



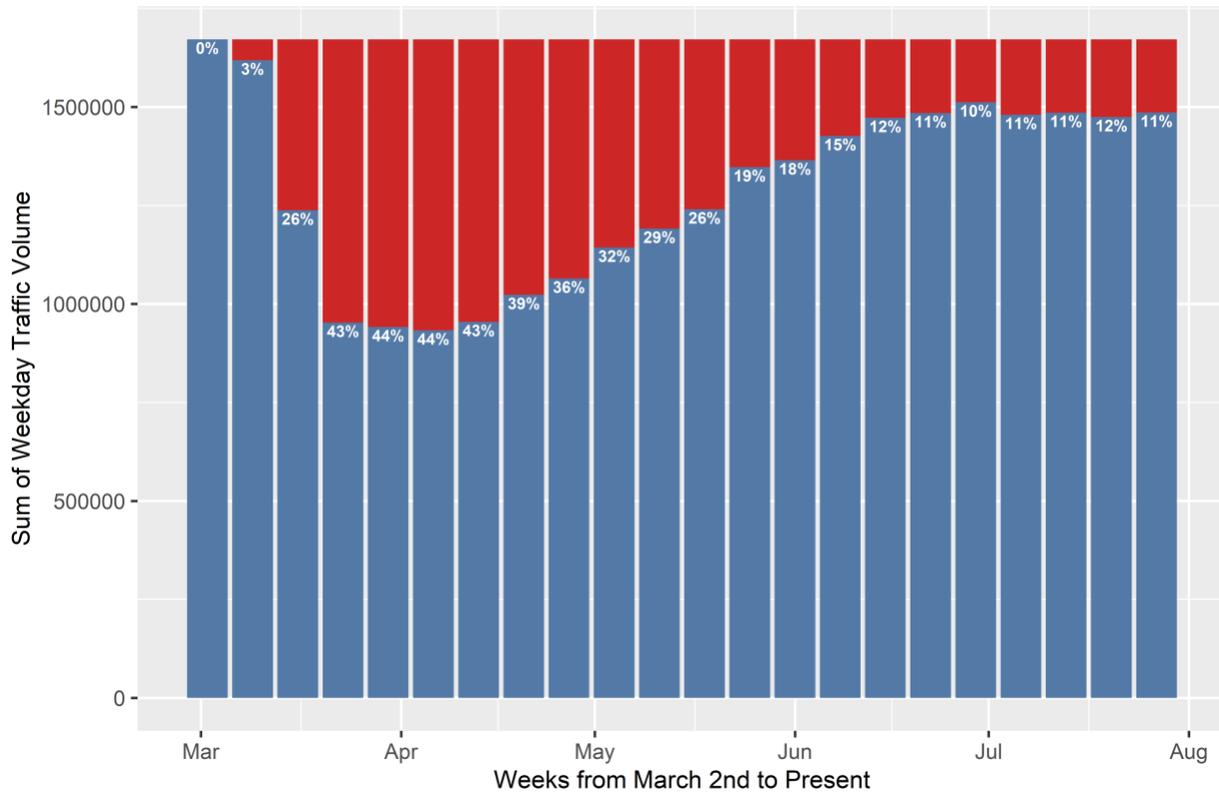
The Mid-Ohio Regional Planning Commission (MORPC) conducted a transportation traffic count analysis using data from the Ohio Department of Transportation’s permanent traffic counters, with count locations across the 15 counties within the Central Ohio area. The analysis demonstrates how Central Ohio traffic changed through the past four months due to the COVID-19 pandemic.

MORPC used the average weekday traffic volumes from the week of March 2, 2020 as the “control week” to compare with traffic volumes for the weeks that followed. The March 2 control week represents the pre-pandemic traffic volumes before Ohio went into a stay-at-home order.

In Figure 1 below, the red bars show the pre-pandemic total traffic volume of the March 2 control week (thus a baseline for comparison purposes), while the blue bars present the traffic volumes of the March 2 week and the weeks that followed (labeled with the percent reduction of traffic volumes compared to the week of March 2).

