

## Summary of TMACOG (Toledo Area) Meeting January 22, 2004

### Information to be collected at the meetings:

- Traffic count data on study routes and major connectors with the study roads
  - counts by time of day (preferably by vehicle type) Traffic counts are available, but not available by time of day or by vehicle type. They have given us a link to the ODOT web site that may provides data by vehicle type. We are pursuing those and hope to have something to report at tomorrow's conference.
  - Adjustment factors for seasonal variation, day of the week, and hourly peaking (K) and directional split (D) for truck and passenger traffic volumes Not available
  - speed data These data may be available through ODOT
  - travel time through the MPO on the study routes Estimates of the mode for this are available, but reliability is less clear.
  - description of data sources and reliability of these times Traffic count data come from a variety of sources including manual counts and mechanical counts. Data have a reasonable degree of reliability
- Rail data for links and/or crossings (preferably trains per day for passenger and freight and/or tonnage for freight ) Data available for number of trains per day by mainline
- Any data regarding capacity and flow for intermodal facilities including:
  - Air ports ↔ truck Precise estimates are not available but the road network near the airport showed utilization that was substantially below capacity.
  - Water ports ↔ truck and rail There may be a problem with rail flows out of the Port of Toledo headed South because of a delay at grade rail crossing delay. The road network near the seaport showed utilization that was below capacity
  - Rail ↔ truck Precise estimate are not available but this facility is substantially underutilized.
- Identify important intermodal terminals Done.
- Identify current system bottlenecks across all modes
  - Road: No interchange between I-80/90 and I-475; I-475 overload; I-75 overload but long term plans to resolve; I-280 currently undergoing major reconstruction to solve bottleneck problems.
  - Rail: At grade rail to rail crossing southeast of Toledo; Single North-South track CSX south of Toledo (two tracks needed); Double track East-West Norfolk Southern track (three tracks needed to support freight and passenger rail.
  - Port of Toledo: Impacted by at grade rail crossing mentioned above.
  - Air Port: May need access to rail
- Long-term economic development and land use plans that reflect future economic development Economic development data not available.

- Economic data (employment, output, etc., preferably by industry sectors) at county, state, or metropolitan area level for present and/or future
- Economic development activities and identify partners in economic development
- Studies, plans, and reports that address current and future freight issues [Agreed to give us access to there long-term 2025 freight plan.](#)