

Go Ohio System Designation

Ohio Futures Statewide Plan

presented to

**Conference on Performance Measures for
Transportation/ Livable Communities**

presented by

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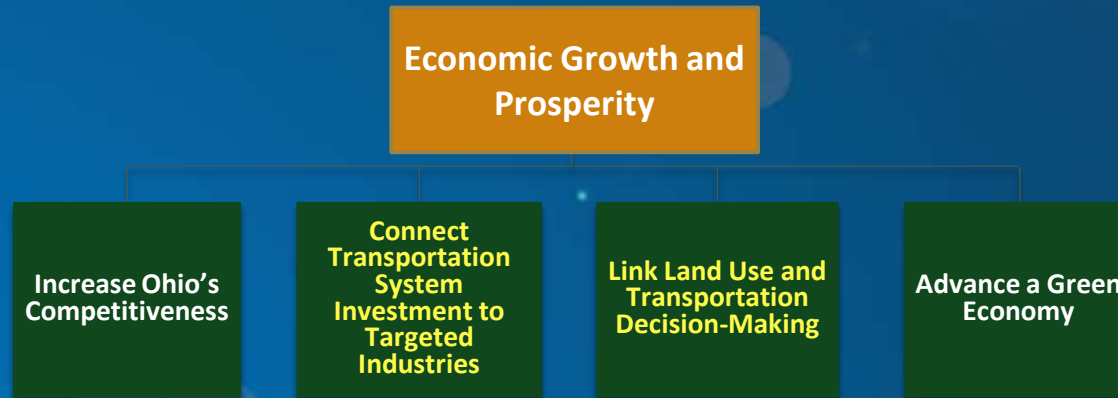
September 8, 2011

Transportation leadership you can trust.



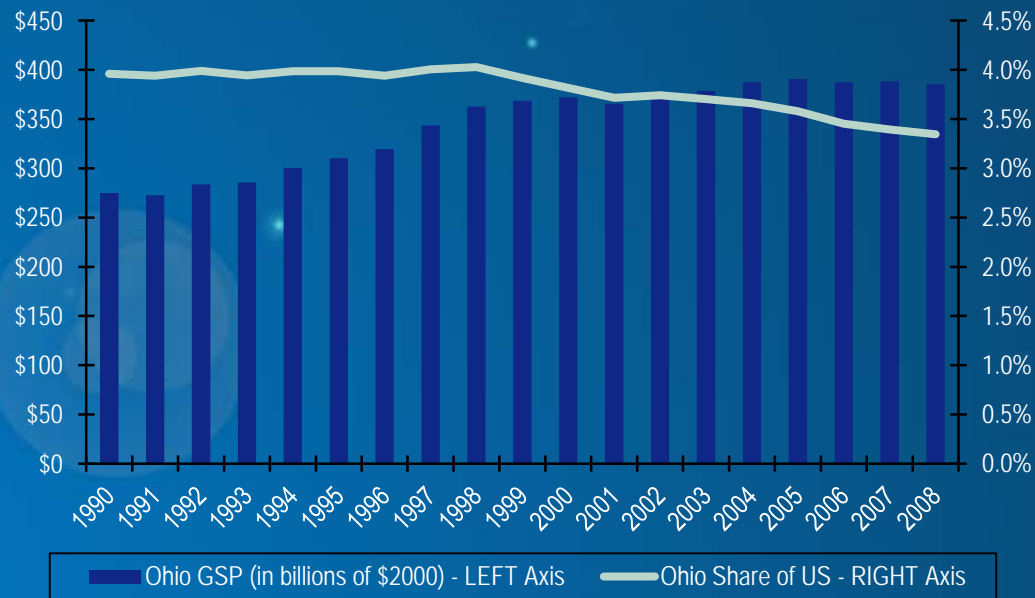
**Goal of Transportation Investment:
Increase Economic Prosperity**

