

Appendix E

Public Involvement

ERPC Metropolitan Planning Organization



Public Involvement Strategy – 2050 LRTP

- Open Meetings – Open House encouraging survey and discussion
 - (Created Second Survey – 5 Minute Elevator Speech)
 - Ottawa County Meeting (Oct 23rd 4-6)
 - Host at LESI or find place in downtown Port Clinton?
 - Mark Messa recommends visitor center, need to formalize date and schedule
 - Confirmed Oct. 23rd at LESI Conference Room with Brian Shifflet
 - Erie County Meeting (October 24th 4-6)
 - Erie County Chambers downtown? More inclusive spot to support foot traffic?
 - Confirmed Chambers downtown with Gary to keep building open
 - Need to e-mail Gary closer to meeting to keep lights on
 - *Would need to develop presentation materials and regional data summary*
- Public Events – One in each county to promote survey face to face
 - ~~Witches Walk – October 19th~~
 - ~~<https://www.sanduskywitcheswalk.com/contact-us>~~
 - ~~Sandusky Farmers Market – October 19th~~
 - ~~[Home | Sandusky Farmers Market \(farmersmarketsandu.wixsite.com\)](https://www.sanduskyfarmersmarket.com/)~~
 - ~~E mailed 10/1 – Letting us know next week (10/7) Followed up 10/10~~
 - ~~Doesn't qualify for event details.~~
 - Pumpkins in the Park – October 13th
 - <https://www.facebook.com/events/1226411851852707/>
 - E-mailed 10/1 - Accepted and need to bring goodies to pass out
 - 10/13 public involvement
 - Went Well
 - Osborn Metroparks Run – Nov. 2nd
 - E-mailed to set up booth, confirmed for second with Martyn
 - Metroparks sharing on social media our attendance to encourage additional runners
 - Set up later/following event in separate location in town?
 - Depends weather
 - ~~Lakeside Marblehead Fall Festival – October 12th~~
 - ~~<https://lakesideohio.com/events/lighthouse-festival-2024/>~~
 - *Would need to set up booths including banner and handouts*
- Targeted Survey – Survey Sent directly to Stakeholders to encourage involvement
 - Review List of Addresses/Contacts – **Survey Sent**
 - Develop Packet:
 - Cover Letter – Completed and reviewed
 - Survey –
 - Added Planning Area Map - Removed Widget for project location, include project feedback tool to Packet
 - Project Feedback Tool
 - 2020 Projects – Including with packet
- General Open Survey (Targeted Survey)

- Same or different survey to relay to general public?
 - Different 5 minute survey to cast wide net
- Paper Copies and QR Code made available at downtown building
- Includes notices at:
 - ERPC Website
 - Facebook
 - Boost/Promote?
 - Newspaper
 - Legal Notice or full blown article?
- Speaking Engagements
 - Kiwanis – October 13th
 - Paper Surveys
 - GLCAP TAC – Ottawa County: November 5th
 - Survey Link or Paper Survey?
 - GLCAP TAC – Erie County: November 5th
 - Survey Link or Paper Survey?
 - Creating Healthy Communities (CHC)
 - Survey Link

**LEGAL NOTICE
PUBLIC MEETING TO
GATHER PUBLIC COMMENTS
ABOUT TRANSPORTATION
NEEDS IN ERIE COUNTY, OH**

The Erie Regional Planning Commission (ERPC) will be holding a public meeting on the ERPC 2050 Long Range Transportation Plan (LRTP) on October 24th, 2024. The meeting is being conducted to gather public input about future transportation projects, needs and issues in Erie County for the 2050 LRTP. The public meeting will be held at the Erie County Commissioners Chambers, Third Floor, 247 Columbus Avenue, Sandusky, Ohio. The session will be from 4:00 p.m. to 6:00 p.m. with a brief presentation beginning at 4:00 p.m. The success of any transportation plan is reliant upon a strong public involvement program. Therefore, the ERPC has committed itself to pursue a pro-active public outreach effort throughout the development of the plan. Efforts will focus on soliciting community involvement to maximize awareness and provide a forum for public participation in order to build support and gain public input for the final plan and to ensure that the final plan reflects the values of our region. To ensure that Erie County's quality of life, economic viability, and mobility are preserved and protected, ERPC would like your input on transportation needs as it pertains to roadway, transit, bicycle and pedestrian transportation improvements. Local officials consider public involvement a critical step in developing a successful transportation plan. Staff from ERPC will be on hand at the event to provide information and answer questions. Persons attending the public meeting will be invited to submit written comments.

**LEGAL NOTICE
PUBLIC MEETING TO
GATHER PUBLIC COMMENTS
ABOUT TRANSPORTATION
NEEDS IN OTTAWA COUNTY, OH**

The Erie Regional Planning Commission (ERPC) will be holding a public meeting on the ERPC 2050 Long Range Transportation Plan (LRTP) on October 23rd, 2024. The meeting is being conducted to gather public input about future transportation projects, needs and issues in Erie County for the 2050 LRTP. The public meeting will be held at the Shores & Islands Visitor Center conference room, 770 SE Catawba Road, Port Clinton, Ohio. The session will be from 4:00 p.m. to 6:00 p.m. with a brief presentation beginning at 4:00 p.m. The success of any transportation plan is reliant upon a strong public involvement program. Therefore, the ERPC has committed itself to pursue a pro-active public outreach effort throughout the development of the plan. Efforts will focus on soliciting community involvement to maximize awareness and provide a forum for public participation in order to build support and gain public input for the final plan and to ensure that the final plan reflects the values of our region. To ensure that Ottawa County's quality of life, economic viability, and mobility are preserved and protected, ERPC would like your input on transportation needs as it pertains to roadway, transit, bicycle and pedestrian transportation improvements. Local officials consider public involvement a critical step in developing a successful transportation plan. Staff from ERPC will be on hand at the event to provide information and answer questions. Persons attending the public meeting will be invited to submit written comments.

Press Release: ERPC 2050 LRTP

The Erie Regional Planning Commission Metropolitan Planning Organization (ERPC MPO) is looking for your input to help identify the transportation interests of our local communities as they look to update their 2050 Long Range Transportation Plan. ERPC MPO will be hosting two in-person public meetings, beginning on Wednesday, October 23rd, from 4-6 p.m. at the Shores and Islands Visitor Center first floor conference room, (770 SE Catawba Road, Port Clinton, OH), followed by a meeting on October 24th from 4-6 p.m. at the Erie County 3rd Floor Commission Chambers (247 Columbus Avenue, Sandusky, OH). Staff will be on hand to answer your questions about the ERPC MPO and gather input and feedback on transportation challenges facing our region, including needs such as roadway, transit, bicycle and pedestrian facilities.

The public is encouraged to come and comment on:

- Regional long-range transportation plan
- Current transportation issues and interests
- Presentations and exhibits
- Question and comment opportunities

If you would like to share a comment without attending the meeting, you can do so at www.eriecounty.oh.gov/MPO.aspx, or by emailing kcannon@eriecounty.oh.gov. Additionally, comments can be mailed physically to ERPC MPO, C/O Kevin Cannon, 2900 Columbus Avenue, Sandusky, OH 44870. Comments will be accepted through November 15th, 2024.

FUTURE PI Following Draft Completion

FOR IMMEDIATE RELEASE

REQUEST FOR PUBLIC COMMENTS ABOUT

LONG RANGE TRANSPORTATION NEEDS IN

ERIE COUNTY, OH

The Erie Regional Planning Commission (ERPC) in conjunction with Sandusky Transit System (STS), is requesting public comment on the draft 2045 Long Range Transportation Plan (LRTP). In response to federal and state restrictions on public gatherings due to the COVID 19 pandemic, ERPC is adjusting its public involvement for the 2045 LRTP to an online format. ERPC will post sections of the draft plan, notices, public presentations, and other related materials as they are developed on its website at

<https://www.eriecounty.oh.gov/2040LongRangeTransportationPlan.aspx> .

To ensure that Erie County's quality of life, economic viability, and mobility are preserved and protected, the ERPC would like your input on the following issues:

- Roadway, Transit, Bicycle and Pedestrian Transportation Improvement Alternatives
- Alternative evaluation criteria.

- Other Long Range Transportation Plan issues.

Local officials consider public involvement a critical step in developing a successful transportation plan. Please forward questions or comments to ERPC via email at planning@eriecounty.oh.gov, regular mail at 2900 Columbus Avenue, Sandusky, Ohio 44870, phone (419)-627-7792, or fax (419) 627-7692. ERPC will ensure timely responses to all submitted questions or comments. Comments and questions on any of the plan elements will be accepted through July 15th, 2020.

Transportation Stakeholders,

Erie Regional Planning Commission (ERPC) is inviting stakeholders to give input into the development of our 2025-2050 Long Range Transportation Plan (LRTP). The plan will guide in the development of a well-maintained, integrated, and accessible transportation system that efficiently moves people and goods throughout Erie and Ottawa counties. With your input, we can help identify critical issues and interests of our local communities, and help ensure the plan aligns with priorities for growth and development in our region.

Below is a link to our brief survey to help identify the priorities for our region: [ERPC MPO 2025-2050 LRTP Survey](#)

For specific safety or roadway concerns, please feel free to submit locations using the Transportation Feedback tool below: [ERPC Transportation Feedback Tool](#)

To learn more about our current 2020-2045 Long Range Transportation Plan, please visit our website at: [2045 Long Range Transportation Plan](#)

Surveys will be collected between now and November 15th. If you have any additional questions on the long range plan, ERPC, and other transportation related issues, please feel free to reach out to Kevin Cannon at kcannon@eriecounty.oh.gov or 419-627-7792.

We look forward to your participation in this planning process.

Thank you,

(TIM Signature)



ERPC MPO 2050 Long Range Transportation Plan Survey



For more information, visit our website at: <https://www.eriecounty.oh.gov/MPO.aspx>



Erie Regional Planning Commission

MPO Combined Policy & Technical Advisory Committee

2050 LRTP Jurisdiction Interviews

Huron Interview

June 20th, 2024 – 2PM at City of Huron Offices.

Matt Lasko, Stu Hamilton, City of Huron; Kevin Cannon, Tim King, ERPC

1. Have you noticed changes in your local transportation patterns over last 10 years? Changes that specifically need addressed?

Bike paths have had a visible impact on transportation through Huron. Berlin Road light change has had positive impact as well.

18 Wheelers at Sawmill Parkway to/from Ardagh create minor congestion

2. Where do you see future development/redevelopment in your area?
 - a. Are there any specific traffic congestion or parking issues you would want to see addressed in advance? – **To monitor – Berlin to Sprowl but no major truck congestion**
 - b. Expected Future Land Use Changes?

Conagra residential/mixed-use development on east bank of Huron River. Consideration of River Road corporate park as existing parks continue to fill out. Carmeuse Lime did not renew their lease but would take time before that land is considered/eligible for redevelopment. Not many places for new development as Huron continues to build out, and city closely examines eligible land for future developments.

3. What portion(s) of Erie County is/are difficult to access and why? How could these area(s) be improved? Please be specific as possible.

Nothing of note. Huron has excellent access east/west, and south.

