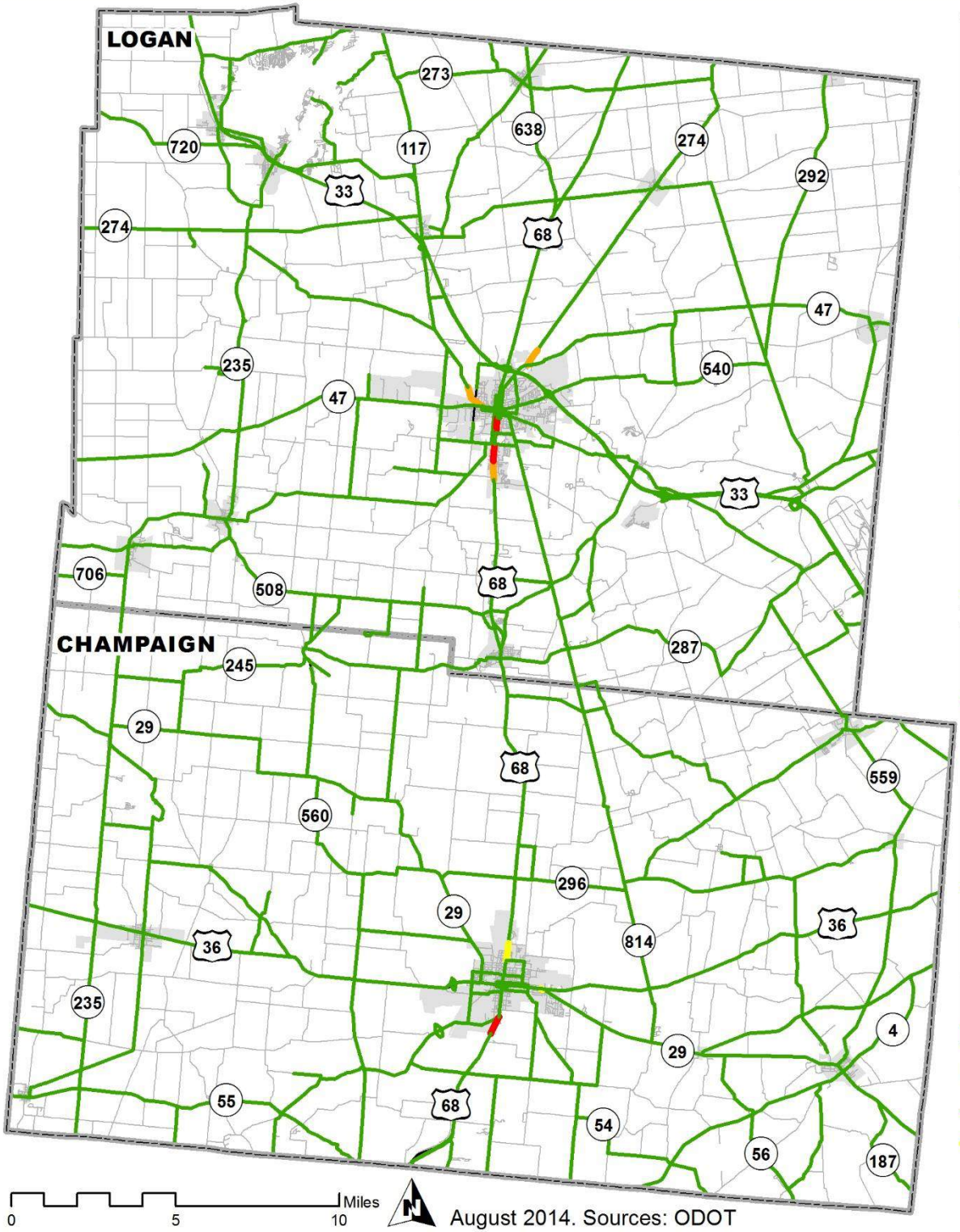
There was approximately a 1.2% increase in the population of the two county area during the 10 year period from 2000-2010, and according to the land cover analysis in Section 4.1.1, there was a 7.2% growth in developed land during the same time frame. Since the population is projected to decrease slightly in the next 25 years it can be also estimated that the developed land growth will not dramatically change when compared to the percent change from 2000-2010.

According to the ODOT "Access Ohio 2040" document, statewide freight volumes are projected to increase by 639 million tons annually by 2040. In addition, truck freight tonnage is expected to increase by 67 percent by the year 2040. While ODOT is currently exceeding its goals for pavement and bridge conditions, ODOT anticipates a $14 billion shortfall by 2040 to maintain state highways, bridges, and transit services.

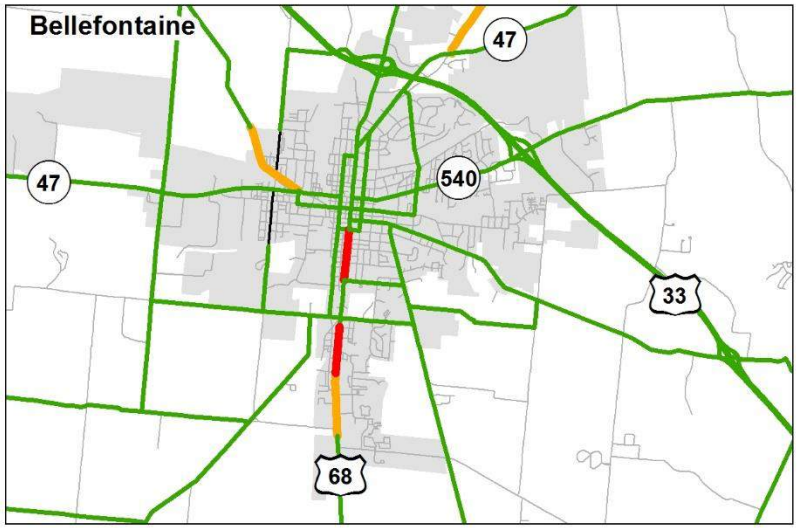
Similar to the existing conditions, the 2040 Level of Service estimates are based on the results of the statewide travel demand model forecast for Champaign and Logan Counties as maintained by ODOT. Travel demand models are a series of mathematical programs used to simulate travel behavior. In Champaign and Logan Counties the forecast is based on stable population and employment projections resulting in similar conditions to those found in 2010 (see existing conditions report).

The average LOS for the region is anticipated to stay constant for the next 25 years. The Level of Service (2040) map, shown at the end of this section, displays the estimated LOS rankings for the two county road network in the year of 2040. When compared to the rankings from 2010, the 2040 rankings are approximately unchanged. However, localized problems might still exist at isolated intersections or as a result of anticipated land use change.

Level Of Service (2040)



August 2014. Sources: ODOT



Level Of Service

- A, B, C
- D
- E
- F

6.2 NEEDS ANALYSIS

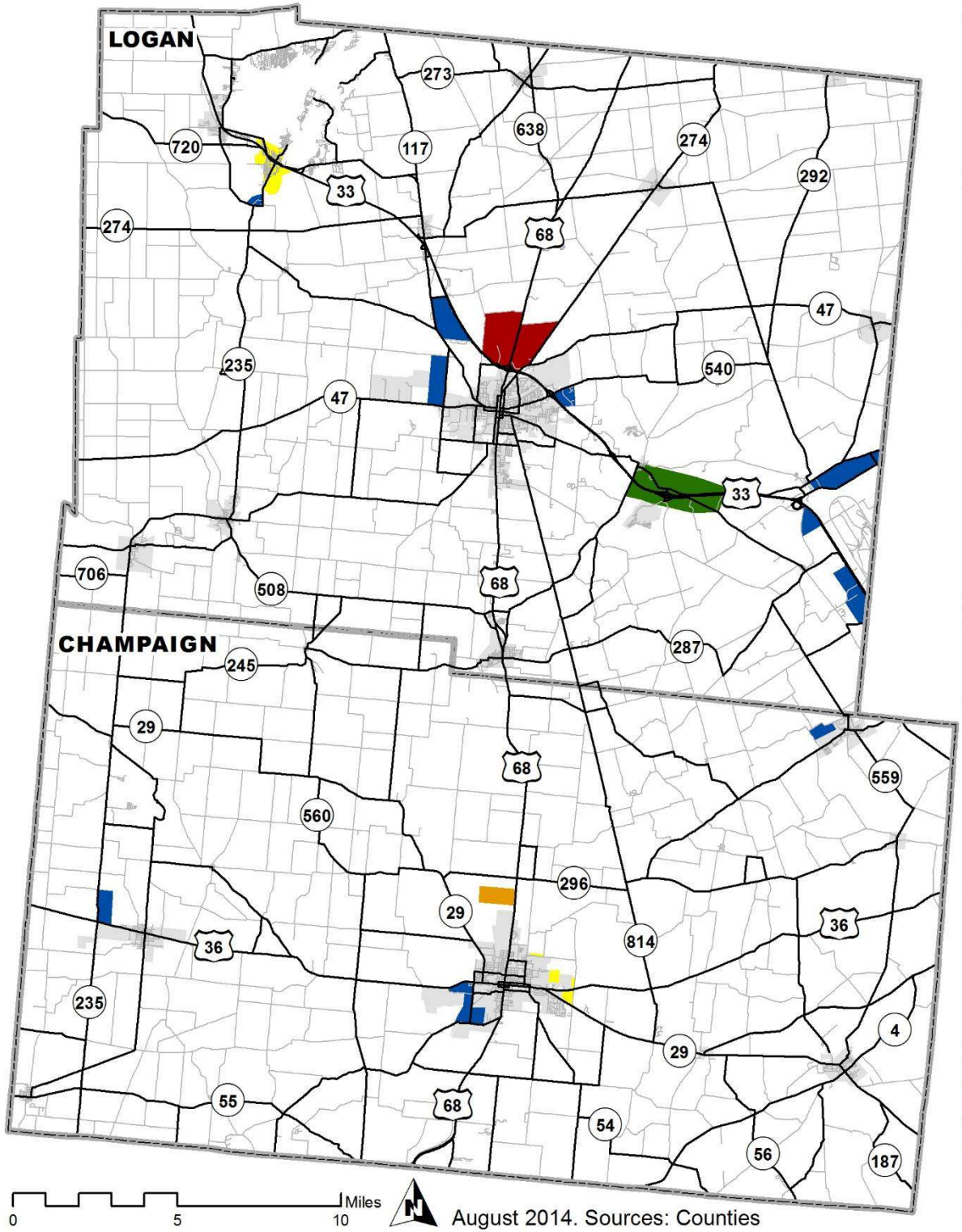
6.2.1 Economic Development

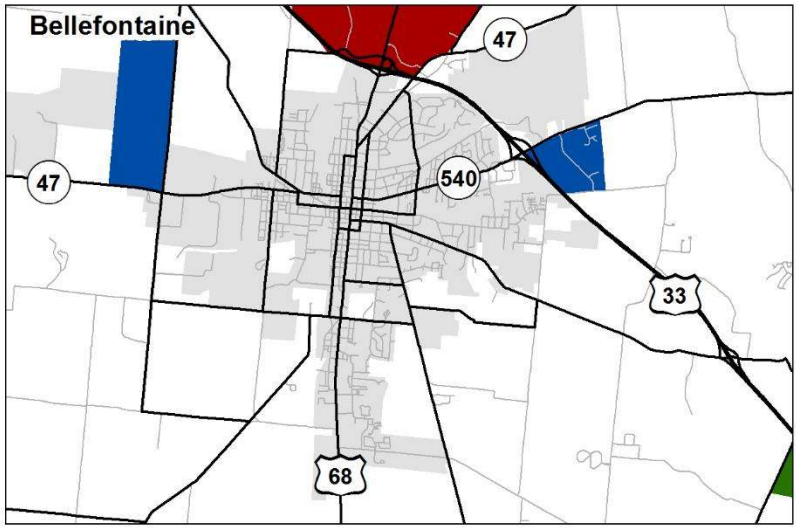
As the two county region develops, it is important to plan a wide-ranging transportation system that aids travelers using the various modes of transportation. There are various locations around the two county region that are expected to grow in the future. This growth consists of industrial growth, business growth, residential growth, and also institutional growth.

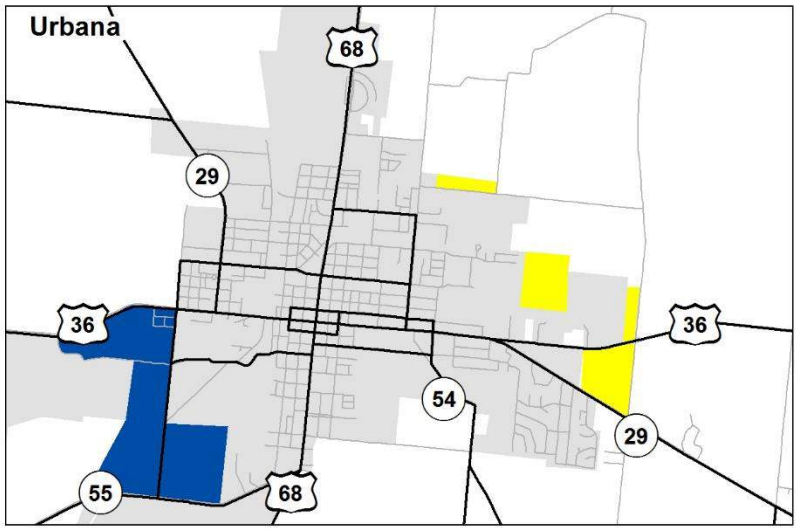
The Economic Development map, shown at the end of this section, displays the areas that are expected to grow in Champaign County and Logan County. The general location and type of growth are approximately mapped out. The information comes from the Champaign County Economic Development Coordinator as well as the CEO of the Logan County Chamber of Commerce.

Most of the anticipated growth is along the major thoroughfares of the region. There are also various areas in the numerous townships that have the potential to create economic growth for residential, business and industrial uses.

Economic Development







Commercial
Industrial
Mixed Use
Recreational
Residential

0 5 10 Miles

August 2014. Sources: Counties

*Areas are only projections and/or estimates of future growth

6.2.2 Safety

Crash data for Champaign and Logan Counties was analyzed for 2010 through 2012 from the Ohio Department of Public Safety (ODPS) and the ODOT GIS Crash Analysis Tool (GCAT). For the two counties there were 1,066 fixed object crashes, 1,023 animal crashes, 787 rear end crashes, 576 angle crashes, 333 sideswipe crashes, and 632 other types of crashes.

Crash statistics were calculated and each network roadway segment and intersection were ranked and prioritized. Statistics were calculated for roadways with functional classifications of collectors and above and scored based on ODOT Safety Project Scoring Matrix (2007):

- **Crash Frequency (for intersections) and Crash Density (for segments):** Measures the frequency with which crashes occurred per location (intersection) or mile (segment). [Score Range: 0 to 10]
- **Crash Rate:** Measures the rate at which crashes occurred per million entering vehicles (intersection) or million vehicle miles traveled (segment). [0 to 10]
- **Relative Severity Index (RSI):** Measures the severity of crashes based on a dollar value given to each crash type. Crash types such as head-on, pedestrian, and angle are considered to be more severe, thus they are assigned a higher dollar value than less severe crash types (e.g. sideswipe, rear-end). Severe crash types occurred most often at locations that registered a high RSI value. [0 to 15]
- **Equivalent Property Damage Only (EPDO):** Another measurement of severity, EPDO provides a quantity of property damage only (PDO) crashes equivalent to the observed crash breakdown (fatal, injury, or PDO). As calculated, a fatal crash was equivalent to 90.14 PDO crashes, while an injury crash was equivalent to 5.5 PDO crashes. Locations with high EPDO values were typically areas of frequent fatal and/or injury crashes. [0 to 5]

The scores from each of the four measures listed above were calculated, totaled for each location, and ranked based on the total. Locations with less than 10 total crashes were omitted from the prioritized list. ODOT's Safety Program usually does not apply to locations with less than 10 crashes in a 3 year period.

The priority list was narrowed to the top 100 road segments. The top 20 ranked segments were categorized as HIGH, those ranked 21–50 as MEDIUM, and the bottom 50 as LOW.

For intersections, the priority list was narrowed to the top 10 intersections, however only 12 had 10 or more total crashes. The top two ranked intersections were categorized as HIGH, those ranked 3–5 were categorized as MEDIUM and the remaining 5 were categorized as LOW. This information is displayed in the Priority Road Safety Locations map, which is shown at the end of this section.

Special statistics were calculated for each location. These include road safety crash types which typically led to a higher number and severity of crashes, such as fixed-object crashes, crashes involving youth and alcohol-related crashes. The total number of these crash types that occurred at each location were summed and the crash rate for each was calculated. Locations that had 10 or more crashes (for segments) or 3 or more crashes (for intersections) and represented the top 10-percent of crash rates for each crash type were flagged.

Below is a list of the top 10 priority intersections as defined by the previous steps:

- **Champaign County**
  - Valley Pike intersecting County Line Road*
  - State Route 29 intersecting Three Mile Road
  - US Highway 68 intersecting Water Street
  - US Highway 68 intersecting US Highway 36
  - US Highway 36 intersecting Jefferson Avenue
- **Logan County**
  - County Road 5 intersecting County Road 1
  - State Route 47 intersecting State Route 235
  - US Highway 68 intersecting Baird St
  - US Highway 68 intersecting Sandusky Avenue
  - US Highway 68 intersecting Lake Avenue

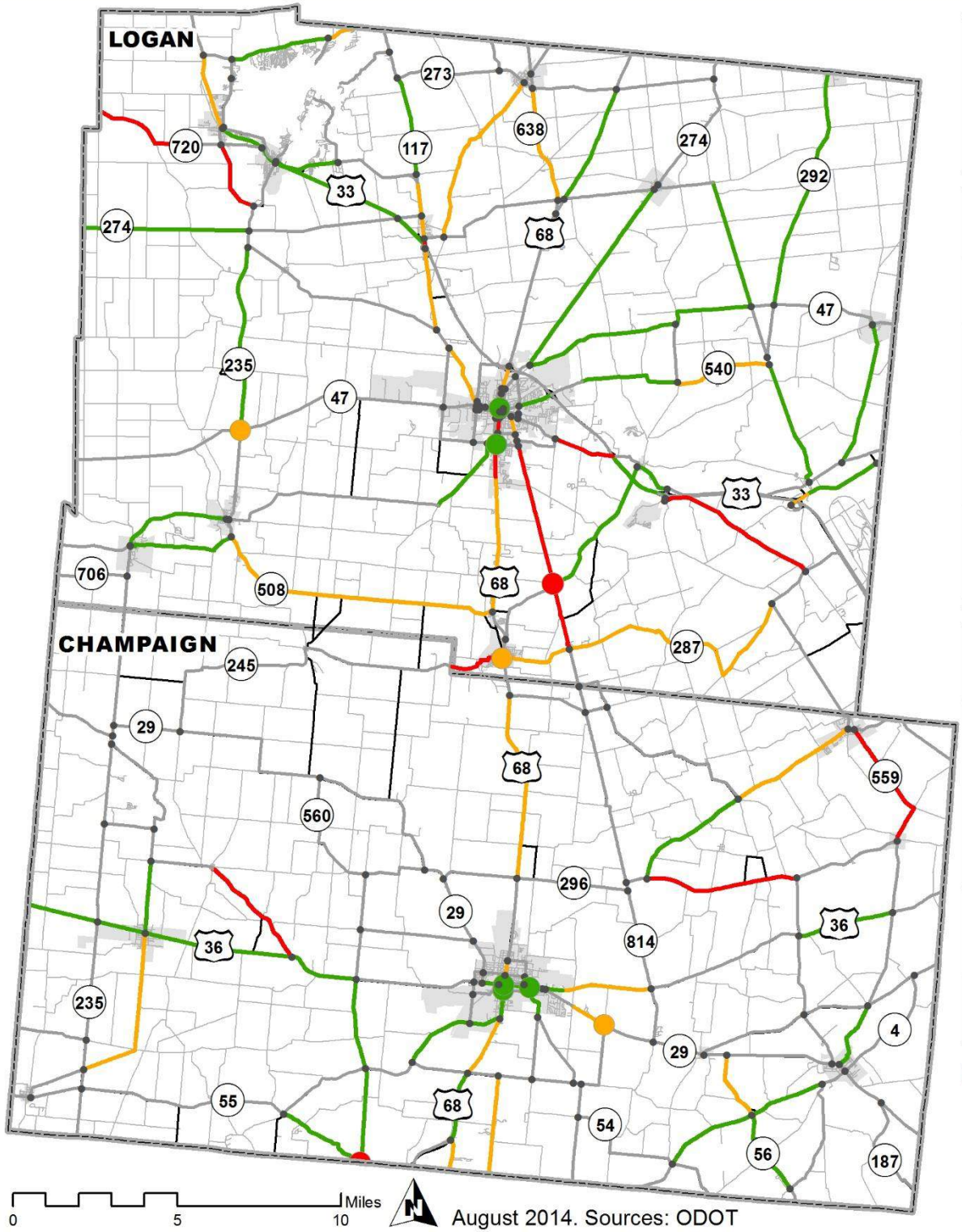
*This intersection was reworked with the current bridge replacement in late 2014.

Below is a list of the top 10 priority road segments as defined by the previous steps:

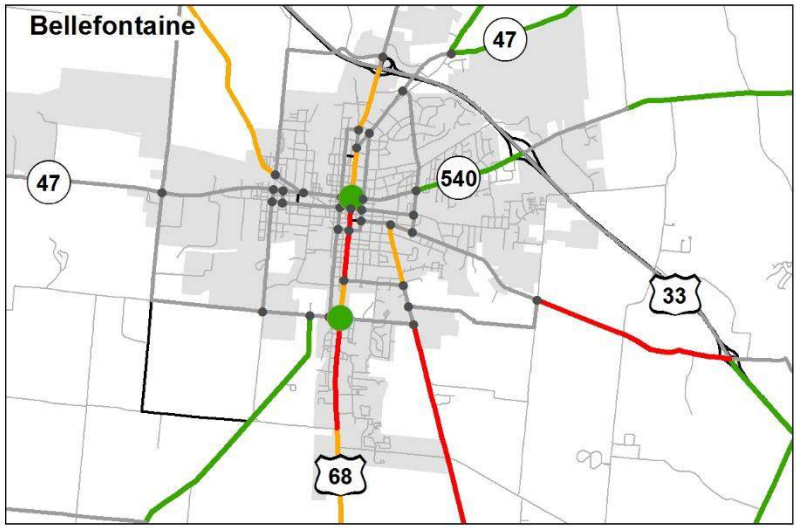
- **Champaign County**
  - US Highway 68 from US Highway 36 to County Road 502
  - US Highway 68 from County Road 503 to US Highway 36
  - US Highway 36 from Jefferson Avenue to State Route 29
  - US Highway 36 from US Highway 68 to County Road 505
- **Logan County**
  - Us Highway 68 from Washington Ave to Auburn Avenue
  - State Route 540 from US Highway 68 to Madriver Street
  - US Highway 68 from Auburn Avenue to Columbus Ave
  - County Road 1 from County Road 5 to County Road 11
  - Us Highway 68 from Columbus Ave to Sandusky Avenue
  - County Road 10 from Township Road 179 to US Route 33

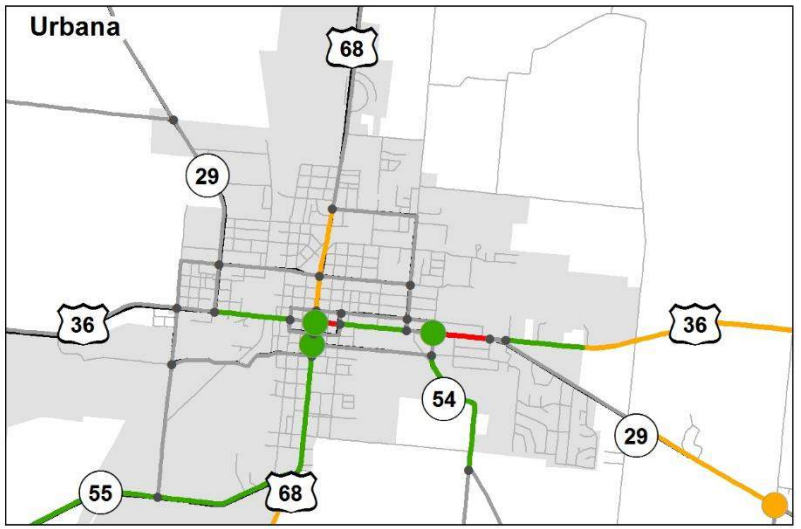
The top 100 road segments are listed in the Technical Reports Chapter, it lists all 100 road segments along with the road name, the street the segment begins with, the street the segment ends in, the county the road segment lies within, the length of the segment, the crash statistics, and the priority rating.

Priority Roads Safety Locations



August 2014. Sources: ODOT





Intersections by Priority

- All Other Intersections
- HIGH
- MEDIUM
- LOW

Road Segments by Priority

- All Other Roads
- HIGH
- MEDIUM
- LOW

6.3 PROJECT EVALUATION MATRIX

Projects from around the region were submitted by local jurisdictions and entities and then evaluated using an evaluation matrix. Projects were submitted by Champaign County, Logan County, City of Bellefontaine, City of Urbana, and Simon Kenton Pathfinders.

Each project was given points using six categories. The six categories were Safety, Service Improvements, Freight/Economic Development, Functional Class, Transportation Choices, and Environmental Justice.

Figure 6.2 displays the six categories along with the criteria that is associated with each of the categories. The categories are ranked in terms of perceived importance in accordance with the rules established by the Steering Committee.

Category	Criteria
1-Safety	Does the project address a documented safety issue?
2-Service Improvement	Does the project address a documented pavement condition, bridge deficiency, or congested location?
3- Freight/Economic Development	Does the project improve a corridor with high freight volumes or improves access to major regional businesses?
4- Functional Class	Arterial: High Collector: Medium Local: Low
5- Transportation Choices	Does the project create, improve, or enhance connectivity among different transportation modes?
6- Environmental Justice	Does the project have a positive impact within a concentrated poverty or minority area?

Figure 6-2: Project Evaluation Matrix Categories

Safety was considered to be the most important category and had a designated weighted value of four. Using the safety priority locations discussed in Section 6.2.3, projects that addressed those issues were given a value of 2 for low, 3 for medium, and 4 for high. If a project addressed safety concerns that didn't address a location highlighted by the safety analysis, such as widening, shoulder improvements, signal improvements, sight distance, and intersection improvements, it was given a value of 1.

The service category was also given a weighted value of four. There were four variables that were used when determining the point value given for the service category — pavement conditions, bridge sufficiency ratings, average speed and congestion, and other service improvements. The point value was a sum of all the variables addressed. This was determined by comparing the submitted projects to the data shown on the Pavement Condition Rating map in section 5.1.2, the Bridge Sufficiency Ratings map in section 5.1.4, and the Average Speed map in section 5.2.2.

The freight and economic development category was determined to have a weighted value of three. The variables analyzed were truck traffic volume and access to business and commerce. The truck volumes can be seen in the Truck Traffic Volume map in section 5.2.1.

The functional class category also had a weighted value of three. Using the information provided in the Functional Class Inventory map in section 5.1.1, point values between 1 and 3 were given. If a project pertained to a local road, a collector road, or an arterial road. Bike and pedestrian projects were given a 1 for local small scale routes and a 2 for large scale regional routes.