Go OHIO Policy Plan



Strategy I: Increase Economic Competitiveness

Growth in Ohio Gross State Product, and State Share of U.S. Economy, 1990-2008



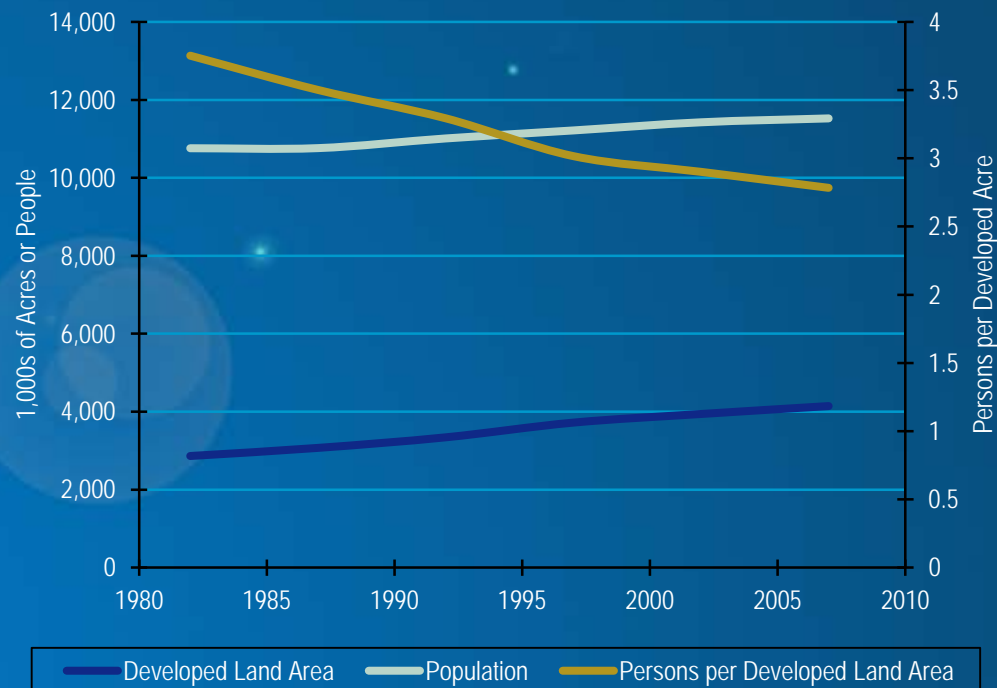
Strategy 2: Connect Transportation Investment to Targeted Industries

- Transportation network is glue that binds the Ohio economy together...
- It allows:
 - » People to reach their workplaces,
 - » Corporations to receive supplies and ship products
 - » Visitors to reach attractions
 - » Students to attend college
 - » Businesses to have face-to-face meetings (beneficial for sales)
 - » Restaurants and stores to draw customers

Strategy 3 – Link Land Use and Transportation Decision Making

- Transportation investment can be a tool for ensuring future economic development while minimizing the cost of growth.

