

# A Corridor of Legacy Cities

## *Detroit-Toledo-Cleveland-Akron-Youngstown-Pittsburgh*

### A populous, under-served travel market

#### POPULATIONS:

Detroit-Windsor metro area: 5.6 million  
Toledo metro area: 600,000  
Sandusky/Erie County: 76,000 (9 million visitors/year)  
Cleveland-Elyria metro area: 2.1 million  
Akron-Canton metro area: 1.1 million  
Youngstown-Warren-Sharon metro area: 550,000  
Pittsburgh metro area: 2.5 million  
TOTAL POPULATION: 12.5 MILLION IN 300-MILE CORRIDOR

#### TRANSPORTATION:

##### DRIVING

The number of households without cars is rising in major cities in the corridor (per Census, Brookings, UofM TRI):

**Pittsburgh** – 30% of households are without a car (11% in metro area)

**Detroit** – 26% (8% in metro area)

**Cleveland** – 25% (10% in metro area)

**Youngstown** – 18% (7% in metro area)

**Toledo** – 15% (8% in metro area)

**Akron** – 13% (7% in metro area)

That's 1 million people in this travel corridor without cars. Many other households share only one car.

##### GREYHOUND

Detroit-Pittsburgh: 2 daily buses/way direct w/out change of bus (only 1 each way between 6 am to 12 midnight)

Detroit-Cleveland: 4 daily buses each way direct (3 between 6 am-12 midnight)

Toledo-Cleveland: 6 daily buses/way direct (4 between 6 am-12 midnight, 2 buses stop in Sandusky, 1 in Elyria)

Cleveland-Pittsburgh: 5 daily buses each way direct (3 each way between 6 am-12 midnight)

Cleveland-Youngstown: 2 daily buses each way (schedule via Akron doesn't allow full day in Cleveland)

Youngstown-Pittsburgh: 2 daily buses each way (schedule doesn't allow same-day trips to/from Pittsburgh)

As recently as 1990 there were twice as many daily buses. Service to suburbs (Lincoln Park, Cleveland-Puritas RTA, Maple Heights, North Hills) and small towns (Huron, Kent, Warren, New Castle) is no longer available.

##### MEGABUS

Doesn't offer bus service in this market except for two daily buses each way Cleveland-Toledo (only 1 each way between 6 am-12 midnight). It recently offered 2 daily buses each way between Detroit-Toledo-Pittsburgh and 3 each way Cleveland-Akron-Pittsburgh and 3 dailies each way Cleveland-Toledo which attracted good ridership.

##### REGIONAL TRANSIT

Some transit agencies provide longer-distance transportation including:

New Castle Area Transit Authority – Route 71 (New Castle-Pittsburgh) 14 buses each way daily Monday-Friday;

Akron Metro Area RTA – Routes X60/X61 (Akron-Cleveland) 13 buses each way per day Monday-Friday;

Portage Area RTA – Routes 101/102 (Kent-Cleveland) 1-2 buses each way/day Sunday-Friday, Routes 81-82 (Kent-Akron) 7 buses each way/day Monday-Friday.

##### DELTA AIRLINES

Detroit-Cleveland: 4 dailies each way, 1-hour flight + terminal time, fares starting at \$300 RT.

Detroit-Pittsburgh: 5 dailies each way, 1:10-hour flight + terminal time, fares starting at \$450 RT.

Detroit-Akron/Canton: 4 dailies each way, 1-hour flight + terminal time, fares starting at \$300 RT.

No other nonstop flights are available between cities in the corridor.

##### AMTRAK

Detroit-Cleveland: 1 daily each way via connecting Amtrak bus Toledo-Detroit.

Detroit-Pittsburgh: 1 daily each way via connecting Amtrak bus Toledo-Detroit.

Toledo-Cleveland: 2 daily trains each way but neither between 6 am-12 midnight.

Cleveland-Pittsburgh: 1 daily train each way but operates between 6 am-12 midnight.

In more civilized parts of the world, a corridor this populous would have 100+ mph trains departing every hour.

# A Passenger Rail Vision for the Future

## *A conceptual action plan*

### PHASE ONE (first three years)

Conduct program-level planning with a service development plan to identify project-level priorities. Follow-on with project-level planning.

Provide three daily round trips Detroit-Pittsburgh by extending/restructuring Capitol Ltd., Wolverine & Keystone services funded by FRA Sec. 11104 Restoration & Enhancement grant. One added set of train equipment needed.

Top speeds of 79 mph, average speeds of 50-55 mph.

Operate new trains via Ravenna, Youngstown and New Castle (retain Capitol Ltd. station stop at Alliance) which requires restoration of the Ravenna Connection track and enroute station facilities (or run nonstop Cleveland-Pittsburgh until Ravenna Connection is constructed).

Stations expanded, relocated or built new to process passengers from all main tracks to improve rail traffic fluidity, travel times and service reliability. Stations also designed to include Greyhound and local transit buses, car sharing, bikes and pedestrian access funded in aggregation by TIGER, Sec. 11102 (consolidated rail infrastructure and safety improvements) and/or Sec. 11103 (Federal-State partnership for state of good repair) Fast Act grants.

Per Sec. 11212 of FAST Act, evaluate station-area development potential. Also identify additional LCL express and mail handling to diversify passenger service revenues after three years.

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### PHASE TWO (4-6 years after start of phase one)

Provide two additional daily round trips (five total) Detroit-Pittsburgh with two new sets of train equipment required. Operating cost funded by FRA Sec. 11104 grant and capital cost of train equipment funded by a lease or third-party private-sector partner.

Top speeds of 90 mph, average speeds of 60-65 mph, permitted on rail segments equipped with PTC signals (will soon be in place throughout the Detroit-Pittsburgh corridor) by lengthening grade-crossing circuits using USDOT Sec. 1108 Railway-highway grade crossing grants. NS's New Castle-Rochester, PA segment will need PTC.

Add capacity (new passing sidings, track connections, crossovers, cab signals, etc) to route used by passenger trains or to alternate, parallel routes for diversion of slower freight traffic – determined by program-level planning.

Additional station facility enhancements and station-area developments including using private sector financing and/or Subtitle F Railroad Rehabilitation & Improvement Financing (RRIF) loan & loan guarantees to fund up to 75 percent of station facility and station-area development with tax-increment financing to help support train operations.

Per Sec. 11212 of FAST Act, evaluate station-area development potential. Also identify additional LCL express and mail handling to diversify passenger service revenues after three years.

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### PHASE THREE (7-15 years after start of phase one)

Provide three additional daily round trips (eight total) Detroit-Pittsburgh with new sets of train equipment.

Top speeds of 110 mph, average speeds of 65-75 mph.

Long sections of dedicated passenger-only track.

Stations are multi-modal centerpieces of downtown office, housing, hotel, retail and institutional developments.

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