Transportation choices and environmental justice were determined to have the least amount of importance when compared to the other variables and were each given a weighted value of one. Transportation choices affected bike and pedestrian projects and as well as transit projects because they created or updated additional multimodal forms of transportation. Environmental justice looked at two variables which were the population in poverty and the minority population. The data for these variables can be seen in the Population in Poverty map and the Minority Population map both in section 3.2.1.

Input from the Steering Committee and the project evaluation subcommittee was used to refine each individual project score and to prioritize projects into broad categories ranging from high to low.

6.4 FINANCIAL ANALYSIS

6.4.1 Background and Analysis

For the plan to have a meaningful impact on the region's economic, social, and natural environments, its investment recommendations must be financially realistic.

To begin the fiscal analysis of LUC's transportation plan, a reasonably accurate revenue projection must be forecasted for the life of the plan. Forecast revenue can then be compared to the plan projects and strategies recommendations.

The forecasted revenue is based on existing revenue sources using past expenditures or funding distributions as a guide. Four main sources of revenue were considered in the forecast: Federal and State expenditures included in the STIP, gas tax, vehicle license fee distributions, and other revenues such as average past expenditures from OPWC and general revenue funds. In addition, Logan County collects about $1,800,000 from a road improvement dedicated sales tax.

- **STIP State and Federal Revenue:** Data provided by the Ohio Department of Transportation (ODOT) for 2005-2014 was used to determine State and Federal average annual expenditures. Local matching sources of revenue were excluded from the annual average as they are likely to duplicate one of the other funding sources considered in the analysis. LUC also reviewed individual projects in the 2015-2019 STIP years for consistency with projects in the plan, meaning that routine maintenance projects (about 20 percent) were excluded from the analysis. On average, $10,000,000 Federal and State funds were expended in Logan and Champaign Counties with approximately 80 percent of the project funding being consistent with projects in the plan. (See Figure 6.3)
- **Gas Tax Distribution and Vehicle License Fees:** Using 2013 data, gas tax and vehicle licensing distributions were aggregated to the county level based on data available for each political subdivision in the counties. Input from the Steering Committee was used to determine the percentage of funding being spent on the type of projects consistent with those included in the Plan ranging from 10-20 percent depending on the county and funding source. (See Figure 6.3)
- **Other Sources (OPWC, General Revenue**): Input from the Steering Committee was used to determine that approximately $2,000,000 annually is spent from miscellaneous locally controlled funding sources.
- ***Logan County Sales Tax:*** Logan County enacts a 0.5 percent additional sales tax dedicated to road improvements resulting in approximately $1,800,000 million annually for the type of projects consistent with the Plan. Among other projects, the dedicated sales tax funds the county repaving program as well bridge replacement projects.

Figure 6.3 displays the results of the analysis, which indicate that approximately $15,000,000 annually is available for maintenance and improvement projects including bicycle and pedestrian

improvements. In Figure 6.3 it should be noted that it is estimated based on 10 % in Champaign County and 20% in Logan County. It should also be noted that of the $1.8 million, $288,000 goes to the townships and $288,000 goes for the municipalities but this will expire in 2017 unless renewed.

Revenue Type Champaign and Logan Co	Dollars per Year	Consistent w. Plan Projects (%)	Average Annual Funding
Gas Tax (2013)	$9.000.000	10-20% (*)	$1.400.000
Vehicle License Fees (2013)	$3.500.000	50%	$1.750.000
STIP State and Federal	$10.000.000	80%	$8.000.000
Logan Co Sales Tax	$1.800.000	100%	$1.800.000
Other (OPWC, General Revenue)	$2.000.000	100%	$2.000.000
		Total	**$14.950.000**

Figure 6-3: Existing Revenue Summary

6.4.2 Transit Funding

Two rural demand responsive transit systems operate in Logan and Champaign Counties with combined annual passenger trips of 47,000; approximately 75 percent of the trips serve elderly and disabled passengers. Based on 2012 data collected for a Statewide Transit Needs Study, Figure 6.4 summarizes the currently available funding sources to maintain and operate the systems. Neither system collects revenue from a dedicated funding source such as a local sales tax.

The same study concluded that given the current trends and aging population in the State, particularly in rural areas, an additional $93.3 million annually is needed statewide to serve additional trips and maintain, operate, and expand the existing rural transit systems.

Revenue Sources (2012)	Champaign Transit System	Transportation for Logan County	Total
Federal Operating	$156,523	$219,223	$375,746
State Operating	$60,853	$69,938	$130,791
Local/Other Operating	$18,434	$54,822	$73,256
Passenger/Contract Fares Operating	$132,634	$117,321	$249,955
Federal Capital	$45,615	$40,539	$86,154
Local Capital	$7,346	$8,457	$15,803
TOTAL	**$421,405**	**$510,300**	**$931,705**

Figure 6-4: Transit Operating and Capital Revenue Summary

6.5 TRANSPORTATION IMPROVEMENTS

6.5.1 Short Term Funded Projects

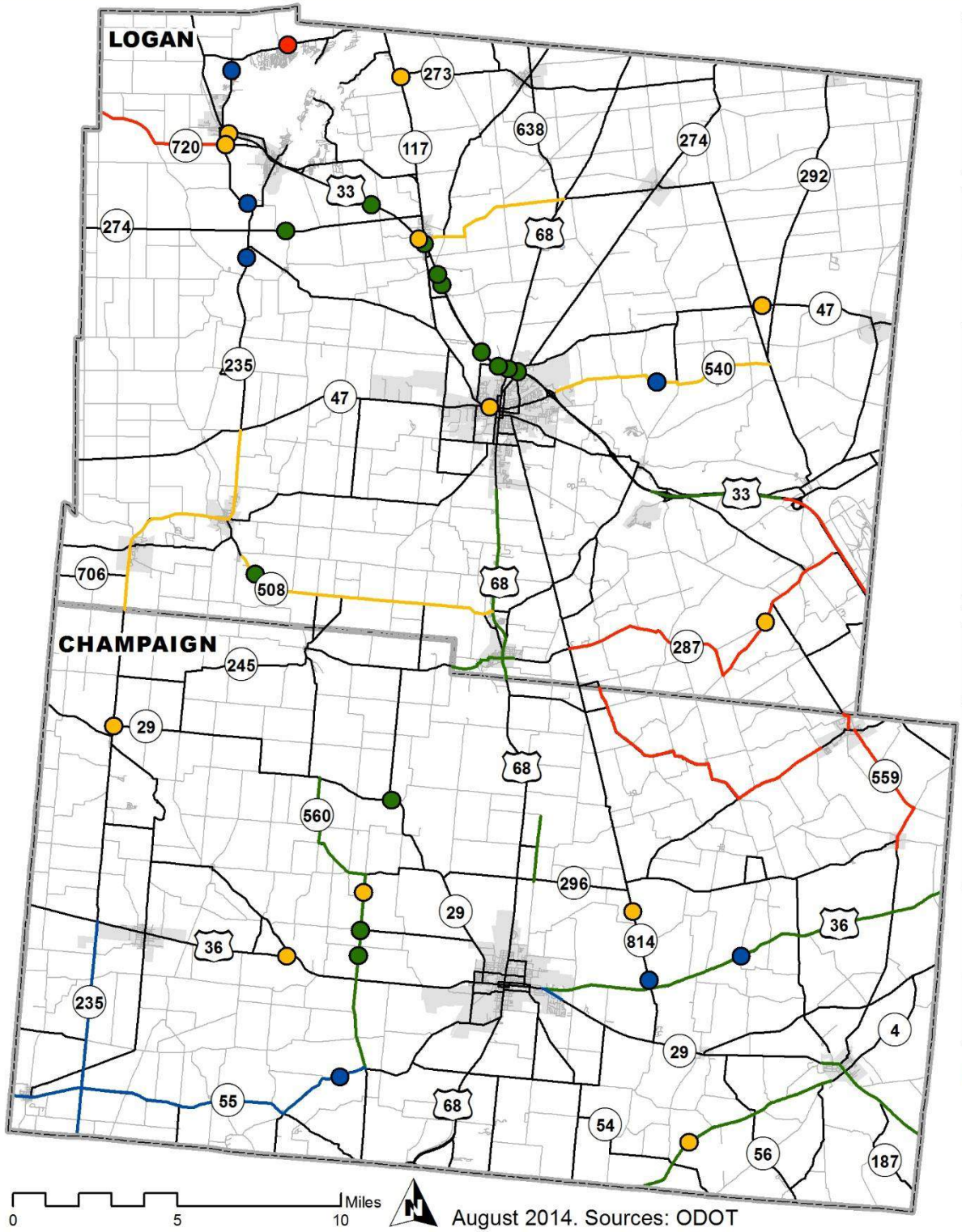
The Statewide Transportation Improvement Program, or STIP, is Ohio's four-year transportation planning document. The STIP primarily presents the fiscally balanced, multimodal transportation program for the State of Ohio. This includes both federally and state funded projects scheduled.

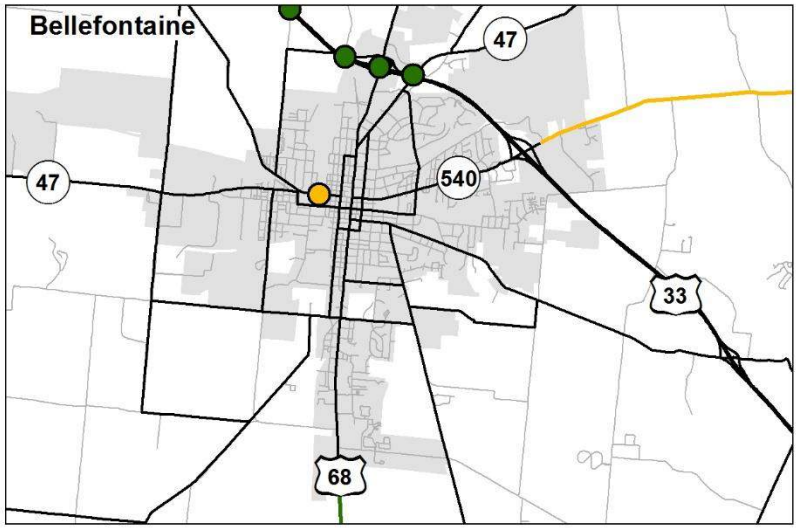
The Ohio Department of Transportation, Office of Program Management, develops the STIP in cooperation with the Metropolitan Planning Organizations (MPOs) and in consultation with the Rural Transportation Planning Organizations and Non-Metropolitan local officials. The STIP begins as a compilation of the MPOs' Regional Transportation Improvement Programs (TIPs) and evolves into a comprehensive list of all highway and transit projects that are federally funded. The STIP is approved jointly by FHWA and FTA.

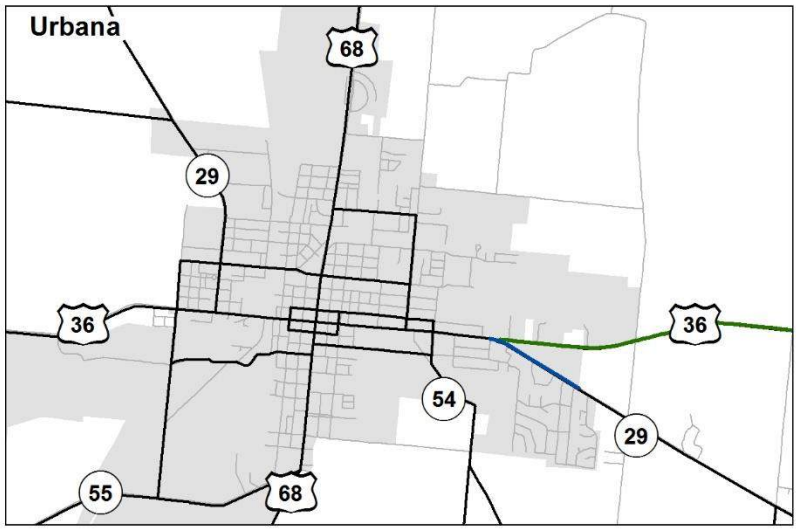
The Ohio STIP is scheduled to be updated every two years and is revised on a quarterly basis to reflect the latest program and project information. The DRAFT 2016-2019 STIP is available for review and comment through ODOT's STIP website.

The STIP Project map, shown at the end of this section, shows STIP projects for the years 2016-2019. The points on the map indicate bridge and/or culvert projects while the color lines indicate roadway projects. The different colors are an indication as to which year the project is scheduled to occur.

STIP Projects (2016 - 2019)







Bridge/Culvert Projects

- 2016
- 2017
- 2018
- 2019

Roadway Projects

- 2016
- 2017
- 2018
- 2019

August 2014. Sources: ODOT

6.5.2 Long Range Transportation Projects

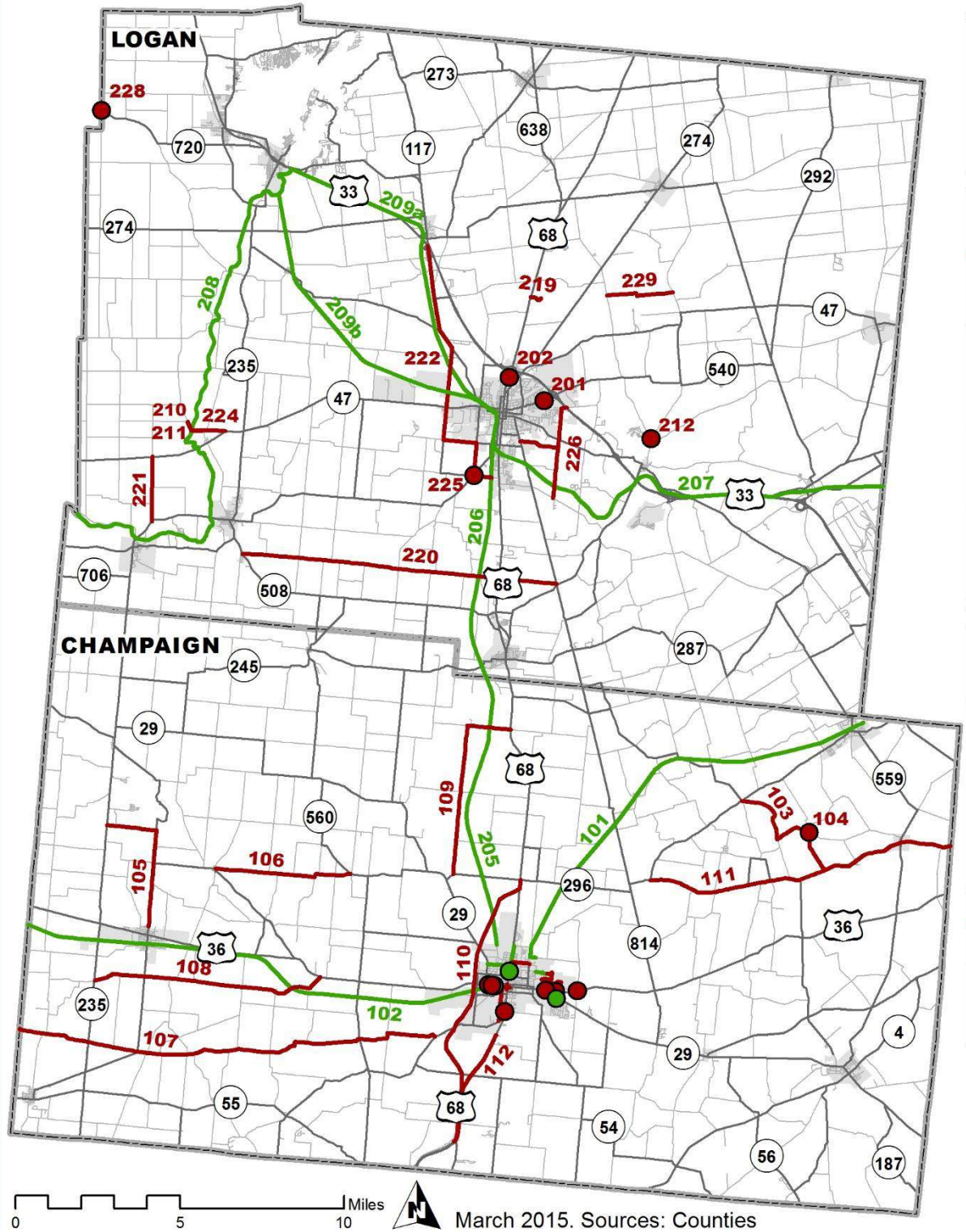
The projects that were processed using the Project Evaluation Matrix were mapped and given priorities using the value that the matrix determined. The Submitted Projects map, shown at the end of this section, displays all of the projects that hope to be accomplished in the future.

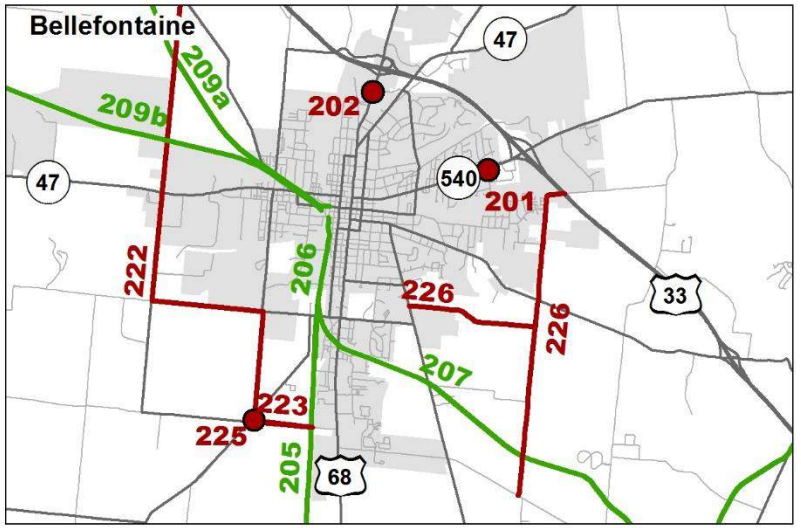
The points on the map indicate intersection projects while the multi-colored lines indicate roadway or bikeway projects. The red color projects are representative of the roadways projects, while the green color projects and the symbolization for bicycle, pedestrian, and transit projects. It should be noted that due to the nature of transit projects, they do not appear on the Submitted RTPO Project Map.

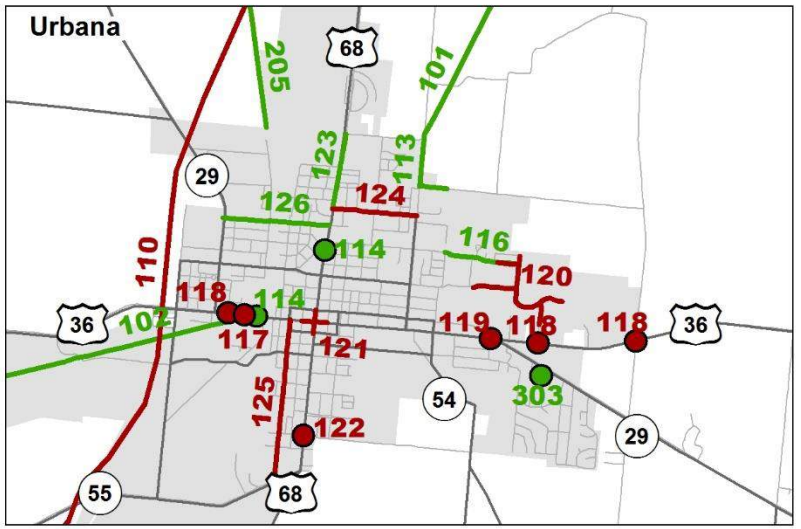
The pages following the Submitted Projects map consist of table listing all of the submitted projects. The number (NO.) column is the project number and the number is represented on the map to display the geographical boundaries for the project.

The county (CO.) column lists the county that the project occurs in, while the Sponsor column lists the source from which the project was submitted. The participation sponsors include the Champaign County Engineer's Office (CCEO), the Logan County Engineers Office (LCEO), the City of Bellefontaine (BELL), the City of Urbana (URBA), and the Simon Kenton Pathfinders (SKBT).

Submitted RTPO Projects







Bikeway/Pedestrian
Roadway
Bikeway/Pedestrian
Roadway

NO	CO	SPNSR	LOCATION	LIMITS	DESCRIPTION	SFY	MI	COST	RANK
112a	CHA	CCEO	US 68	US 68 Springfield Urbana Pike to Urbana Corporation-Phase 1	Add two additional lanes	2021-2025	3.5	$11,000,000	**HIGH**
112b	CHA	CCEO	US 68	US 68 Springfield Urbana Pike to Urbana Corporation-Phase 2	Add two additional lanes	2026-2030	3.5	$11,000,000	**HIGH**
119	CHA	URBA	See Limits	Intersection of SR 29 East (Scioto St) and US 36 East	Construct a roundabout and create a crossing point for pedestrians	2021-2025	NA	$1,000,000	**HIGH**
201	LOG	BELL	See Limits	Intersection of E Sandusky Ave (SR 540) and Newford Dr and Lakewood Dr	Widen SR 540 by 750 ft for people waiting to turn	2016-2020	NA	$250,000	**HIGH**
111	CHA	CCEO	Urbana Woodstock Rd	SR 296 to the County Line	To mill, grade, compact, widening, improving shoulder	2016-2020	8.9	$1,900,000	**HIGH**
202	LOG	BELL	Dowell Ave	Along Dowell Ave running from N Main St (US 68) east 750 feet	Connect drainage, lower the hillcrest, and widen the turn radius at Main St	2016-2020	NA	$250,000	**HIGH**
122	CHA	URBA	East Powell Ave	East Powell Ave at South Main St. (US 68)	Improve turning radius for eastbound traffic	2016-2020	NA	$150,000	**HIGH**
221	LOG	LCEO	CR 35	SR 235 to SR 47	Widen the existing truck route	2021-2025	2.5	$782,000	**HIGH**
224	LOG	LCEO	TR 21	CR 24 to SR 47	Widen existing commuter and agricultural route	2021-2025	0.8	$175,000	**HIGH**
105	CHA	CCEO	Kiser Lake Rd	St. Paris Corp. to Kiser Lake State Park and from SR 235 to Kiser Lake Rd	To mill, grade, compact, widening, improving shoulder	2021-2025	5.0	$1,100,000	**MED**
117	CHA	URBA	See Limits	Miami St at Beech St, Elm St, and Ann St	Reconfigure intersection and create a truck turnaround	2016-2020	NA	$148,495	**MED**
225	LOG	LCEO	See Limits	CR 18, TR 200, and TR 216 intersection	Upgrade existing commuter route and improve truck access	2021-2025	0.2	$550,000	**MED**
121	CHA	URBA	See Limits	Monument Square and 1 Block North, South, East, and West	Remove painted islands/medians; construct curbing/islands; improve crosswalks	2016-2020	NA	$581,850	**MED**
103	CHA	CCEO	Brush Lake Rd	SR 296 to Urbana Woodstock	To mill, grade, compact, widening, improving shoulder	2021-2025	4.3	$1,000,000	**MED**
106	CHA	CCEO	Millerstown-Eris Rd	Ward Rd to SR 560	To mill, grade, compact, widening, improving shoulder	2021-2025	4.0	$1,000,000	**MED**
110a	CHA	CCEO	See Limits	US 68 south of Urbana to the west to US 68 and SR 296 intersection-Phase 1	To bypass Urbana around the west side of the city	2031-2035	6.0	$37,500,000	**MED**
110b	CHA	CCEO	See Limits	US 68 south of Urbana to the west to US 68 and SR 296 intersection-Phase 2	To bypass Urbana around the west side of the city	2036-2040	6.0	$37,500,000	**MED**
223	LOG	LCEO	TR 200	CR 18 to Bellefontaine Corp.	Widen and improve profile of existing business and commuter route	2026-2030	0.5	$300,000	**MED**
226	LOG	LCEO	See Limits	TR 179 from TR 55 to CR 29 and TR 185 from CR 1 to TR 179	Widening of existing business, school, and commuter route	2026-2030	5.5	$1,000,000	**MED**
118	CHA	URBA	See Limits	US 36/Community Dr; US 36/Dugan Rd; Miami St/Rohrer St	Install 3 traffic signals	2016-2020	NA	$600,000	**MED**
104	CHA	CCEO	See Limits	Brush Lake and McCarty Rd. Intersection in Rush Township	To widen and improve the intersection	2021-2025	NA	$500,000	**MED**
107	CHA	CCEO	Troy Urbana Rd	County line to SR 55	To mill, grade, compact, widening, improving shoulder	2031-2035	13.1	$2,400,000	**MED**
108	CHA	CCEO	Runkle Rd	SR 235 to US 36	To mill, grade, compact, widening, improving shoulder	2026-2030	7.2	$1,300,000	**MED**
109	CHA	CCEO	Upper Valley Pike	SR 296 to US Route 68	To mill, grade, compact, widening, improving shoulder	2021-2025	5.9	$1,000,000	**MED**
203	LOG	BELL	See Limits	Various signalized intersections under the City's jurisdiction	Upgrade with Siemens' Epac controllers in the vicinity of SR 47/540 and US 68	2016-2020	NA	$100,000	**MED**
220	LOG	LCEO	TR 30	CR 1 to SR 508	Widen existing pavement to accommodate commuter traffic	2026-2030	9.6	$2,000,000	**MED**
229	LOG	LCEO	TR 136	CR 25 to CR 5	Widening existing student transportation route, Bridge replacement	2021-2025	2.5	$1,000,000	**MED**
222	LOG	LCEO	See Limits	US, 68, CR 200, TR 216, CR 11, CR 32, CR 130	Bypassing from US 68 to US 33	2026-2030	10.0	$700,000	**MED**
228	LOG	LCEO	See Limits	CR17 and SR 720	Safety improvements of existing intersection	2021-2025	0.1	$400,000	**MED**
124	CHA	URBA	Bloomfield Ave	Bloomfield Ave between North Main St (US 68) and East Lawn Ave	Reconstruct existing sidewalks and curbs	2021-2025	0.6	$492,726	**LOW**
211	LOG	LCEO	CR 21	21-1.00 over Great Miami River	Rehab historic truss as tourist attraction	2026-2030	0.1	$2,400,000	**LOW**
212	LOG	LCEO	CR 5	CR 25 and CR 2 over Mad River	Bridge Replacement	2021-2025	0.1	$1,000,000	**LOW**
219	LOG	LCEO	CR 290	US 68 and Old Airport	Reconstruct road and improve public park	2026-2030	0.3	$600,000	**LOW**
125	CHA	URBA	S High St	Miami St (US 36 West) to Lewis B Moore Dr (SR 55)	Reconstruct existing sidewalks and curbs and install bike lane	2026-2030	1.1	$1,050,000	**LOW**
120	CHA	URBA	See Limits	Washington Ave & Boyce St to Summit Ave; Community Dr to Washington Ave	Construct extensions	2026-2030	1.1	$2,253,335	**LOW**
210	LOG	LCEO	CR 21	CR 24 and CR 77	Bypass existing one lane historic truss with 2-lane, 55 mph bridge	2021-2025	0.2	$4,900,000	**LOW**

Figure 6-5: Submitted Roadway Projects

NO	CO	SPNSR	LOCATION	LIMITS	DESCRIPTION	SFY	MI	COST	RANK
205	LOG	SKBT	See Limits	North edge of Urbana to W Lake Ave in Bellefontaine	Install the final surface course of pavement over the current stone	2016-2020	15.6	$1,280,000	**HIGH**
206	LOG	BELL	See Limits	From SW Bellefontaine to Downtown Bellefontaine	Extending what was constructed in 2014	2016-2020	1.0	$200,000	**HIGH**
209a	LOG	BELL	See Limits	Along the former Mad River and Lake Erie RR corridor to Huntsville	A 10-foot paved multi-use trail	2021-2025	10.0	$1,500,000	**HIGH**
114	CHA	URBA	See Limits	Simon Kenton Trail Bike Path at Miami St (at Depot) and at North Main St	Add push button activated crossing system	2021-2025	NA	$200,000	**MED**
126	CHA	URBA	See Limits	West Light St between North Main St and North Oakland St	Close sidewalk gaps and replace existing sections of sidewalk	2026-2030	0.7	$700,000	**MED**
127	CHA	URBA	See Limits	Grimes Field Airport	Establish courtesy/on-demand transportation for flight crews and pilots	2021-2025	NA	$50,000	**MED**
101	CHA	SKBT	See Limits	NE Champaign County to North Lewisburg	Continuing and connecting 2 trails	2021-2025	13.5	$2,025,000	**MED**
102	CHA	SKBT	See Limits	Western Champaign County to St Paris	Continuation of the Simon Kenton Trail in Urbana	2021-2025	14.7	$2,205,000	**MED**
128	CHA	URBA	See Limits	Connections from Champaign County to Border Counties	Create connections between regional transportation agencies	2026-2030	NA	$100,000	**MED**
204	LOG	COUN	See Limits	County wide	Develop a route to transport individuals to and from identified locations	2021-2025	NA	$400,000	**MED**
208	LOG	COUN	See Limits	Along the Great Miami River connecting Russells Point, DeGraff and Quincy	A 10-foot paved multi-use trail	2026-2030	22.0	$3,300,000	**MED**
209b	LOG	LCEO	See Limits	Along abandoned Penn Central RR from Bellefontaine to Russells Point	10 foot wide path	2021-2025	10.0	$1,400,000	**MED**
207	LOG	BELL	See Limits	Former T&OC RR Corridor east from SW Bellefontaine to Zanesfield	A 10-foot paved multi-use trail	2021-2025	12.5	$1,875,000	**MED**
302	LOG	COUN	See Limits	Logan County and a 10-mile radius outside of county line	Contract with Ride Solutions in order to provide work transportation	2016-2020	NA	$400,000	**MED**
303	CHA	URBA	See Limits	Roadside Rest Area on East SR 29 in the City of Urbana	Establish a park and ride location at the roadside rest area for commuters	2021-2025	NA	$30,000	**MED**
113	CHA	URBA	See Limits	Dellinger Rd and East Lawn Ave to Melvin Miller Park on Children' s Home Rd	Eliminate on-road connection between two existing sections of bike path	2021-2025	0.4	$87,798	**LOW**
116	CHA	URBA	See Limits	Boyce St between North Jefferson Ave and dead end of Boyce St	Eliminate sidewalk gaps and improve pedestrian access	2021-2025	0.4	$78,381	**LOW**
123	CHA	URBA	See Limits	North Main St (US 68) from Bloomfield Ave to Dellinger Rd	Improve pedestrian access	2021-2025	0.5	$153,837	**LOW**

Figure 6-6: Submitted Bike, Pedestrian, and Transit Projects

Note: Due to the nature of transit projects, they do not appear on the Submitted RTPO Project Map

6.6 IMPLEMENTATION

After the submitted projects were evaluated using the project evaluation matrix, the data was analyzed and is represented in the following charts and tables. Figure 6.7 shows the sum of the cost for all the projects listed in specific funding years. The prices for funding years range from approximately $6 million to approximately $38 million. The total cost for all submitted projects is approximately $145 million. The cost of the projects by feasibility timeframe as well as totals, is below the historical expenditure levels as described in Section 6.4 of the Plan.