Figure 1

**%Reduction of Weekday Traffic Volume compared to Week of March 2nd
~ All Stations in 15 Counties ~**

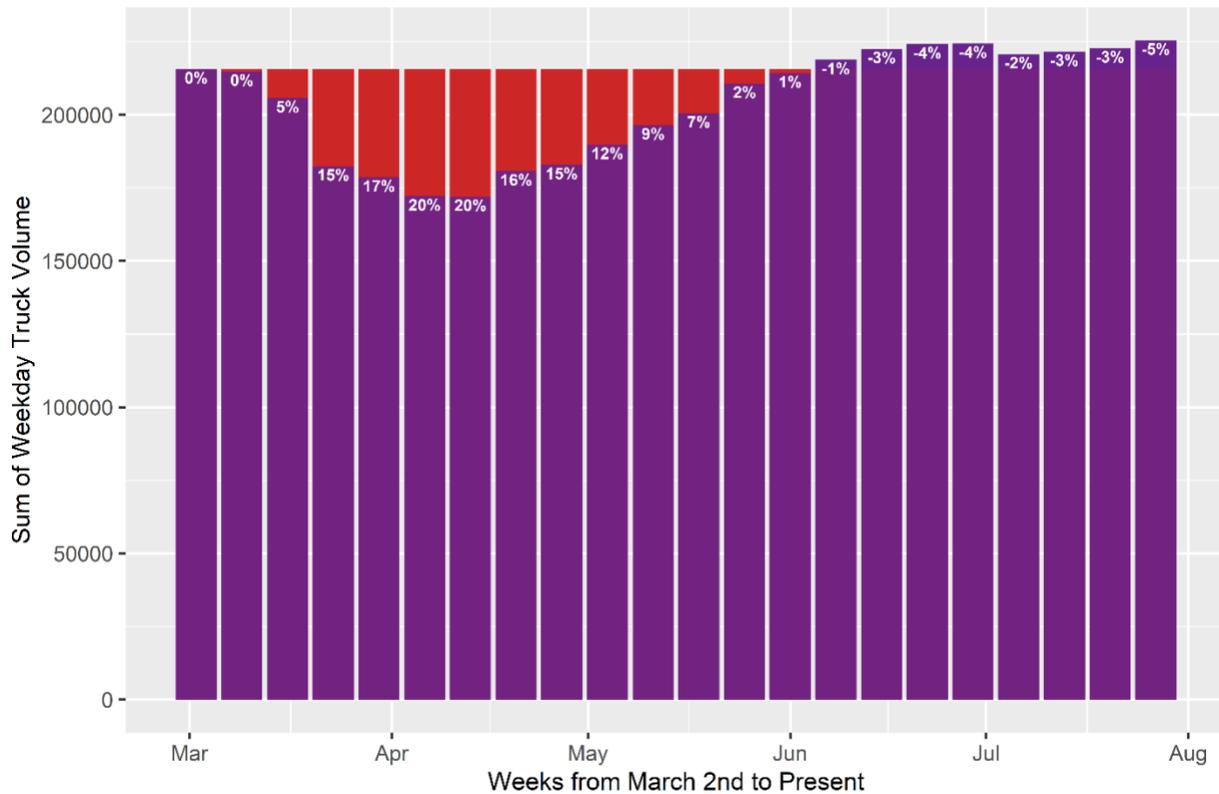


It is interesting to note that while Figure 1 shows general (i.e. all vehicle) traffic has remained lower than the pre-pandemic traffic volume from the week of March 2. Figure 2 shows that truck

traffic from the same count locations in the region has increased beyond the pre-pandemic truck volumes since the second week of June. Overall, the COVID-19 impact on truck traffic, compared to general traffic, was much smaller and the impact duration was much shorter.