Ohio's Population and Developed Land



Strategy 4 - Advance a Green Economy

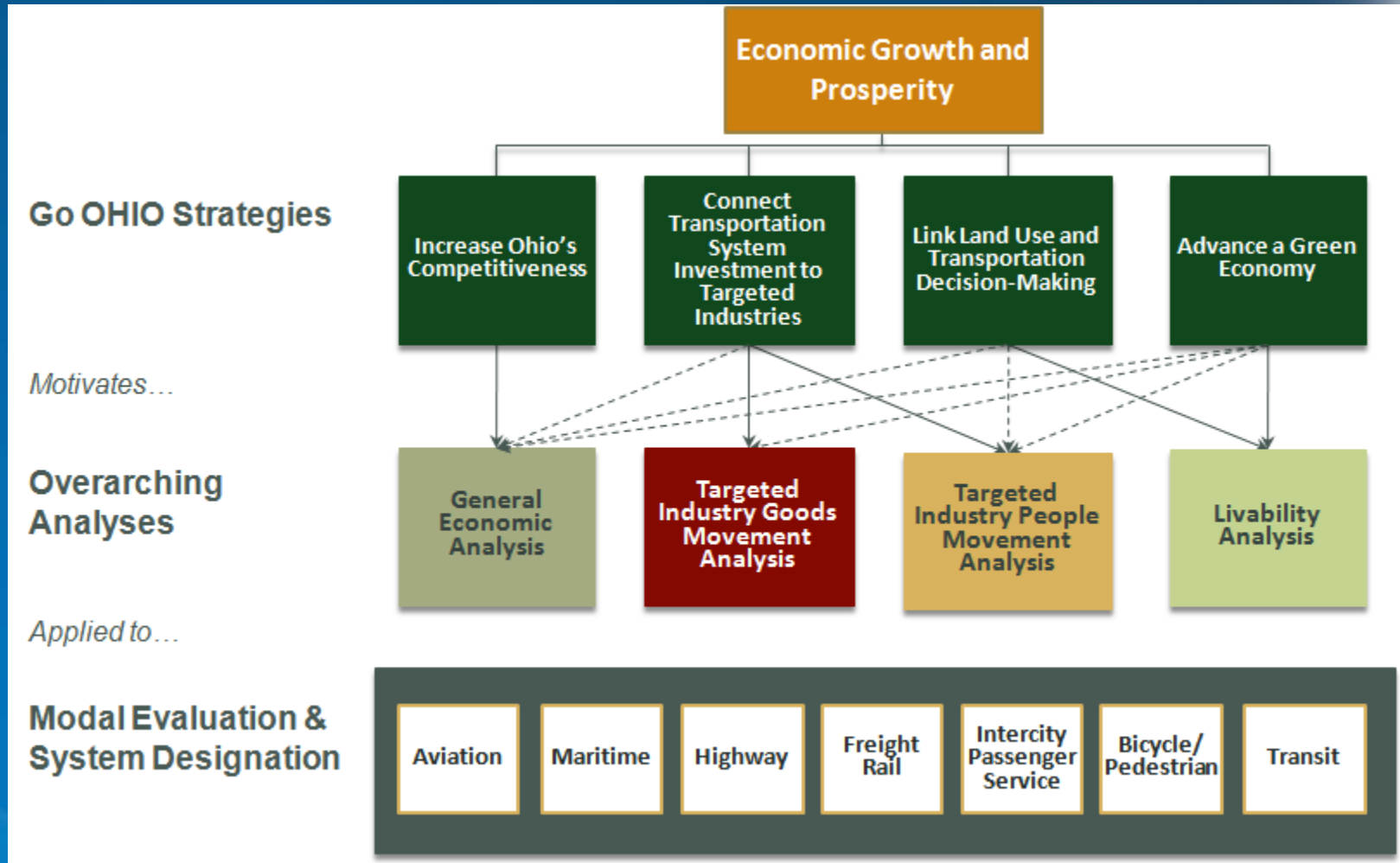
- Transportation options provide redundancy, reduce demand on all modes, and allow for efficiencies to be incorporated into the system, which leads to:
 - » Congestion reduction
 - » Air quality improvements
 - » Potential reductions to VMT
- Encouraging modal diversity can be a tool for ensuring economic development while minimizing environmental impacts.



From Policy Plan to Analysis Framework

- Policy Plan provides foundation (goal and objectives) and
- Strategic focus areas for analysis
 - *develop efficient, advanced, high-value transportation solutions that attract and grow business in Ohio.*
 - *identify high priority transportation needs that have the potential to dramatically grow business and elevate Ohio's position as a national transportation leader.*
 - *ensure the safe mobility of the State's residents, support the long-term vitality of communities, and incorporate green principles while improving its transportation assets.*
 - *identify the most strategic elements of the state's transportation system and specific performance measures that will improve accountability regarding future investments.*