Feasibility Timeframe	Cost
2016-2020	$5,860,345
2021-2025	$35,148,634
2026-2030	$26,703,335
2031-2035	$39,900,000
2036-2040	$37,500,000
Grand Total	**$145,112,314**

Figure 6-7: Total Cost for Project Years

Sponsor	2016-2020	2021-2025	2026-2030	2031-2035	2036-2040	Total
City of Bellefontaine	4	2	-	-	-	6
Champaign Co Engineers	1	6	2	2	1	12
Other	1	1	1	-	-	3
Logan Co Engineers	-	8	6	-	-	14
Simon Kenton	1	2	-	-	-	3
City of Urbana	4	8	4	-	-	16
Total	**11**	**27**	**13**	**2**	**1**	**54**

Figure 6-8: Number of Projects by Project Submitter

Sponsor	2016-2020	2021-2025	2026-2030	2031-2035	2036-2040	Total
City of Bellefontaine	$800,000	$3,375,000	-	-	-	$4,175,000
Champaign Co Engineers	$1,900,000	$15,600,000	$12,300,000	$39,900,000	$37,500,000	$107,200,000
Other	$400,000	$400,000	$3,300,000	-	-	$4,100,000
Logan Co Engineers	-	$10,207,000	$7,000,000	-	-	$17,207,000
Simon Kenton	$1,280,000	$4,230,000	-	-	-	$5,510,000
Urbana	$1,480,345	$1,336,634	$4,103,335	-	-	$6,920,314
Total	**$5,860,345**	**$35,148,634**	**$26,703,335**	**$39,900,000**	**$37,500,000**	**$145,112,314**

Figure 6-9: Cost of Projects by Project Submitter

Figure 6.8 lists the number of the projects by submitter. It also displays how many projects are listed for each funding cycle as well as the grand total. The City of Urbana had the most submitted projects followed by the Logan County Engineer's Office.

Figure 6.9 lists the cost of the projects by submitter. It also displays the cost for all projects listed for each funding cycle, as well as the grand total. The Champaign County Engineer's Office had the highest total cost of projects followed by the Logan County Engineer's Office.

Figure 6.10, shown at the end of this section, lists the High Priority Projects and their potential funding sources. In the short to medium term, the Region and the RTPO will focus its attention on finding funding for the High Priority Projects. The most recent ODOT Program Resource Guide is available at:
http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/ODOT%20Program%20Resource%20Guide.pdf

NO	CO	SPN SR	TYPE	LOCATION	LIMITS	DESCRIPTION	SFY	MI	COST	RANK	POTENTIAL FUNDING SOURCES
112a	CHA	CCEO	Roadway	US 68	US 68 Springfield Urbana Pike to Urbana Corporation-Phase 1	Add two additional lanes	2021-2025	3.5	$11,000,000	**HIGH**	TRAC, STP*
112b	CHA	CCEO	Roadway	US 68	US 68 Springfield Urbana Pike to Urbana Corporation-Phase 2	Add two additional lanes	2026-2030	3.5	$11,000,000	**HIGH**	TRAC, STP*
119	CHA	URBA	Roadway	See Limits	Intersection of SR 29 East (Scioto St) and US 36 East	Construct a roundabout and create a crossing point for pedestrians	2021-2025	NA	$1,000,000	**HIGH**	Safety*
201	LOG	BELL	Roadway	See Limits	Intersection of E Sandusky Ave (SR 540) and Newford Dr and Lakewood Dr	Widen SR 540 by 750 ft for people waiting to turn	2016-2020	NA	$250,000	**HIGH**	OPWC*
111	CHA	CCEO	Roadway	Urbana Woodstock Rd	SR 296 to the County Line	To mill, grade, compact, widen, improve shoulder	2016-2020	8.9	$1,900,000	**HIGH**	CEAO-STP,OPWC*
202	LOG	BELL	Roadway	Dowell Ave	Along Dowell Ave running from N Main St (US 68) east 750 feet	Connect drainage, lower the hillcrest, and widen the turn radius at Main St	2016-2020	NA	$250,000	**HIGH**	OPWC*
122	CHA	URBA	Roadway	East Powell Ave	East Powell Ave at South Main St. (US 68)	Improve turning radius for eastbound traffic	2016-2020	NA	$150,000	**HIGH**	SAFETY,STP*
221	LOG	LCEO	Roadway	CR 35	SR 235 to SR 47	Widen the existing truck route	2021-2025	2.5	$782,000	**HIGH**	OPWC*
224	LOG	LCEO	Roadway	TR 21	CR 24 to SR 47	Widen existing commuter and agricultural route	2021-2025	0.8	$175,000	**HIGH**	OPWC*
205	LOG	SKBT	BikePed	See Limits	North edge of Urbana to W Lake Ave in Bellefontaine	Install the final surface course of pavement over the current stone	2016-2020	15.6	$1,280,000	**HIGH**	Private, TAP, ODNR Clean Ohio, ODNR Rec Trails*
206	LOG	BELL	BikePed	See Limits	From SW Bellefontaine to Downtown Bellefontaine	Extending what was constructed in 2014	2016-2020	1.0	$200,000	**HIGH**	Private, TAP, ODNR Clean Ohio, ODNR Rec Trails*
209a	LOG	BELL	BikePed	See Limits	Along the former Mad River and Lake Erie RR corridor to Huntsville	A 10-foot paved multi-use trail	2021-2025	10.0	$1,500,000	**HIGH**	Private, TAP, ODNR Clean Ohio, ODNR Rec Trails*

Figure 6-10: Top Project Potential Funding Sources

*TRAC – Transportation Review Advisory Council
*STP – State Surface Transportation Program
*OPWC – Ohio Public Works Commission
*CEAO STP – County Engineers Association of Ohio – Surface Transportation Program
*TAP – State Transportation Alternatives Program
*ODNR – Ohio Department of Natural Resources

7 PUBLIC PARTICIPATION SUMMARY

Public participation creates a more proactive approach in the transportation planning process. Input was in the form of consultation with the Steering Committee and general outreach to the public. Public participation is important because it provides citizens, public agencies, private providers of transportation, and other stakeholders with reasonable opportunities to be involved in the transportation planning process.

The following sections provide more comprehensive information regarding public participation, including all of the public outreach materials used to promote public participation meetings, a listing of information presented at the meetings, and all of the comments received.

PUBLIC PARTICIPATION SUMMARY

7.1 OVERVIEW

As part of the ODOT RTPO Pilot Program, LUC created a Steering Committee to help guide and shape the creation of a transportation plan for Logan and Champaign Counties. The Steering Committee was formed in order to provide feedback and accuracy from regional representatives.

The first phase of the public participation process was to develop and adopt a Public Participation Plan. The plan established goals and objectives for the public involvement process. The Public Participation Plan is presented in more depth in Section 7.2 on the following page.

In the fall of 2013, a public survey was mailed to the residents of Champaign and Logan counties. The survey was mailed to over 500 residents and a follow up phone call was initiated to those who had not returned the survey within the designated time period. Additionally, the survey was available online to the general public.

The second phase ended in April 2015 with two public participation meetings, one in each county. These meetings included a presentation of the draft list of multimodal transportation projects identified in Chapter 6, presented in an open house format. Comment cards were made available at the meetings to record citizens' concerns and comments. Furthermore, LUC's website was updated to provide the latest information and was made available to receive comments on any of the information provided.

PUBLIC PARTICIPATION SUMMARY

7.2 PUBLIC PARTICIPATION PLAN

7.2.1 Participation Principles

The Logan-Union-Champaign Regional Planning Commission prides itself on its strong commitment to public participation. LUC has a long history of civic involvement and employs several methods for dispersing information to the public and soliciting comments in return. As the LUC Planning Commission looked to expand upon its transportation knowledge and scope, it looked to the community for vital input regarding its transportation needs and concerns. Using outreach methods that have successfully garnered feedback for LUC in the past, in addition to those methods introduced by LUC's mentor planning agency MVRPC, LUC hoped to create a plan that adequately reflected the requests of the community.

One central concern for LUC was to ensure that public outreach efforts were based in equitable standards and allowed the public ease of access to the progress and direction of the plan. In order to create a well-balanced plan, LUC was in continuous contact with a large pool of transportation professionals representing all aspects of the network including economic development, business, environmental protection, minority populations, public and private transportation providers, public safety, and emergency management.

Equally as important were the responses received from the public at large. LUC's plans – and ultimately projects – are more likely to be accepted and supported by community members who can see that they have had an active role in shaping the decisions embodied in the plan. Providing a forum for the many voices within the region recognizes citizens' rights to be heard. These forums, coupled with careful attention to feedback, resulted in better, well-informed, and legitimized decision-making.

RTPO Participation Principles

- Provide complete and easily understood information.
- Provide timely public notice of meetings and information.
- Provide full public access to key decisions throughout the planning process.
- Support early and continuing participation by the public.

7.2.2 Committees

The membership of the LUC/RTPO Steering Committee was comprised of Champaign and Logan counties' commissioners, Champaign and Logan counties' engineers, the Bellefontaine and Urbana cities' engineers, Champaign and Logan counties' township association, Champaign and Logan counties' mayor's association, Champaign and Logan counties' sheriff's office, Simon Kenton Pathfinders Bicycle Group, Indian Lake Chamber of Commerce, local economic development professionals, ODOT District 7 personnel, and staff from the Miami Valley Regional Planning Commission.

The Steering Committee met periodically to review the progress of the program and to discuss transportation issues in the region. Meetings were held near the Village of West Liberty, as this is a central location to both counties. Documents prepared for these meetings were posted on the LUC website. The committee was presented all information and was asked for comments to ensure accuracy and vocalize any concerns from the areas which they represent. Once the information was completed, the committee voted for acceptance of it.

The LUC Executive Committee is the policy-making governing board of the RTPO. The Board is primarily comprised of local elected officials that are representatives selected by their member organizations.

The Board of Executive Committee meetings are held the second Thursday of every month at 1:15 PM. Meetings currently are held at the LUC office at 9676 E Foundry St, East Liberty, OH 43319. Attendees should call the Logan Union Champaign Regional Planning Commission at (937) 666-3431, or log on to www.lucplanning.com to verify meeting times and locations.

Stakeholders are individuals and/or groups who have a direct interest, involvement, investment, or are generally affected by projects, programs, or plans. Identifying stakeholders outside of the formal organizational structure of LUC was necessary to obtain valid and adequate public input.

PUBLIC PARTICIPATION SUMMARY

Stakeholders commonly include but are not limited to:

- People who live in or traverse a project area.
- Businesses in a project area, their employees and customers.
- Institutional services such as schools, hospitals, law enforcement and emergency services agencies.
- Local governmental units affected in the local project area.
- Civic and community associations.
- Environmental or special interest groups.
- Transportation system users, where applicable.
- Providers of public and/or private transit services.
- Providers of freight and/shipping services.
- Representatives of users of pedestrian and bicycle, transportation facilities.
- Representatives of the disabled population.

7.2.3 Meeting Guidelines

The setting of a public participation meeting can have an enormous impact of the success of the meeting. Every effort was made to hold meetings in appropriate locations and under the following conditions:

- All meetings will be held in ADA-accessible locations.
- Interpreters for hearing impaired individuals will be made available upon request; requests must be made at least two weeks prior to the meeting date. For those requesting C-print interpretations, LUC RPC will make arrangements for this service at no cost to the requesting individual(s).
- When appropriate, meetings will be held in target locations, attracting citizens most heavily affected by the plan or project. In target locations, meetings may be held in places frequently visited by local residents such as churches, schools, community centers or libraries.
- Whenever possible, public participation meetings will be combined with other regularly schedules meetings of organizations in targeted areas.
- Every effort will be made to ensure that the tone and overall experience of meetings is comfortable and inviting.
- All Executive Committee meetings and RTPO Steering Committee meetings are open to the public.
- The opportunity for public comment is available at each of these meetings.
- Meetings will be scheduled at the most convenient time of the day to maximize participation.
- Meeting dates will be listed on the LUC web site.
- Meeting packet (when relevant) with agenda, minutes, background information, and contact person information will be available on the LUC website
- Meeting cancellations will be listed on the LUC web site.

In order to engage the public to the greatest extent possible, several meeting formats were used including:

- **Open House:** Includes information displays, comment cards, interactive mapping (when appropriate) and staff available to answer questions, record verbal comments, etc.
- **Modified Open House**: Includes all elements from the Open House format, plus a traditional meeting portion
- **Board/Committee Meetings:** Primarily for formal member participation, with the meetings including a public comment period
- **Public Forum:** Usually single-topic meetings, with or without speakers, affording attendees a full opportunity for open discussion.

7.2.4 Outreach Tools and Techniques

Outreach Tools and Techniques

- Survey hosted by a hired outside firm to conduct phone and mailing polls in the counties regarding the current transportation network and future needs.
- Internal survey opened for comment at the close of the contracted survey time period.
- Interviews with transportation stakeholders, including representatives of economic development, business, environmental protection, minority populations, public and private transportation providers, public safety, and emergency management interests.
- The results of the survey and stakeholder interviews will be used to develop goals and guide the development of the plan.
- After compiling a list of potential projects and strategies for inclusion in the Regional Transportation Plan, LUC held a series of public meetings across the region to present these projects and receive comments from the public and others. LUC hosted multiple meetings to solicit public comment. LUC held two of these open house type meetings, one in each of the County Seats, Bellefontaine and Urbana.
- Extensive use of electronic devices as a means of public outreach such as social networking (Facebook/Twitter), online surveying (SurveyMonkey), and the development of a website or webpage dedicated to the Regional Transportation Planning Process.
- At all of these meetings, staff and members of the LUC RTPO Steering Committee were in attendance to make presentations and answer questions. All of the meetings mentioned above were advertised in print, and online resources.
- In addition to these meetings with the specific purpose of presenting and collecting information and comments regarding the Regional Transportation Plan, LUC staff attended numerous meetings of Township Trustees, Village Councils, County Commissioners and special interest groups where discussion may include the Regional Transportation Plan.
- LUC utilized its website as a means of communicating the progress of the plan. A new section was added to the LUC website entirely for transportation planning purposes and provided textual, graphical, and interactive information and applications for use by the public and transportation professionals.
- As another method of outreach, LUC developed meeting exhibits, handouts, presentations and other materials that was distributed during meetings and at various locations throughout the region.

7.3 RESIDENT PERCEPTION SURVEY

During the fall of 2013, ETC Institute administered a transportation opinion survey to residents living in Champaign County and Logan County. The outcomes of the survey were used to develop transportation goals and to help prioritize transportation needs for the two county region.

A four-page survey was constructed and mailed to a random sample of residents living in the region. The mailed survey included a postage paid return envelope, cover letter explaining the purpose of the survey and where residents could complete the online version of the survey.

Approximately seven days after the surveys were mailed, residents who received the survey were contacted by phone. Those who indicated that they had not returned the survey by mail or completed it online were given the option of completing it by phone.

A total of 515 households completed a survey. The results for the random sample of 515 households have a 95% level of confidence with a precision of at least +/- 4.3%.

73% of the residents surveyed, who had an opinion, thought the most important transportation issue in the region (combination of "extremely important" and "very important" responses) was improving roadway safety and 60% thought having a good freight transportation system to support the region's economy was either "extremely important" or "very important". Residents thought the least important transportation issue was improving access to airports (12%).

Residents were also asked to select the top two transportation issues they felt should be the highest priorities for the region. The top items selected by residents were: improving roadway safety (65%), relieving traffic congestion (38%), and having a good freight system to support the region's economy (36%).

Of the residents surveyed, 81% thought the most important transportation option in the region (combination of "extremely important" and "very important" responses) was maintaining the existing transportation system and 72% thought improving the existing highway network was either "extremely important" or "very important". Residents thought the least important transportation option was improving the small airport network (12%).

Residents were also asked to select the transportation options they felt were most important to expand in the region. The top two options selected by residents were: expanding the region's highway network (78%) and expanding the region's public transportation network (49%).

PUBLIC PARTICIPATION SUMMARY

The results of the survey were used to form the criteria for the project evaluation matrix described in Section 6.3 and develop the goals and objectives in Chapter 2.

The full report can be seen in the Technical Reports Chapter.

7.4 PUBLIC PARTICIPATION MEETINGS

The first public participation meeting was held on Tuesday, April 28, 2015, in the City of Urbana from 4:30 pm to 6:30 pm. The second public meeting was held on Wednesday April 29, 2015, in the City of Bellefontaine from 4:00 pm to 6:00 pm. The purpose of these meetings was to present background information on existing transportation conditions and future transportation goals. It was also to solicit input from the general public and any special interest groups.

In order to promote these meetings, the following outreach efforts were implemented:

- Sent a press release and placed an advertisement in the Urbana Daily Citizen newspaper in Champaign County
- Sent a press release and placed an advertisement in the Bellefontaine Examiner newspaper in Logan County
- Ran an advertisement on the Local Access Channel in the City of Urbana
- Displayed promotional posters on the LUC Facebook page
- Verbal announcements to several agencies and individuals
- Placed a notice announcing the meeting on LUC's website
- Posted the information to be presented at the meeting on LUC's website

PUBLIC PARTICIPATION SUMMARY

The following is a summary of information prepared and presented at the meeting. For a more comprehensive list of information presented at the meetings, please refer to the previous chapters in this report.

- Submitted RTPO Projects
- Annual Average Daily Traffic
- Truck Traffic and Volume
- Functional Classification
- Priority Safety Locations
- Crash Types in the Region
- Multimodal Transportation
- Railroads
- Land Cover

A total of eight people attended the two meetings. LUC staff members were available at the meeting to answer their questions. In addition, comment cards were made available during the meeting and comments were accepted until May 4, 2015. No formal comments were received.

7.5 OTHER OUTREACH AND LUC WEBSITE

LUC staff attends township trustee and village/city council meetings and, in addition to topics normally discussed, LUC staff discussed Regional Transportation Planning Organizations. Staff discussed the history of collaboration between ODOT and rural stakeholders, the mentor relationship between LUC and MVRPC, and how the RTPO might affect Logan and Champaign Counties. Staff also explained, the first step in formation of the RTPO is the creation of a transportation plan, a plan that analyzes the existing conditions of the transportation network and prioritizes future projects.

While attending jurisdictional meetings, staff explained that the transportation plan is a planning tool for jurisdictions to determine which improvements can occur based on existing or new funding resources that may arise from LUC's status as an RTPO. In 2014-2015 LUC staff attended the following meetings:

Logan County

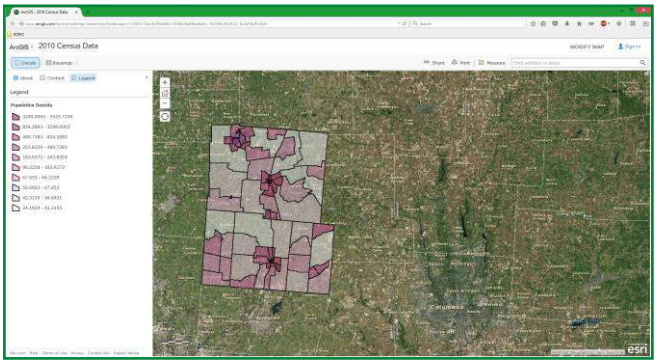
- 08/12 – Union Twp Trustee meeting
- 09/09 – City of Bellefontaine Council meeting
- 10/13 – Jefferson Twp Trustee meeting
- 10/13 – Washington Twp Trustee meeting
- 10/13 – Stokes Twp Trustee meeting
- 11/05 – Indian Lake Chamber of Commerce
- 11/06 – Logan County Twp Association meeting
- 04/16 – Logan County Twp Association meeting
- 12/29 – Monroe Twp Trustee meeting
- 12/29 – Liberty Twp Trustee meeting
- 01/12 – Perry Twp Trustee meeting
- 01/19 – Miami Twp Trustee meeting
- 01/20 – Harrision Twp Trustee meeting
- 01/20 – McArthur Twp Trustee meeting
- 01/26 – West Liberty Council meeting
- 02/10 – Pleasant Twp Trustee meeting
- 02/26 – Valley Hi Commissioner meeting
- 03/03 – Zane Twp Trustee meeting
- 03/11 – Bokes Creek Twp Trustee meeting
- 03/24 – Lake Twp Trustee meeting
- 04/06 – Lakeview Council meeting
- 04/13 – West Mansfield Council meeting
- 04/16 – Belle Center Council meeting

PUBLIC PARTICIPATION SUMMARY

Champaign County

- 07/07 – Union Twp Trustee meeting
- 07/29 – Salem Twp Trustee meeting
- 08/18 – Urbana Twp Trustee meeting
- 09/16 – Goshen Twp Trustee meeting
- 09/17 – Champaign County Twp Association meeting
- 10/28 – City of Urbana Council meeting
- 11/17 – Johnson Twp Trustee meeting
- 01/05 – Wayne Twp Trustee meeting
- 01/05 – Jackson Twp Trustee meeting
- 01/14 – Champaign County Twp Association meeting
- 01/15 – Harrison Twp Trustee meeting
- 02/05 – Mad River Twp Trustee meeting
- 02/24 – Adams Twp Trustee meeting
- 03/02 – Rush Twp Trustee meeting
- 03/09 – Woodstock Council meeting
- 03/16 – St. Paris Council meeting
- 03/18 – Champaign County Twp Association meeting
- 04/07 – North Lewisburg Council meeting

During the entire process of the RTPO Grant, all information has been housed within the LUC website www.lucplanning.com. All the documentation can be found in the "ODOT Grant" section of the website. The original proposal, the full survey report, and the Project Profile form are a few examples of the information that is listed.



The current information presented to the Steering Committee is displayed under the "LUC ODOT Steering Committee Info" section. Meeting dates for the public meeting were listed on the website for a designated time period before the meetings were held. There was also a "Contact Us" link that was used to receive comments from the public.

PUBLIC PARTICIPATION SUMMARY

Also listed within the "ODOT RTPO Grant" section is a link for the "Interactive Maps." Each map contained within this document is presented in a format where an individual can zoom in and out as well as turn off layers for more in-depth participation experience of the material presented.

TECHNICAL REPORTS

- Copy of the full resident interview survey and results
- Full Safety Analysis
- Full Documentation of Public Participation
    - Outreach and advertising (Public Notices, press releases, etc.)
    - Attendance/Sign-in Sheets
    - Public Comments and Response if Applicable

Logan-Union-Champaign Regional Planning Commission (LUC-RPC)

Transportation Opinion Survey

FINDINGS REPORT

...helping organizations make better decisions since 1982

December 2013

Submitted to:
the Logan-Union-Champaign Regional Planning Commission (LUC-RPC) and the Ohio Department of Transportation (ODOT)

Submitted by:
ETC Institute
725 W. Frontier Lane, Olathe, Kansas 66061

Contents

Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey Executive Summary

Overview and Methodology

During the fall of 2013, ETC Institute administered a transportation opinion survey to residents living in Logan and Champaign counties. The purpose of the survey was to help the Logan-Union-Champaign Regional Planning Commission (LUC-RPC) and the Ohio Department of Transportation (ODOT) prepare a comprehensive transportation plan for the region. The plan will be used to help prioritize transportation needs in Logan and Champaign counties.