4. Do you feel area signage near you is adequate?

City internal considerations for creating consistent signage design and reducing clutter.

5. What is the current impression of active transportation facilities in your township and the county as a whole? Public transportation?

Active Transportation – City takes active role in expanded active transportation facilities, including second phase expansions of regional connections along the Sandusky Bay pathway (I.E. Vermilion to Port Clinton), as well as creating closed loops (i.e. Bogart Road to Rye Beach)

and examining city for applicable connectivity of facilities (Berlin Pedestrian Connection). Working to close gaps, and continue pathway along US 6 and into the city neighborhoods via residential connections.

Public Transportation – City primarily serviced by STS dial-a-ride services, with one fixed-route along Rye Beach and the Firelands campus. Citizens primarily travel adequately by

6. Does your area have any experience with electric vehicles/autonomous vehicle planning?

Some sites including Fabiens Park had been considered where adequate parking space exists. Want to ensure stations are not taking up ample room in CBD. No formal plans/considerations in place. Not a significant share of locals with EV's, and through traffic not sufficient for EV. EV facilities seem to be coming to region from Top Down Approach at state and federal level.

7. Attached to the meeting packet was the projects as included in the 2045 LRTP. Are there projects for your jurisdiction we are missing, or existing projects to be revised?

Maps scanned in. Long term considerations include Route 6 Road Diet to reestablish town center as outlined in Vision 2020 Plan. Looking to examine pedestrian connectivity and close gaps in routes. North-South along Main Street in short term will look to be a redesigned streetscape, with future considerations up north towards the lake.

Preservation projects were all short term and are currently programmed or completed. Intersection improvements at US 6 and Berlin Road may need reexamined in the future as a safety issue and the highest accident intersection in town, when the original plan for round-a-bout did not go through.

No significant roadway expansion or transit projects.

Active transportation needs to comment on increasing connectivity, considerations for Rails to Trails with old NSX line out of Carmeuse, and Sandusky Bay Pathway across to Vermilion

8. On the next page are the policies for roadway, non-motorized, freight and transit projects. Should policy be adjusted, added to, or changed?

Policy: Roadways

- Encouraging the widening of all roads to recommended widths based on ODOT design guidelines
- Encourage the **preservation** network by expansion and adaption of existing facilities to meet transportation needs, as opposed to the creation of wholly new facilities.
- ~~Support Recommendations from US 6 Corridor Study~~
- Encourage the creation and implementation of access management regulations for municipalities and villages
- Support drive education and other road safety initiatives

Policy: Non-Motorized Policies

- Build off the existing bicycle/pedestrian facility system as rated in the 2020 Bicycle and Pedestrian Plan Update and update it as needed.
- Continue public outreach education efforts through Active Transportation Month and events through the ERPC website and other social media efforts as feasible.
- Continue meeting and working with the Bicycle and Pedestrian Advisory Committee
- Continue working with local jurisdictions and agencies to support bicycle and pedestrian improvement efforts
- Support Complete Streets Efforts
 - **No formal complete street policy, but vet projects on a local flexible scale as they appear.**

Policy: **Transit**

- Continue updating the coordinated transportation plan and implementing suggested goals and strategies when feasible.
- Continue supporting the regional mobility manager
- Explore south and west connections to Huron County and City of Vermilion
- Work towards securing funding and other non-infrastructure projects include expand and streamline cross county transfers.
 - **No Transit Considerations**

Policy: **Freight**

- Develop a relationship with the freight community
- Support the advancement of Intermodal facilities to foster the growth of a multimodal transportation system
- Support rail line projects that include a hub in Vermilion and Sandusky

9. What would you like to see better reflected in our 2050 LRTP?
No additional comments at this time.

10. Additional Considerations

Rail Quiet Zone – Examining all crossings through town to develop quiet zone for the city.

Additional Plans to close Williams Street at the railroad tracks for one less crossing and diverge traffic to adjacent Main Street or underpass.

Major Takeaways

1. **Continually working to expand and close gaps in Active Transportation Routes**
2. **Monitor and encourage strong development patterns of residential and industrial development as land becomes available**

3. Long Term Vision to reestablish central business district and town center of Huron



Erie Regional Planning Commission

MPO Combined Policy & Technical Advisory Committee

2050 LRTP Jurisdiction Interviews

Vermilion Interview

July 18th at 10AM

Chris Howard, Tony Valerius, City of Vermilion; Tim King, Kevin Cannon, ERPC

1. Have you noticed changes in your local transportation patterns over last 10 years? Changes that specifically need addressed?

High Bridge Road slowly upgrading and has been a positive for traffic patterns on city east end. Increased number of blocked railroad crossings along Sunnyside Road. No significant past pattern changes.

2. Where do you see future development/redevelopment in your area?
 - a. Are there any specific traffic congestion or parking issues you would want to see addressed in advance?
 - b. Expected Future Land Use Changes?

East/Southeast side of city has developable lots. Current proposals include mixed-use near Brownhelm Station Road and Sunnyside Road. New development (671 homes) would have a significant impact and transportation patterns, but addition of new intersections at Brownhelm Station Road and upgrades to Sunnyside Road and High Bridge Road expected to occur simultaneously with proposed development.

3. What portion(s) of Erie and Ottawa County are difficult to access and why? How could these area(s) be improved? Please be specific as possible.

Overall between SR 60, Liberty/SR 6 the city has good area access to nearby communities and highway access. City layout overall intuitive.

4. Do you feel area signage near you is adequate?

City has good signage and engaged volunteer groups for city beautification projects.

5. What is the current impression of active transportation facilities in your township and the county as a whole? Public transportation?

The city is looking to expand Active Transportation facilities when available. Current efforts include bike lanes on Sunnyside Road. Conversation with ODOT had on Rte 6 railway bridge adding sidewalks, but project did not move forward. City interested in future considerations for how the regional Sandusky Bay Pathway would connect the west side of town to Huron.

6. Does your area have any experience with electric vehicles/autonomous vehicle planning?

Considerations and efforts for a station were had with Ohio Edison, but no projects moved forward. No formal plans in place.

7. Attached to the meeting packet was the projects as included in the 2045 LRTP for reference. Are there existing plans/projects/long term goals for your jurisdiction?

Edits scanned in

8. Below are the policies for roadway, non-motorized, freight and transit projects. Should policy be adjusted, added to, or changed?

Policy: Roadways

- Encouraging the widening of all roads to recommended widths based on ODOT design guidelines
- Encourage the **preservation** network by expansion and adaption of existing facilities to meet transportation needs, as opposed to the creation of wholly new facilities.
- *Support Recommendations from US 6 Corridor Study*
- Encourage the creation and implementation of access management regulations for municipalities and villages
- Support driver education and other road safety initiatives

Policy: Non-Motorized Policies

- Build off the existing bicycle/pedestrian facility system as rated in the 2020 Bicycle and Pedestrian Plan Update and update it as needed.
- Continue public outreach education efforts through Active Transportation Month and events through the ERPC website and other social media efforts as feasible.
- Continue meeting and working with the Bicycle and Pedestrian Advisory Committee
- Continue working with local jurisdictions and agencies to support bicycle and pedestrian improvement efforts
- Support Complete Streets Efforts

City approaches complete streets on case-by-case basis, including location and funding.

Policy: Transit

- Continue updating the coordinated transportation plan and implementing suggested goals and strategies when feasible.
- Continue supporting the regional mobility manager
- Explore south and west connections to Huron County and City of Vermilion
- Work towards securing funding and other non-infrastructure projects include expand and streamline cross county transfers.

Policy: Freight

- Develop a relationship with the freight community
- Support the advancement of Intermodal facilities to foster the growth of a multimodal transportation system
- Support rail line projects that include a hub in Vermilion and Sandusky

9. What would you like to see better reflected in our 2050 LRTP?

N/A

10. Additional Considerations



Erie Regional Planning Commission

MPO Combined Policy & Technical Advisory Committee

2050 LRTP Jurisdiction Interviews

Port Clinton Interview

Tuesday, July 16th at 10AM.

Present: Tracy Colston, Gabe Below, Michael Snider, Douglas Nusser, Port Clinton; Tim King, Kevin Cannon, ERPC

1. Have you noticed changes in your local transportation patterns over last 10 years? Changes that specifically need addressed?

Issues arising at Monroe and Perry Street "5-Point" intersection that will have a redesign. Increased traffic flows in downtown but no significant transportation pattern changes

2. Where do you see future development/redevelopment in your area?
 - a. Are there any specific traffic congestion or parking issues you would want to see addressed in advance? – **Early conversation on parking in downtown Port Clinton; Garage in very early conversation**
 - b. Expected Future Land Use Changes?

Expected to see continued changes to Downtown and Lake Shore Drive development and redevelopment. Lake Shore Drive would include additional housing. Recent housing growth continues south, including the Shepherd Crossing apartments. 20 acres former manufacturing site on east side of town would be prone to future redevelopment along Maple Street. Plan for storage condos there fell through.

3. What portion(s) of Erie and Ottawa County are difficult to access and why? How could these area(s) be improved? Please be specific as possible.

The area is primarily served by SR 53 to the west and Rte 2 to the east, bypassing the city to the south. One possible outlook would be an additional interchange at Rte 2 and Fulton Street for ease of access for emergency vehicles.

4. Do you feel area signage near you is adequate?

Area's destination as a tourist economy makes for good signage to the peninsula. Worked with ODOT 2-3 years ago to improve area wayfinding that works well.

5. What is the current impression of active transportation facilities in your township and the county as a whole? Public transportation?

Non-existent but looking to expand. Voters passed a levy to establish a Parks board that is pushing for increased Active Transportation through their planning efforts (2018 AT Plan), and has been largely encouraged by citizen backing. Current efforts include expanded active transportation at the Waterworks Park, Perry Street and out along Lakeshore Drive. Port Clinton has been active applying for ODOT TAP funds, and conversation included connections between Sandusky and Port Clinton and what that means for seasonal tourism workers.

The city has had limited impressions with OCTA, as it services the area by dial-a-ride services primarily for the senior population. Workers who commute tend to opt for taxi services through OCTA, but public transportation lacks a solid connection between recreational opportunities in Catawba Township and Port Clinton.

6. Does your area have any experience with electric vehicles/autonomous vehicle planning?

City had applied for Charging and Fueling Infrastructure Grant (CFI) but were denied. City has no planning efforts past that.

7. Attached to the meeting packet was the projects as included in the 2045 LRTP for reference. Are there existing plans/projects/long term goals for your jurisdiction?

- **Currently beginning a city wide repaving project Forward Looking Infrastructure Project (FLIP) including water and sewer improvements, and will repave nearly all city streets that had not been recently repaved. Estimated completion - 2026.**
- **Considerations for Perry Street/163 widening to ODOT standards and additional active transportation efforts with a bike path.**
- **Preventment on Lakeshore Drive with Bike Path**
- **Upgrade crosswalks and pedestrian efforts in and around downtown**

8. Below are the policies for roadway, non-motorized, freight and transit projects. Should policy be adjusted, added to, or changed?