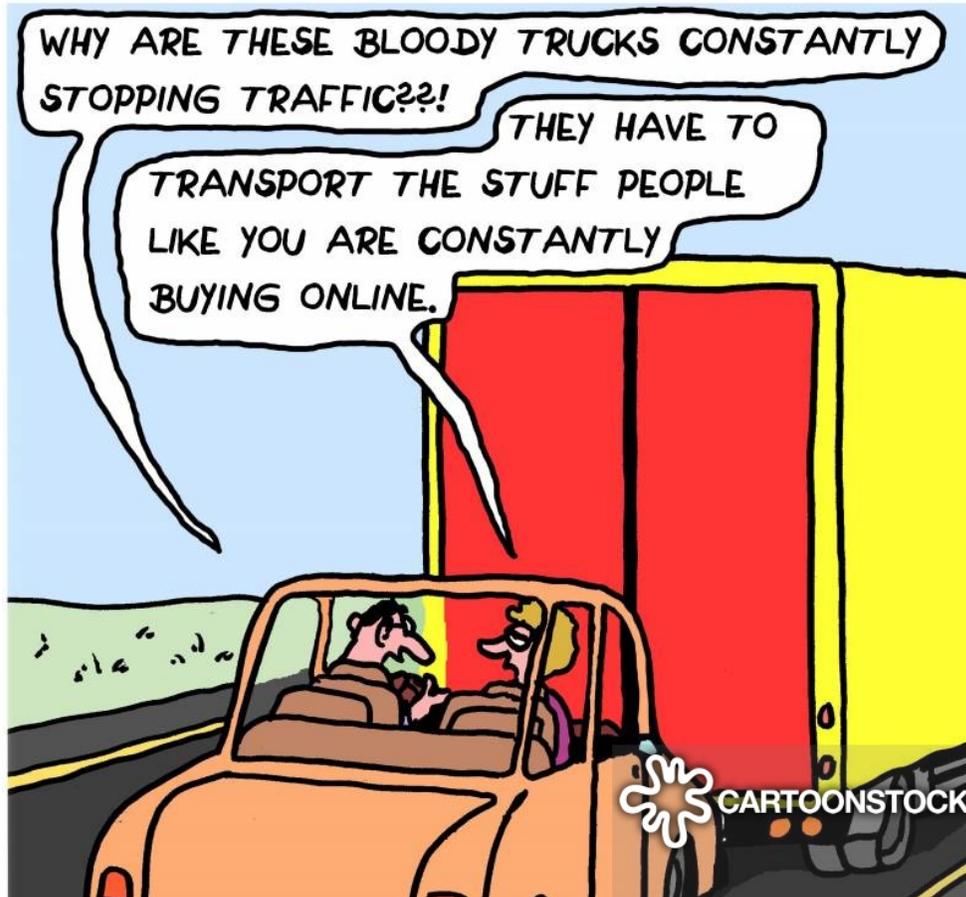
Figure 2:

**%Reduction of Weekday Truck Volume compared to Week of March 2nd
~ All Stations in 15 Counties ~**



This is a data-driven confirmation of what many Central Ohio businesses have known already: The logistics industry has remained strong, and our trucks have continued to move our goods during a time of crisis. MORPC will be presenting more information on this truck volume analysis later in the year, including more localized COVID-19 truck volume impacts at locations such as Rickenbacker (I-270 at Alum Creek Dr.), and US-33 at I-270 (north and south). For more information on this analysis, please contact Dina López, MORPC Strategic Projects Manager at dlopez@morpc.org.