The four-page survey was mailed to a random sample of residents living in the region; the mailed survey included a postage paid return envelope, cover letter explaining the purpose of the survey and where residents could complete the online version of the survey. Approximately seven days after the surveys were mailed, residents who received the survey were contacted by phone. Those who indicated that they had not returned the survey by mail or completed it online were given the option of completing it by phone. A total of 515 households completed a survey. The results for the random sample of 515 households have a 95% level of confidence with a precision of at least +/- 4.3%.

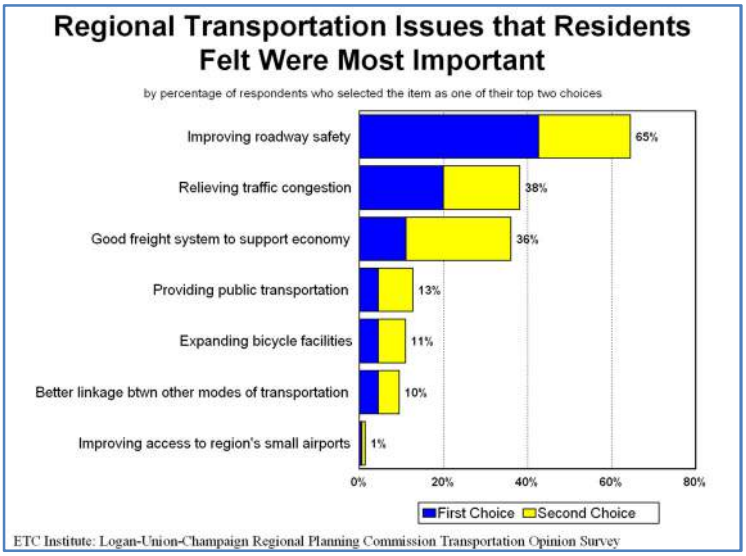
This report contains the following:

- a summary of the methodology for administering the survey and major findings
- charts showing the overall results for most questions on the survey (Section 1)
- tabular data showing the results for all questions on the survey (Section 2)
- a copy of the cover letter and survey instrument (Section 3)

Major Findings

Importance of Various Transportation Issues in the Region

- Seventy-three percent (73%) of the residents surveyed, who had an opinion, thought the most important transportation issue in the region (combination of "extremely important" and "very important" responses) was improving roadway safety and 60% thought having a good freight transportation system to support the region's economy was either "extremely important" or "very important". Residents thought the least important transportation issue was improving access to airports (12%).
- Residents were also asked to select the top two transportation issues they felt should be the highest priorities for the region. The top items selected by residents were: improving roadway safety (65%), relieving traffic congestion (38%) and having a good freight system to support the region's economy (36%).

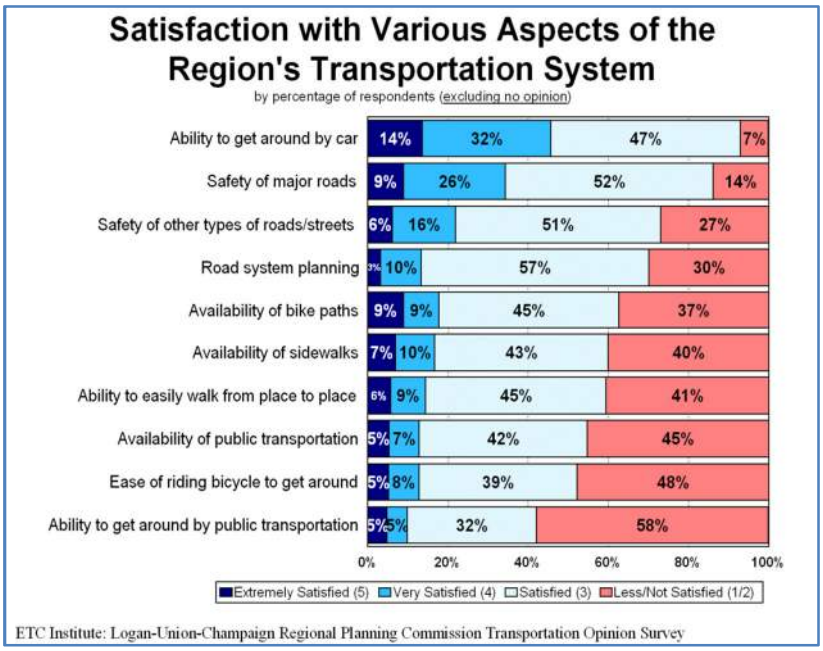


Importance of Various Transportation Options in the Region

- Eighty-one percent (81%) of the residents surveyed, who had an opinion, thought the most important transportation option in the region (combination of "extremely important" and "very important" responses) was maintaining the existing transportation system and 72% thought improving the existing highway network was either "extremely important" or "very important". Residents thought the least important transportation option was improving the small airport network (12%).
- Residents were also asked to select the transportation options they felt were most important to expand in the region. The top two options selected by residents were: expanding the region's highway network (78%) and expanding the region's public transportation network (49%).

Satisfaction with Various Aspects of the Region's Transportation System

- The transportation services that residents were most satisfied with, based upon the combined percentage of residents who were "extremely satisfied," "very satisfied" or "satisfied" among those who had an opinion, were: the ability to get around by car (93%), safety of major roads (87%), the safety of other types of roads or streets (73%) and the way the regional has planned road systems for development (70%). The service that residents were least satisfied with, based upon the combined percentage of residents who were "less than satisfied" or "not satisfied" among those who had an opinion, was: the ability to get from one place to another using public transit (58%).



Perceptions of the Region's Economy and Transportation Systems

- Thirty percent (30%) of the residents surveyed felt the transportation system in the region needs major improvements and investments in order to improve economic growth in the next 5 to 10 years; 49% of residents felt the transportation system needs minor improvements and investments to improve economic growth in the next 5 to 10 years, 10% felt the system is basically as good as it needs to be in order to improve economic development over the next 5 to 10 years, 2% did not agree with any of the options listed on the survey and 10% did not know.
- Most (94%) of the residents surveyed felt growth and development in the region will have an impact on the region's transportation system; 3% of residents did not feel growth and development and 4% did not know.

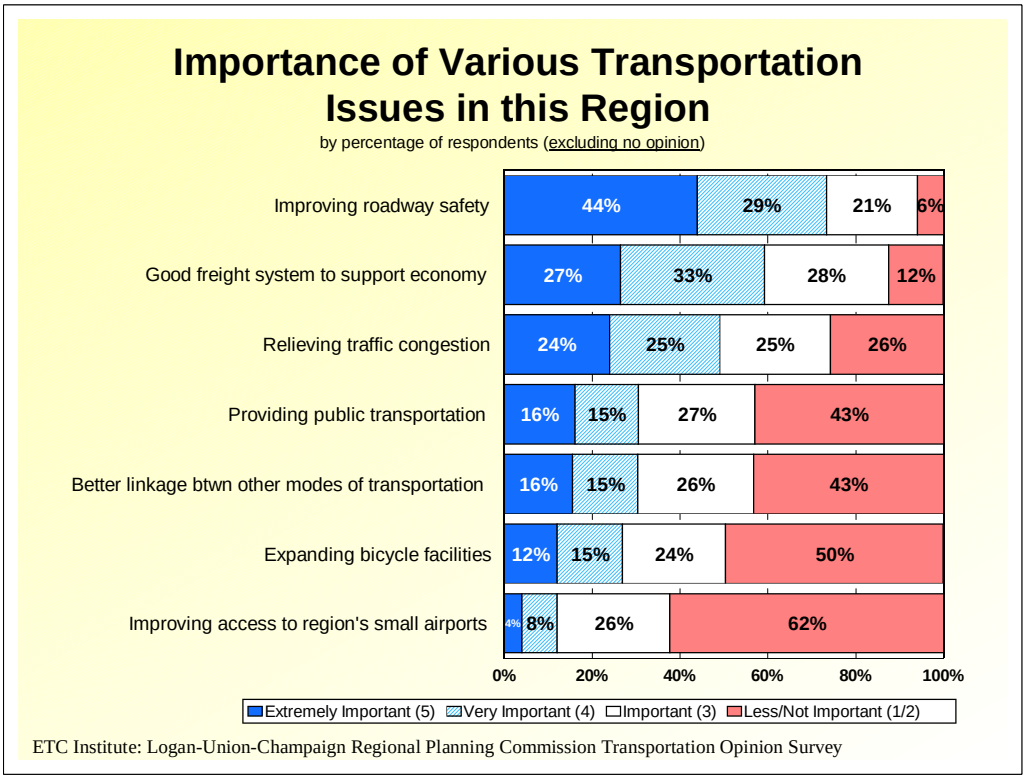
Transportation Funding

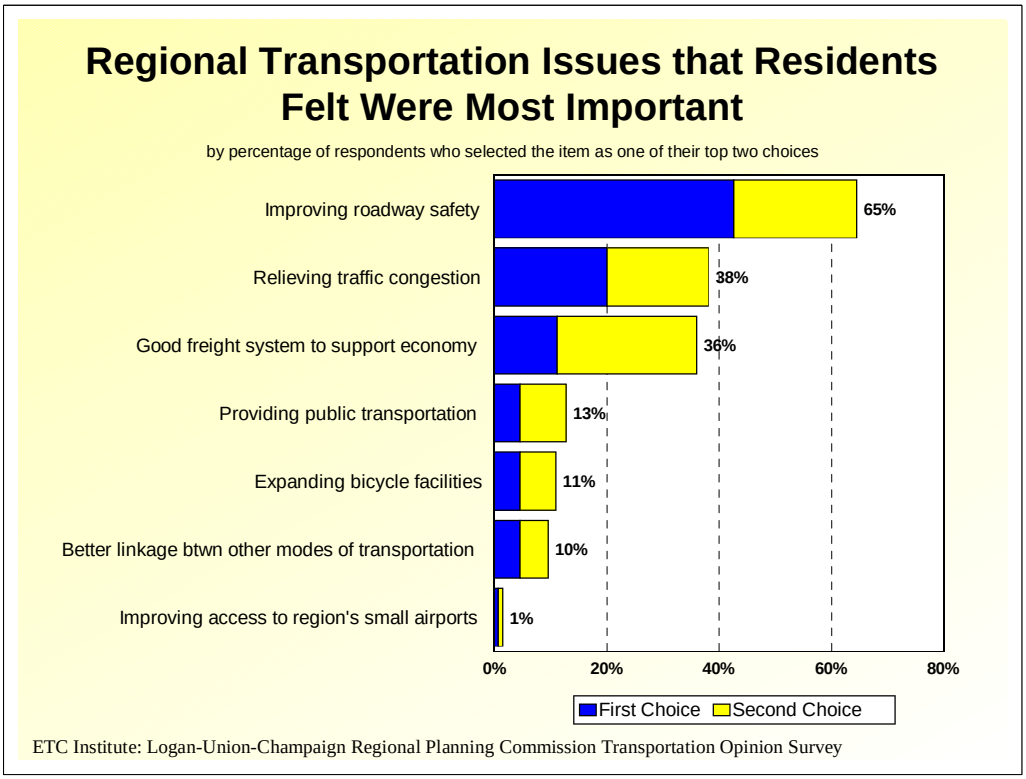
- Residents were asked to rank the priority that should be placed on fuding for four transportation options if there were a gap between existing revenue and the cost of maintain the system. The top two items selected by residents were: ensuring roads are safe (90%) and keeping highway pavement smooth (58%). The item that residents ranked highest as the "lowest priority" for funding was providing connections between different modes of transportation (78%).

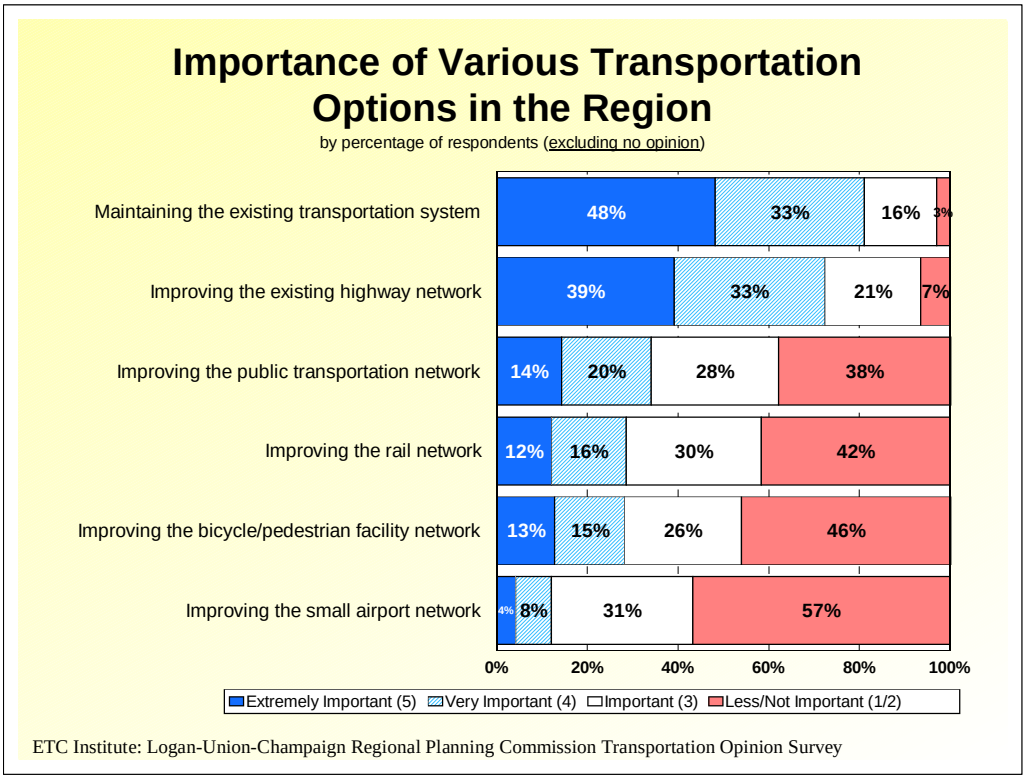
Other Findings

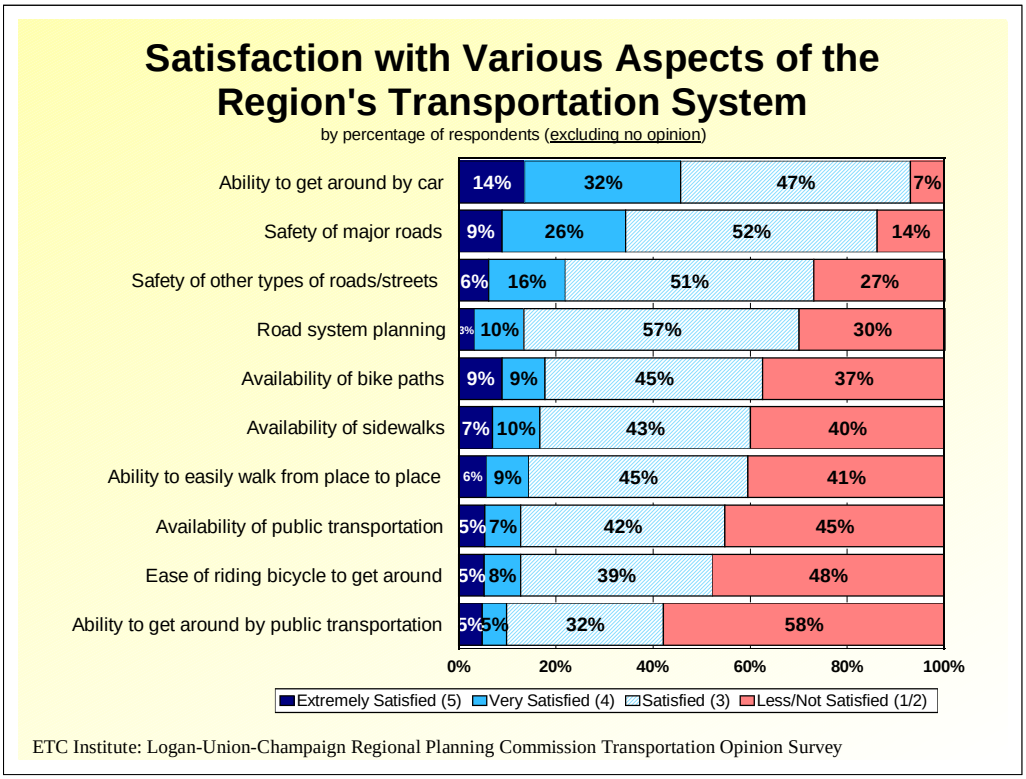
- Most (91%) of the residents surveyed reported they make "daily" or "weekly" trips in the region for shopping, social or recreational activities; 73% of the residents surveyed reported they make "daily" or "weekly" trips for work or school in the region.
- Seventy-one percent (71%) of residents were employed outside their home and 32% were not.
- Most (97%) of the residents who work outside the home reported they drive alone to work. The average number of minutes that residents reported it took them to get from home to their primary workplace was 22.1 minutes; the average number of reported miles was 17.4.
- Eighty-seven percent (87%) of residents reported they had not used public transportation during the past year; 6% reported they used it less than once a month or a few times per year, 6% used it at least a couple times a month or more and 2% did not provide a response.

Section 1:
Charts and Graphs


Importance of Various Transportation Issues in this Region
by percentage of respondents (excluding no opinion)
Improving roadway safety
44%
29%
21%
6%
Good freight system to support economy
27%
33%
28%
12%
Relieving traffic congestion
24%
25%
25%
26%
Providing public transportation
16%
15%
27%
43%
Better linkage btwn other modes of transportation
16%
15%
26%
43%
Expanding bicycle facilities
12%
15%
24%
50%
Improving access to region's small airports
4%
8%
26%
62%
0%
20%
40%
60%
80%
100%
Extremely Important (5)
Very Important (4)
Important (3)
Less/Not Important (1/2)
ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey

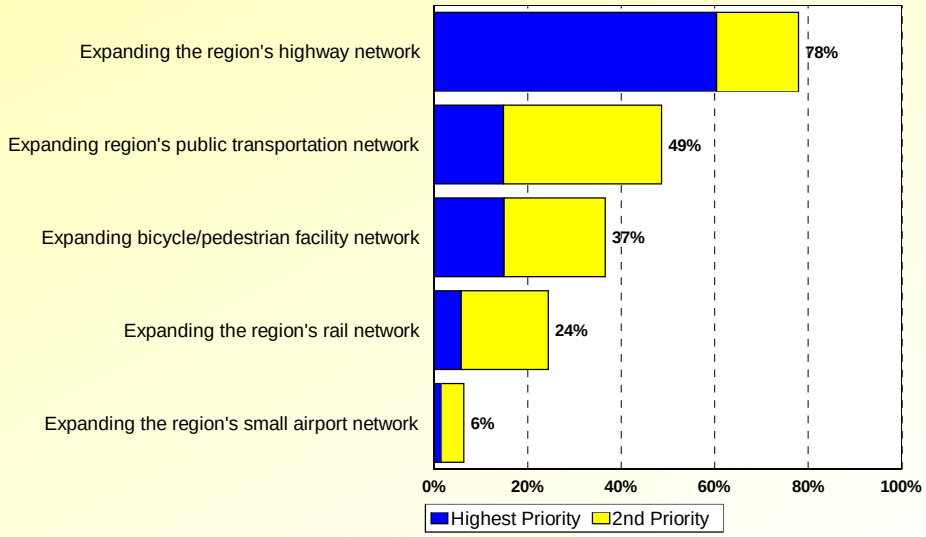

Regional Transportation Issues that Residents Felt Were Most Important
by percentage of respondents who selected the item as one of their top two choices
Improving roadway safety
65%
Relieving traffic congestion
38%
Good freight system to support economy
36%
Providing public transportation
13%
Expanding bicycle facilities
11%
Better linkage btwn other modes of transportation
10%
Improving access to region's small airports
1%
0%
20%
40%
60%
80%
First Choice
Second Choice
ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey


Importance of Various Transportation Options in the Region
by percentage of respondents (excluding no opinion)
Maintaining the existing transportation system
48%
33%
16%
3%
Improving the existing highway network
39%
33%
21%
7%
Improving the public transportation network
14%
20%
28%
38%
Improving the rail network
12%
16%
30%
42%
Improving the bicycle/pedestrian facility network
13%
15%
26%
46%
Improving the small airport network
4%
8%
31%
57%
0%
20%
40%
60%
80%
100%
Extremely Important (5)
Very Important (4)
Important (3)
Less/Not Important (1/2)
ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey


Satisfaction with Various Aspects of the Region's Transportation System
by percentage of respondents (excluding no opinion)
Ability to get around by car
14%
32%
47%
7%
Safety of major roads
9%
26%
52%
14%
Safety of other types of roads/streets
6%
16%
51%
27%
Road system planning
3%
10%
57%
30%
Availability of bike paths
9%
9%
45%
37%
Availability of sidewalks
7%
10%
43%
40%
Ability to easily walk from place to place
6%
9%
45%
41%
Availability of public transportation
5%
7%
42%
45%
Ease of riding bicycle to get around
5%
8%
39%
48%
Ability to get around by public transportation
5%
5%
32%
58%
0%
20%
40%
60%
80%
100%
Extremely Satisfied (5)
Very Satisfied (4)
Satisfied (3)
Less/Not Satisfied (1/2)
ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey

Regional Transportation Options that Residents Felt Were Most Important to Expand

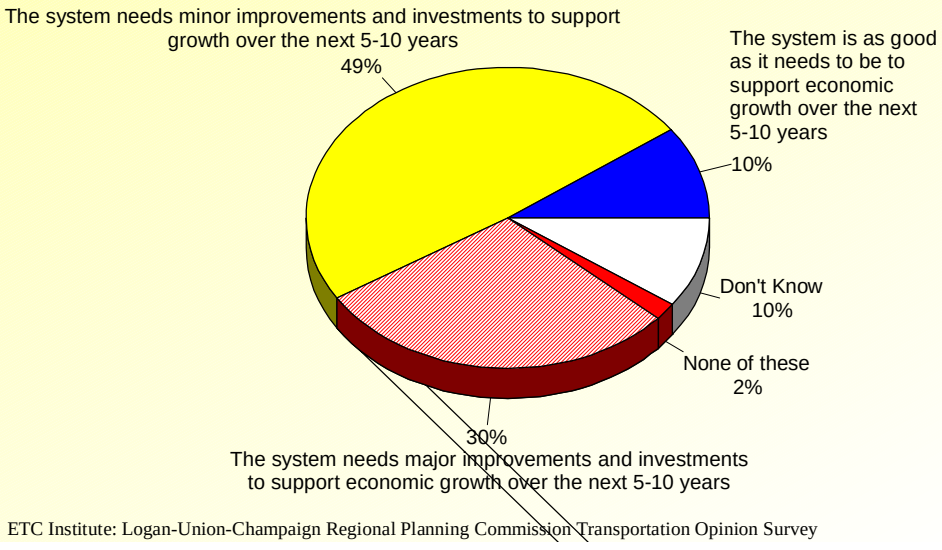
by percentage of respondents who selected the item as one of their top two choices



ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey

Which statement about the region's economy and transportation systems comes closest to your own view?

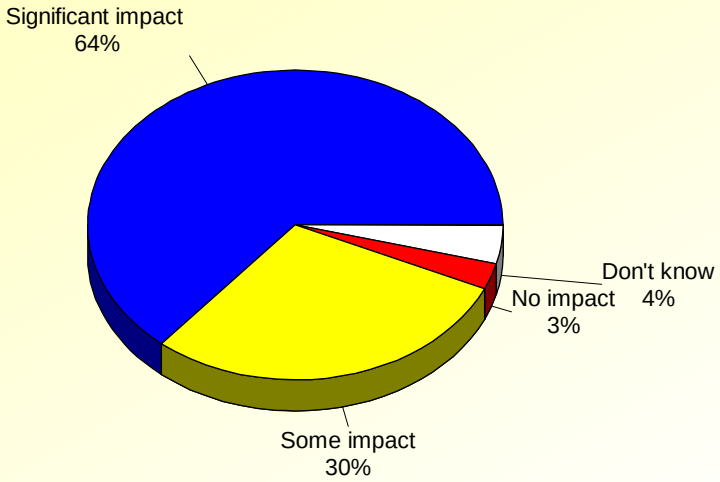
by percentage of respondents



ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey

How much impact do you think that growth and development in the region have on the region's transportation system?