Go OHIO Overarching Analysis



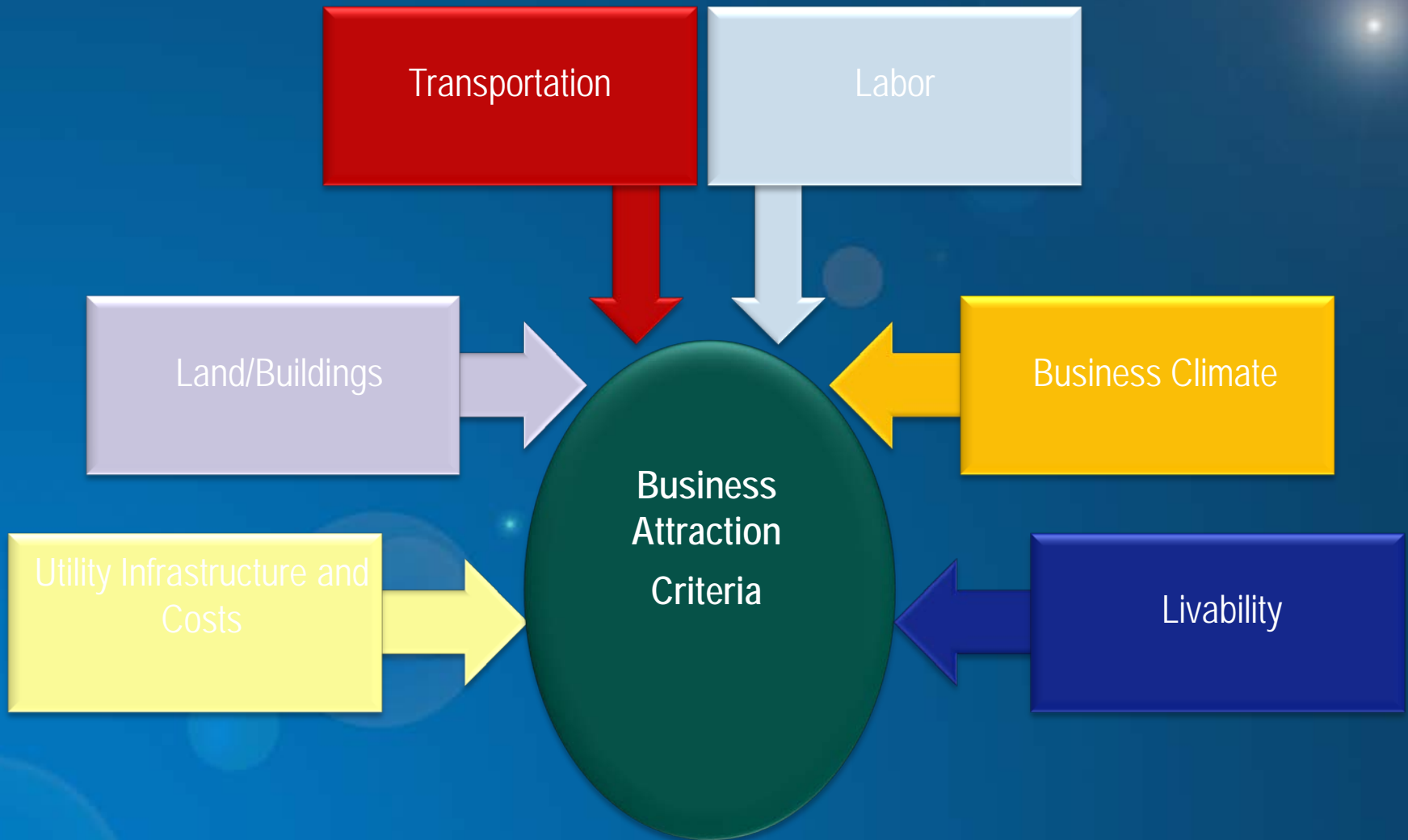
Go OHIO – Overarching Analysis Components

Analytic Strategy	Targeted Industries	All Industries (general)
Focus on Goods Movement	Examine freight supply chains	Examine factors of each county to indicate economic development readiness
Focus on People Movement	Examine how transportation system links people to jobs and businesses to key trading partners	Examine criteria to indicate livability of communities (census tracts) and how multimodal options contribute to livability

Overarching Analysis Components

- Overarching Analysis Components include:
 - » Targeted Industry People Movement
 - » Targeted Industry Goods Movement
 - » General Economic Analysis
 - » **Livability Analysis**
- **Livability analysis best used as an integrated facet of overarching analysis, not a stand-alone analysis.**

General Economic Analysis



Livability Analysis: Five Building Blocks

- Economic and Social Vitality
- Housing Choice
- Transportation Choice
- Environment
- Safety and Security

Livability Analysis - Approach

- 1. Identify range of factors that contributes to each building block;
- 2. Refine factors to a manageable set of indicators that can be measured statewide;
- 3. Determine whether statewide datasets are available to support these indicators;
- 4. Develop individual methodologies to measure each indicator;

Livability Analysis - Approach

- 5. Collect and synthesize data;
- 6. Analyze data and evaluate findings;
- 7. Aggregate the individual indicators under each building block into a single metric for the building block; and
- 8. Develop a livability index that weighs the relative contributions of each indicator to livability.