Policy: Roadways

- Encouraging the widening of all roads to recommended widths based on ODOT design guidelines
- Encourage the **preservation** network by expansion and adaption of existing facilities to meet transportation needs, as opposed to the creation of wholly new facilities.
- *Support Recommendations from US 6 Corridor Study*
- Encourage the creation and implementation of access management regulations for municipalities and villages

- Support drive education and other road safety initiatives

Policy: Non-Motorized Policies

- Build off the existing bicycle/pedestrian facility system as rated in the 2020 Bicycle and Pedestrian Plan Update and update it as needed.
- Continue public outreach education efforts through Active Transportation Month and events through the ERPC website and other social media efforts as feasible.
- Continue meeting and working with the Bicycle and Pedestrian Advisory Committee
- Continue working with local jurisdictions and agencies to support bicycle and pedestrian improvement efforts
- Support Complete Streets Efforts

Policy: Transit

- Continue updating the coordinated transportation plan and implementing suggested goals and strategies when feasible.
- Continue supporting the regional mobility manager
- Explore south and west connections to Huron County and City of Vermilion
- Work towards securing funding and other non-infrastructure projects include expand and streamline cross county transfers.

Policy: Freight

- Develop a relationship with the freight community
- Support the advancement of Intermodal facilities to foster the growth of a multimodal transportation system
- Support rail line projects that include a hub in Vermilion and Sandusky

Freight has had area issues with overpasses at Fulton Street, and traffic demand has been an issue at peak hours along Fulton Street with the Hospital and Schools. Fulton Street Overpass is the same overpass that has had issues with freight.

9. What would you like to see better reflected in our 2050 LRTP?

N/A

10. Major Takeaways

- **City working to upgrade/repave all roadway surfaces to current standards**
- **City has strong support to expand active transportation facilities**
- **Multimodal infrastructure focus and consideration include central business district, Waterworks Park and Lake Shore Drive**



Erie Regional Planning Commission

MPO Combined Policy & Technical Advisory Committee

2050 LRTP Jurisdiction Interviews

Sandusky Interview

9:30AM on 6/27/2024 at Sandusky City Hall

Arin Blair, Josh Snyder, City of Sandusky; Kevin Cannon, ERPC

1. Have you noticed changes in your local transportation patterns over last 10 years? Changes that specifically need addressed?

In vehicle mobile mapping has made tourist traffic much more responsive and flexible to vehicle backups, causing preferred tourist routes to not be utilized and increase traffic flows on local roadways. Dynamic traffic flows to area tourist destinations. The city has seen significant bicycle infrastructure growth, and although it is primarily recreational with the Sandusky Bay Pathway (SBP), future development will continue to close gaps and begin to service transportation needs. Downtown Sandusky's growth as destination has increase interior movement to and from downtown.

2. Where do you see future development/redevelopment in your area?
 - a. Are there any specific traffic congestion or parking issues you would want to see addressed in advance? **Parking in downtown Sandusky consistently being reviewed**
 - b. Expected Future Land Use Changes?

Would expect to see Cleveland Road on east end as a redevelopment area, including Sandusky Plaza as it ages out. Residential land use developments/opportunities include McArthur Park and Cold Creek subdivision. Cold Creek could eventually tie into Bardshard Road along existing city R/W. Downtown has an effort for continued infill of residential properties, including between downtown and Battery Park neighborhoods.

3. What portion(s) of Erie County is/are difficult to access and why? How could these area(s) be improved? Please be specific as possible.

Sandusky overall has solid connections/access for the region. East along US 6 may be looked at. SR 101 is awkward without turnpike interchange, and could possibly be serviced better by a better connection with Rte. 4.

4. Do you feel area signage near you is adequate?

2018 city had substantial investment into area signage via gateway program. Current efforts are updating mapping and possible signage to emphasize parking and active transportation facilities.

5. What is the current impression of active transportation facilities in your township and the county as a whole? Public transportation?

The city would like to see continued promotion and growth for Active Transportation as a whole for the county, with the emphasis being on loops that long term would recreational access to actual multimodal transportation options by using loops with job centers and travel destinations. Active transportation considerations should account for the economic and public health benefits that it provides, along with quality of life considerations. The city is consistently investing in its active transportation facilities and is supported by internal decision making for continued promotion of regional routes.

Public Transportation is working towards determining a more sustainable future. Goal to reiterate the transit systems as critical infrastructure for the benefit of the county, and increased eyes on internal operations have aided in reducing costs. Long term, transit would look to grow ridership and serve the local population via effective fixed routes, and considerations for the transit system should be made as a whole on how best to organize and run the program.

6. Does your area have any experience with electric vehicles/autonomous vehicle planning?

Marcus Harris has recently completed an EV readiness plan with consultants (Electrification Coalition) on an EV infrastructure roadmap to help keep pace with future EV adoptions. The plan has been shared with ERPC. City goal is to strategically place charging facilities around understanding charging times for EVs.

7. Attached to the meeting packet was the projects as included in the 2045 LRTP. Are there projects for your jurisdiction we are missing, or existing projects to be revised?

Sandusky shared with ERPC a listing of current projects for preservation for ERPC reviews. Majority of 2045 projects had been completed for city, and will be looking at future safety projects on the east side toward US 6, Cleveland Road, and future Landings development. Downtown Streetscaping remains a priority for the city.

One study area with significant impact on the region can be the Rte. 4 corridor. Concerning ODOT's funding towards improving US 23 north of Columbus, future considerations should be made across county lines to help encourage Route 4 as a North Central Ohio access for jobs, transit, and tourism. Results could positively impact Ottawa and Erie County

8. Below are the policies for roadway, non-motorized, freight and transit projects. Should policy be adjusted, added to, or changed?

Meeting ran short on time, and policy can be discussed at later date.

Policy: Roadways

Part of policy considerations include roadways primarily looking to be considered preservation efforts. This includes reviewing current long range projects and their current capacities to be expanded upon.

- Encouraging the widening of all roads to recommended widths based on ODOT design guidelines
- Encourage the **preservation** network by expansion and adaption of existing facilities to meet transportation needs, as opposed to the creation of wholly new facilities.
- *Support Recommendations from US 6 Corridor Study*
- Encourage the creation and implementation of access management regulations for municipalities and villages
- Support drive education and other road safety initiatives

Policy: Non-Motorized Policies

Conversation concerned closing gaps, encouraging routes and loops that serve recreational and trips, and to educate on the economic and public health success stories that come with active transportation facilities.

- Build off the existing bicycle/pedestrian facility system as rated in the 2020 Bicycle and Pedestrian Plan Update and update it as needed.
- Continue public outreach education efforts through Active Transportation Month and events through the ERPC website and other social media efforts as feasible.
- Continue meeting and working with the Bicycle and Pedestrian Advisory Committee
- Continue working with local jurisdictions and agencies to support bicycle and pedestrian improvement efforts
- Support Complete Streets Efforts

Policy: Transit

Transit systems will continue to need long term sustainable support.

- Continue updating the coordinated transportation plan and implementing suggested goals and strategies when feasible.
- Continue supporting the regional mobility manager
- Explore south and west connections to Huron County and City of Vermilion
- Work towards securing funding and other non-infrastructure projects include expand and streamline cross county transfers.

Policy: **Freight**

- Develop a relationship with the freight community
- Support the advancement of Intermodal facilities to foster the growth of a multimodal transportation system
- Support rail line projects that include a hub in Vermilion and Sandusky

9. What would you like to see better reflected in our 2050 LRTP?

10. Additional Considerations

3 Major Takeaways

1. **City constantly working between balancing access and amenities for tourists, with safety and quality of life for local residents. Both parties are not mutually exclusive.**
2. **Transportation is looking to promote safer roadways and corridors on existing routes, while expanding multimodal accessibility.**
3. **Future land use is primarily looking at redevelopment of existing areas to promote highest and best use across all land uses**

From Chapter 4 LRTP:

Please review the following area profile for your jurisdiction from Chapter 4 of the 2045 Long Range Transportation Plan. Let ERPC know if you would like to see any specific changes made to your area profiles:

Perkins Township: Major land use clusters of residential, commercial, and industrial development.

- Generally, the **commercial/retail** development of the township is concentrated along **Perkins Avenue** and **US 250 (Milan Road)**.
- **Industrial development areas** were identified on **Hayes Avenue** and **Old Railroad Road** on the west side of the township, on **Columbus Avenue** immediately **north of SR 2** and along **Perkins Avenue**.
- The township is largely **residential** between **Campbell Road** and **Columbus Avenue** and the far eastern portion of **Perkins Avenue**. The portion of the township **south of SR 2** is a mixture of single-family development, NASA Plumbrook, and agricultural or undeveloped lands except for US 250.
- **Major approaches/corridors** include **SR 6, SR 4, SR 2, Perkins Avenue**, and **Columbus Avenue**.
- **Entry points** are located off of **SR 2** at **US 250** and **SR 4**.
 - US 250** is the commercial focal point of Erie County. Located between SR 2 and Perkins Avenue it is a **regional shopping center** as well as **strip commercial development**. Traffic on the US 250 Corridor includes a mix of traffic that requires the roadway to serve multiple purposes. The mix of traffic includes the following: A large influx of seasonal **tourist traffic**; local traffic from residential/retail/commercial areas; Commercial traffic from a large quarry; traffic from a multitude of businesses; and pedestrian/bicycle traffic.
 - The second major access to Perkins Township is **SR 4 (Hayes Avenue)** at SR 2. **Hayes Avenue** has become a health care corridor.
- **Major activity centers** are as follows:
 - Along **US 250** there is a major commercial development, and several hotels including **Great Wolf Lodge** and Water Park, **Sandusky Mall, Lakecrest Shopping Center, Park Place Center**, Outback Plaza, the **Crossings Plaza** and Meijers Center. Government facilities include the **Ohio Soldier's and Sailor's Home, Township Fire Station**, and recreation facilities consisting of Pelton

Park. **Perkins Plaza** east of US 250 is also developed as a commercial area. **Kalahari Water Park** is located near the southeastern edge of the township.

-**SR 4/Hayes Avenue** consists of a multitude of **commercial and health care businesses**.

