



PUBLIC COMMENT SUMMARY

Comments Received

Comment	Response
<p>N/A The lanes are integral for passing once you get out of town. I believe it will cause problems especially considering summer traffic. I'm interested in seeing plans for the drainage</p>	<p>Thank you for your feedback on the road diet alternative. The road diet is not expected to have an adverse impact on traffic on the four-lane section of US 6 as volumes on this section are similar to those on the existing two-lane section and in-line with capacities for a two- or three-lane road. Benefits of a road diet can include reduced vehicle speeds, reduction in certain crash types, and better pedestrian comfort. Drainage plans will be completed in later stages of the project design.</p>
<p>I don't think it's necessary, but if it's going to be done keep it on the south side of Rt 6. Would the state be responsible for clearing snow off the shared path? 4 lanes not needed, but don't put up barriers. When snow plows go thru, you're creating a snow bank. Berms seem currently sufficient for biking & walking. Crash data doesn't seem to support the need for this project. If a problem exists @ Coen Rd, do something to improve visibility.</p>	<p>Thank you for your feedback on the project. Facility maintenance and accessibility will be considerations in the project design. Maintenance responsibility of the path isn't yet known. We will continue to look at solutions for the Coen Road location through this and other projects.</p>
<p>I agree that the shared use path on the south side of the road would be the best decision I agree. When drivers get to a 4 lane highway they automatically start driving too fast which is very dangerous for bike riders and anyone walking along the road. The plan will help everyone have a safe way to travel on Route 6. Anyone who tries to park along side the road is in danger also</p>	<p>Thank you for your support of the project.</p>
<p>This is the best option N/A I'm for making a bike/golf cart/pedestrian path</p>	<p>Thank you for your support of the project.</p>
<p>Very informative - staff extremely knowledgeable Totally agree with philosophy + plan Great information - future planning + design</p>	<p>Thank you for your support of the project.</p>
<p>South side would be better Plan for agricultural equipment</p>	<p>Thank you for your support of the project. Facility maintenance and accessibility will be considerations in the project design.</p>

Comment	Response
<p>Definitely needed! I have lived on Lake Rd. for 36 years and the increase in bicyclists and pedestrians has been dramatic. The south side makes more sense than the north side - lower housing density.</p> <p>Turn lanes would be nice.</p> <p>In a perfect world this project would include extending city sewer lines west from Vermilion - ideally all the way to Ruggles Beach.</p>	<p>Thank you for your support of the project. The extension of City sewer lines is not needed for this project and will not be included.</p>
<p>I think it's important to keep it on the south side. Many of us have businesses on the north and our property is used for our income.</p> <p>No problem. Huron did it with no problem</p> <p>Compensation should be commensurate to the value of the property and if it's part of an income producing business.</p>	<p>Thank you for your support of the project. The project design will try to minimize right-of-way impacts. Real estate representatives will be in touch with impacted property owners to discuss questions related to property acquisition and handle that process at the appropriate time, if impacted.</p>
<p>Path would be too close to my house</p> <p>No objections</p> <p>N/A</p>	<p>Thank you for your feedback on the project. The project design will try to minimize right-of-way impacts. Real estate representatives will be in touch with impacted property owners to discuss questions related to property acquisition and handle that process at the appropriate time, if impacted.</p>
<p>After reviewing the plans I am unable to see any real benefit for it. Connectivity between Vermilion and Huron for pedestrians and bikes is not needed the amount of ped/bike traffic is so minimal.</p> <p>No benefit.</p> <p>I actually hoped to gain some positive nugget of benefit for this initiative and quite frankly I still don't see it. This will cost millions of dollars, some people will be encroached just for nonvehicular path/trail & the disruption to Lake Rd is not warranted!</p>	<p>Thank you for your feedback on the project.</p>
<p>N/A</p> <p>N/A</p> <p>Great project! Bring it on!</p>	<p>Thank you for your support of the project.</p>
<p>The concept is great but funding and maintenance are questions needing answered.</p> <p>Removing the center barrier is a good idea. Many residents are currently complaining that the speed limit needs reduced but I would prefer it to remain the same, especially if you remove a passing lane.</p> <p>The idea of a path for bikes/pedestrians would be an incentive for many to walk or bike more, i.e. healthy life style and great way to exercise @ low expense to individuals.</p>	<p>Thank you for your support of the project. Facility maintenance and accessibility will be considerations in the project design. Maintenance responsibility of the path isn't yet known. Project funding is being explored at the federal, state, and local levels.</p>
<p>Cross walk at Serred (Sherod) Park</p> <p>There is not as much traffic after Rt 2 was built. Two lanes is all there is coming out of Vermilion with no back up</p> <p>There has been thoughts about sanitary sewer to the east from Huron. Perhaps there is money for acquisition of right of way</p>	<p>Thank you for your feedback on the project. Additional crossing locations will be explored in later stages of design, including the potential for a high-visibility crossing at this location. The extension of City sewer lines is not needed for this project and will not be included.</p>