Truck Volumes Analysis – COVID 19 Impacts



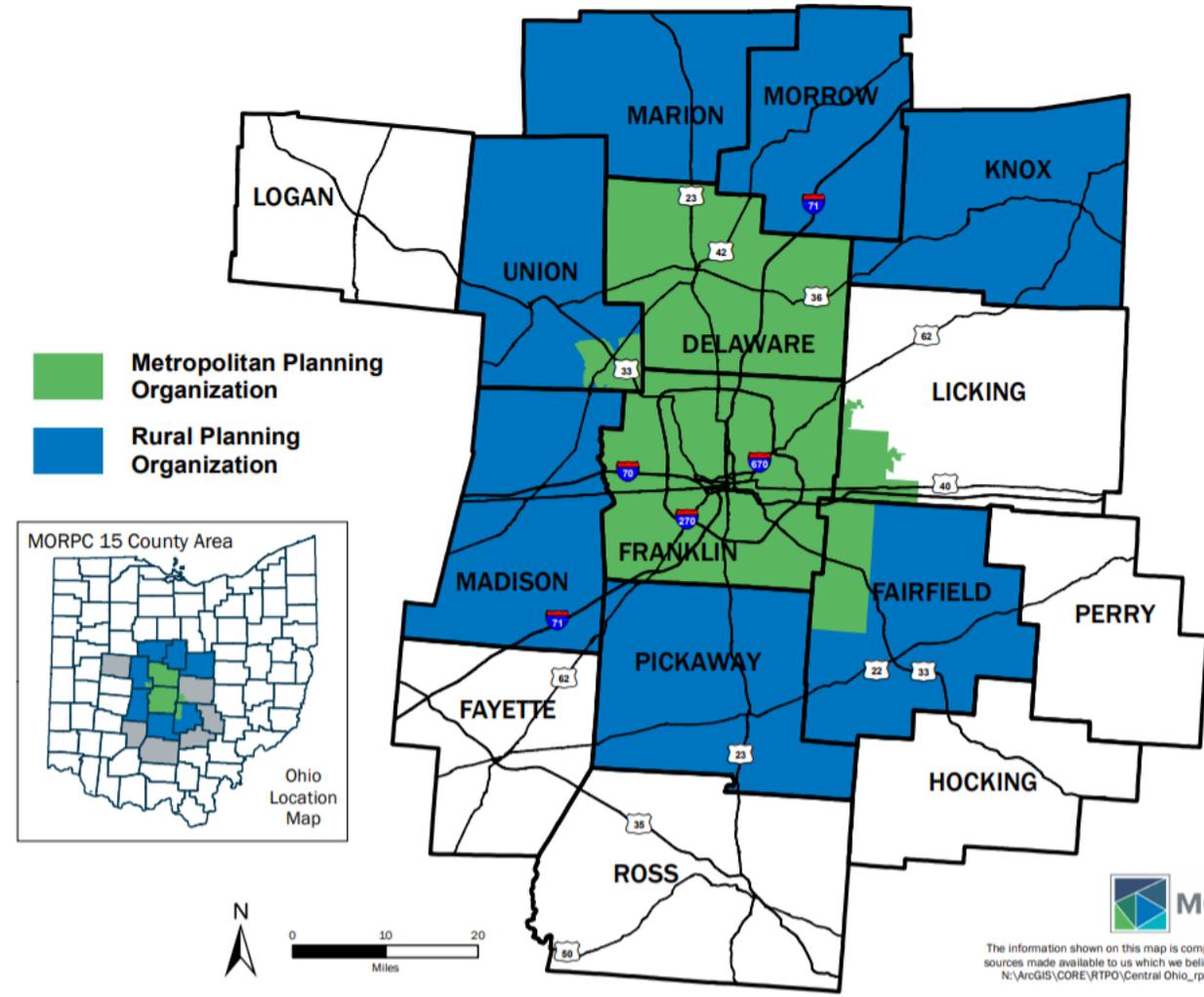
- The Mid-Ohio Regional Planning Commission (MORPC) did an all-traffic and trucks-only traffic count analysis using ODOT permanent count locations data to help various stakeholders understand the impacts of COVID-19 on Central Ohio traffic volumes since early March.
- The following graphs provide data-driven confirmation of what we've been hearing from Central Ohio businesses: The logistics industry is booming!

WHAT IS PERMANENT TRAFFIC COUNT DATA?