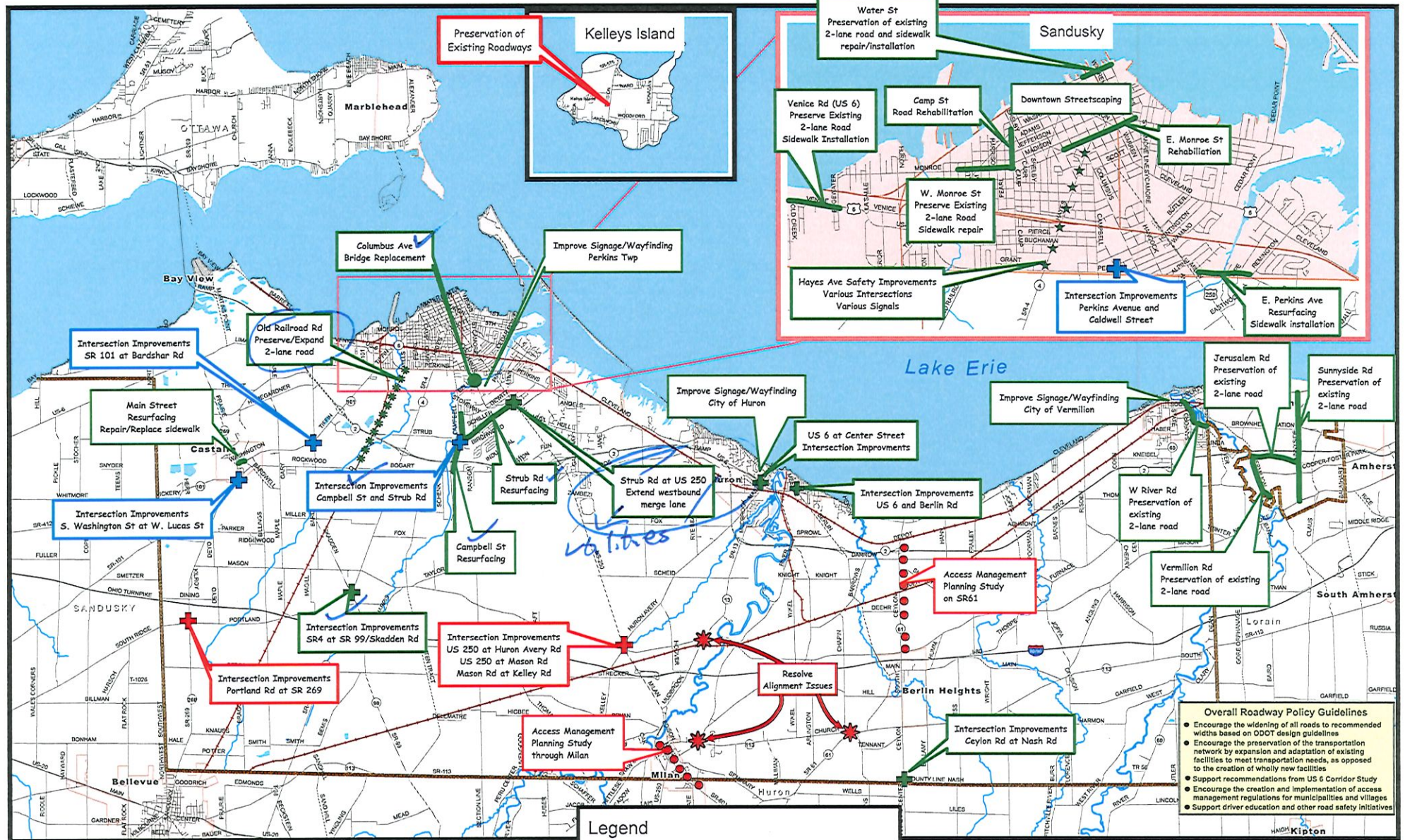
-**Campbell Street** includes government, school, and commercial facilities. **Thorworks** is located off the northern portion of Campbell Street.

-**Perkins Avenue** east of the SR 4 has a variety of commercial businesses. The **Perkins Plaza** is located on the south side of Perkins Avenue near Columbus Avenue.

2045 (2050) Long Range Transportation Plan

Category	Project Name	Authority Having Jurisdiction	Completed?	Comments
Roadway Preservation	Intersection Improvements Campbell St and Strub Rd	EC Engineer's Office	Yes	Remove, project completed.
Roadway Preservation	Campbell St Resurfacing	EC Engineer's Office	Yes	Remove, project completed.
Roadway Preservation	Strub Rd Resurfacing	EC Engineer's Office	Yes	Remove, project completed.
Roadway Preservation	Strub Rd at US 250 Extend westbound merge lane	EC Engineer's Office / ODOT	No	
Roadway Preservation	Crossings Rd Resurfacing	Perkins Twp	No	
Roadway Expansion	SR4 Expansion to 3-lane, between SR2 and UAW Bldg	ODOT	No	
Roadway Expansion	SR4 Expansion to 4-lane, between I-80/90 and SR2	ODOT	No	
Roadway Expansion	Strub Rd Expansion to 3-lane, between Campbell St and E Perkins Ave	EC Engineer's Office		
Roadway Expansion	New East-West Road Near Quarry	Perkins Twp/EC Engineer's Office	No	
Roadway Expansion	Baywinds Drive Expansion, from Baywinds Dr to Sam's Club Way	Perkins Twp/EC Engineer's Office	No	
Roadway Expansion	Widen Old Railroad Rd and perform full reconstruction	Perkins Twp	No	
Non-Motorized	Bogart Route, Bogart Rd between western corporation line and Galloway Rd (Short-Term - 10 years)			Remove or Re-define.
Non-Motorized	Perkins Route, Strub Rd between Old Railroad Rd and E Perkins Ave, then east onto E Perkins Ave between E Strub Rd and Galloway Rd (Long-Term - 20+ years)			Remove or Re-define.
Non-Motorized	Sandusky Central Route, (1) Campbell St between W Bogart Rd and W Perkins Ave, then west onto W Perkins Ave between Campbell St and Sanford St; (2) Columbus Avenue between Industrial Pkwy and E Perkins Ave (Long Term - 20+ years)			Remove or Re-define.
Non-Motorized	US 250 Route, US 250 (Milan Rd) between RVC Outdoors and E Perkins Ave			Remove or Re-define.
Non-Motorized	Install multi-use path or sidewalks on the north side of Hull Road, between US 250 (Milan Rd) and Galloway Rd (New Construction).			
Non-Motorized	Install multi-use path or sidewalks on the west side of Columbus Avenue, between W Bogart Rd and E Strub Rd (New Construction).			

Non-Motorized	Install multi-use path on the west side of Old Railroad Rd (new) ✓			
Non-Motorized	Install a multi-use path connecting Pelton Park to Strub Rd, either through Louisa Drive or N Mall Blvd. (New Construction). ✓			
Non-Motorized	✓ Install sidewalks on the west side of Columbus Avenue, between south of Cedarbrook Lane to Marshall Avenue (Infill between existing segments).			
Non-Motorized	✓ Install a multi-use path or sidewalk between the intersection of Virginia Ave and Michigan Ave to Indiana Ave within existing ROW (New Construction).			
Non-Motorized	Widen existing sidewalks in the Fairview Lanes subdivision (Existing). ✓			
Transit	Healthy Hayes Route, Hayes Ave between W Strub Rd and W Perkins Ave	STS	No	Remove/Re-define.
Transit	Kalahari Transfer Point, Kalahari Indoor Waterpark	STS	No	Remove/Re-define.



Data Sources: Erie Co, Ohio Department of Transportation, ESRI
April 2020

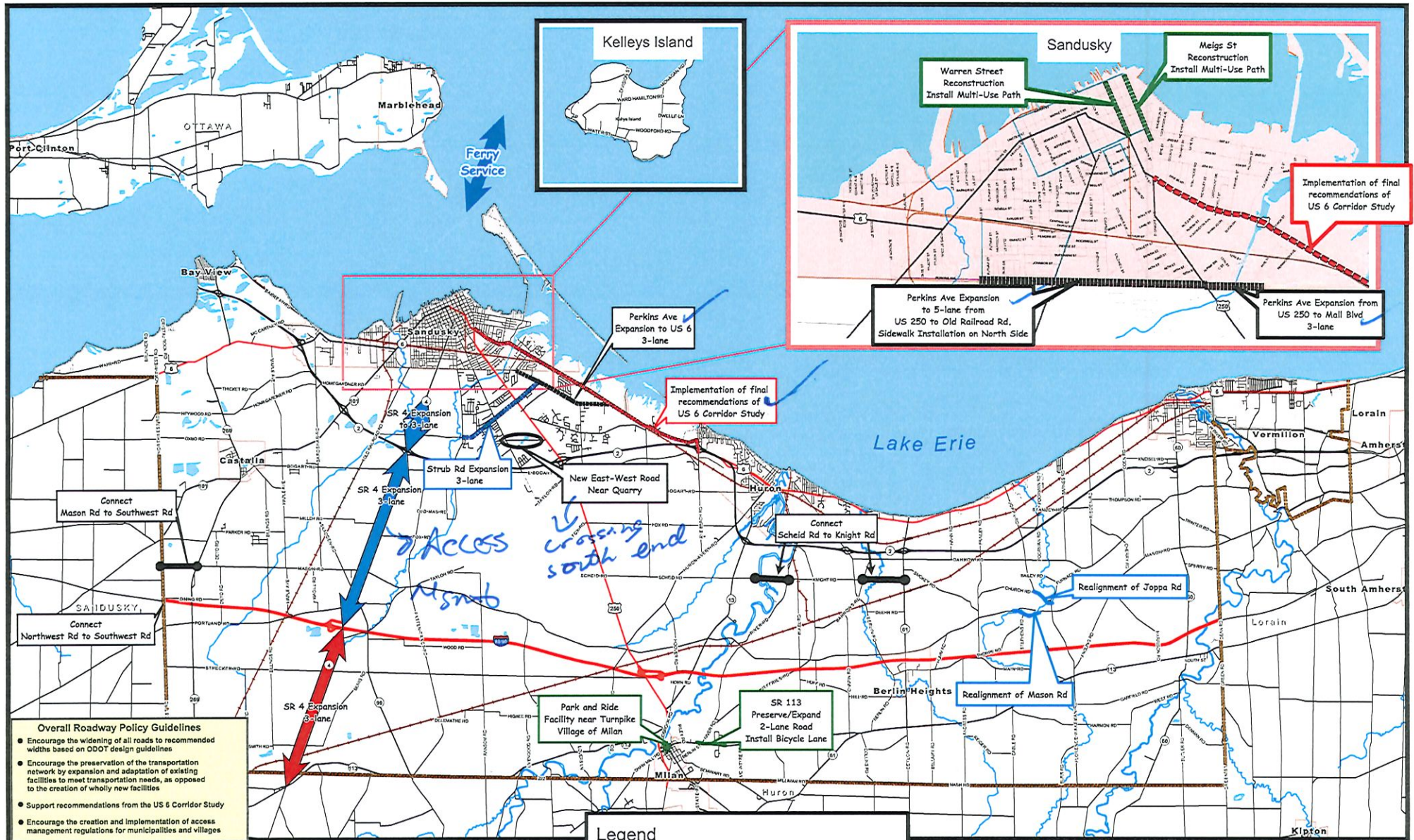
Map created by the Erie County Department Of Regional Planning
Erie County, Ohio assumes no responsibility or liability for any errors
or omissions contained herein.