Comment	Response
<p>Much preferred to be constructed on SOUTH side! Yes - good idea Concern about construction traffic/hold ups Do not like the wall idea. I just don't want it to be invasive.</p>	<p>Thank you for your support of the project. A maintenance of traffic plan will be developed for traffic patterns during construction and will provide alternate routes if roadway closures are needed during construction. However, maintaining traffic on US 6, especially during summer tourist season, is a priority for ERPC and ODOT.</p>
<p>I like the idea of the SUP being on the south side of US 6. Special care needs to be taken at Coen & US 6. Make it safe for crossing to the fun @Sherod Park. Reducing the number of lanes is difficult. Where it narrows now - people pass on the right when I believe it should not be allowed. It's dangerous for people familiar with the road and how it changes. Those unfamiliar believe it's part of a double lane. Which it is not. The center turn lane sounds like a good idea.</p>	<p>Thank you for your feedback on the project. Additional crossing locations will be explored in later stages of design, including the potential for a high-visibility crossing at this location. We will continue to look at solutions for the Coen Road location through this and other projects.</p>
<p>Adequate berm to walk/ride bike currently in existence if speed on Rt 6 is decreased to 45 ph. Too much land use encroaching on private property *4-6 ft path is adequate Not needed, slow traffic to 25 mph and enforce speed with radar If safety on Rt 6 is a concern, decrease overall speed to 45 mph from Vermilion to Huron</p>	<p>Thank you for your feedback on the project. The project design will try to minimize right-of-way impacts.</p>
<p>I am in favor of putting the path on the south side of US 6 as it would cross fewer driveways and seem to cause far less disruption. I am in favor of the Road Diet that would reduce the 4-lane section of US 6 West of Vermillion to 3 lanes and a bike/pedestrian path I am in favor of the overall project and the plan to add a shared use path from Vermillion to Huron provided it is on the south side of US 6. My family and I live in a house that backs up to US6 along the route.</p>	<p>Thank you for your support of the project.</p>
<p>I think the SUP on the south side of the road is a better option. It would disrupt fewer natural areas (OWC, the part/water area near Beulah Beach, etc). Also, it seems safer. The 4 lane section of Rt 6 near Vermilion has always baffled me. Why are 4 lanes needed there? It would be much more reasonable to have 3 lanes & a SUP! As an avid cyclist who lives in the Huron area, I prefer as much of this plan to be separated from the road with the grassy separation. This would make the usage more family-friendly.</p>	<p>Thank you for your support of the project. The project design will try to minimize right-of-way impacts.</p>
<p>I do not think this is needed and will be a waste of money but if it is going to happen keep it on the south side of the road. Any road with barriers is going to trap blowing snow drifts on the roadways which makes winter driving even more dangerous. Every pedestrian crossing is going to lead to accidents because people just walk up and push buttons and expect traffic to stop instantly for them and vehicles don't stop that quickly. I have had 3 near misses when a vehicle in front of me has locked on his brakes with no notice</p>	<p>Thank you for your feedback on the project. Facility maintenance and accessibility will be considerations in the project design. Maintenance responsibility of the path isn't yet known.</p>

Comment	Response
<p>No room along south side immediately adjacent to their house. Would believe it is a big waste of money and not likely to be used. Very few cyclists currently, and walkers/bikers accept taking the risk when using the roadway. Most are likely to go into town where density supports multimodal. Can understand multimodal connections on the east end (near the road diet) out to Sherod Park where there is an increase of users, but would not expect it out where they live due to lower density and distance from city of Vermilion. Believes it would make sense to cross the road in certain locations based on frontage depth.</p> <p>For the Road diet, density supports the project due to its proximity to the city, and would make sense to try and connect to Sherod Park and the road diet overall with a multimodal connection. Noted turning issues along the road for people trying to cross the existing median and U-turns at various businesses, and understands the volume of vehicles is lower than before SR 2 was installed.</p> <p>Family is some of the original founders of Vermilion. Recall the positive impacts of SR 2 being completed, and mixed feelings on various parts of the study based on homes location to the road. Is not for a trail across the entirety of the corridor due to frontage depth, but agrees with certain improvements from the study.</p> <p>Previously, traffic was a hazard and high speed but has significantly improved since SR 2 changes. Reduced speeds in certain sections are still a challenge to remember the limit change, but would agree with more consistent speed limits through the section. Would not expect any part of the road to have been a serious safety concern based on lived experience out there.</p> <p>Concerns on impacts for some businesses based on their limited depth from the roadway. Requested to monitor the planning study and any future projects to remain aware of projects that may impact her home.</p>	<p>(Questions/comments addressed during phone conversation.)</p>
<p>Does not believe there would be significant users and concerns on how much of an easement would be required for the project based on the homes distance from the roadway. Believes the biggest beneficiaries would be for the folks who do not live full time along the route, and would be unfair to those who live full time along the route.</p> <p>(No Comments)</p> <p>From a farm family owning numerous homes along the route, and against the multi-use path as limited use and depth of lots.</p> <p>Believe Cranberry Creek to Joppa Road should be 45 MPH, but no other safety concerns along the corridor. Previously, their dog had been struck and killed along road while in front yard, and summer time populations cruise along route at high speeds.</p> <p>Between Fraley and Cranberry Creek have been consistent drainage challenges; Would be concerned a multi-use path would worsen the problem.</p>	<p>(Questions/comments addressed during phone conversation.)</p>