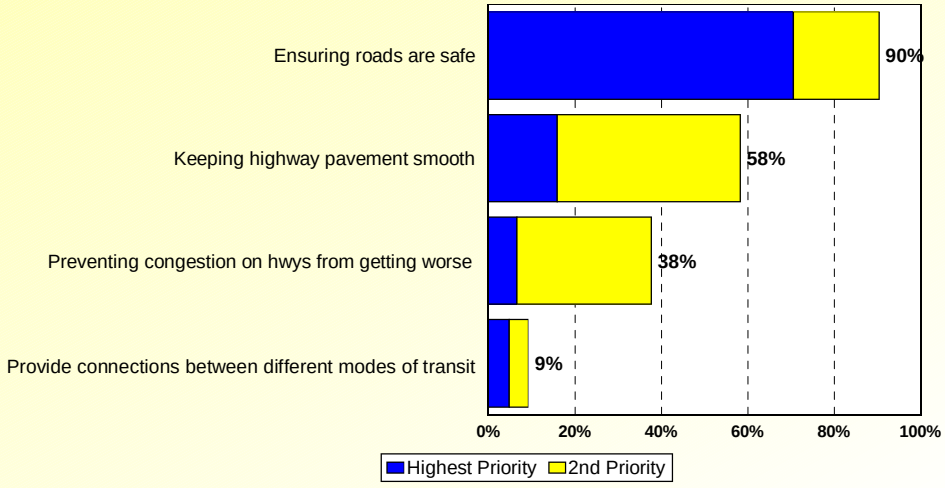
by percentage of respondents



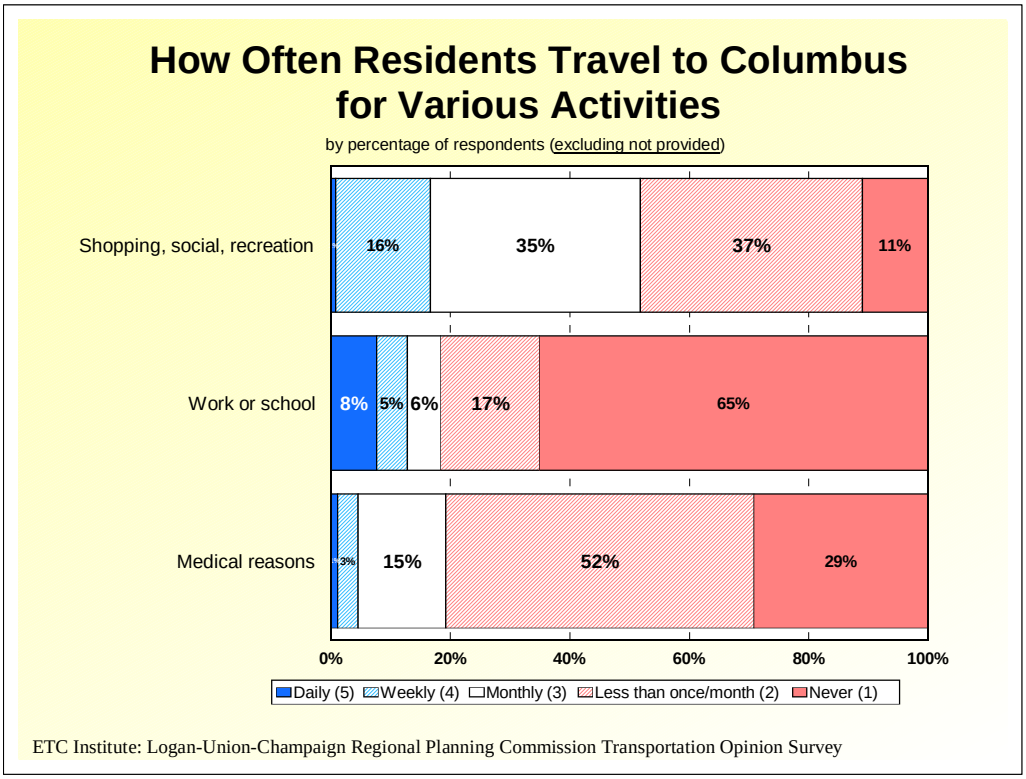
ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey

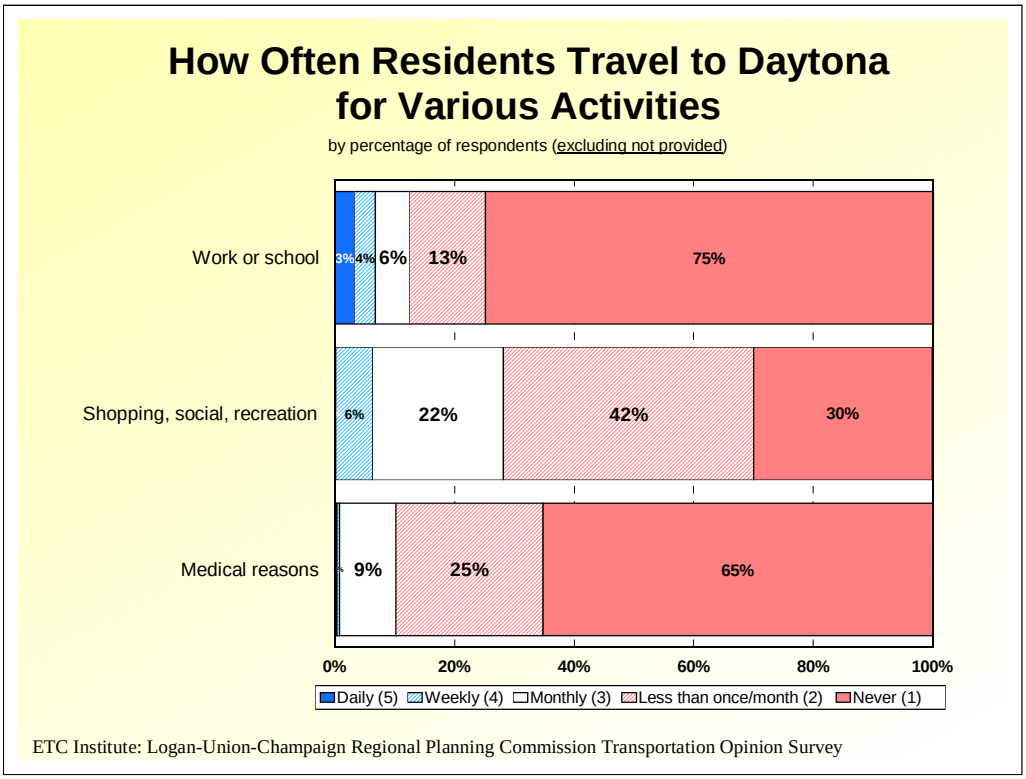
In the future, if there is a gap between existing revenue and the cost of maintaining the system, how would you rank the priority that should be placed on funding for the following items.

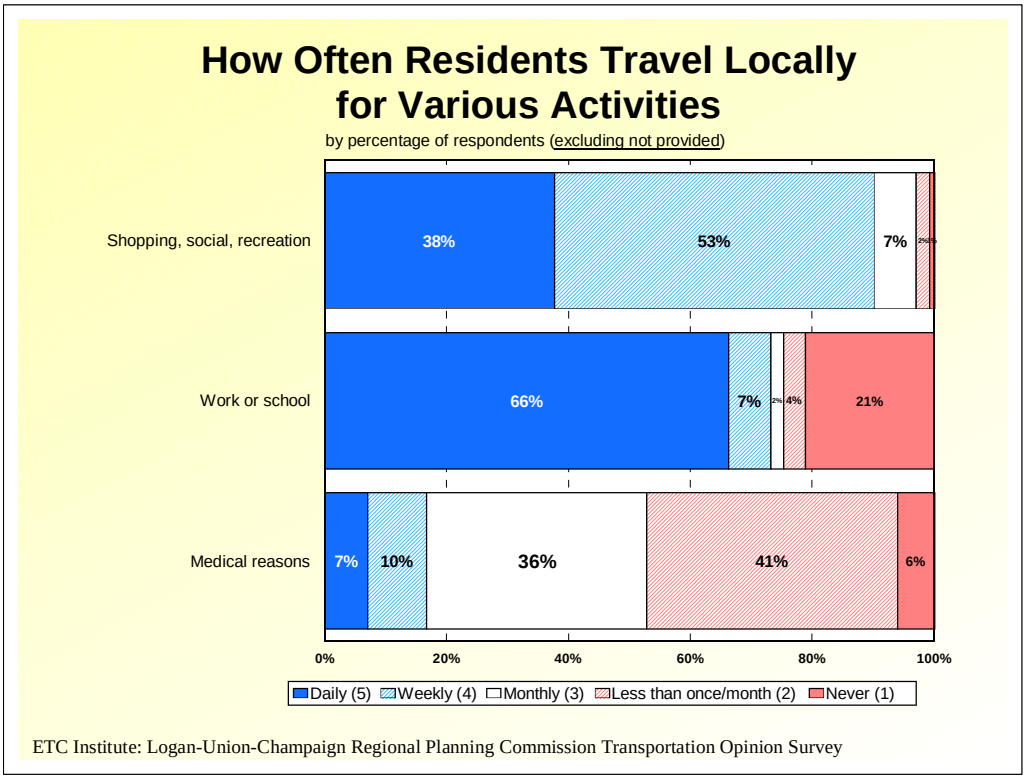
by percentage of respondents who selected the item as one of their top two choices

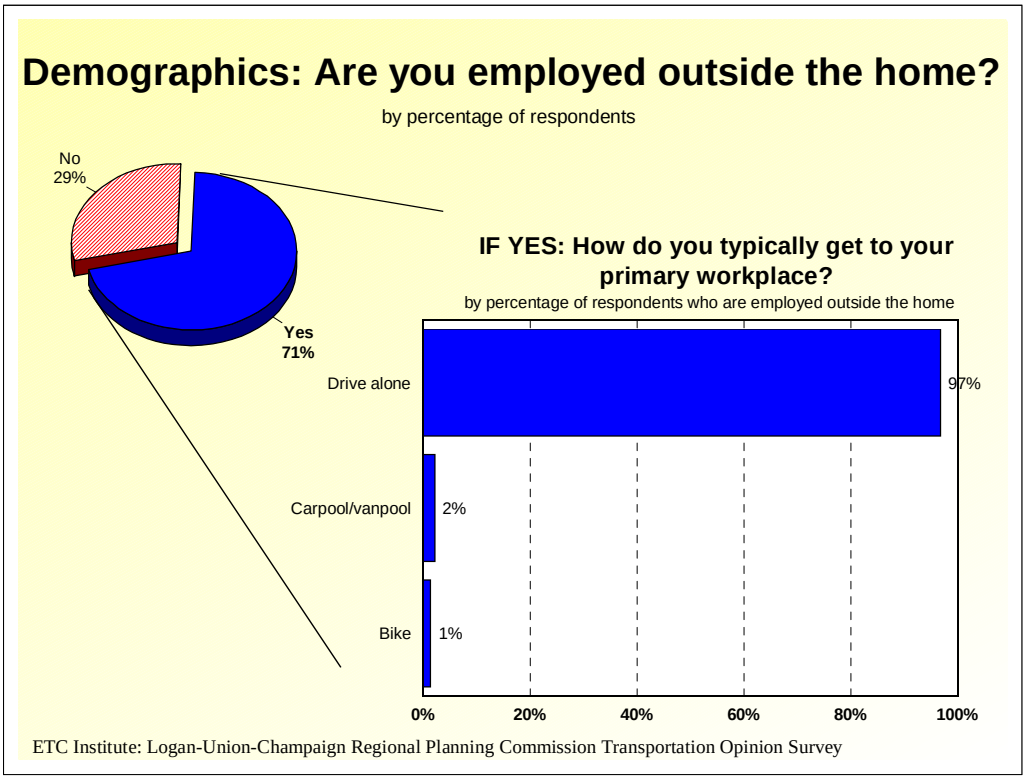


ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey


How Often Residents Travel to Columbus for Various Activities
by percentage of respondents (excluding not provided)
Shopping, social, recreation
16%
35%
37%
11%
Work or school
8%
5%
6%
17%
65%
Medical reasons
3%
15%
52%
29%
0%
20%
40%
60%
80%
100%
Daily (5)
Weekly (4)
Monthly (3)
Less than once/month (2)
Never (1)
ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey

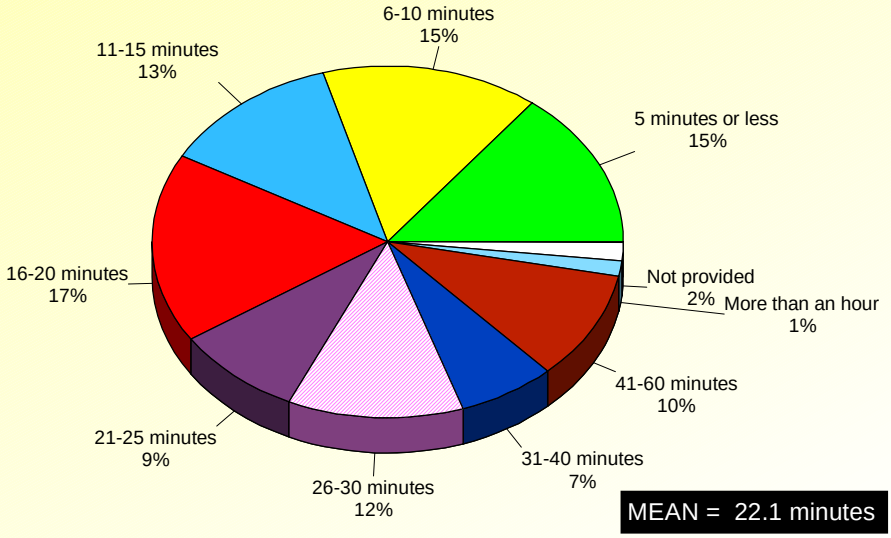

How Often Residents Travel to Daytona for Various Activities
by percentage of respondents (excluding not provided)
Work or school
3%
4%
6%
13%
75%
Shopping, social, recreation
6%
22%
42%
30%
Medical reasons
9%
25%
65%
0%
20%
40%
60%
80%
100%
Daily (5)
Weekly (4)
Monthly (3)
Less than once/month (2)
Never (1)
ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey


How Often Residents Travel Locally for Various Activities
by percentage of respondents (excluding not provided)
Shopping, social, recreation
38%
53%
7%
Work or school
66%
7%
21%
Medical reasons
7%
10%
36%
41%
6%
0%
20%
40%
60%
80%
100%
Daily (5)
Weekly (4)
Monthly (3)
Less than once/month (2)
Never (1)
ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey


Demographics: Are you employed outside the home?
by percentage of respondents
No
29%
Yes
71%
IF YES: How do you typically get to your primary workplace?
by percentage of respondents who are employed outside the home
Drive alone
97%
Carpool/vanpool
2%
Bike
1%
0%
20%
40%
60%
80%
100%
ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey

How many minutes does it usually take you to get from your home to your primary workplace (one-way)?

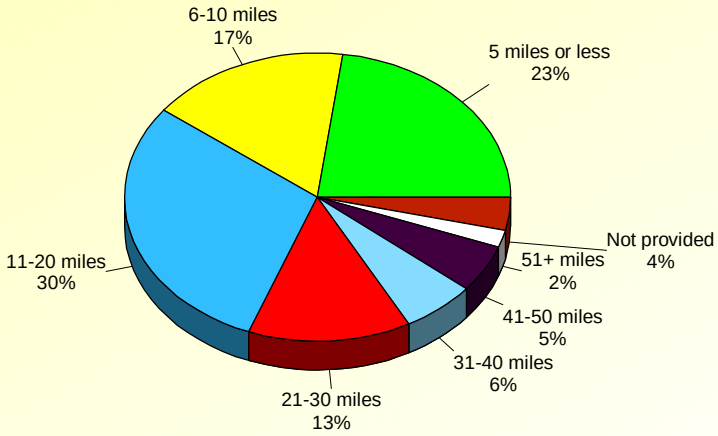
by percentage of respondents who are employed outside the home



ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey

How many miles do you live from your primary workplace (one-way distance)?

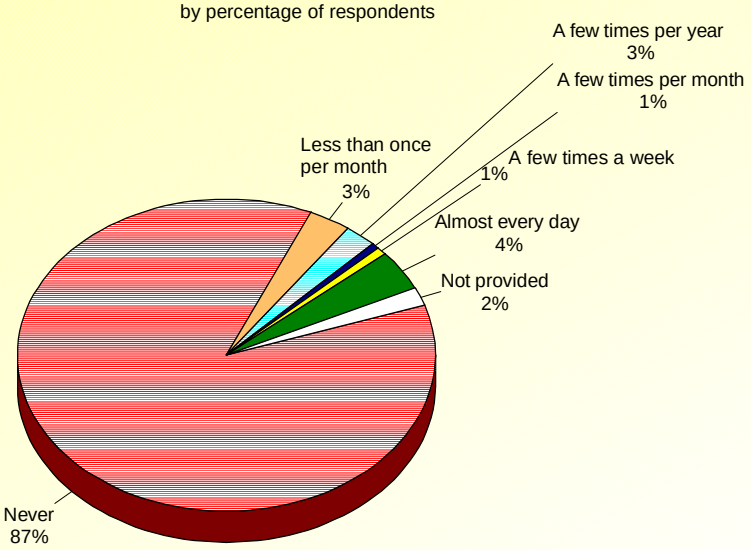
by percentage of respondents who are employed outside the home



ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey

Which of the following best describes how often you used public transportation during the past year?

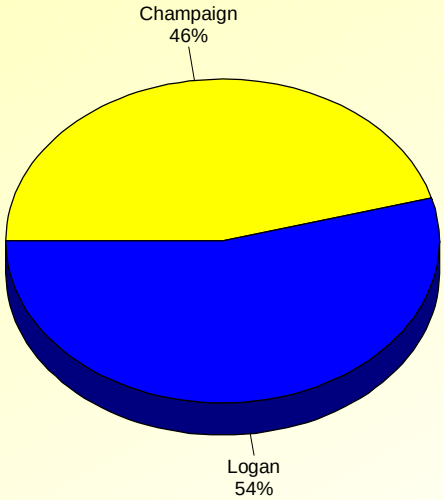
by percentage of respondents



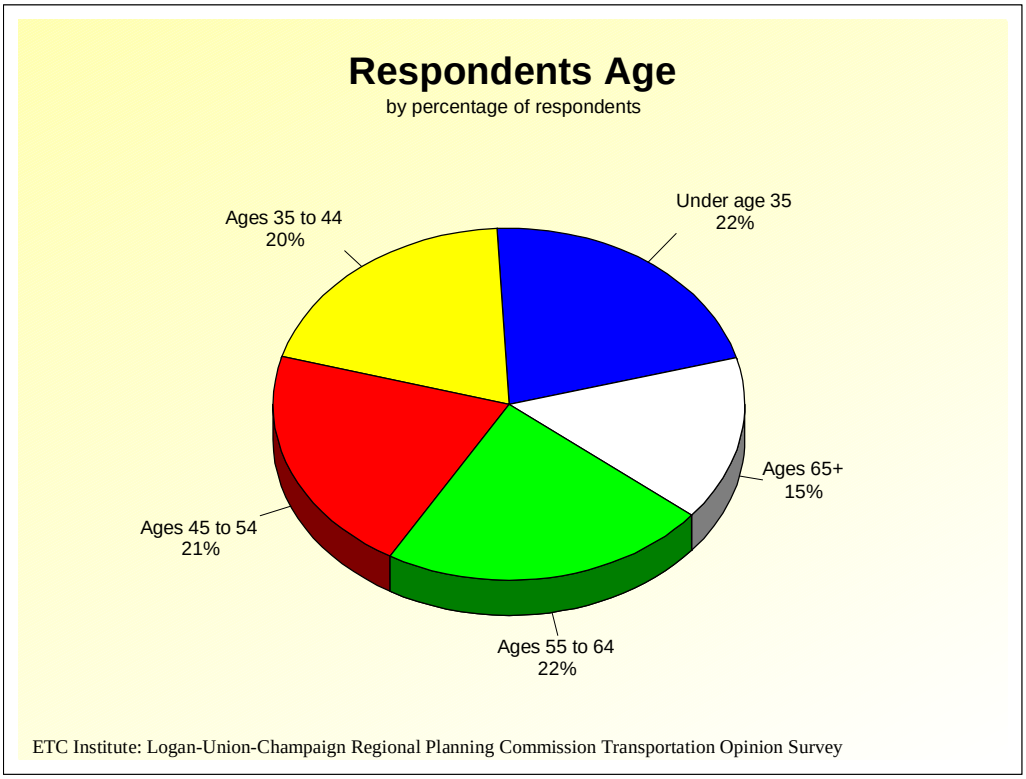
ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey

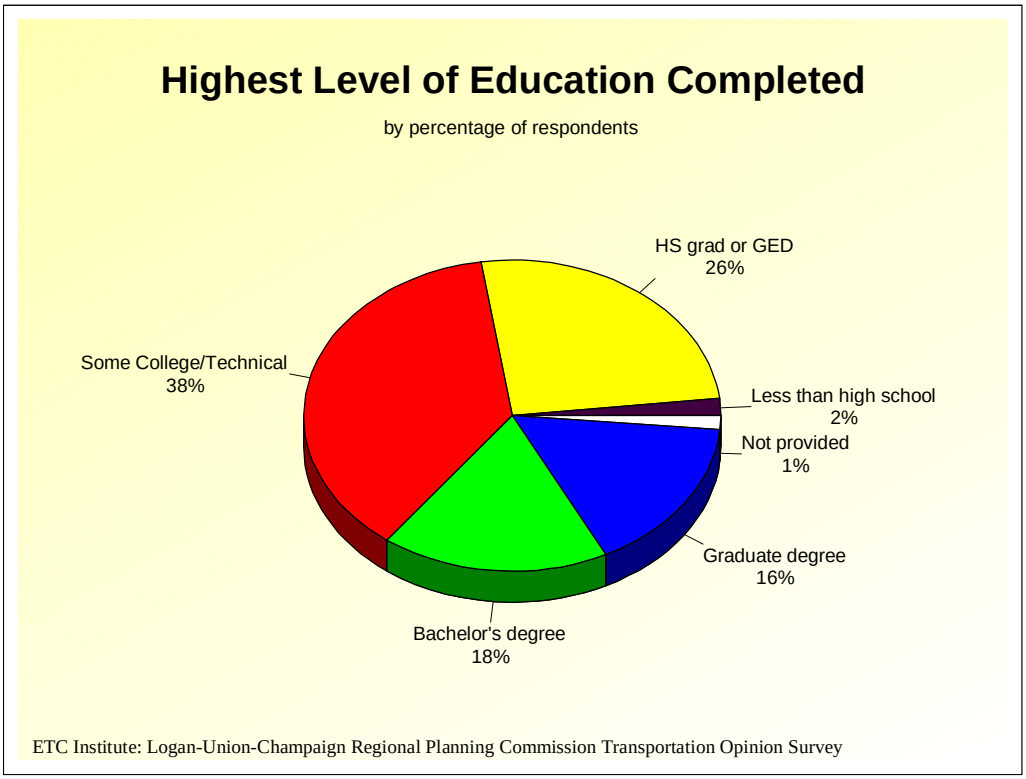
In which county do you live?

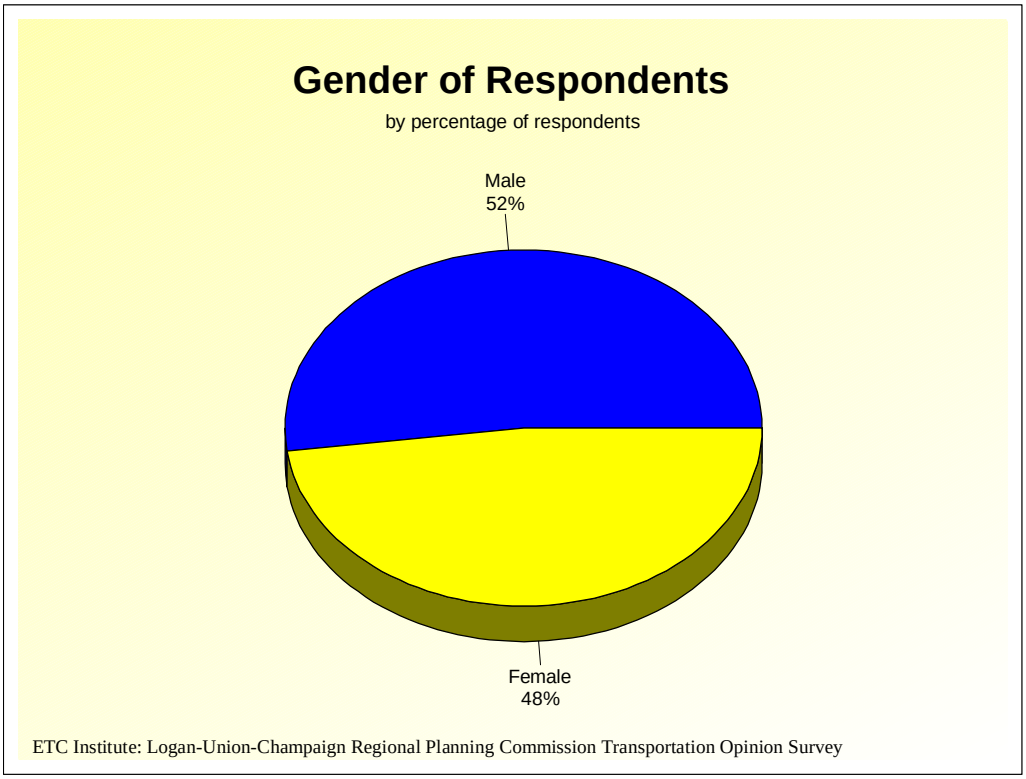
by percentage of respondents

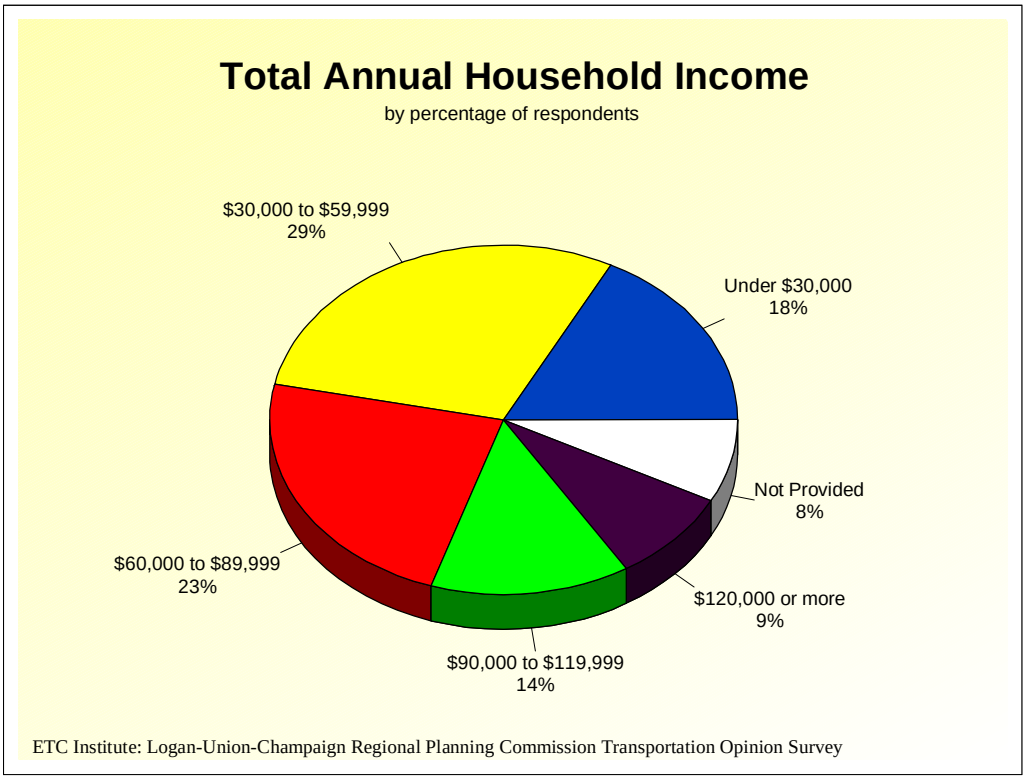


ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey


Respondents Age
by percentage of respondents
Under age 35
22%
Ages 65+
15%
Ages 55 to 64
22%
Ages 45 to 54
21%
Ages 35 to 44
20%
ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey


Highest Level of Education Completed
by percentage of respondents
HS grad or GED
26%
Less than high school
2%
Not provided
1%
Graduate degree
16%
Bachelor's degree
18%
Some College/Technical
38%
ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey


Gender of Respondents
by percentage of respondents
Male
52%
Female
48%
ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey


Total Annual Household Income
by percentage of respondents
$30,000 to $59,999
29%
Under $30,000
18%
Not Provided
8%
$120,000 or more
9%
$90,000 to $119,999
14%
$60,000 to $89,999
23%
ETC Institute: Logan-Union-Champaign Regional Planning Commission Transportation Opinion Survey

Section 2:
Tabular Data

Q1. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation topics in your region.

(N=515)

	Extremely important	Very important	Important	Less important	Not important	No opinion
Q1a. Relieving traffic congestion	23.1%	24.1%	24.1%	15.5%	9.3%	3.9%
Q1b. Improving safety of your region's roadways	42.3%	28.3%	20.0%	4.7%	1.2%	3.5%
Q1c. Providing better linkages among different modes of transportation	15.0%	14.2%	25.2%	26.8%	14.8%	4.1%
Q1d. Having a good freight transportation system to support your region's economy	25.6%	31.7%	27.4%	7.8%	4.3%	3.3%
Q1e. Providing public transportation in your region's cities & rural areas	15.5%	14.0%	25.6%	23.1%	18.4%	3.3%
Q1f. Expanding bicycle facilities	11.5%	14.0%	22.1%	25.0%	21.7%	5.6%
Q1g. Improving access to your region's small airports	3.7%	7.4%	23.5%	29.9%	27.2%	8.3%

Q1. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation topics in your region. (without "no opinion")

(N=515)

	Extremely important	Very important	Important	Less important	Not important
Q1a. Relieving traffic congestion	24.0%	25.1%	25.1%	16.2%	9.7%
Q1b. Improving safety of your region's roadways	43.9%	29.4%	20.7%	4.8%	1.2%
Q1c. Providing better linkages among different modes of transportation	15.6%	14.8%	26.3%	27.9%	15.4%
Q1d. Having a good freight transportation system to support your region's economy	26.5%	32.7%	28.3%	8.0%	4.4%
Q1e. Providing public transportation in your region's cities & rural areas	16.1%	14.5%	26.5%	23.9%	19.1%
Q1f. Expanding bicycle facilities	12.1%	14.8%	23.5%	26.5%	23.0%
Q1g. Improving access to your region's small airports	4.0%	8.1%	25.6%	32.6%	29.7%

Q2. Which TWO of the issues listed above (in question 1) are the highest priorities to you?