Legend

- Short-Term Project (within 10 years)
- Mid-Term Project (10 to 15 years)
- Mid-Long Term Project (15 to 20 years)
- Long-Term Project (20+ years)

Erie County 2045 Long Range Transportation Plan

Recommended Roadway Preservation Projects
Implementation Schedule
Figure 9-4.1



Data Sources: Erie Co, Ohio Department of Transportation, ESRI
June 2020



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Erie County 2045 Long Range Transportation Plan

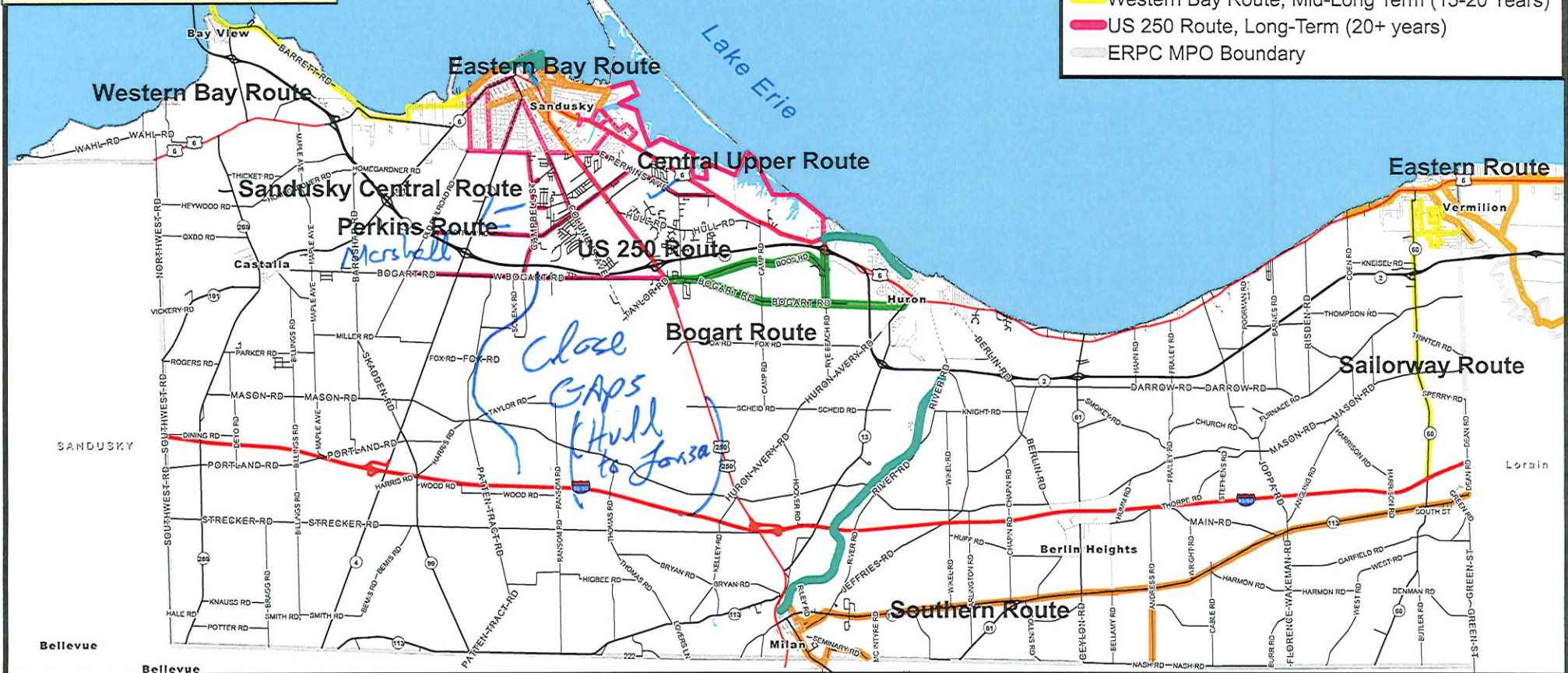
Recommended Roadway Expansion Projects
Implementation Schedule
Figure 9-4.2

Overall Non-Motorized Policies

- Build off the existing bicycle/pedestrian facility system as rated in the 2020 Bicycle and Pedestrian Plan Update and update it as needed
- Continue public outreach education efforts through ActiveTransportation Month and like events through the ERPC website and other social media efforts as feasible
- Continue meeting and working with the Bicycle and Pedestrian Advisory Committee
- Continue working with local jurisdictions and agencies to support bicycle and pedestrian improvement efforts
- Support complete streets efforts

Legend

- Existing Bikeways
- Southern Route, Mid-Term (10-15 Years)
- Sailorway Route, Mid-Long Term (15-20 years)
- Bogart Route, Short-Term (within 10 years)
- Eastern Route, Mid-Term (10-15 Years)
- Perkins Route, Long-Term (20+ years)
- Eastern Bay Route, Mid-Term (10-15 years)
- Sandusky Central Route, Long-Term (20+ years)
- Central Upper Route, Long-Term (20+ years)
- Western Bay Route, Mid-Long Term (15-20 Years)
- US 250 Route, Long-Term (20+ years)
- ERPC MPO Boundary



Data Sources: Erie County GIS, Ohio Department of Transportation

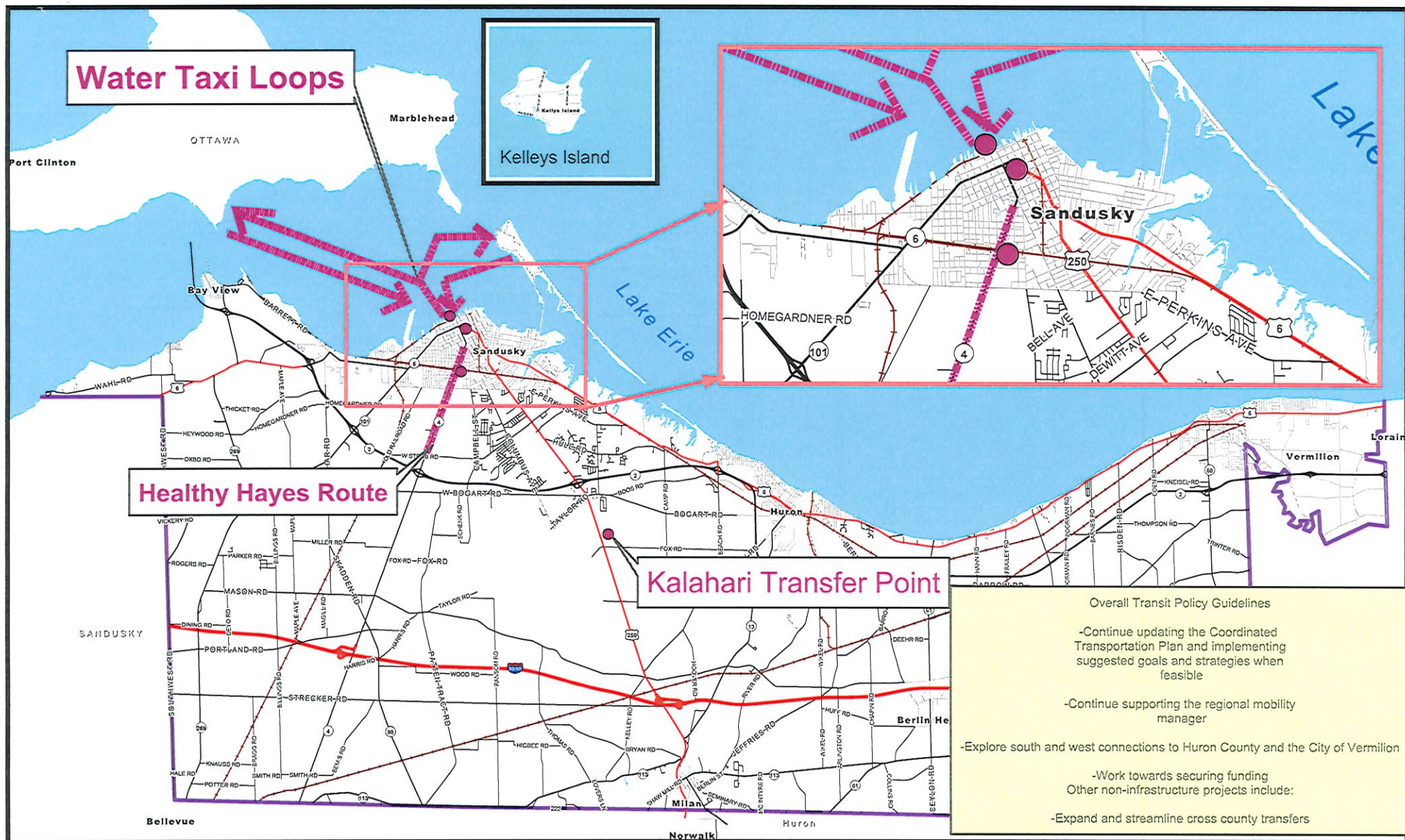
Erie County MPO 2045 Long Range Transportation Plan

Figure 9-4.3 Recommended Non-Motorized Implementation Schedule Projects



April 2020

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Data Sources: Erie County GIS, Ohio Department of Transportation

0 0.5 1 2 Miles



April 2020

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Erie County MPO 2045 Long Range Transportation Plan

Figure 9-4.4 Recommended Transit Projects Implementation Schedule

MAP T

POTENTIAL FUTURE ROADS

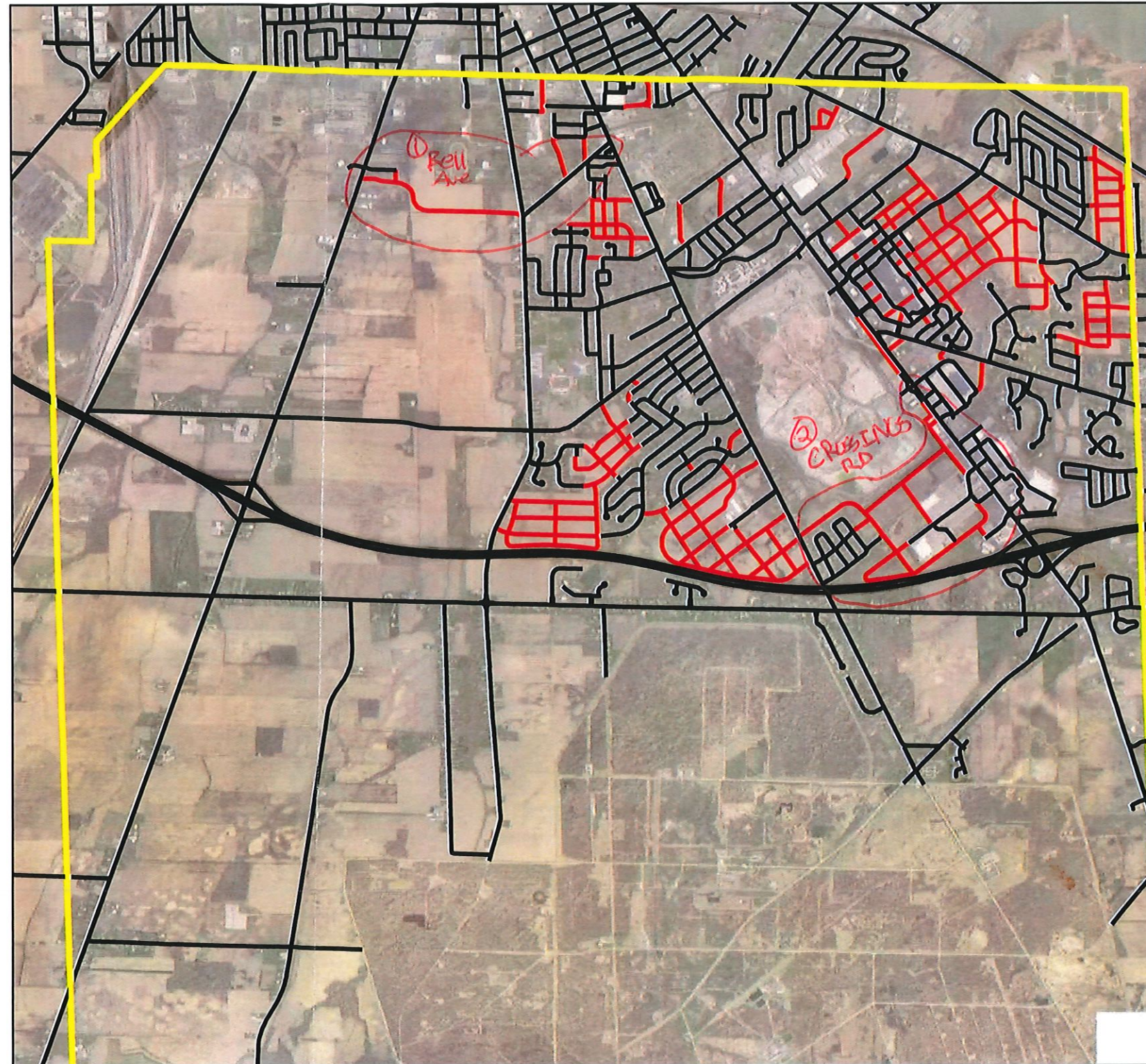
Legend

- Current Roadways
- ▭ Perkins Township
- Potential Future Roadways

0 0.225 0.45 0.9 1.35 Miles



Created by Perkins Township
Planning and Development 2020



Major Expansions
6/13/2024

① Bell Ave to Hayes Ave

② Crossings Rd to Columbus

Stakeholder List

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	Jet Express	
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	Firelands Automotive	419.621.0210
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Kevin Cannon