Livability Indices

Economic and Social Vitality

Jobs-housing balance
Retail, dining, and related establishment density
Vacancy rate
Community growth or decline
Population per square mile

Housing Choice

Dwelling units to households ratio
Housing units by value
Housing affordability index

Transportation Choice

Transit availability
Relative transit accessibility
Street grid density
Bicycle Level of Service

Environment

Air Quality
Water Quality
Park Space

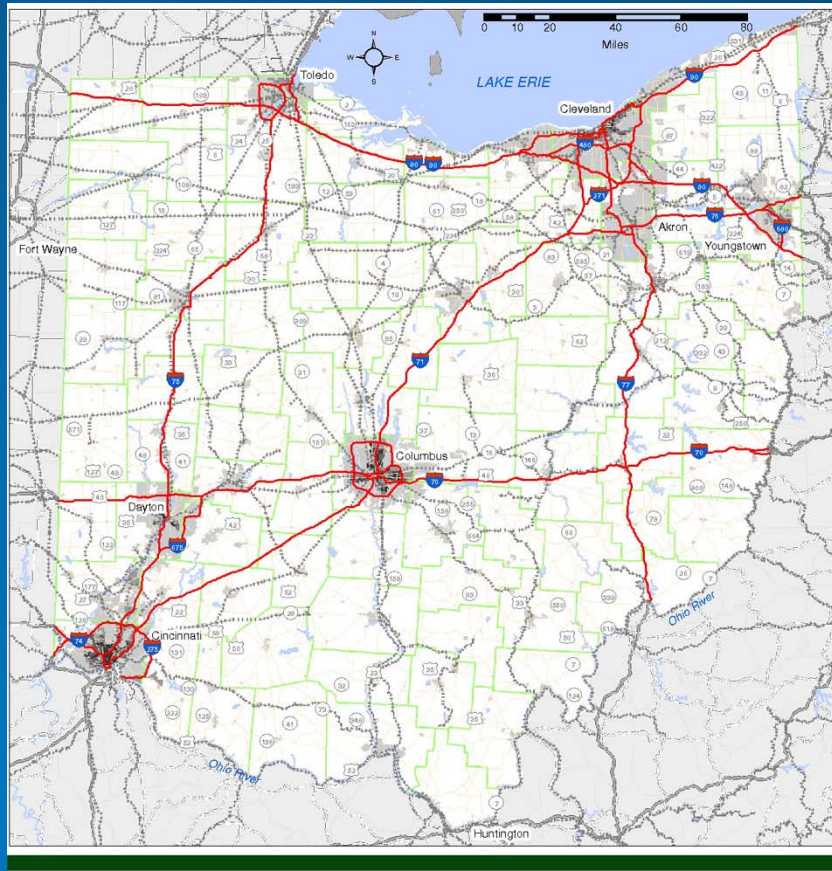
Safety & Security

Crashes on the road network
Modified index of crime per capita per county

Livability Analysis – Data Sources

Indicator	Data Source(s)
Economic and Social Vitality	
Jobs-Housing Balance	Harris data; U.S. Bureau of the Census, 1990 and 2000, U.S. Bureau of the Census; American Community Survey 2006-2008
Population per Square Mile	U.S. Bureau of the Census, 1990 and 2000, U.S. Bureau of the Census; American Community Survey 2006-2008
Retail and Dining Establishment Density	Harris data; U.S. Census Bureau tract boundaries
Housing Occupancy Rate	U.S. Bureau of the Census, 1990 and 2000, U.S. Bureau of the Census; American Community Survey 2006-2008
Housing Choice	
Housing Choice Diversity	U.S. Bureau of the Census, 1990 and 2000, U.S. Bureau of the Census; American Community Survey 2006-2008
Housing Affordability	U.S. Bureau of the Census, 1990 and 2000, U.S. Bureau of the Census; American Community Survey 2006-2008
Transportation Choice	
Transit Availability	Transit network data, Ohio Transit Agencies, ODOT Report on Transit
Relative Transit Accessibility	Harris data; 2003 Tele Atlas USA StreetMap; Transit network data; Census Bureau tract boundaries
Street Grid Density	ODOT road network data
Bicycle Level of Service	ODOT road network data
Environment	
Park Space	Park GIS data. U.S. Bureau of the Census
Safety and Security	
Crashes on the Road Network	Ohio Department of Public Safety, OHIO Traffic Crash Facts, 2008
Crime per Capita	Ohio Department of Public Safety, Office of Criminal Justice Services: Crime Statistics and Crime Reports, Crime by County, 2008