Q2. Top choice	Number	Percent
Relieving traffic congestion	103	20.0 %
Improving safety of your region's roadways	219	42.5 %
Providing better linkages among different modes of transportation	23	4.5 %
Having a good freight transportation system to support your region's economy	57	11.1 %
Providing public transportation in your region's cities & rural areas	23	4.5 %
Expanding bicycle facilities	23	4.5 %
Improving access to your region's small airports	3	0.6 %
None chosen	64	12.4 %
Total	515	100.0 %

Q2. 2nd choice	Number	Percent
Relieving traffic congestion	93	18.1 %
Improving safety of your region's roadways	113	21.9 %
Providing better linkages among different modes of transportation	26	5.0 %
Having a good freight transportation system to support your region's economy	128	24.9 %
Providing public transportation in your region's cities & rural areas	42	8.2 %
Expanding bicycle facilities	33	6.4 %
Improving access to your region's small airports	4	0.8 %
None chosen	76	14.8 %
Total	515	100.0 %

Q2. Which TWO of the issues listed above (in Question 1) are the highest priorities to you? (top 2)

Q2. Top choice	Number	Percent
Relieving traffic congestion	196	38.1 %
Improving safety of your region's roadways	332	64.5 %
Providing better linkages among different modes of transportation	49	9.5 %
Having a good freight transportation system to support your region's economy	185	35.9 %
Providing public transportation in your region's cities & rural areas	65	12.6 %
Expanding bicycle facilities	56	10.9 %
Improving access to your region's small airports	7	1.4 %
None chosen	64	12.4 %
Total	954	

Q3. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation options in your region.

(N=515)

	Extremely important	Very important	Important	Less important	Not important	No opinion
Q3a. Maintaining existing transportation system	46.6%	31.8%	15.3%	2.1%	0.8%	3.3%
Q3b. Improving existing highway network	38.4%	32.8%	20.8%	5.0%	1.4%	1.6%
Q3c. Improving bicycle/pedestrian facility network	12.2%	14.8%	24.7%	26.8%	17.3%	4.3%
Q3d. Improving public transportation network	13.6%	18.8%	26.8%	21.6%	14.6%	4.7%
Q3e. Improving rail network	11.3%	15.3%	28.0%	25.2%	13.6%	6.6%
Q3f. Improving small airport network	3.9%	7.2%	28.7%	28.2%	24.1%	8.0%

Q3. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation options in your region. (without "no opinion")

(N=515)

	Extremely important	Very important	Important	Less important	Not important
Q3a. Maintaining existing transportation system	48.2%	32.9%	15.9%	2.2%	0.8%
Q3b. Improving existing highway network	39.1%	33.3%	21.1%	5.1%	1.4%
Q3c. Improving bicycle/pedestrian facility network	12.8%	15.4%	25.8%	28.0%	18.1%
Q3d. Improving public transportation network	14.3%	19.8%	28.1%	22.6%	15.3%
Q3e. Improving rail network	12.1%	16.4%	29.9%	27.0%	14.6%
Q3f. Improving small airport network	4.2%	7.8%	31.2%	30.6%	26.2%

Q4. How satisfied are you with:

(N=515)

	Extremely satisfied	Very satisfied	Satisfied	Less than satisfied	Not satisfied	No opinion
Q4a. Safety of major roads, such as interstates or state highways	8.7%	25.0%	50.7%	10.9%	2.7%	1.9%
Q4b. Safety of other types of roads & streets	6.0%	15.3%	50.1%	23.5%	2.9%	2.1%
Q4c. Availability of public transportation	4.3%	5.8%	33.0%	20.8%	14.8%	21.4%
Q4d. Availability of bike paths	7.2%	7.2%	36.1%	19.4%	10.7%	19.4%
Q4e. Availability of sidewalks or other paths for walking	6.0%	8.5%	37.7%	22.5%	12.2%	13.0%
Q4f. The way the region has planned road systems for addition of businesses & new housing	2.7%	8.7%	48.7%	19.0%	6.8%	14.0%
Q4g. Your ability to get from one place to another locally by car	13.4%	31.7%	46.6%	4.5%	2.3%	1.6%
Q4h. Your ability to get from one place to another locally by public transportation	3.1%	3.3%	20.8%	18.6%	18.6%	35.5%
Q4i. Ease of riding a bicycle from one place to another	3.9%	5.6%	29.3%	22.3%	13.2%	25.6%
Q4j. Ability to easily walk from one place to another	4.9%	7.4%	38.3%	22.5%	11.8%	15.1%

Q4. How satisfied are you with: (without "no opinion")

(N=515)

	Extremely satisfied	Very satisfied	Satisfied	Less than satisfied	Not satisfied
Q4a. Safety of major roads, such as interstates or state highways	8.9%	25.5%	51.7%	11.1%	2.8%
Q4b. Safety of other types of roads & streets	6.2%	15.7%	51.2%	24.0%	3.0%
Q4c. Availability of public transportation	5.4%	7.4%	42.0%	26.4%	18.8%
Q4d. Availability of bike paths	8.9%	8.9%	44.8%	24.1%	13.3%
Q4e. Availability of sidewalks or other paths for walking	6.9%	9.8%	43.3%	25.9%	14.1%
Q4f. The way the region has planned road systems for addition of businesses & new housing	3.2%	10.2%	56.7%	22.1%	7.9%
Q4g. Your ability to get from one place to another locally by car	13.6%	32.1%	47.3%	4.5%	2.4%
Q4h. Your ability to get from one place to another locally by public transportation	4.8%	5.1%	32.2%	28.9%	28.9%
Q4i. Ease of riding a bicycle from one place to another	5.2%	7.6%	39.4%	30.0%	17.8%
Q4j. Ability to easily walk from one place to another	5.7%	8.7%	45.1%	26.5%	14.0%

Q5. Please rank the priority that should be placed on the FIVE transportation issues listed below.

Q5. Highest priority	Number	Percent
Expanding State's highway network in your region	311	60.4 %
Expanding State's bicycle/pedestrian facility network in your region	77	15.0 %
Expanding State's public transportation network in your region	76	14.8 %
Expanding State's rail network in your region	30	5.8 %
Expanding State's small airport network	8	1.6 %
None chosen	13	2.5 %
Total	515	100.0 %

Q5. 2nd priority	Number	Percent
Expanding State's highway network in your region	90	17.5 %
Expanding State's bicycle/pedestrian facility network in your region	111	21.6 %
Expanding State's public transportation network in your region	174	33.8 %
Expanding State's rail network in your region	96	18.6 %
Expanding State's small airport network	24	4.7 %
None chosen	20	3.9 %
Total	515	100.0 %

Q5. 3rd priority	Number	Percent
Expanding State's highway network in your region	48	9.3 %
Expanding State's bicycle/pedestrian facility network in your region	111	21.6 %
Expanding State's public transportation network in your region	137	26.6 %
Expanding State's rail network in your region	141	27.4 %
Expanding State's small airport network	54	10.5 %
None chosen	24	4.7 %
Total	515	100.0 %

Q5. 4th priority	Number	Percent
Expanding State's highway network in your region	33	6.4 %
Expanding State's bicycle/pedestrian facility network in your region	84	16.3 %
Expanding State's public transportation network in your region	71	13.8 %
Expanding State's rail network in your region	159	30.9 %
Expanding State's small airport network	141	27.4 %
None chosen	27	5.2 %
Total	515	100.0 %

Q5. Lowest priority	Number	Percent
Expanding State's highway network in your region	16	3.1 %
Expanding State's bicycle/pedestrian facility network in your region	108	21.0 %
Expanding State's public transportation network in your region	32	6.2 %
Expanding State's rail network in your region	63	12.2 %
Expanding State's small airport network	262	50.9 %
None chosen	34	6.6 %
Total	515	100.0 %

Q6. Which ONE of the following statements about the region's economy and transportation system, which includes roads, highways, buses, trains and airports, comes closest to your own view?

Q6. Which statement about region's economy & transportation system comes closest to your own view	Number	Percent
Transportation system is basically as good as it needs to be in order to improve economic growth in next 5 to 10 years	51	9.9 %
Transportation system needs minor improvements & investments in order to improve economic growth in next 5 to 10 years	252	48.9 %
Transportation system needs major improvements & investments in order to improve economic growth in next 5 to 10 years	152	29.5 %
None of these	10	1.9 %
Don't know	50	9.7 %
Total	515	100.0 %

Q7. How much impact do you think that growth and development in the region have on the transportation system?

Q7. How much impact do growth & development have on transportation system	Number	Percent
Significant impact	329	63.9 %
Some impact	152	29.5 %
No impact	14	2.7 %
Don't know	20	3.9 %
Total	515	100.0 %

Q8. In the future, if there is a gap between existing revenue and the cost of maintaining Ohio's transportation system, how would you rank the priority that should be placed on funding the FOUR transportation items listed below?

Q8. Highest priority	Number	Percent
Ensuring roads are safe	363	70.5 %
Keeping highway pavement smooth	82	15.9 %
Preventing congestion on highways from getting worse	34	6.6 %
Providing connections between different modes of transportation	25	4.9 %
None chosen	11	2.1 %
Total	515	100.0 %

Q8. 2nd priority	Number	Percent
Ensuring roads are safe	102	19.8 %
Keeping highway pavement smooth	218	42.3 %
Preventing congestion on highways from getting worse	160	31.1 %
Providing connections between different modes of transportation	22	4.3 %
None chosen	13	2.5 %
Total	515	100.0 %

Q8. 3rd priority	Number	Percent
Ensuring roads are safe	32	6.2 %
Keeping highway pavement smooth	168	32.6 %
Preventing congestion on highways from getting worse	250	48.5 %
Providing connections between different modes of transportation	51	9.9 %
None chosen	14	2.7 %
Total	515	100.0 %

Q8. Lowest priority	Number	Percent
Ensuring roads are safe	6	1.2 %
Keeping highway pavement smooth	32	6.2 %
Preventing congestion on highways from getting worse	55	10.7 %
Providing connections between different modes of transportation	402	78.1 %
None chosen	20	3.9 %
Total	515	100.0 %

Q9. What transportation services or improvements have you experienced elsewhere that you think would be appropriate to implement in Logan or Champaign Counties?

- Reflective highway lane markings.
- Maintenance of bridges for heavy loads.
- Indian Lake gets too congested during the summer months. It should be addressed.
- Finish the 68 bypass connector between US Rte. 33 and I-70.
- More speed limit signs on state routes, i.e. 245, 296, 814.
- Change the square back like it was in Urbana. You get some people who don't want to go around in circles to get their chance to turn on the road they want.
- Bike paths are needed between Logan and Champaign counties and between Bellefontaine and Indian Lake.
- The implementation of public sidewalks has always been non-existent. I always had sidewalks in our housing developments so we did not have to use the street to walk, bike, and etc.
- Beams are needed for bicycle and walking.
- Boston has short term rental cars for public use or that you can pay to use.
- A city bus or taxi's.
- Bus service between Urbana, Bellefontaine, and etc.
- Bicycle paths and bus service
- Extend U.S. Route 33 from Huntsville westward.
- Clark County has a public transportation system that I think would be beneficial for Champaign County.
- Traffic circles do improve traffic flow consistency in some areas.
- Passenger rail service.
- More transportation options for people with no way to drive/travel and keeping the costs down for the elderly or disabled. Sometimes they wait for quite a while for a return trip from doctor appointments. Maybe we need more vans and more drivers.
- Railroads and buses.
- A 4-lane highway (Rte. 68) from north side of Bellefontaine3 and connecting with 4-lanes north of Springfield would be nice.
- Rail system and public transportation.
- By-pass around the City, not through it.
- Taxi services.
- Wider roads and better signage.
- I have not seen any.
- Bus service.
- A 4 lane highway through Champaign County.
- Keeping roadways free from dangerous potholes and making sure they are well-lined and marked for visibility.
- Bus terminal and train station
- In Urbana, I believe that the people need to learn how to go around a roundabout.
- Wider, better marked rural roads, better signage on these roads, replacing old faded signage, making sure signage is visible (not covered by trees/leaves) and etc.
- Less signage - clean up roadways from cluttered signs.

- Think Atlanta, Georgia. Think big. 15-20 years out and outer belts. IE - outer = Delaware, Sunborg, Johnstown, Pataskala, Pickerington, Ashville, London, Marysville. Big outer - Marion, Mt Vernon, Newark, Hebron Lancaster, Circleville, Washington CH, Springfield, Urbana, Bellefontaine. Wagon Wheel Spokes, connecting cities - all are growing outside the box.
- I don't have any ideas; I live in small town with one stoplight.
- Better access to public transportation.
- Turn lanes at major intersections where traffic is heavy. A good example would be the intersection of State Rte. 68 and Hickory Grove Road south of Urbana; there is poor visibility and heavy traffic here which creates real safety issues. Others like this also exist on Rte. 68 as well.
- Improve traffic congestion on Rte. 68 between county line road (south End of Champaign co.) and Urbana.
- Champaign transit is been doing great.
- Bike paths that run through more towns in Champaign county would be stellar!
- Bike and walk paths.
- A 4-lane highway in Champaign county!!!
- There are no trains, buses, or bike paths where we live. We need some.
- Taxi or "by reservation" bus service. Consider Bellefontaine, W. Lib and Urbana downtown bypasses for large truck/other thru traffic on Rte. 68 similar to Rte. 33 in SE Ohio.
- Highway connections (industrial connections)
- Bike paths
- Bike lanes and bike racks for businesses. Sidewalks on all streets.
- Widen highly used back roads i.e. Honda routes.
- Add turn lanes
- An accessible, affordable public transportation system linking places of employment and agencies that serve people. Having pedestrian access, especially to agencies that support people.
- 68 bypass, extending 3-4 lanes to Wapak from Springfield to Bellefontaine.
- As Clark county grew, congestion got worse. Leave more easement along roads to allow lane expansion when needed.
- Trains to connect small towns to cities to relieve car/highway/pollution problems!
- While I understand the level of public transportation in larger cities isn't as necessary or possible as in Champaign county, I think implementing a rideshare plan or a more prevalent way of free or cost effective public transportation would be great.
- Whoever resurfaced ST RT 68 between West Liberty and Bellefontaine did a very poor job. The Ludlow or Co. Rd. 1 is far smoother.
- More public transportation
- We need an overpass at 274 and 33.
- Bike path from Urbana to Bellefontaine.
- Repaving is needed on roads and bridges; more maintenance.
- Do away with the "roundabout" in Urbana. Go back to the stop signs and traffic lights!!
- Roadways that are re-graded and paved instead of patched without consideration of long-term maintenance savings.
- We need a more direct route to Honda from south (Route 4 from CJ Brown directly to Honda). Interchanges at Rte. 29, 36 and 245.
- Bike paths that allow safe riding between towns and into towns from the country, so car use is not mandatory.
- I think rail transportation would be nice to have.
- Complete Route 68.

- Roundabouts and well maintained and smooth state and county roads.
- A stop light at WLS school to be used mornings and afternoons and flashing yellow at other times. They should also be used during sporting events.
- I would like buses or trains to take residents to bigger cities.
- Having a bypass around Urbana and Bellefontaine - Rte. 68.
- Solar powered flashers built into stop signs where county roads intersect with state highways.
- Buses or public transit.
- Yellow lines on narrow county and township roads.
- Fix and update bridges.
- Public bus transportation, sidewalks and bike paths.
- Maybe it would be good to have later hours for the transit to pick up the elderly; especially to go to and from doctors appointments.
- Need a bypass around Urbana.
- I would like to see an improvement in the clearing of roads after severe or less than severe winter weather. In comparison to other counties in my commute, Champaign County is by far the worst.
- A higher standard for improvement in employee responsibility.
- Complete State Route 68 to bypass Urbana and Bellefontaine.
- We experience a lot of semi-truck traffic in the downtown area and heavily traveled streets. It would be nice to have a bypass for these types of vehicle traffic.
- Major pot holes and congestion in Urbana.
- Reroute semis from going through Urbana Route 68 and 36.
- Extension of US 68.
- Roundabouts, speed limit signs (electric) and increased police patrol.
- 4-lane bypass (example: Lancaster & Nelsonville)
- More bypasses and limited access routes.
- I think local government should help in funding public transportation for people not able to drive themselves. We have a great non-profit system but not enough funds to run it properly. Tri-County Community Action has "transportation for Logan County."
- More public transportation, bicycle paths and cab service.
- School buses.
- Better road conditions for traveling with motorcycles in the state of Ohio. Florida has some of the best kept roads for traveling on.
- Complete 68 North in Champaign and Logan counties. It has been planned for 40 years.
- Single point urban intersections and roundabouts
- Bus service.
- I used public transportation in Clark county for years. I moved to Urbana 2 1/2 years ago and really don't like having bus transit. You either walk or depend on a ride.
- Light rail could help get people off the roads and save on fuel.
- I can’t think of any improvements we need in the short term. Champaign county has what is necessary for now and we don't need little used projects that can't be funded.
- Bike trail and depot in Urbana. An extended bike trail would be used and enjoyed by many people in the Indian Lake area. More people might want to locate here as full time residents as a result. Healthy, outdoor working types. We need a snack and restroom public stop on the trail.
- Lack of any bus or rail service to or from Logan county.
- Clean the intersections better of gravel!
- Separate side lane for bicycles and pedestrians (Mentor, Ohio)

- Easier access for commercial trucks getting around the city also in and out of business work places.
- More accessible bike path from east to west not just north to south.
- Bypass of 68 for Bellefontaine and Urbana.
- Rail service.
- More turn lanes in high traffic areas.
- More roundabouts.
- Bike and walking paths. 4 lane St. Rt. 33 Indian Lake region
- There are a few intersections with blind spots. I think the placement of signage at 287-245 by Piatt Castle needs looked at. There have been several collisions there - even fatal ones!
- Main highway road
- Passenger rail. L.E.D. illuminated stop signs in dim lit areas.
- Bicycle track.
- Bike and running paths needed.
- Repaved roadways.
- Higher speed limits!
- Definitely not traffic circles like the one in Urbana.
- We need a bypass around Urbana. N-S Route 68 goes right through town and causes a lot of problems for drivers and residents.
- 4 lane highway on Rte. 68 and Rte. 36 to Pique.
- Long bike paths and salted roads in ice/snow conditions. For example, on 33 there was a layer of ice at 1:30 a.m. at the Honda Plants; there were many cars off the highway and stranded because the highway was not salted.
- County transit department for low income people.
- Expand public transportation for persons with disabilities. A bike path if the money is available.
- Improve US 68 thru Champaign and Logan counties.
- Providing bike ways and improving bicycle access, usage and reach.
- Public transportation without having to make an appointment.
- Bicycle paths for safe recreation, too many people being hit by cars.
- Round-a-bouts.
- More bicycle paths.
- None; our transportation network suits our population/demographics well.
- 4 lane highways.
- Bicycle paths along major (Franklin county) routes and highways. Rail transportation with park-n-rides to connect rural/suburban areas to urban areas (NJ&NY).
- More bicycle paths from Mcbung to Urbana, Mcbung to London, and Mcbung to Plan City.
- Speed limits the same for all automobiles and commercial vehicles.
- Rail
- Wider shoulders on 2 lane roads allowing for safe walking, etc.
- Four lanes to and from Logan - Champaign counties.
- Bus/light rail
- Inner city transportation i.e. Urbana to Springfield, Urbana to Bellefontaine
- Champaign county has no 4 lane highways why? It also has no public transportation after 2pm why?
- None. Lived in area all my life.
- Have better handicapped services that are more affordable because most are on a fixed income.
- City bypasses!
- Bypass (68 around Urbana)

- Public transportation
- This state is notoriously bad about posting speed limits on rural roads which makes for dangerous intersections. Some of these intersections and indeed the roads themselves, become dangerous when the corn is up. Setbacks on fields may help some. Also, "high water" hazards spots could be addressed; better drainage methods are needed, especially during freezing periods.
- The use of roundabouts and European turnabouts should be minimized. Semis should not turn in downtown West Liberty; it is a hazard.
- More stop lights and caution lights. Illuminated 4-way stops at intersections.
- More sidewalks to allow walking more places. More miles of bike/walk paths for recreation and better connections to existing paths in the region.
- Traffic cams (not speed trap type) to let people see conditions during peak traffic and during bad weather. (Airtimes-Tri County).
- Bike paths separate from highway but equally smooth, direct and level. Bicycling with traffic is not comfortable. Bike/rail would be very nice so that you could cycle or use the train to get places.
- Bypass to Route 33.
- Wider roads because farming requires wider pavement and smoother primary rural roads. There are too many careless/reckless drivers during planting and harvest season.
- Safe roads.
- Bike paths to keep bicycles off rural roads; it is not safe for bicyclists.
- Bike lanes
- Mega bus type transport to Columbus or Chicago. Light rail linking Chicago, Toledo, Cleveland, Columbus and Cincinnati.
- Public transportation or light rail.
- How about paving county roads instead of chipping and sealing them? It's only a temporary fix.
- More times and more regular routes for buses to St. Paris, Mechanicsburg and Bellefontaine from Urbana. Also, transport by calling for van, zip cars or trains.
- Standard bus routes.
- Need expanded hours for public transportation. Need a bypass around Urbana to 7 Commerce because of congestion and to make Urbana safer.
- Taxi's.
- Bus service that fits the people's schedules and not for the convenience of the bus people.
- Four lane highway connector in Champaign county from Clark county to Logan county.
- Logan County lacks a lot of sidewalk access and a bicycle path would be a great addition. City congestion can be bad certain times of day.
- Trolly's
- Rail service.
- Clark County has the best snow removal around than any other County has.
- Rail service.
- Red light cameras.
- We need a 68 bypass around Urbana to help keep trucks out of the town.
- No matter what improvements you make, the flow of traffic needs to be kept going. 245 in Maryville is closed for 4 months which is unacceptable for any improvement project.
- More rail access - transport and open rail access to Dayton, Columbus and Cincinnati.
- Need better connection to bike paths and walking trails like Urbana to Springfield to Xenia trails.
- More access to affordable public transportation throughout daytime and evening hours.

- Rail system in and out of the region and 4 lane roadways.
- Buses and bike paths.
- County roads need black top type road surfaces; they are very rough.
- More 4 lane highways.
- More yield signs and roundabouts.
- Rail service linking Urbana to Springfield, Dayton and Columbus. Better bus service in Urbana.
- People need transportation or they cannot take or keep jobs. People need public transportation that runs from 6am to midnight, so they can take jobs at nursing homes, eating establishments, and etc. Daycare needs to provide longer hours to care for children of parents working second shift.
- We need to expand our rail transit. Large trucks cost too much in taxes for repairs, and etc.
- Boots Farm in Monroe Tup. is hunting our county roads.
- Provide connections between different modes of transportation.
- Improvements are needed to ease travelers driving through Bellefontaine.
- Passenger train service to other cities.
- This is on highways and freeways: In Minnesota they have traffic lights on the on ramps at majorly congested areas which really help! Safety issue!
- A trolley or bus system that would connect towns and also be within each town, i.e. I could take the bus from West Liberty to Bellefontaine and have access to various locations in Bellefontaine. I could take a bus from Wal-Mart Supercenter to the JC Penny Plaza to the Courthouse. There would probably only need to be one central stop in West Liberty.
- Repaving.
- Arms at more country railroad crossings. Widen and put lines on back roads. Prefer paving to tar and gravel.
- Repair bridges
- Taxi service
- Better winter snow removal.
- Make Route 68 4-lanes to Springfield.
- Taxi services or buses
- Eliminate the traffic circle in Urbana, improve STR 274 and US 33 crossroads; traffic at these spots can be dangerous.
- We need left turn lanes.
- Finish the 68 bypass.
- County and Township Roads need to be made wider because of bigger trucks and farm machinery.
- Speed limit in residential area needs to be consistent, i.e. Route 68. Improved street lighting. Marked parking on residential Route 68 (South Main).
- Build a 4-lane facility from Lakeview to Wapak to complete US 33.
- Repaving existing roads.
- Public transportation.

Q10. Please provide any additional comments you have regarding the transportation system in your region in the space below. Feel free to make comments about any or all modes of transportation.

- I'm concerned about the safety of bridges in Ohio and feel there needs to be financial investments in the current system.
- Maintain bridges for heavy loads.
- It would be nice to have a bike path all the way around Indian Lake.
- I really oppose the entire concept of the TRAC committee. Unelected boards should not be making funding decisions only recommendations to the legislature. Bike and walking paths should not be funded by gas tax dollars. The same goes for all the acoustic walls in the big cities. Gas tax needs to be dedicated to road construction and maintenance.
- Need public transportation in North Lewisburg.
- Bike paths are a total waste of money. Need to do something about 36 and 68 in Urbana. There is too much traffic in this town for the roads we have now.
- The main roads and side roads need to be plowed wider in the winter and the intersections plowed clear so you don't driver over it and get stuck.
- During busy times at Indian Lake Ohio, there are some areas which to me require traffic lights (red yellow and green) which have created wait times to cross streets.
- Make it easier for the handicapped to get around.
- I don't have any at this time. I think it's pretty good for what it's used for right now.
- Greatly satisfied to know the bike path from Urbana to Bellefontaine is going to become reality, and should someday be extended to Indian Lake. The former NYC yards here remain unoccupied and should serve CSX now in some fashion for automotive production at Honda.
- Why is it that Logan and Union counties get roads and growth while Champaign (sorry about your luck) don't get our bypass which is needed badly. This started around 1967 and we might be lucky if our grandkids see it.
- I feel that the safety of the public should be the highest priority when improving the region's transportation.
- I am concerned about hidden driveways because of curves in the roads and traffic speeding in these areas.
- Wish we could bring back buses and trains and not the fast ones.
- I'm very satisfied roadways.
- There is no transportation system in Logan county.
- There are no cameras at intersections. Side streets and lights should stay green longer; it is slow to move onto main roads.
- The bridge on CR 21 should not be saved as a historic bridge, replace complete, to full 2-lane roads and straighten the road at the bridge.
- Poor planning and no foresight in the past, has led to major congestion in Marysville and Bellefontaine.
- Left-hand turning lanes on state intersections.
- Downtown "turn about" is not safe for pedestrians or bikes. Not very safe for autos. Need to take St R 68 around town.
- Good planning so far.
- Air is mostly private, rail does not stop, public transportation is barely supported or used, bike is recreational, vehicle - most need retrained or educated. Zip line sites would be great (too and from). Who designed the questions? They are very poorly selected/worded for small towns.
- The Indian Lake area (summer & holidays) is unbearable. State Route 235 N is really bad. The state park entrance is really bad sometimes. 55 mph is too fast for the 235 north side.