From: Tim King
Sent: Wednesday, October 2, 2024 12:01 PM
To: Tim King
Cc: Kevin Cannon; Ellen Schirg; Zachary Rospert
Subject: Erie/Ottawa MPO Long Range Transportation Plan Survey
Attachments: Current ERPC Long Range Projects.pdf; ERPC MPO Public Involvement 2025.pdf

Transportation Stakeholders,

Erie Regional Planning Commission (ERPC) is inviting stakeholders from Erie and Ottawa counties to give input into the development of our 2025-2050 Long Range Transportation Plan (LRTP). The plan will guide in the development of a well-maintained, integrated, and accessible transportation system that efficiently moves people and goods throughout our region. With your input, we can help identify critical issues and interests of our local communities, and help ensure the plan aligns with priorities for growth and development here in north central Ohio.

The following is a link to our brief survey to help identify the priorities for our region we'd kindly request you complete before November 15th: [ERPC MPO 2025-2050 LRTP Survey](#)

For specific safety or roadway concerns, please feel free to submit locations using the Transportation Feedback tool below: [ERPC Transportation Feedback Tool](#)

To learn more about our current 2020-2045 Long Range Transportation Plan, please visit our website at: [2045 Long Range Transportation Plan](#)

Public involvement will be collected between now and November 15th, with future opportunities in the Spring of 2025. If you have any additional questions on the long range plan, ERPC, and other transportation related issues, please feel free to reach out to Kevin Cannon at kcannon@eriecounty.oh.gov or 419-627-7792.

We look forward to your participation in this planning process.

Thank you,

Tim King
Director
Erie Regional Planning Commission
2900 Columbus Avenue, Sandusky OH 44870



Name and/or Organization	Greater Sandusky Partnership	Millan Township	Arlin Blair	Catawba Island Township	Adam Panas, Perkins Township	Erie Metropolitan Housing Authority	Ireland's Health	NA	Erie County Land Bank
What transportation issues concern you with respect to your community or organization?	<p>The Greater Sandusky Partnership's primary concern is the development of the 100-mile Sandusky Bay Pathway, connecting Erie, Ottawa, and Sandusky counties. This multi-county trail will link communities, parks, and attractions like Cedar Point and the Lake Erie waterfront, addressing the need for better non-motorized transportation options and enhancing regional mobility.</p> <p>The pathway's success depends on collaboration with key partners such as ODOT, local governments, regional park districts, and the MPO. This project will unify the region, boost economic growth, and create a competitive advantage, and could draw 1 million visitors annually and generate millions in recreational spending. It will also increase property values and improve quality of life, making the area more attractive to visitors and residents.</p> <p>The MPO can help create a transformative transportation asset that enhances regional connectivity, promotes tourism, and strengthens our communities.</p>	<p>Buttneck on Rt. 250 S. approaching/entering Huron County.</p>	<p>City bearing cost of county public transportation, desire to continue and expand ferry access to islands, Cedar Point, continued dedication to safe bicycle connectivity and walkability</p>	<p>Increased seasonal vehicular and pedestrian traffic, primarily on SR #51, CR #30, TR #31 and larger feeder roads into these three routes. The increased traffic flow is directly due to seasonal tourist and seasonal residential traffic.</p>	<p>The expansion of State Route 4. I feel like we currently have a lack of clarity about the intentions of ODOT regarding this project or how to make it happen. This prevents proactivity for development and forces us into a similar development pattern as Route 250, which we develop first, fix predictable problems second.</p>	<p>Access to transportation for clients needing assistance to community resources and for those seeking to be employed or actively employed.</p>	<p>Access to healthcare, food and other key community resources, clear transportation routes for emergency personnel, safe and convenient access to and from the hospital campus. Expansion of charging stations for electric vehicles and e-bikes. Innovative approaches to reduce traffic flow by offering convenient community transportation alternatives.</p>	<p>Safe taxi rides. Understandable public transportation. Safety for non-drivers: pedestrian safety, safe sidewalks and pathways for those in wheelchairs, safe usage of electric bikes (places to lock and secure bikes around town and businesses).</p> <p>Lack of pedestrian or non-driving access to key locations around town. Connection from Perkins to downtown (sidewalks such and it is not safe to bike as a family). Access to Dobson Metropark and other Metroparks (such as those along Rt 6). Safe pedestrian or bike ways into the mall (down mall drive) and through the mall parking complex. No biking racks or safe storage to ride and shop at mall or other shopping centers/complexes. No Safe pedestrian access to major businesses such as CP Sports Center, Kalahari, etc.</p>	<p>Congestion, flow, and traffic on main roads 250, route 4, route 6. Accidents on route 4 & 6</p>
What do you see as the predominant travel patterns/journeys within and through the Planning Region?	<p>Key travel patterns in the region related to the Pathway include State Route 2, Route 6 connecting Vermilion to Sandusky, and the local roads between Sandusky and Bayview. A major concern is the limited right of way and high vehicle speeds on the connection between Sandusky and Bayview, making it unsafe for non-motorized users. Additionally, the removal of the Old Bay Bridge has created a 50-mile detour for pedestrians and cyclists, severely impacting regional connectivity.</p> <p>The restoration of the Bay Bridge segment is a critical project that will require collaboration from many partners, including ODOT, local governments, and the MPO. Once completed, it will not only solve a major connectivity issue but also become a significant draw for the region, serving as a destination in its own right. The Sandusky Bay Pathway, including this restoration, will provide a safe, off-road alternative, encouraging active transportation and linking key communities and attractions throughout the region.</p>	<p>Show Mill Road/Whitney Avenue has become quite heavily traveled between Millan and Norwalk. Intersection at Rt. 250 is becoming problematic. Traffic sometimes backs up into the village. Intersection needs reviewed as to efficiency and safety.</p>	<p>Rt 2, 6, 4, 250, 163, Millan Rd, Monroe St, Washington St, Columbus Ave, 1st St, Cleveland Rd, Bayshore Rd, Perkins Ave, Bogart Rd, Strub Rd, Hull Rd</p>	<p>Similar to the above responses, the seasonal and extra weekend traffic patterns related to tourism are a predominant concern.</p>	<p>The region's main attraction in terms of volume of traffic is Cedar Point. The main corridors into Cedar Point for long distance travel stem from the turnpike to US Route 250 and State Route 4. From there, traffic makes its way onto Perkins Avenue and then onto Cedar Point Drive or the Cedar Point Chaussee via a combination of side streets including 1st Street and Cleveland Road (Route 6). The City of Sandusky and all other communities share some of that tourist population by presenting secondary destinations, including restaurants and lodging. Tourists must travel almost exclusively by car to efficiently sightsee. There are downtown regions in each incorporated community that can accommodate a "park and play" style of tourism.</p>	<p>Route 2, Route 250, Route 6, 101, Turnpike, Millan Road, Perkins Avenue, Venice Road/Tiffin Ave/Monroe St/First St, Columbus Ave, Hayes Ave.</p>	<p>For Erie County specifically, 4, 250, 6, Rt 2, turnpike access corridors. 101, 113, 249 and other smaller routes to a lesser extent.</p>	<p>RT 2 RT 6 and Rt 250</p> <p>Driving down Perkins ave to and from Sandusky. Accessing downtown from Perkins.</p>	<p>Millan Rd, Rt 4 & 6, and route 2</p>
How have the needs of your community, neighborhood or organization changed as a result of changes in the transportation system over the last five to ten years?	<p>Over the past decade, our region has experienced demographic shifts, with an aging population and the need to attract and retain a younger workforce. To create a region that appeals to both new residents and visitors, we must provide the amenities and infrastructure that foster connectivity, mobility, and a high quality of life. This means investing in assets like the Sandusky Bay Pathway that enhance regional connectivity and promote a sense of shared identity across our communities.</p> <p>In addition, the growing trend of regionalism offers an opportunity for us to develop a more unified destination economy—one that extends beyond Cedar Point as our sole draw. By building stronger transportation links and focusing on destination development throughout Erie, Ottawa, and Sandusky counties, we can offer a more diverse and attractive range of experiences that will encourage both residents and visitors to spend more time in the region.</p>		<p>Dramatic increase in walking/biking interest; Sandusky Bay Pathway and connectivity projects, sidewalk projects. Broad repaving need across City of Sandusky; annual pavement program has repaved much of city streets. School investment increased need for Hayes Ave improvements; "Healthy Hayes" intersection and pedestrian improvements complete. Downtown revitalization driving need for expanded sidewalks; Columbus Avenue Streetscape project underway.</p>	<p>Our public safety forces have an increased workload due to increasing tourist and seasonal residential increase in responses of all types.</p>	<p>I believe that the primary arterials have reached full capacity, and Cedar Point traffic is starting to displace more local traffic onto Bogart Road and Columbus Avenue. This has highlighted the need for increased east-west connections in Perkins Township for more efficient local travel.</p>	<p>Transportation access has improved but needs continue to exist. Job seekers still need close and timely transportation to and from the employer locations at sometimes unconventional hours of the day.</p>	<p>Transportation access issues for more community residents, especially with regard to more vulnerable populations/neighborhoods. Irelands now provides more than 20,000 rides to patients and families for healthcare appointments and works to provide vouchers for transportation for taxi and Sandusky Transit trips. Affordable transportation for seniors is also a growing concern as many do not drive or prefer not to drive on congested city streets. More challenging when Cedar Point and other spring/summer/fall attractions are open.</p>	<p>Addressing needs: travel training, use of taxi rides, more walking / bike riding to locations. Many people in organization do not drive nor could they afford vehicles/etc.</p> <p>Joining community bike rides. Very sad when drivers put this event down. Not everyone drives and people need to have opportunity for safe biking.</p>	<p>With the growth of Erie County transportation, the use of sidewalks, bike paths, public transportation have all become a more frequent way to commute for many people. With the addition of roundabouts in a few key spots in Erie County have helped aid in less accidents and better movement in traffic. As the land bank we look for projects near these to give more accessibility to the business, or owner for more potential growth.</p>
Please Rank where the following fall in the hierarchy of issues affecting the ERPC MPO Area	Redevelopment_Activities,Preserving_Community_Character,Transportation,Environmental_Protection	Preserving_Community_Character,Redevelopment_Activities,Transportation,Environmental_Protection	Redevelopment_Activities,Preserving_Community_Character,Environmental_Protection,Transportation	Preserving_Community_Character,Transportation,Environmental_Protection,Redevelopment_Activities	Transportation,Redevelopment_Activities,Preserving_Community_Character,Environmental_Protection	Transportation,Preserving_Community_Character,Redevelopment_Activities,Environmental_Protection	Redevelopment_Activities,Transportation,Preserving_Community_Character,Environmental_Protection	Redevelopment_Activities,Environmental_Protection,Preserving_Community_Character,Transportation	Transportation,Environmental_Protection,Redevelopment_Activities,Preserving_Community_Character
What portion(s) of the region are difficult to access by automobile?	<p>We advocate for improved highway access between our region and Columbus, aligning with the state's current north-south transportation corridor study. Strengthening this connection would support regional economic growth and better link our communities to broader state networks.</p>		<p>Connectivity to Columbus Cleveland Rd congestion but Raise Grant project will fix Other than that, so easy to get around with automobile in the region</p>	<p>N/A to our jurisdiction</p>	<p>I'm not sure that lakefront access is easy to access by automobile because it does not seem to be advertised efficiently within the planning area. Maybe basic wayfinding indicating "Water Access" or "Lakefront Access" would encourage more tourism and appropriate development of these areas. I'm not sure about the regulations about this, but perhaps they could be the same brown color sign as other attractions in the region?</p>	<p>Lake Erie Islands and portions of the region connected by Edison Bridge which can be hazardous during inclement weather.</p>	<p>All fairly accessible by auto. Rt 6 corridor and 250 becoming increasingly difficult due to volume of traffic during peak season.</p>	<p>Human society I got lost trying to leave that area, it's like a huge industrial circle. Cedar point. Traffic can be unsafe at times. Perkins are down to Rt 6. Traffic flow is fast and then need to immediately slow down to enter sports complex. Safe access to Metroparks along Rt 6. Getting from Erie County to a quick route to Columbus. Why not a highspeed rail option to Toledo or Cleveland. Why not an option for those coming into Erie County from Cleveland Airport.</p>	
Do you think better road signage is needed? If so, where?	<p>We believe that enhanced signage can play a crucial role in supporting regional connectivity and awareness. One recommendation we support for the Sandusky Bay Pathway is to begin signing the future route before construction is completed. This proactive approach will help familiarize residents and visitors with the pathway, strengthen the sense of connection between communities, and gradually build momentum for the trail's eventual completion. Early signage will not only promote the pathway's benefits but also demonstrate a commitment to regional collaboration and future growth.</p>		<p>No</p>	<p>No</p>	<p>Improved wayfinding signage is needed outside of the City of Sandusky for secondary and tertiary destinations contained within and without city limits. Road signage marking Township boundaries is also needed on County roads (Columbus Ave, Strub Rd, Bogart Rd, Galloway Rd, Hull Rd, Perkins Ave, Campbell St, and Patten Tract Rd). These signs are present on state roads and contribute positively to placemaking and wayfinding. You all know that I would LOVE welcome signage in different languages, as well.</p>	<p>No, but continue to improve traffic patterns with use of improved technologies with traffic light monitoring and round-about intersections.</p>	<p>None noted.</p>	<p>Continue to expand road signage. I appreciate the updates that have been made.</p>	<p>In the higher accident areas Route 4, Route 6.</p>