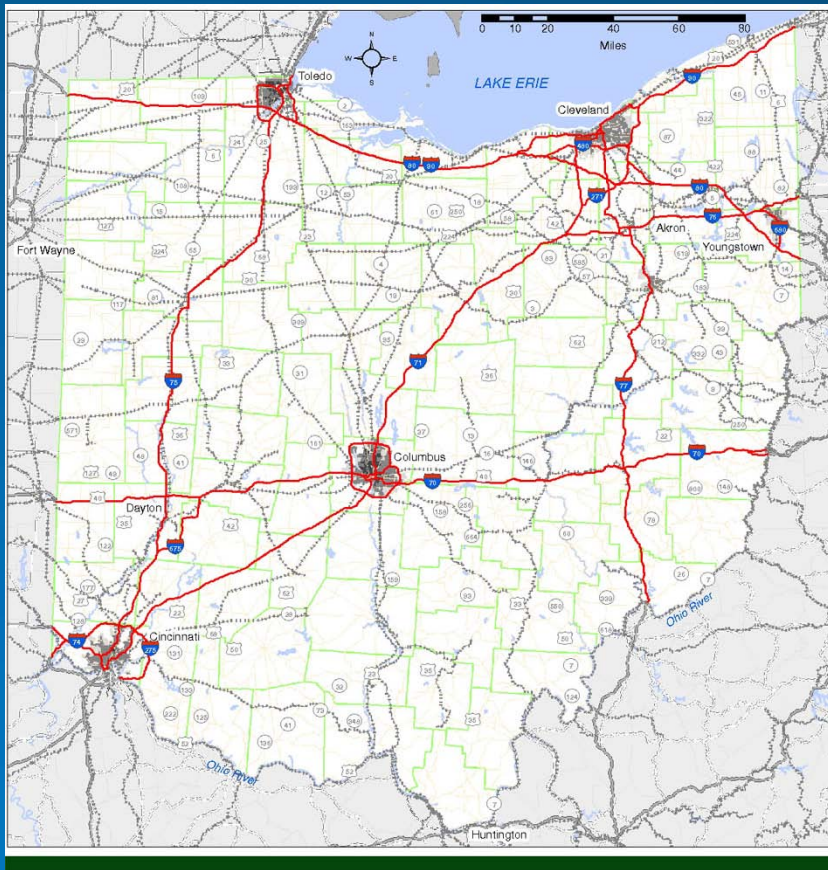
Go OHIO Analysis Results – Transit Availability



Legend

Transit Availability	Supporting Infrastructure
Low	Interstate Highways
Medium	Principal Arterial Roadways
High	Waterways
	County Boundaries