Comment	Response
<p>Lived on N. Side of Cleveland Road E. for 25+ years. Bike Races, marathons, and everyday walkers/bikers have managed to travel the road without a designated path. Route 6/61 is a busy intersection. Adding pedestrian traffic would be problematic and dangerous. I never understood why 4 lanes were needed there anyway. It makes sense to use the space. Aren't there already sidewalks on N side of road there? South would make sense. Can't fathom what the cost of this may be. The is NE Ohio where only 7-8 mos. Of year are decent for biking/walking. I rarely see people on the Huron Bike Path. If, in fact, our opinions matter, I'd rather see \$ go to road & bridge maintenance. (and I say that as a person who would be likely to use the SUP) If project is railroaded through, south side of road would be our preferred and a separate pedestrian bridge where needed seems to be more cost effective than widening bridges. I also don't think crash studies presented justify the need for this project.</p>	<p>Thank you for your feedback on the project.</p>
<p>We are against this because it appears the path in Huron is not used very much and cars making right turns (like into boat ramp) are now very dangerous. The bikers think they have right of way, but the car drive have blindspots when turning right. So many driveways that could be a real issue.</p> <p>Same as above. I frequently go to holland/douglas MI. They have done what you are looking into. My friends who ride bikes a lot will not use this "bike lane" because have had cars turn right into them at driveway because the cars did not see them on the right.</p> <p>We are against this because it appears the path in huron is not used very much and cars making right turns like into the boat ramp are now very dangerous. The bikers think they have right of way, but the car driver have blind spots when turning right. So many driveways that could be a real issue.</p> <p>Has ERPC talked with other towns who have put shared or SUPS & found out what these would do different or change? Are your learning from past mistakes?</p>	<p>(Questions/comments addressed during conversation.)</p>

Comment	Response
<p>I am absolutely for a shared use path (SUP) Our Coastal Trail (CT) Route 6 should be sustained for future generations. The CT will be used more every year. Development is coming. People from all over are now visiting this area. That should be widely noted. As a property owner, I am counting on Regional Planning to discover and make correct decisions for the future of the CT.</p> <p>Road Diet – It’s difficult to comment wholeheartedly as I am not familiar with the Phase 1 connections design. It appears they will tie in closely together. If the Road Diet slows down traffic from Downtown Vermilion, west to Rt. 61, then YES. As stated, Rt. 6 NEEDS PRESERVED. Not only is it historical, but there are cottages in use with children playing outside, bikes, games, etc. Beautiful Sherod Park exists bringing many families to the area. Safety First! As much green space and conservation as feasible possible. This will help preserve for generations to come.</p> <p>Please accept this note in place of the Comment form that was picked up at the open house on December 4th at Ritter Library. If there is any way I can receive updates, please let me know. Via email? I desire to keep close to this project. (anything related to what is happening on Rt. 6, Cleveland Road East, Liberty Ave, Lake Road –and Erie Regional Planning - All of the above).</p> <p>What will ODOT do to sustain Rt. 6 in a way that makes sense? People use it now, and it’s not safe. Traffic needs to slow down, especially near Sherod Park, going west to the dip in road near Evergreen Stables. Multiple accidents happened in 2025.</p> <p>I own three properties on Lake Road. One in Vermilion township, two in Berlin Township. My properties stand to lose footage at the road. As it affects me and others, my belief is being open minded, and trusting our county officials for positive change is key. Status quo has been oppressive and negative throughout history. Thank you for the Open House and information. Best to you and yours in 2026.</p>	<p>Thank you for your support of the project. Design for the road diet portion of the project would tie-in to the existing roadway network at either end. The project design will try to minimize right-of-way impacts. Real estate representatives will be in touch with impacted property owners to discuss questions related to property acquisition and handle that process at the appropriate time.</p>
<p>Overall south side is best alternative and likely least expensive and least disruptive Good solution.</p>	<p>Thank you for your support of the project.</p>