How would you characterize the region's public transit opportunities?	Public transit is vital in our region, but the system faces structural challenges. Currently, the City of Sandusky funds most of the local bus service, yet many of the employment opportunities are located outside the city limits, particularly in the tourism and hospitality sectors. This creates an imbalance where Sandusky shoulders the cost while much of the workforce is commuting to jobs in areas beyond the city's reach. To address this, we advocate for a more equitable allocation of the latter (federal and regional) nature of our economy. Public transit resources should be allocated in a way that connects workers to jobs across the broader region. Expanding transit routes and improving service frequency to key employment corridors and will be essential for addressing workforce shortages and ensuring equitable access to economic opportunities as we continue to grow.		Better than expected for small city/rural area. I'm a personal advocate for a regional transit authority - doesn't make sense to me that the city is running the county transit system. Would love for it to be even beyond the county to serve the region.	The Ottawa County Regional Transit Agency is easy to use and inexpensive but only operates during daytime hours and does not operate on holidays. It is also a reservation scheduled system which seems to work well in our area but likely would not for visitors that are used to more traditional public transportation or taxi service.	"Struggling." I greatly appreciate public transit and think that heavily advertising it would help educate communities on its benefit. However, this region has developed its urban sprawl, making transit via personal vehicle vastly more popular. Unless there is a consensus among communities' elected officials about encouraging denser & taller development, I'm not sure that expanding the existing system makes sense. I do believe the existing system serves a very important purpose in providing transportation to a large portion of our area's seasonal workforce. Perhaps there is an opportunity for improving service effectiveness by requesting funding from the companies being served by the system.	letter than in past years, but it is still inadequate to meet the needs of some in the workforce.	Good and growing. Well thought-out. We continue to try to work to obtain and place bus shelters throughout the community to encourage more ridership and protect community members (especially during winter months and inclement weather). It has been difficult to be successful here. Friends Health is willing to support efforts to get this done. Please contact us at 419-557-7340. We are also aware of 2 shelters that were donated that have not been placed in the community yet and would like to help get those installed if needed.	I would expand advertisement for public transit. People new to the area, visitors, or those not "looking" have little to no idea about public transit. I would expand training for drivers so they understand customer service. STS door to door program is often unavailable unless scheduled several days/weeks in advance. If someone uses a wheelchair they can lack a safe route to get to the door and bus stops. But then they cannot get access to the door to door service. Public bus stops are NOT SAFE. People are waiting in the road or on a hill outside of First Bay. We need safe, clearly defined, clean, and easy to access bus stops. The bus stops need to be inclusive and comfortable for elderly, those with disabilities, and those in wheelchairs. How is someone going to get dropped off in the middle of the parking lot and safely cross through the mall lot. Why not have a safe walking path or choose a more safe location. Public bus is clean & efficient. Good job overall but many still choose taxi	Limited but much better than 5 years and much better than 10 years ago. I think safer stop would help, and an easier to locate schedule and information regarding the transit system.
Have you or your place of employment used any alternative transportation methods (carpooling, Work From Home) to commute in the last five years?			I walk to work every day. In my entire adult life I've chosen to live where I could walk or bike to most of my daily needs.	No	We have occasionally worked from home. I am not aware of anyone who carools.	Yes, remote work during the pandemic was in higher usage but has continued with more limited occurrences. Some have used the local bike path to commute rather than auto, but this is also a seasonal and weather-dependent option.	No, however lack of central places to park vehicles safely outside of the community to encourage more of this.	I do not need to carpool. Most locations in town are close and accessible. HOWEVER, I would like biking and walking to be a safe and realistic option. I have nowhere to store my bike. If I use alternative transportation where would I store this item? When I was without a car and those without cars find the sidewalks are uneven, broken, and unsafe. Road contain items and can be unsafe to ride in. Our town is very small and can be accessed by a bike / electric bike almost as fast as driving. Sidewalks, roads, and storage options need to be improved to increase biking & pedestrian (and wheelchair) safety.	We have used work from home, and also when at work if travel is required, we always try to ride together.
What are your impressions of the bicycle and pedestrian facilities in the region?	The region's bicycle and pedestrian facilities are currently isolated and fragmented but show significant potential with a regionally connected Sandusky Bay Pathway. Gaps in connectivity, especially for non-motorized users, create challenges for safe travel between key areas like Sandusky and Port Clinton. The pathway will address this by integrating with existing trails, such as the Lake Erie Coastal Trail, and filling the 50-mile gap left by the removal of the Old Bay Bridge. Current facilities lack safe, off-road alternatives for pedestrians and cyclists, particularly in high-traffic areas like State Route 2 and U.S. Route 6. Expanding dedicated pathways and enhancing transit connections will transform these into a comprehensive network, improving safety and supporting regional mobility for residents, visitors, and workers.	For bicycles - a connector from Rt.113 to the Village of Milan.... The proposed ODNR bike path through the woods through Edison Park is not feasible. Need to explore Berlin Street expansion to accommodate bicycles and pedestrians.	Getting better, the Sandusky Bay Pathway project is awesome and continues to grow, but I miss from Columbus where I could ride my bike many directions for 20-miles off the street. Here, there's little opportunity for a long rides like that. I also notice drivers are very surprised to see cyclists on the street here, there's just not a strong cycling community. I was also surprised that cycling is allowed on city sidewalks in Sandusky, it's my understanding that is very unsafe.	The facilities in our area are satisfactory. We are not familiar with facilities in the remainder of the region.	There is little public awareness of existing trails outside of the Sandusky Bay Pathway. Perhaps destination signage specific to trails could be placed in the right of way that help improve community awareness.	These have improved in recent years, and it is encouraging to understand that the intent is to plan for their expansion	Excellent in Sandusky and growing. Surrounding communities doing a nice job and looking forward to linking these resources together in the future.	Lacking and needing improvement. -Level and intact sidewalks. Destroyed sidewalks: Columbus Ave (near Veterans Home), down Market Street near the new mansions (and they build the million-dollar homes but can't fix their sidewalks), First Street near Cedar Point. -No bike racks or storage outside major shopping locations: Aldi, Kohls Plaza, Meijer's/Wal-Mart, Sandusky Mall, Sports Center, locations downtown. -Nice bike path but cannot be safely accessed unless you are already on the path. No path down Perkins Ave no connection to Huron and Milan. No safe access to Metroparks unless by car. No safe connection to Strickland. -Riding in roads on bike seems to only be a safe option for able bodied adults. Cars do not look when turning, do not yield right of way, and do not slowdown / look when approaching a parking lot interaction. Safety is solely on the bike rider / pedestrian. No / complete lack of safe pedestrian bridges for busy intersections.	Have come a long way in the last few years and has made it easier in the downtown area of Sandusky, as well as making it safer to access the west side of Sandusky and having plans in place to take that out to Huron and Vermilion. Milan Rd has added sidewalks but still seems unsafe to walk or bike. With Milan Rd being a main roadway, I believe action could be taken to make it safer for pedestrians, and bikers.
What areas of the planning area do you think are most likely to develop in the next 20 years?	Over the next 20 years, we anticipate significant development in areas investing in our growing destination economy. As tourism remains a driving force, communities with strong ties to Lake Erie, recreational attractions, and cultural sites will see expanded residential and commercial development. Waterfront areas like Sandusky, Vermilion, and Port Clinton are well-positioned for growth, especially in hospitality, retail, and service industries, benefiting from the region's rising popularity as a tourist destination. Housing demand will continue to increase, particularly near recreational and tourism amenities. As more visitors arrive, demand for vacation rentals and permanent residences will grow, making these areas prime for housing projects. This trend will drive investment in infrastructure and services, ensuring the region remains competitive for visitors and residents alike.	Milan Township commercial corridor — Rt. 250 from Scheld Road to Rt.113 N	The islands, Sandusky downtown/Infill development, subdivisions in the township/former farm fields. With high demand for new residential units in the region, we should ensure policy and planning documents are aligned that development occurs with a lot of connectivity of local streets, otherwise we'll create real congestion problems along the four arterials we have in the region.	Unknown	I am not familiar with Ottawa County's potential, so my answer will be focused on Erie County. Within Erie County, I think that State Route 4 (Traves Ave) will develop within the next 20 years. Much of the foundational regulations and plans are in place to support this development, save for a timeline on the expansion of the road. Besides this location, I also think that the City of Vermilion will attract more big box retailers and housing units than ever before.	Continued commercial development along Rt. 250 should result in more housing needs, and would be beneficial to be nearby. Implementation of roundabouts to assist in these and other areas like the Venice Rd/George St/101 area which would benefit from a roundabout rather than the 3 direction traffic that is stop and go all day.	Downtown Sandusky and the Sandusky Bay Pathway, improvements noted are good, however timeline seems very long into the future. Any way to speed timeline up, especially for more major improvements in heavy traffic areas? Would like to see rail develop (Connecting us to Columbus/Cincinnati), however uncertain on timeline.	Wherever the money is - that is what will develop.	Downtown Sandusky, Huron, Vermilion, and Ottawa county.
Do you believe that both new development and redevelopment activities will generate significant traffic, congestion and parking problems within Erie County?			Only if we plan poorly. There's a ton of room for growth here, both inside and outside the city. We are far from parking and traffic problems, you can get everywhere in a few minutes now and there's little rush hour. It's essential to make walking/biking/transit improvements in hand with auto-centric improvements so we maintain high connectivity and quality of life. Plus, these improvements prep for a generation coming up that is least interested in driving than any American generation in history, and the largest aging generation that may eventually not be able to drive.	N/A	It depends on what roadway the development is on and if new east-west connections through Perkins Township can be developed concurrently. One problem area is State Route 4. Without an expansion, the road may not be able to attract development due to congestion concerns. Turning / deceleration lanes could provide to be very helpful here. An east-west connection between State Route 4 and Campbell Street could also help congestion. The redevelopment of old office buildings may create parking issues depending on the desired use.	No, but there will always be vocal minority who advocate that parking is inadequate. Traffic pattern/congestion may be able to be addressed by improvement in traffic light sequencing/monitoring.	Not if done methodically and projects linked together. For example, parking areas could be created outside of the city with rapid transportation options into downtown to complement significant development/redevelopment in an area with limited parking. This could also be further complemented by joining bike paths in a similar fashion, etc.	In general, I do not think parking is a problem. I see large parking lots that are often no where near full. I think yearly or special events create an issue during that time window. I think people should continue to access the parking garage. A system for Valet Parking or designated drop off points for those who cannot walk might encourage people to use the "farther out" parking spots. (Perkins used fairgrounds for parking during event at Strickland) Safe locations of storage and safe ways for residents to ride to events rather than driving and parking. Cedar Point generates a lot of traffic. One way in and One way out is an issue to access CP. There have been a few deaths in the last year due to traffic issues at Cedar Point. They provide no public access (public bus) or hotel transportation (breakers express) into the park. Feels unacceptable when traffic can cause large backups leading into the park. As sports complex & Sawmill Creek grow this can create bottleneck down RTE.	Downtown Sandusky - parking could be a potential problem with adding more attractions. I think some may not like parking the extra block of two away. Vermilion - with the development of homes, condos and apartments, I believe we could see many more to that area being that it is close to Route 2 & 6 and could result in more traffic, and well as not enough parking.
What subset of Transportation Planning should the MPO planners focus on?	Active_Transportation_Preservation_of_Existing_Transportation	Vehicle_Traffic,Safety,Congestion	Transit,Active_Transportation,Expansion_of_Transportation_Sys	Vehicle_Traffic,Expansion_of_Transportation_Sys,Congestion	Vehicle_Traffic,Safety,Congestion	Vehicle_Traffic,Active_Transportation,Expansion_of_Transportation_Sys	Active_Transportation_Preservation_of_Existing_Transportation,Expansion_of_Transportation_Sys	Safety,Active_Transportation,Expansion_of_Transportation_Sys	Vehicle_Traffic,Safety,Freight
Other - What subset of Transportation Planning should the MPO planners focus	Sandusky Bay Pathway								
With respect to transportation in my county, the thing I am most concerned about is:			silos / barriers created / opportunities missed if we're not in lock step collaboration and communication across cities and townships in the region	Tourist related traffic congestion	Congestion deterring future development.	Active Transportation	Access to health and wellness resources and the critical relationship between transportation and overall economic development	bike, pedestrian, and wheelchair access to key locations	Safer roads, congestion and sidewalks/bike paths