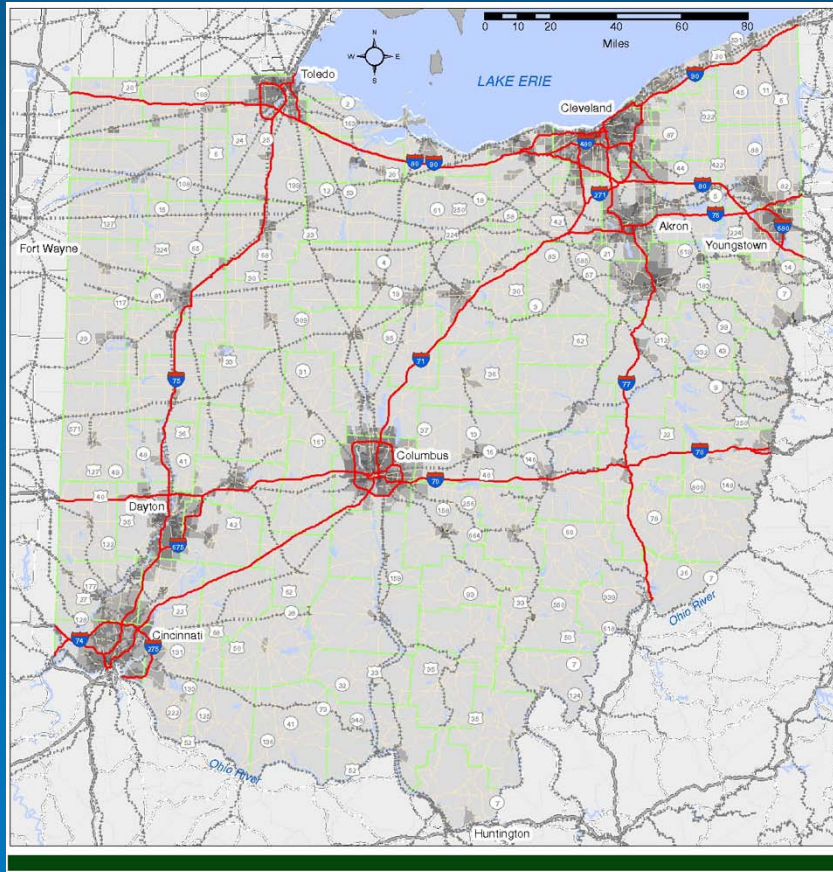
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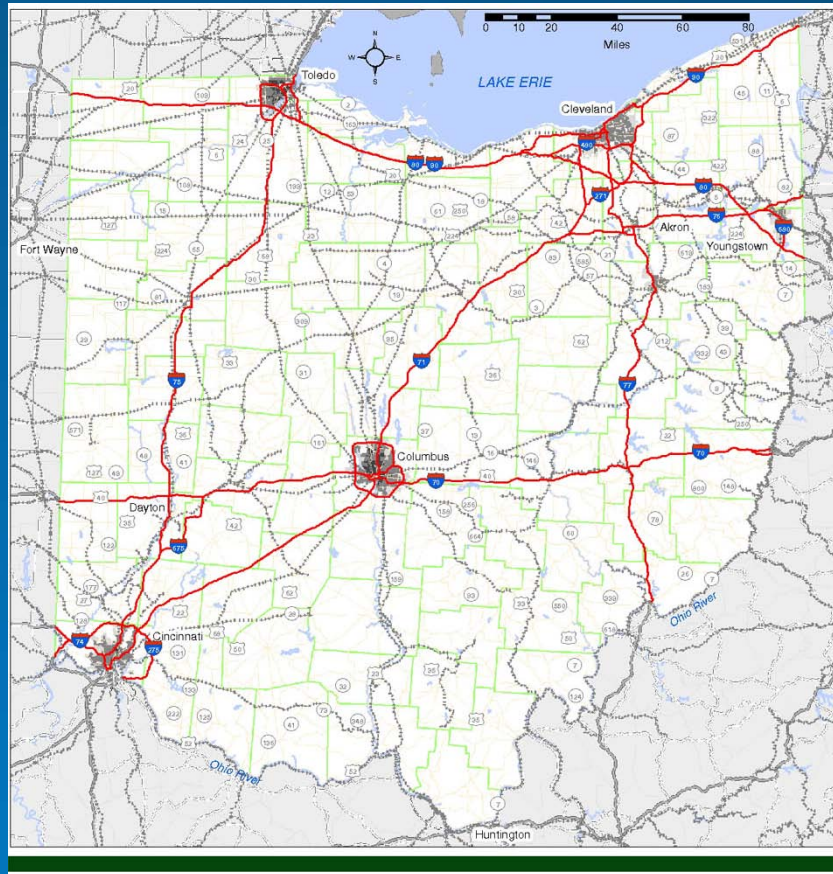
Go OHIO Analysis Results – Road Density



Legend

Road Density per Square Mile	Supporting Infrastructure
Very Sparse Roadway Network	Interstate Highways
Sparse Roadway Network	Principal Arterial Roadway
Average Roadway Network	Waterways
Dense Roadway Network	County Boundaries
Very Dense Roadway Network	

Go OHIO Analysis Results – Livability Summary



Legend

Summary of Livability Criteria	Supporting Infrastructure
Meets Transportation and Non-Transportation Criteria	Interstate Highways
Meets Transportation Criteria	Principal Arterial Roadways
Meets Non-Transportation Criteria	Waterways
	County Boundaries

Lessons Learned

Transportation and Livability Analysis

- Basic tension between two competing issues.
 - » Geographic Scale: Statewide Study but Livability more naturally defined at community or neighborhood level
 - » Data Availability: Most of the indicators are calculated for census tracts to allow for measurement at the neighborhood level, where livability is naturally experienced, while also allowing for clearly defined statewide roll-up.
- Need for creative approaches.
 - » Integrated planning (transportation and livability as components of overarching analysis)
 - » Representative set of indicators

Go OHIO System Designation

- For more information:

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