MORPC

- ODOT has permanent traffic counters with count locations across the state's highway network. These counters track the number of vehicles by type, all day every day.
- The analysis from this data provides us with traffic volumes across the road network. This analysis looks at general traffic and truck-only traffic on the highway network of the 15-county Central Ohio area.



HOW WERE VOLUMES COMPARED?

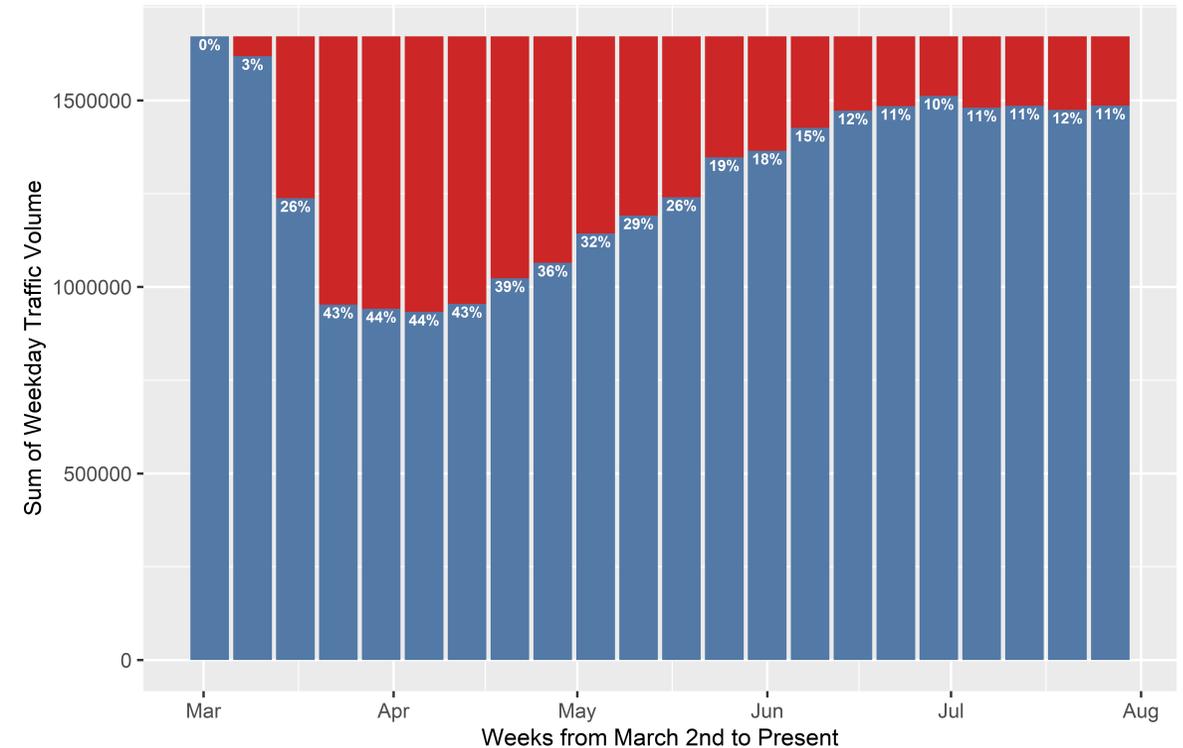


MORPC

- MORPC used the average weekday traffic volumes from the week of March 2, 2020 as the “control week” to compare with traffic volumes for the weeks that followed.
- The March 2 control week represents traffic volumes before Ohio went into a stay-at-home order due to the COVID-19 pandemic.
- In Figure 1, the **red bars** represent all-traffic volumes for the March 2 control week pre-pandemic (thus showing no change).
- The **blue bars** represent the March 2 week and the weeks that followed (labeled with the percent reduction of traffic volumes compared to the week of March 2).