- The timing of bridge repair projects occur too late in the summer/early fall. I am a farmer in Champaign county and multiple closings and detours during harvest high traffic demands complicate things greatly. Summer would make better sense it seems.
- I really appreciate Champaign transit picking me up and helping me around off the vans.
- Is there any truth to the statement that Champaign county is the only county without a 4-lane state or US highway in the state? (The 1/2 mile of US 68 out of Clark co. doesn't count) What an embarrassment - and killer of local business and industry in the county!
- We need SR68 "finished".
- There is no public transportation.
- Why is Champaign county roads so bad, Logan and Union roadways are 10 times better. The road around Mingo and N. Lewisburg are so bad it is so hard on cars and trucks. The road from Middletown and Woodstock pass the Triad schools are terrible.
- Generally a good job!
- People with low incomes and/or have disabilities are at a disadvantage to get to agencies that serve them and to get to places of employment due to no public transit and no sidewalks in many areas. It is of particular concern there are not sidewalks to the schools in Bellef.
- There is no problem at this time. You can't take the "stupid" out of drivers without over-regulating everyone. Leave what is well-enough alone; maintain what is already in place.
- Working in intersections so you can see oncoming traffic. Widening pavement on curves and at hills.
- Roads always need improvement.
- I think the current bike paths are great and I would love to see that continue to grow and improve.
- Large trucks have a lot of trouble making the turn east on Baird St. off RT 68 in West Liberty; this is a big problem.
- Relieve the congestion around the lake.
- It doesn't matter what we think; you will do what you want and raise my taxes to pay for it.
- No tax money should be spent on bicycle paths.
- Have State Route 68 skip Urbana and Bellefontaine.
- Need golf cart trails very soon, with laws posted.
- Wayne Township (Champaign Co.) roads are the worst maintained. Those responsible should be investigated and held accountable. More care should be exercised in scheduling repairs/maintenance for east of mileage involved in getting from point A to point B.
- Why is money being wasted on the grooves at the edge of the road to warn a vehicle going too far right? They are annoying and cause the pavement to prematurely break down.
- Route 68 should not disrupt "BOG".
- Complete the US route 68 bypass through Champaign county.
- I would like to see a stoplight or overpass at the intersection of state route 274 and state route 33 due to a large number of accidents at that intersection.
- Should also have a bike trail.
- US Rte. 68 S out of Bellefontaine. Sluvvey was applied but it is still rough in places. US 47 was asphalt?? US 68 has much more traffic!
- There are too many semis using route 287 to get from route 33 and 68.
- Small airports are of no use to the public unless you own a plane.
- Rte. 68 between Bellefontaine and Clark Co. needs to be made safer or totally bypassed except for local traffic.

- In general, I am pleased with ODOT and with its' efforts to build and maintain new and existing highways. I do wish however that Rte. 68 from Springfield to Urbana could be completed.
- I would like to see bike paths throughout the counties.
- No complaints.
- St Rt. 287 is heavily used for semi-truck trailers that drive at top speeds. This is also a residential road that many families with young children live on. Sidewalks/bike paths would be wonderful (as would rerouting the trucks!).
- I live in the country so the only public system that would pick me up would be the transit.
- A US Route 68 bypass around Urbana connecting 15 70 with US Route 33 would greatly help local/region as economy and alleviate Urbana thru traffic.
- The people are thru. The money needed to do job is there. Too much waste of time and resources. Public not getting the ban for the money spent.
- We have no public transportation.
- Rt. 68 too congested in Bellefontaine and Urbana due to truck traffic.
- Traffic lights at certain intersections during Honda rush hour periods. Ex: 2pm-5pm
- The state and county highways are kept fairly clean during the winter, but sometimes within city limits roads are worse.
- It would be great to have a bus service from Bellefontaine to Honda plants.
- Putting large amounts of state or federal money into, largely, rural bike paths at a time when funding basic transportation projects is difficult, is insane.
- Some roads need repaved. (holes in streets)
- Signal lights rural crossings on 33@274, 235@47 and 274@117. No 70 mph speed limits in Logan County; there are too many access roads crossings.
- I feel that the expansion to a four lane freeway from Huntsville to Wapah would help with safety and congestion on Rte. 33. Plus an interchange @274 and 33. As an older citizen of Logan co. I can foresee a lot of limitations if one were not able to be as independent because of availability of transportation.
- Can't the law better enforce the law about people mowing grass in the roads. It's a hazard! It's thick and bad for bikers.
- Make State Route 287 a scenic highway and reduce the semi traffic or limit trucks to 50mph.
- Rt. 68 bypass would be a great help to region. Rt. 36 should be changed w/also a bypass and widened. (more lanes in places)
- Truck lanes only in the city cuts down on a lot of congestion.
- Need rail now.
- I know many hate the traffic circle in Urbana, but I love it! They (traffic circles) are almost always a good idea.
- I think it was ok need more locally and main interstate too.
- Need to expand 68 to Urbana. Also need more law enforcement patrolling the roads.
- Continued economic growth in Bellefontaine and neighboring communities will depend on expansion of state routes.
- Knock the hill in the road off at our driveway.
- I think that overall the system is sufficient at the present time. As traffic volume continues to increase due to economic development things need to be continually monitored for necessary improvements.
- Do away with yield sign in square.
- Buy more salt, use more salt. Get rid of ice/snow.
- Overall, the transportation system is quite good.
- Most of Logan and Champaign counties are too rural for public transportation/bikes/walking.

- US 33 needs to be re-worked to four lanes from Huntsville to Wapakoneta.
- Massachusetts transit system is great. Logan county needs a bus to run in Bellefontaine and Indian Lake.
- Need four lanes roads in the following areas: 68 beyond Urbana to Bellef and 33 beyond IL to Wapak.
- These questions pertain to a big city area, not a rural town community.
- The one change which could help Logan county is a better connector to interstate 75. Union county has excellent access to Columbus and is close. Champaign county has excellent access to both Springfield and Dayton. Logan county has a meandering route to SR75, but excellent access to US33.
- Continue to improve the airport. The addition of a roundabout in the Urbana square was a great idea.
- I feel there needs to be more bicycle awareness. Maybe starting with driver education students. We had a couple of people hit by a car in Logan county and I have had a few close calls on my bike. The roads are too narrow and cars are impatient. I also walk long distance and cars still come close. We have a lot of bikers, runners and walkers.
- I do not think there is enough demand for public transportation. Graham students of all ages walk on US 36. Not safe. At least a sidewalk or path could be made.
- When the state route 161 gets wet it is oily-dangerous. Approximately 11 accidents happened in front of my home. It is also a bus stop now. Roads scary.
- My biggest complaint is how poorly the streets are maintained in Urbana. I have in Urbana for six years and have watched much road construction with poor paring that does not hold up. I am embarrassed when I have out of town guests come.
- Bike paths need added-new pavement on city streets.
- When ODOT plows snow, they use the extra plow under the dump bed to get the snow farther off the road and in the ditch. This cuts up my front yard because they don't keep the plow off the ground. They need to be retrained to operate their plow trucks.
- We need better transportation for the handicapped.
- There is too much semi-truck traffic going through Urbana.
- We need better transportation for the elderly and disabled. We have few broad and/or safe sidewalks and no public buses in town. Since I like rural living I am torn between improving transportation such that things become more urbanized, but I know we need to improve road/rail maintenance and moderate expansion is inevitable if the county's financial base is to expand.
- Semis on Rt. 287 speed and it is a dangerous road to be on with them. They should be re-routed.
- Make it illegal for people to pass on the right side of any vehicle in two-way traffic.
- Whatever you use on the roads in the winter has made driving in the counties easier during storms.
- Champaign needs a highway.
- Our highways are feeling crowded. I would be more likely to travel to Dayton, Cincinnati, Columbus, Lakes if we had light rail. Disappointed to see those plans shelved. Bring back our Inter urban line! Slow down! 70mph?! 60 is bad enough. Note: Amish are in our area. Give them "buggy lanes" on main roads.
- St. Rt. 33 should be 4 lanes to I75.
- Overall, the streets are in bad shape.
- CTS in Champaign needs to accommodate more out of county and in county necessary appointments - doctor's, etc.
- Some back roads aren't' wide enough. Lines on roads would be nice when foggy in morning. Stop tar & chip.
- These past months have been ridiculous in eastern Champ. Co./Union County with all the road closings. From my house, there are "5" roads closed in less than 4 miles… in 'all' directions.

- We are concerned about adding new forms of transportation to our community that could potentially give criminals from larger cities access to our town.
- I travel state highways mostly. I feel that the drivers who fail to obey laws are a big problem. Passing in no passing zones, on hills, on curves and they never get caught. More enforcement presence needed.
- I love recreation trails; they are not just for exercise and people use them for riding to work.
- State Rt. 55 west of Urbana is not complete from Rt. 560 & 55 west. It has taken over a year to resurface the road.
- Ohio favors major highway networks over local transportation. There is little to no local consideration to the way the state cut off east Liberty from the other side of US 33. Ohio under KASICI favors highways over other forms.
- Urbana/Woodstock Pike needs a serious overhaul. I drive it every day and it is terrible. My gas mileage goes down so fast when driving because it isn't smooth. Do something with it!!
- I would definitely use public transportation to Columbus, Dayton, etc. if available. Many people don't have cars or can't drive at night and need transportation.
- I live on back country roads and they are very dangerous to travel! You have no room to get over when people are coming to pass you. It is even more dangerous when the farmers are working in their field with semis and farm equipment; the roads have no edges, lines or double yellow lines.
- Last winter there were some issues with road treatments and plowing after a big snow, especially for people who work the 2nd shift. It seems the road crews didn't start until we were on our way home and then they were treating the roads for the 1st shift people. We're going in the opposite direction on state routes.
- Make roads just for the Amish horses and buggies.
- I don't know if city streets are included in this area, but I have had a concern for years about the road in front of my house. The 400 block of E. Columbus in Bellefontaine needs something done to it. The center of the street is 6-8 inches higher than the edge making a dip when entering or leaving our driveways, scraping the bottom of the vehicle every time no matter what you do. There is no reason for such a big dip.
- Item 9 would assist economic development in Champaign county.
- Thank you for the 70 mph speed limit on I-33.
- This is not addressed in this survey, but I think it would be good to put a traffic light at Rte. 47 and 235. This is a very dangerous intersection. I have had people pull out in front of me several times.
- For such a small town, it's about as good as can be expected. Rural road signs could be more visible as well as city street signs!
- Acceleration and deceleration lanes need updating. Lights should not be based on traffic flow. Some lights are at least 2-3 minutes between changes.
- Many Bellefontaine city streets need to be repaved.
- The square in Urbana needs improvements to the signs so people understand yield and stop. Between 4:00 pm and 5:30 it’s a madhouse to be uptown.
- Rail service
- The roads could use more guardrails in some places.
- Turn offs from state highways.
- Speed limits need readdressed. Some are slow and outdated for the current times. Roads in bad shape and flow of traffic throughout Logan county remains my concern.
- There is no money for additional taxes.
- Loved traveling in Europe with their rail system. The consistency , time and locations were excellent. Meeting at a station, going into a major town on train, go about the town by walking, bus or train. We need more mass transit.

- Tar and chip needs to be stopped on all roads - motor cycle riders are at high risk with this on roads.
- US 33 could use improvement between Avery Rd and I-270. Traffic from Avery frequently causes congestion. An extra lane on 33 between Avery and I-270 would help.
- I think in most small towns the traffic lights should blink stop/caution from 11pm to 6am. Bellefontaine should have trip lights on 68 like Urbana. Bridges need to be inspected and kept up to date.
- We are of the Amish. I feel we also have the right to be on the road. We pay road tax too. (Belle Center group). I'm ashamed of our own people (some of them) that do not use better lighting on their bikes or carriages. At the same time we use or have better lights than Kenton or DeGraff groups.
- A stop light needed or some kind of better system is needed at the Rte. 33 and Rte. 68 interchange.
- We need bike paths and more walkways in Bellefontaine area.
- Let's try harder to keep up and bring in more businesses to the area.
- Our tying gasoline tax to only highway spending is dangerously outdated. We need public transit! And the value of investing in public transit will only increase as gas prices continue to rise along w/all costs of maintaining a car.
- I am retired so I am driving much less now.
- Rail systems need to be reviewed in more detail.
- It is somewhat difficult to travel to eastern and north eastern Ohio from Logan County.
- Expanding 68 to 4 lanes in Bellefontaine is beneficial. Texting and driving is a huge concern. Rail services such as high speed rails to larger cities would be great to see in future.
- Finish making Route 33 a four-lane road to I-75.
- How about a designated route for the following: With continually increased trucking to and from Honda plants I've noticed speeding trucks on rural roads and state routes, and increased wear and tear on roads.
- The road just south of St Paris (New Carlisle-St Paris Rd) needs paving - it's been stripped to brick for at least a year. It's getting kinds old.
- The bike path is an ongoing project now.
- Put down salt instead of sand.
- Everything is great. Route 33 is excellent. I would not waste money on public transportation, airports, rail or bike paths; put the money in the roads.
- Forget about bicycle paths and airports. They serve a minor portion of the population and add almost nothing to the economy; even though they speak in a loud voice.
- Finish 4 lanes on 33 Northside of Lake.
- St Rt. 47 West of Bellefontaine! The heavy grooving in the middle of the road is great. Have not heard of any accidents on this road with cars being "left of center". Safety issue!! We need that in all state roads!!
- Implement 4 lanes on US33 throughout Logan County. Implement 4 lanes on US 68 through Champaign and Logan Counties, including by-passes around Urbana and Bellefontaine.
- It is sad that ODOT installed a new traffic signal in DeGraff, but allowed the signal in Bellefontaine to just service one glass plant.
- I am pleased with the states upkeep of Rte. 33 in Logan County. City needs more repaving of city's streets. Our county roads can be a little dangerous, especially in the winter.

Q11(A-C). Please indicate how often you travel to COLUMBUS for the reasons listed below.

(N=515)

	Daily	Weekly	Monthly	Less than once/month	Never	Not provided
Q11a. How often do you travel to Columbus for work or school	6.8%	4.7%	4.9%	14.8%	57.9%	11.1%
Q11b. How often do you travel to Columbus for medical reasons	1.0%	3.1%	13.4%	47.0%	26.6%	8.9%
Q11c. How often do you travel to Columbus for shopping, social, recreation	0.8%	15.1%	33.8%	35.7%	10.5%	4.1%

Q11(A-C). Please indicate how often you travel to COLUMBUS for the reasons listed below. (without "not provided")

(N=515)

	Daily	Weekly	Monthly	Less than once/month	Never
Q11a. How often do you travel to Columbus for work or school	7.6%	5.2%	5.5%	16.6%	65.1%
Q11b. How often do you travel to Columbus for medical reasons	1.1%	3.4%	14.7%	51.6%	29.2%
Q11c. How often do you travel to Columbus for shopping, social, recreation	0.8%	15.8%	35.2%	37.2%	10.9%

Q11(D-F). Please indicate how often you travel to DAYTON for the reasons listed below.

(N=515)

	Daily	Weekly	Monthly	Less than once/month	Never	Not provided
Q11d. How often do you travel to Dayton for work or school	2.9%	3.1%	5.0%	11.3%	66.6%	11.1%
Q11e. How often do you travel to Dayton for medical reasons	0.4%	0.4%	8.5%	22.3%	59.2%	9.1%
Q11f. How often do you travel to Dayton for shopping, social, recreation	0.2%	5.8%	20.8%	39.6%	28.3%	5.2%

Q11(D-F). Please indicate how often you travel to DAYTON for the reasons listed below. (without "not provided")

(N=515)

	Daily	Weekly	Monthly	Less than once/month	Never
Q11d. How often do you travel to Dayton for work or school	3.3%	3.5%	5.7%	12.7%	74.9%
Q11e. How often do you travel to Dayton for medical reasons	0.4%	0.4%	9.4%	24.6%	65.2%
Q11f. How often do you travel to Dayton for shopping, social, recreation	0.2%	6.1%	21.9%	41.8%	29.9%

Q11(G-I). Please indicate how often you travel LOCALLY for the reasons listed below.

(N=515)

	Daily	Weekly	Monthly	Less than once/month	Never	Not provided
Q11g. How often do you travel locally for work or school	61.2%	6.4%	1.9%	3.3%	19.4%	7.8%
Q11h. How often do you travel locally for medical reasons	6.8%	9.1%	34.6%	39.2%	5.8%	4.5%
Q11i. How often do you travel locally for shopping, social, recreation	37.4%	51.9%	6.8%	2.1%	0.8%	1.0%

Q11(G-I). Please indicate how often you travel LOCALLY for the reasons listed below. (without "not provided")

(N=515)

	Daily	Weekly	Monthly	Less than once/month	Never
Q11g. How often do you travel locally for work or school	66.3%	6.9%	2.1%	3.6%	21.1%
Q11h. How often do you travel locally for medical reasons	7.1%	9.6%	36.2%	41.1%	6.1%
Q11i. How often do you travel locally for shopping, social, recreation	37.7%	52.5%	6.9%	2.2%	0.8%

QA. Are you employed outside the home?

QA. Are you employed outside home	Number	Percent
Yes	365	70.9 %
No	150	29.1 %
Total	515	100.0 %

QA1. IF YES: How do you typically get to your primary workplace?

QA1. How do you typically get to your primary workplace	Number	Percent
Drive alone	353	96.7 %
Carpool/vanpool	8	2.2 %
Use public transportation	1	0.3 %
Bike	5	1.4 %
Walk	1	0.3 %
Other	4	1.1 %
Total	372	

QA1. Other

A1-Other
DRIVE BUS
I'M PICKED UP.
INTERNET-ONLINE FTE
WORK VECHICLE AT HOME

QA2. IF YES: How many minutes does it usually take you to get from your home to your primary workplace (one-way)?

QA2. How many minutes	Number	Percent
001	1	0.3 %
002	4	1.1 %
003	9	2.5 %
004	2	0.6 %
005	37	10.3 %
006	3	0.8 %
007	2	0.6 %
008	5	1.4 %
009	3	0.8 %
010	41	11.4 %
012	5	1.4 %
015	41	11.4 %
017	4	1.1 %
018	3	0.8 %
020	56	15.6 %
021	1	0.3 %
025	32	8.9 %
028	1	0.3 %
030	42	11.7 %
035	7	1.9 %
038	1	0.3 %
040	17	4.7 %
045	18	5.0 %
046	1	0.3 %
049	1	0.3 %
050	11	3.1 %
055	3	0.8 %
060	3	0.8 %
064	1	0.3 %
065	1	0.3 %
070	1	0.3 %
080	1	0.3 %
120	1	0.3 %
Total	359	100.0 %

QA3. IF YES: How many miles do you live from your primary workplace (one-way distance)?

QA3. How many miles	Number	Percent
.25	1	0.3 %
0.3	1	0.3 %
.50	2	0.6 %
001	11	3.1 %
1.5	1	0.3 %
002	26	7.4 %
003	19	5.4 %
3.6	1	0.3 %
3.8	1	0.3 %
004	4	1.1 %
4.5	1	0.3 %
005	16	4.5 %
006	14	4.0 %
007	10	2.8 %
008	10	2.8 %
009	4	1.1 %
010	23	6.5 %
011	2	0.6 %
012	16	4.5 %
013	3	0.9 %
014	4	1.1 %
015	19	5.4 %
016	5	1.4 %
017	11	3.1 %
018	12	3.4 %
019	5	1.4 %
020	31	8.8 %
021	4	1.1 %
022	6	1.7 %
024	1	0.3 %
025	17	4.8 %
026	3	0.9 %
027	2	0.6 %
028	3	0.9 %
030	13	3.7 %
032	4	1.1 %
033	1	0.3 %
034	1	0.3 %
035	10	2.8 %
036	1	0.3 %
037	2	0.6 %
040	4	1.1 %
042	2	0.6 %
043	1	0.3 %
044	1	0.3 %
045	7	2.0 %
046	1	0.3 %
048	1	0.3 %
049	1	0.3 %
050	6	1.7 %
060	2	0.6 %
065	2	0.6 %

QA3. IF YES: How many miles do you live from your primary workplace (one-way distance)?

QA3. How many miles	Number	Percent
090	1	0.3 %
100	1	0.3 %
160	1	0.3 %
Total	352	100.0 %

QB. Which of the following best describes how often you used public transportation during the past year:

QB. How often did you use public transportation/local transit during past year	Number	Percent
Almost every day	22	4.3 %
A few times a week	4	0.8 %
A few times per month	3	0.6 %
A few times per year	13	2.5 %
Less than once per month	17	3.3 %
Never	446	86.6 %
Not provided	10	1.9 %
Total	515	100.0 %

QC. In which county do you live?

QC. In which county do you live	Number	Percent
Champaign	236	45.8 %
Logan	279	54.2 %
Total	515	100.0 %

QD. In what city, village or township do you live?

QD. In what city, village, or township do you live	Number	Percent
URBANA	66	13.2 %
BELLEFONTAINE	64	12.8 %
WEST LIBERTY	24	4.8 %
ST. PARIS	12	2.4 %
MAD RIVER	10	2.0 %
UNION TWP	8	1.6 %
UNION	8	1.6 %
HUNTSVILLE	8	1.6 %
MECHANICSBURG	7	1.4 %
CONCORD	6	1.2 %
MONROE	6	1.2 %
BELLE CENTER	6	1.2 %
STOKES	6	1.2 %
JEFFERSON	6	1.2 %
LAKEVIEW	6	1.2 %
RUSHSYLVANIA	6	1.2 %
JOHNSON	6	1.2 %
WEST MANSFIELD	6	1.2 %
CABLE	6	1.2 %
MCARTHUR	6	1.2 %
SALEM	5	1.0 %
SALEM TOWNSHIP	5	1.0 %
BLOOMFIELD	5	1.0 %
DEGRAFF	5	1.0 %
URBANA CITY	4	0.8 %
ZANESFIELD	4	0.8 %
RICHLAND	4	0.8 %
RUSHCREEK	4	0.8 %
WASHINGTON TWP	4	0.8 %
UNION TOWNSHIP	4	0.8 %
SAINT PARIS	4	0.8 %
MONROE TWP	4	0.8 %
MAD RIVER TOWNSHIP	4	0.8 %
WASHINGTON TOWNSHIP	3	0.6 %
JACKSON TWP	3	0.6 %
RUSSELLS POINT	3	0.6 %
HARRISON TWP	3	0.6 %
MADRIVER TOWNSHIP	3	0.6 %
WAYNE TWP	3	0.6 %
JEFFERSON TWP	3	0.6 %
HARRISON	3	0.6 %
JACKSON	3	0.6 %
URBANA TOWNSHIP	3	0.6 %
PERRY TOWNSHIP	3	0.6 %
SALEM TWP	3	0.6 %
ZANE	3	0.6 %
LIBERTY	3	0.6 %
NORTH LEWISBURG	3	0.6 %
WOODSTOCK	2	0.4 %
BELLEFTONTAINE	2	0.4 %
MAD RIVER TWP	2	0.4 %
RUSH TOWNSHIP	2	0.4 %

QD. In what city, village or township do you live?

QD. In what city, village, or township do you live	Number	Percent
HARRISON TOWNSHIP	2	0.4 %
ADAMS	2	0.4 %
INDIAN LAKE SHORES	2	0.4 %
RUSHCREEK TWP	2	0.4 %
BELLEF	2	0.4 %
PLEASANT TOWNSHIP	2	0.4 %
W LIBERTY	2	0.4 %
QUINCY	2	0.4 %
BELLEFONTAINE, HARRISON TWP	2	0.4 %
MIDDLEBURG	2	0.4 %
RICHLAND TWP	2	0.4 %
MIAMI	2	0.4 %
CONCORD TOWNSHIP	2	0.4 %
MCARTHUR TWP	2	0.4 %
EAST LIBERTY	2	0.4 %
GOSHEN TWP	2	0.4 %
TERRE HAUTE	2	0.4 %
JOHNSON TOWNSHIP	2	0.4 %
JEFFERSON TOWNSHIP	2	0.4 %
ZANESFIELD 43360	1	0.2 %
WEST LIBERTY(MONROE TWP)	1	0.2 %
ZANES TWN	1	0.2 %
MONFO	1	0.2 %
DEGRAFF, OH	1	0.2 %
MEGLANIESBURG	1	0.2 %
BELLE CENTER - INDIAN LAKE	1	0.2 %
RUSH TWP	1	0.2 %
RURAL CABLE	1	0.2 %
MIAMI TOWNSHIP	1	0.2 %
BELLEFONTAINE OR MONROE TWP	1	0.2 %
WEST LIBERTY MONROSE	1	0.2 %
RUSHSYLVANIA OHIO	1	0.2 %
STOKES TWP	1	0.2 %
N. LEWISBURG	1	0.2 %
NONE	1	0.2 %
ST. PARIS JOHNSON	1	0.2 %
CONOVER	1	0.2 %
DEGRAFF MIAMI TWP	1	0.2 %
CONOVER AT (KISER LAKE)	1	0.2 %
MECHANICSBURG - GOSHEN TWP	1	0.2 %
JACKSON TOWNSHIP	1	0.2 %
GOSHEN	1	0.2 %
BELLEFONTAINE, LAKE TOWNSHIP	1	0.2 %
WEST LIBERTY (RURAL)	1	0.2 %
HUNTSVILLE/RICHLAND TWP	1	0.2 %
ROSEWOOD	1	0.2 %
MUTUAL	1	0.2 %
ZANE TOWNSHIP	1	0.2 %
BELLEFONTAINE/HARRISON TWP	1	0.2 %
WAYNE TOWNSHIP	1	0.2 %
BELLFONTAINE	1	0.2 %
E LIBERTY	1	0.2 %

QD. In what city, village or township do you live?

QD. In what city, village, or township do you live	Number	Percent
WASHINGTON TWP OR LEWISTOWN	1	0.2 %
URBANA (RURAL)	1	0.2 %
PLEASANT	1	0.2 %
LOGAN MIAMI TYW	1	0.2 %
CONCORD TOWNSHIP/URBANA	1	0.2 %
ST. PARIS/CHRISTIANSBURG	1	0.2 %
URBANA CONCORD	1	0.2 %
CHRISTIANSBURG	1	0.2 %
SPRINGHILL	1	0.2 %
JOHNSON TWP	1	0.2 %
LEWISTOWN	1	0.2 %
ZARE	1	0.2 %
RURAL	1	0.2 %
BELLE CENTER (INDIAN LAKE)	1	0.2 %
N LEWISBURG	1	0.2 %
MECHANICSBURG/GOSHEN	1	0.2 %
LEWISTOWN/WASHINGTON TWP	1	0.2 %
GOSHEN TOWNSHIP	1	0.2 %
ZANESFIELD OHIO	1	0.2 %
ADAMS TWP	1	0.2 %
BETWEEN BELLEFONTAINE& HUNTSVILLE	1	0.2 %
URBANA TWP	1	0.2 %
WAYNE	1	0.2 %
MECHANICSBURG, GOSHEN TWP	1	0.2 %
URBANA OHIO	1	0.2 %
NORTH LEWISBURG, RUSH TWP	1	0.2 %
HUNTSVILLE, OHIO (WASHINGTON TWP.)	1	0.2 %
WESTVILLE	1	0.2 %
ZANESFIELD/PERRY TOWNSHIP	1	0.2 %
MECHANICSBURG-UNION	1	0.2 %
WASHINGTON	1	0.2 %
MONROE TWSHP	1	0.2 %
BELLENFONTAINE/JEFFERSON TWP	1	0.2 %
WASHINGTON NORTH	1	0.2 %
BELLE CENTER OR RICHLAND TWP	1	0.2 %
ST. PARIS JOHNSON TWP	1	0.2 %
CEDAR CREEK	1	0.2 %
BLOOMFIELD TWP	1	0.2 %
ADAMS TOWNSHIP	1	0.2 %
LIBERTY (LOGAN CITY)	1	0.2 %
LAKE TWP	1	0.2 %
LAKE TOWNSHIP	1	0.2 %
ST.PARIS	1	0.2 %
STOKES TOWNSHIP	1	0.2 %
LOGAN	1	0.2 %
BC	1	0.2 %
LAKE	1	0.2 %
DEGRAFF - PLEASANT TWP	1	0.2 %
Total	501	100.0 %

QE. What is your age?