Table 1

**%Reduction of Weekday Traffic Volume compared to Week of March 2nd
~ All Stations in 15 Counties ~**

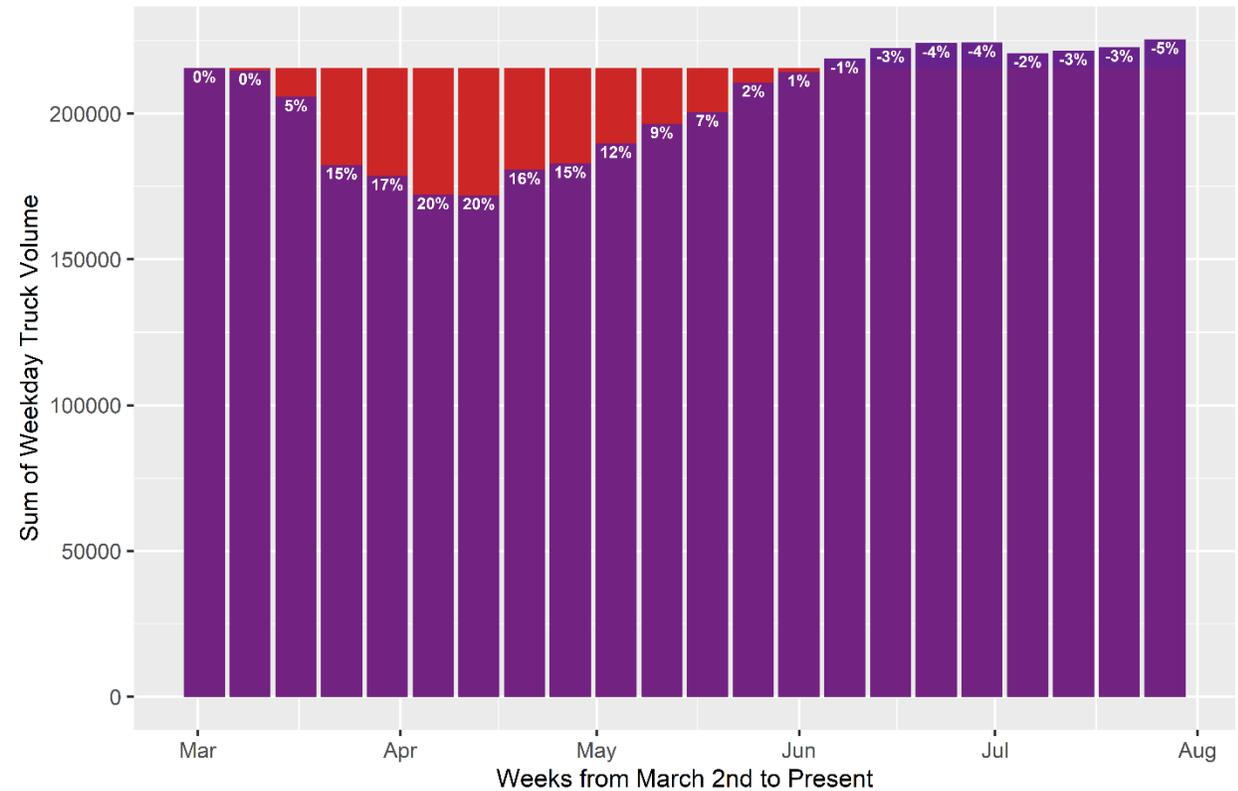


TRUCK VOLUMES (15 COUNTY REGION)

- Figure 1 shows that general (i.e. all vehicle) traffic has remained lower than the pre-pandemic traffic volume from the week of March 2.
- Figure 2 shows that truck traffic volumes did not go down as much as all-traffic volumes at the same count locations in the region.
- Truck volumes have increased beyond the pre-pandemic truck volumes since the second week of June.
- Later this year, MORPC will be presenting more localized COVID-19 truck volume impacts at locations such as Rickenbacker (I-270 at Alum Creek Dr.), and the US33 at I-270 (north and south).

Table 2

**%Reduction of Weekday Truck Volume compared to Week of March 2nd
~ All Stations in 15 Counties ~**



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