QE. Your age	Number	Percent
Under 35	111	21.6 %
35 to 44	103	20.0 %
45 to 54	108	21.0 %
55 to 64	116	22.5 %
65+	77	15.0 %
Total	515	100.0 %

QF. Which of the following best describes the highest level of education that you have completed?

QF. Highest level of education that you have completed	Number	Percent
Less than high school	9	1.7 %
High school/GED	132	25.6 %
Some college or technical school training after high school	193	37.5 %
Bachelor's degree (4 years of college)	90	17.5 %
Graduate degree (more than 4 years of college)	84	16.3 %
Not provided	7	1.4 %
Total	515	100.0 %

QG. What is your gender?:

QG. Your gender	Number	Percent
Male	268	52.0 %
Female	247	48.0 %
Total	515	100.0 %

QH. Which of the following best describes your annual household income:

QH. Your annual household income	Number	Percent
Under $30K	90	17.5 %
$30K-$59,999	151	29.3 %
$60K-$89,999	120	23.3 %
$90K-$119,999	70	13.6 %
$120K+	45	8.7 %
Not provided	39	7.6 %
Total	515	100.0 %

Section 3:
Survey Instrument

Logan-Union-Champaign
regional planning commission

Director: Jenny R. Snapp

September 6, 2013

Subject: Regional Transportation Opinion Survey

Dear Resident:

The Logan-Union-Champaign (LUC) Regional Planning Commission has been working to improve the lives of Ohio residents in partnership with local governments in the three county region since 1967. We are currently embarking on a two-year pilot program with the Ohio Department of Transportation (ODOT) to develop a Regional Transportation Plan for the LUC region. The plan will address the needs of all relevant forms of transportation including roads, bridges, rail, air, transit, bicycle paths, and pedestrian access.

We are in need of your input to help us identify regional transportation concerns and improve our understanding of local objectives and priorities. We have contracted with the ETC Institute to conduct a Transportation Opinion Survey for the region and you are being given the opportunity to participate in the survey. LUC looks forward to receiving your feedback, as it is a critical first step in developing our Regional Transportation Plan. We will use your valued responses to help guide our goals and objectives for the plan.

If you choose to participate, there are two options to complete the survey. You can submit the attached survey by mail using the included postage paid envelope, or you can complete the survey online at the following website: http://www.rposurvey.org. Please choose only one option.

If you have any questions about the Regional Transportation Opinion Survey, please contact ETC Institute at 888-801-5368. Alternatively, you may contact LUC at 937-666-3431. Thank you in advance for your time. Your feedback is extremely valuable and will shape the future of Ohio's transportation system and the transportation system for our region.

Sincerely,

Jenny R. Snapp, Director
Logan-Union-Champaign Regional Planning Commission

9676 E. Foundry St, PO Box 219
East Liberty, Ohio 43319
• Phone: 937-666-3431 • Fax: 937-666-6203
• Email: luc-rpc@lucplanning.com • Web: www.lucplanning.com

Logan-Union-Champaign Regional Planning Commission (LUC-RPC) Transportation Opinion Survey

Thank you for taking the time to complete this important survey. LUC-RPC will use your responses to prepare a comprehensive transportation plan for Logan and Champaign counties. The plan will be used by the Ohio Department of Transportation (ODOT) and local government officials to help prioritize transportation needs in this region. If you have questions about the survey please contact please contact ETC Institute at 888-801-5368. Alternatively you may contact Wes Dodds at (937) 666-3431.

1. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation topics in your region.		Extremely Important	Very Important	Important	Less Important	Not Important	No Opinion
A	Relieving traffic congestion	5	4	3	2	1	9
B	Improving the safety of your region's roadways	5	4	3	2	1	9
C	Providing better linkages among different modes of transportation, such as bicycle, pedestrian, car, bus, train, and airplane, so that it is easy to go from one mode to the other	5	4	3	2	1	9
D	Having a good freight transportation system to support your region's economy (freight transportation is the movement of goods and products on trucks/railroads and through airports/shipping ports)	5	4	3	2	1	9
E	Providing public transportation, such as buses, transit vans and light rail, in your region's cities and rural areas	5	4	3	2	1	9
F	Expanding bicycle facilities	5	4	3	2	1	9
G	Improving access to your region's small airports	5	4	3	2	1	9

2. Which TWO of the issues listed above (in question 1) are the highest priorities to you?

Write the letters that correspond to your top two choices in the spaces provided below.

1st Choice:_____ 2nd Choice:_____

3. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation options in your region.		Extremely Important	Very Important	Important	Less Important	Not Important	No Opinion
A	Maintaining the existing transportation system	5	4	3	2	1	9
B	Improving the existing highway network	5	4	3	2	1	9
C	Improving the bicycle/pedestrian facility network	5	4	3	2	1	9
D	Improving the public transportation network	5	4	3	2	1	9
E	Improving the rail network	5	4	3	2	1	9
F	Improving the small airport network*	5	4	3	2	1	9

*** "Small airports" are local or county airports which service smaller aircraft. It does not include large commercial airports found in major cities like Cleveland, Columbus, Cincinnati, etc. Examples include Urbana Grimes Field and Bellefontaine Municipal Airport.**

4. How satisfied are you with:	Extremely Satisfied	Very Satisfied	Satisfied	Less than Satisfied	Not Satisfied	No Opinion
A. The safety of major roads, such as interstates or state highways	5	4	3	2	1	9
B. The safety of other types of roads and streets	5	4	3	2	1	9
C. The availability of public transportation	5	4	3	2	1	9
D. The availability of bike paths	5	4	3	2	1	9
E. The availability of sidewalks or other paths for walking	5	4	3	2	1	9
F. The way the region has planned the road systems for the addition of businesses and new housing	5	4	3	2	1	9
G. Your ability to get from one place to another locally by car	5	4	3	2	1	9
H. Your ability to get from one place to another locally by public transportation	5	4	3	2	1	9
I. The ease of riding a bicycle from one place to another	5	4	3	2	1	9
J. The ability to easily walk from one place to another	5	4	3	2	1	9

5. Please rank the priority that should be placed on the FIVE transportation issues listed below by writing the letters that correspond to your rankings in the spaces provided.

(A) Expanding the State's highway network in your region
(B) Expanding the State's bicycle/pedestrian facility network in your region
(C) Expanding the State's public transportation network in your region
(D) Expanding the State's rail network in your region
(E) Expanding the State's small airport network

Highest Priority: _____ 2nd Priority: _____ 3rd Priority: _____ 4th Priority: _____ Lowest Priority: _____

6. Which ONE of the following statements about the region's economy and transportation system, which includes roads, highways, buses, trains and airports, comes closest to your own view? (select one)

___(1) The transportation system in the region is basically **as good as it needs to be** in order to improve economic growth in the next 5 to 10 years
___(2) The transportation system in the region needs minor improvements and investments in order to improve economic growth in the next 5 to 10 years
___(3) The transportation system in the region needs major improvements and investments in order to improve economic growth in the next 5 to 10 years
___(4) None of these
___(9) Don't know

7. How much impact do you think that growth and development in the region have on the transportation system? (select one)

___(1) Significant impact
___(2) Some impact
___(3) No impact
___(9) Don't know

8. In the future, if there is a gap between existing revenue and the cost of maintaining Ohio's transportation system, how would you rank the priority that should be placed on funding the FOUR transportation items listed below? Please write the letters that correspond to your rankings in the spaces provided.

(A) Ensuring roads are safe
(B) Keeping highway pavement smooth
(C) Preventing congestion on highways from getting worse
(D) Providing connections between different modes of transportation (such as public transit and bicycle paths)

Highest Priority: _____ 2nd Priority: _____ 3rd Priority: _____ Lowest Priority: _____

9. What transportation services or improvements have you experienced elsewhere that you think would be appropriate to implement in Logan or Champaign Counties?

10. Please provide any additional comments you have regarding the transportation system in your region in the space below. Feel free to make comments about any or all modes of transportation.

11. Please indicate how often you travel to the following areas for the reasons listed below.	Daily	Weekly	Monthly	Less than once/month	Never	No Opinion
How often do you travel to **COLUMBUS** for:						
A. Work or school	5	4	3	2	1	9
B. Medical reasons	5	4	3	2	1	9
C. Shopping, social, recreation	5	4	3	2	1	9
How often do you travel to **DAYTON** for:						
D. Work or school	5	4	3	2	1	9
E. Medical reasons	5	4	3	2	1	9
F. Shopping, social, recreation	5	4	3	2	1	9
How often do you travel **LOCALLY** for:						
G. Work or school	5	4	3	2	1	9
H. Medical reasons	5	4	3	2	1	9
I. Shopping, social, recreation	5	4	3	2	1	9

The following questions are designed to help us better understand the needs of particular groups of people and to ensure that the results of our survey are representative of the State's residents. Your individual responses will remain confidential.

A. Are you employed outside the home? ____(1) Yes ____(2) No

A1. IF YES: How do you typically get to your primary workplace?

____(1) Drive alone
____(2) Carpool/vanpool
____(3) Use public transportation
____(4) Bike
____(5) Walk
____(6) Other: _____

A2. IF YES: How many minutes does it usually take you to get from your home to your primary workplace (one-way)?

_____ minutes

A3. IF YES: How many miles do you live from your primary workplace (one-way distance)?

_____ miles

B. Which of the following best describes how often you used public transportation/local transit during the past year?

____(1) Almost every day
____(2) A few times a week
____(3) A few times per month
____(4) A few times per year
____(5) Less than once per month
____(6) Never

C. In which county do you live? ___(01) Champaign (02) Logan

D. In what city, village or township do you live?

E. What is your age? _____ years

F. Which of the following best describes the highest level of education that you have completed?

____(1) less than high school
____(2) high school/GED
____(3) some college or technical school training after high school
____(4) Bachelor's degree (4 years of college)
____(5) Graduate degree (more than 4 years of college)

G. What is your Gender? ____(1) Male ____(2) Female

H. Which of the following best describes your annual household income?

_____(1) under $30,000
_____(2) $30,000-$59,999
____(3) $60,000-$89,999
____(4) $90,000-$119,999
____(5) $120,000 or more

THANK YOU.

Please return your completed survey in the postage-paid envelope provided addressed to:
ETC Institute, 725 W. Frontier Circle, Olathe, KS 66062

Priority Intersections													
RANK	ROAD NAME	CROSS ROAD	COUNTY	ADT	FATAL CRASH	INJURY CRASH	PDO CRASH	CRASH TOTAL	CRASH RATE	CRASH FREQ.	RSI	EPDO	PRIORITY
1	CR 15	COUNTY LINE RD	CHP	3,235	0	7	6	13	3.67	13	39,669	16.14	HIGH
2	CR 5	CR 1	LOG	2,730	0	2	9	11	3.68	11	37,809	7.9	HIGH
3	SR 47	SR 235	LOG	5,315	0	5	7	12	2.06	12	39,923	7.48	MEDIUM
4	SR 29	THREE MILE RD	CHP	5,435	0	5	6	11	1.85	11	38,407	7.15	MEDIUM
5	US 68	BAIRD ST	LOG	8,295	0	3	11	14	1.54	14	49,088	3.63	MEDIUM
6	US 68	SANDUSKY AVE	LOG	23,125	0	5	14	19	0.75	19	30,012	2	LOW
7	US 68	WATER ST	CHP	17,280	0	3	11	14	0.74	14	28,910	1.74	LOW
8	US 68	US 36	CHP	25,920	0	4	7	11	0.39	11	28,728	1.28	LOW
9	US 68	LAKE AVE	LOG	16,210	0	2	10	12	0.68	12	28,726	1.39	LOW
10	US 36	JEFFERSON AVE	CHP	22,445	0	2	11	13	0.53	13	28,624	1.04	LOW

Priority Segments														
RANK	ROAD NAME	FROM STREET	TO STREET	COUNTY	ADT	LEN_MILES	FATAL CRASH	INJURY CRASH	PDO CRASH	CRASH TOTAL	CRASH RATE	CRASH DENSITY	RSI	PRIORITY
1	US 68	US 36	CR 502	CHP	13,620	0.11	0	3	17	20	12.27	183	28,243	HIGH
2	US 68	CR 503	US 36	CHP	14,570	0.10	0	2	22	24	15.67	250	26,472	HIGH
3	US 36	JEFFERSON AVE	SR 29	CHP	19,060	0.49	0	9	40	49	4.81	100	27,778	HIGH
4	US 68	CR 502	AUBURN AVE	LOG	15,080	0.60	0	9	47	56	5.63	93	26,942	HIGH
5	US 68	US 68	MADRIVER ST	LOG	10,790	0.13	0	2	11	13	8.27	98	26,639	HIGH
6	CR 503	AUBURN AVE	CR 504	LOG	12,820	0.26	0	4	32	36	9.93	139	25,691	HIGH
7	CR 1	CR 5	CR 11	LOG	1,600	5.69	1	17	28	46	4.61	8	35,066	HIGH
8	SR 720	CR 17	CR 83	LOG	320	4.13	0	3	8	11	7.60	3	33,906	HIGH
9	US 36	US 68	CR 505	CHP	13,610	0.21	0	5	9	14	4.48	67	31,783	HIGH
10	CR 503	CR 504	SANDUSKY AVE	LOG	11,660	0.13	0	2	12	14	8.19	105	24,126	HIGH
11	CR 10	TR 179	US 33	LOG	3,400	2.44	0	11	31	42	4.62	17	34,475	HIGH
12	CR 153	CR 28	SR 287	LOG	540	6.55	0	5	23	28	7.23	4	33,478	HIGH
13	CR 1	SR 287	CR 5	LOG	1,300	2.72	0	4	13	17	4.40	6	40,955	HIGH
14	SR 245	COUNTY LINE RD	US 68	LOG	1,100	2.33	0	5	11	16	5.71	7	32,746	HIGH
15	CR 67	US 36	CR 26	CHP	520	4.84	0	5	5	10	3.63	2	37,393	HIGH
16	CR 216	SR 296	CR 10	CHP	500	6.15	0	4	8	12	3.57	2	37,270	HIGH
17	SR 235	SR 708	SR 720	LOG	1,790	3.04	2	7	13	22	3.69	7	32,779	HIGH
18	SR 117	US 33	SR 274	LOG	7,180	0.29	0	3	9	12	5.25	41	28,666	HIGH
19	US 68	TR 200	LAKE AVE	LOG	7,730	1.32	0	15	47	62	5.54	47	27,175	HIGH
20	SR 559	URBANA WOODSTOCK PK	MAPLE ST	CHP	720	5.51	0	6	9	15	3.45	3	35,567	HIGH
21	SR 540	SR 533	SR 292	LOG	470	3.86	1	5	13	19	9.56	5	27,243	MEDIUM
22	SR 29	DUGAN RD	THREE MILE RD	CHP	4,850	1.49	0	12	11	23	2.90	15	34,288	MEDIUM
23	US 68	SR 245	DETROIT ST	LOG	7,310	0.27	0	1	9	10	4.60	37	27,196	MEDIUM
24	SR 117	SR 274	SHARON ST	LOG	6,500	0.92	0	3	13	16	2.45	17	33,784	MEDIUM
25	SR 245	US 68	CR 1	LOG	1,500	2.90	0	3	10	13	2.73	4	33,295	MEDIUM
26	US 68	CR 29	SR 55	CHP	13,570	2.53	1	9	20	30	0.80	12	35,278	MEDIUM
27	CR 18	SR 235	US 36	CHP	1,030	6.88	1	4	9	14	1.80	2	33,706	MEDIUM
28	SR 235	TR 293	COUNTY LINE	LOG	5,360	1.60	0	6	14	20	2.13	12	32,451	MEDIUM
29	TR 95	COUNTY LINE RD	CR 92	CHP	1,300	3.96	0	2	15	17	3.02	4	31,286	MEDIUM
30	US 68	LAKE AVE	CR 502	LOG	15,080	0.45	0	5	18	23	3.08	51	26,417	MEDIUM
31	US 33	SR 235	SR 366	LOG	7,400	3.09	1	6	9	16	0.64	5	44,472	MEDIUM
32	US 68	CR 508	US 33	LOG	12,340	0.79	0	11	21	32	3.00	41	26,936	MEDIUM
33	CR 130	CR 91	US 33	LOG	3,690	3.30	1	3	10	14	1.05	4	33,935	MEDIUM
34	SR 117	SR 274	SR 366	LOG	6,700	1.33	0	6	10	16	1.64	12	31,926	MEDIUM
35	CR 1	CR 502	CR 10	LOG	5,190	0.75	0	2	8	10	2.36	13	30,660	MEDIUM
36	SR 56	SR 4	SR 29	CHP	1,080	2.81	0	4	7	11	3.32	4	29,703	MEDIUM
37	US 68	SANDUSKY AVE	SR 47	LOG	11,870	0.60	0	6	15	21	2.70	35	27,118	MEDIUM
38	US 68	CR 502	CR 500	CHP	13,620	0.30	0	7	6	13	2.89	43	26,651	MEDIUM
39	US 68	CR 500	CR 501	CHP	11,490	0.59	0	6	18	24	3.21	40	25,097	MEDIUM
40	US 68	SR 396	SR 507	CHP	6,460	7.57	0	17	28	45	0.84	6	35,864	MEDIUM
41	US 36	LIPPINCOTT LN	LUDLOW RD	CHP	6,310	3.57	0	10	14	24	0.97	7	35,625	MEDIUM
42	SR 638	SR 274	SR 273	LOG	1,890	4.70	0	6	8	14	1.44	3	32,091	MEDIUM
43	CR 130	TROY ST	CR 32	LOG	2,840	2.50	0	4	11	15	1.93	6	31,415	MEDIUM
44	CR 39	SR 274	SR 273	LOG	640	7.45	0	4	7	11	2.11	1	30,813	MEDIUM
45	CR 468	COUNTY LINE RD	US 68	CHP	5,550	1.29	0	5	10	15	1.92	12	30,529	MEDIUM
46	SR 508	CR 63	US 68	LOG	1,110	11.64	0	8	21	29	2.05	2	30,528	MEDIUM
47	SR 245	SR 296	MAPLE ST	CHP	1,970	5.13	0	7	18	25	2.26	5	30,208	MEDIUM
48	US 68	SR 508	TR 200	LOG	7,090	5.40	2	26	73	101	2.41	19	29,704	MEDIUM

RANK	ROAD NAME	FROM STREET	TO STREET	COUNTY	ADT	LEN_MILES	FATAL CRASH	INJURY CRASH	PDO CRASH	CRASH TOTAL	CRASH RATE	CRASH DENSITY	RSI	PRIORITY
49	SR 347	US 33	CR 154	LOG	4,720	0.83	0	3	7	10	2.33	12	29,650	MEDIUM
50	SR 287	CR 1	SR 559	LOG	1,020	11.02	0	5	26	31	2.52	3	29,497	MEDIUM
51	SR 54	CR 9	CR 507	CHP	4,550	1.18	0	4	11	15	2.55	13	28,935	LOW
52	SR 560	SR 55	US 36	CHP	2,300	3.62	0	7	6	13	1.43	4	31,984	LOW
53	US 36	SPRINGFIELD ST	CR 67	CHP	6,840	5.93	1	10	46	57	1.28	10	30,456	LOW
54	SR 292	SR 47	COUNTY LINE	LOG	1,140	9.81	0	10	18	28	2.29	3	29,747	LOW
55	CR 142	CR 10	SR 47	LOG	870	5.80	1	3	8	12	2.17	2	28,507	LOW
56	SR 296	URBANA WOODSTOCK RD	SR 245	CHP	1,900	5.10	0	9	20	29	2.73	6	28,028	LOW
57	CR 18	CR 43	CR 11	LOG	2,530	3.28	0	9	22	31	3.41	9	27,360	LOW
58	CR 85	CR 15	SR 55	CHP	980	3.77	0	4	9	13	3.22	3	27,354	LOW
59	US 68	SR 55	CR 104	CHP	14,570	1.06	0	8	26	34	2.02	32	26,316	LOW
60	CR 12	SR 47	CR 50	LOG	570	5.20	0	3	10	13	4.01	2	25,506	LOW
61	CR 15	COUNTY LINE RD	SR 55	CHP	2,620	3.77	0	5	14	19	1.76	5	31,915	LOW
62	SR 117	SR 366	SR 273	LOG	4,400	3.97	1	11	25	37	1.93	9	29,765	LOW
63	SR 55	CR 92	CR 105	CHP	1,550	2.99	0	3	7	10	1.97	3	29,593	LOW
64	SR 559	SR 29	SR 161	CHP	1,200	2.85	0	1	9	10	2.67	4	29,438	LOW
65	SR 4	SR 56	CR 183	CHP	3,910	3.09	0	4	7	11	0.83	4	32,473	LOW
66	US 33	MCCALLA RD	SR 274	LOG	10,240	4.23	0	6	14	20	0.42	5	32,270	LOW
67	SR 235	SR 47	CR 91	LOG	1,920	7.52	1	5	11	17	1.07	2	29,877	LOW
68	US 68	CR 468	CR 92	CHP	13,570	2.81	1	13	28	42	1.01	15	28,444	LOW
69	CR 5	SR 1	CR 153	LOG	1,660	6.05	1	6	30	37	3.37	6	25,624	LOW
70	US 36	CR 67	SR 560	CHP	5,450	2.86	0	7	16	23	1.35	8	30,103	LOW
71	US 36	SR 235	SPRINGFIELD ST	CHP	6,840	1.96	0	3	26	29	1.98	15	28,806	LOW
72	SR 274	COUNTY LINE	SR 235	LOG	3,050	6.63	1	2	21	24	1.08	4	28,202	LOW
73	US 68	SR 274	SR 273	LOG	2,290	4.91	0	6	20	26	2.11	5	26,978	LOW
74	CR 63	SR 235	SR 508	LOG	680	4.36	0	0	11	11	3.38	3	26,890	LOW
75	SR 235	SR 366	TR 293	LOG	5,360	4.01	0	12	31	43	1.83	11	26,025	LOW
76	US 36	CR 505	TR 126	CHP	13,610	0.58	0	5	10	15	1.74	26	25,798	LOW
77	CR 19	US 36	CR 25	CHP	850	2.88	0	0	11	11	4.10	4	24,867	LOW
78	US 36	SR 29	CR 504	CHP	10,040	0.66	0	6	12	18	2.49	27	24,844	LOW
79	CR 153	CR 5	SR 292	LOG	1,460	1.61	0	1	9	10	3.88	6	23,946	LOW
80	SR 540	TR 230	SR 533	LOG	1,490	3.99	0	5	22	27	4.14	7	22,689	LOW
81	SR 4	SR 54	SR 56	CHP	4,130	3.84	0	6	17	23	1.32	6	29,161	LOW
82	US 33	SR 274	SR 117	LOG	11,110	1.54	1	4	9	14	0.75	9	28,451	LOW
83	US 36	SR 29	LIPPINCOTT LN	CHP	10,620	0.67	0	3	7	10	1.28	15	28,422	LOW
84	US 33	CR 10	SR 292	LOG	17,000	2.72	0	10	56	66	1.30	24	27,148	LOW
85	SR 540	CR 507	LAKEWOOD DR	LOG	12,920	0.87	0	3	16	19	1.54	22	26,830	LOW
86	SR 55	CR 105	US 68	CHP	4,490	1.26	0	2	12	14	2.26	11	26,435	LOW
87	SR 56	CR 182	SR 4	CHP	1,080	3.53	0	2	9	11	2.63	3	24,404	LOW
88	CR 9	SR 47	SR 274	LOG	1,180	8.65	0	7	25	32	2.86	4	24,269	LOW
89	SR 292	CR 10	SR 540	LOG	1,600	5.17	0	4	34	38	4.20	7	21,668	LOW
90	US 36	CR 10	SR 559	CHP	1,880	3.92	0	4	6	10	1.24	3	28,868	LOW
91	US 36	COUNTY LINE	SR 235	CHP	5,000	2.84	0	6	14	20	1.29	7	28,342	LOW
92	US 33	SR 708	MCCALLA RD	LOG	8,490	1.16	0	3	8	11	1.02	10	27,700	LOW
93	US 33	SR 720	SR 708	LOG	11,700	0.82	1	1	8	10	0.95	12	26,932	LOW
94	SR 347	CR 154	TR 143	LOG	2,270	3.07	0	5	10	15	1.97	5	25,777	LOW
95	SR 47	CR 9	SR 533	LOG	1,550	6.20	0	5	30	35	3.32	6	22,150	LOW
96	US 33	SR 235	SR 720	LOG	10,340	1.78	0	6	11	17	0.84	10	27,347	LOW
97	SR 366	SR 708	SR 368	LOG	4,600	2.61	0	5	9	14	1.06	5	27,277	LOW
98	SR 235	CR 70	MAIN ST	LOG	2,440	4.40	0	5	14	19	1.62	4	26,733	LOW

RANK	ROAD NAME	FROM STREET	TO STREET	COUNTY	ADT	LEN_MILES	FATAL CRASH	INJURY CRASH	PDO CRASH	CRASH TOTAL	CRASH RATE	CRASH DENSITY	RSI	PRIORITY
99	SR 540	LAKEWOOD DR	US 33	LOG	7,760	0.48	0	1	10	11	2.69	23	22,405	LOW
100	SR 47	SR 533	CR 12	LOG	1,160	3.53	0	0	21	21	4.69	6	20,393	LOW

LUC Regional Planning Commission

Regional Transportation Planning Organization (RTPO) Public Involvement
1150 Scioto St, Urbana, OH 43078
Tuesday, April 28, 2015

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LUC Regional Planning Commission

Regional Transportation Planning Organization (RTPO) Public Involvement

Ohio Hi-Point Career Center, 2280 OH-540 in Bellefontaine, OH 43311

Wednesday, April 29, 2015

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LUC Regional Planning Commission

Regional Transportation Planning Organization (RTPO) Public Involvement

CRSI Building, 1150 Scioto Street in Urbana, OH 43078

Tuesday, April 28, 2015

COMMENT SHEET

NAME:	**TITLE:**	**JURISDICTION:**
PHONE:	**ADDRESS:**	**E-MAIL:**

Comments:

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LUC Regional Planning Commission

Regional Transportation Planning Organization (RTPO) Public Involvement

Ohio Hi-Point Career Center, 2280 OH-540 in Bellefontaine, OH 43311
Wednesday, April 29, 2015

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