What additional issues not addressed here would you like to see addressed in the ERPC 2050 Long Range Transportation Plan?	<p>We would like the ERPC 2050 Long Range Transportation Plan to address workforce mobility more comprehensively. As our destination economy grows, it is critical to ensure that workers—especially in the hospitality and tourism sectors—have reliable and affordable access to jobs, regardless of where they live. This will require perhaps a creative way to relook at a regional transit system that connects city centers with suburban and rural areas where many workers reside, ensuring equitable access to employment.</p> <p>We also advocate for continued focus on the development of the 100-mile Sandusky Bay Parkway, a</p>		<p>effects of transportation on land use, development scenarios (like insight2050 in Columbus) that help leaders understand how different growth patterns effect transportation and the environment</p>	Wayfinding!!!		<p>Designation of (optional) future targeted areas for community/housing development on maps. Should these be ultimately developed in the future, having transportation solutions at the ready would likely speed time to activation.</p>	
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Question	Answers	Summary Results
	Outside Ottawa	3
Where is your current place of residence?	___ Bay Township, Ottawa County	2
	___ Bay View, Erie County	0
	___ Berlin Heights, Erie County	0
	___ Berlin Township, Erie County	0
	___ Castalia, Erie County	1
	42 ___ Catawba Township, Ottawa County	1
	___ Danbury Township, Ottawa County	0
	___ Erie Township, Ottawa County	0
	___ Florence Township, Erie County	0
	___ Groton Township, Erie County	0
	___ Huron, Erie County	1
	___ Huron Township, Erie County	4
	___ Kelley's Island, Erie County	0
	___ Marblehead, Ottawa County	0
	___ Margaretta Township, Erie County	0
	___ Milan Township, Erie County	0
	___ Milan Village, Erie County	0
	___ Oxford Township, Erie County	0
	___ Perkins Township, Erie County	3
	___ Port Clinton, Ottawa County	8
	___ Portage Township, Ottawa County	3
	___ Put-In-Bay Township, Ottawa County	0
	___ Put-In-Bay Village, Ottawa County	0
	___ Sandusky, Erie County	16
	___ Vermilion, Erie County	0
	___ Vermilion Township, Erie County	0
What is/are your main forms of transportation?	___ Personal Vehicle	41
	___ Public Transit	1
	___ Walking	8
	___ Bicycling	3
	___ Rideshare (Taxi, Uber, Etc.)	1
	Other: _____	
Across the planning area, where do you think development is most likely to occur over the next 25 years?	Fill in answers here:	Aswers Below
What should local Transportation Planners be focusing on? Rank the following 1-7 with 1 the highest and 7 the lowest	___ Preservation of current infrastructure	116
	___ Improving the movement of freight	77
	___ Protecting/enhancing the natural environment	131
	___ Improving roadway reliability	133
	___ Reducing Congestion	127
	___ Reducing costs, promoting job growth and economy	130
	___ Reducing Fatalities/Injuries	126
"Outlying areas of Erie and Ottawa County can be difficult to access."	___ Agree	18
	___ Disagree	11
	___ No Opinion	10
"North/South routes and travel into and out of our region is adequate."		

Roadway examples would include SR 53, SR 269, SR 4, US 250, and SR 60	<input type="checkbox"/> Agree	21
	<input type="checkbox"/> Disagree	8
	<input type="checkbox"/> No Opinion	9
	Other: _____	
"East/West routes and travel into and out of our region is adequate." Roadway examples would include SR 2, SR 6 and I-80/90.	<input type="checkbox"/> Agree	27
	<input type="checkbox"/> Disagree	6
	<input type="checkbox"/> No Opinion	5
	Other: _____	
Which of the following routes do you feel experiences the most congestion?	<input type="checkbox"/> US 250	25
	<input type="checkbox"/> State Route 4	14
	<input type="checkbox"/> Perkins Avenue	13
	<input type="checkbox"/> US 6	7
	<input type="checkbox"/> State Route 60	0
	<input type="checkbox"/> State Route 53	9
	<input type="checkbox"/> State Route 163	2
	<input type="checkbox"/> Lakeshore Drive	3
	Other: _____	
	"Cedar Point Drive Congestion"	
Rank the following transportation options in importance for Freight.	<input type="checkbox"/> Ports	69
	<input type="checkbox"/> Railways	111
	<input type="checkbox"/> Airports	49
	<input type="checkbox"/> Roads	104
Have you ever used local transit agencies Sandusky Transit Systems (STS) or OCTA (Ottawa County Transportation Agency)?	<input type="checkbox"/> Yes	11
	<input type="checkbox"/> No	30
	<input type="checkbox"/> Unsure	0
"Public Transportation is meeting the need of citizens in my area."	<input type="checkbox"/> Agree	8
	<input type="checkbox"/> Disagree	14
	<input type="checkbox"/> No Opinion	17
"Public transit should be expanded in my area"	<input type="checkbox"/> Agree	27
	<input type="checkbox"/> Disagree	3
	<input type="checkbox"/> No Opinion	10
"Public Transit is affordable & stops are located at reasonable locations."	<input type="checkbox"/> Agree	18
	<input type="checkbox"/> Disagree	8
	<input type="checkbox"/> No Opinion	14
"Active Transportation, including walking and biking options, are meeting the needs of citizens in our area."	<input type="checkbox"/> Agree	17
	<input type="checkbox"/> Disagree	19
	<input type="checkbox"/> No Opinion	5

"I feel comfortable being a pedestrian/cyclist in my community."	<input type="checkbox"/> Agree	19
	<input type="checkbox"/> Disagree	18
	<input type="checkbox"/> No Opinion	4
Do you consider your home in walking or biking distance from local amenities?	<input type="checkbox"/> Yes	17
	<input type="checkbox"/> No	19
	<input type="checkbox"/> A few amenities	5
Have you used any of the following trails?	<input type="checkbox"/> North Coast Inland Trail	9
	<input type="checkbox"/> Sandusky Bay Pathway	15
	<input type="checkbox"/> Lake Shore Electric Trail	2
	<input type="checkbox"/> Milan Towpath	5
	<input type="checkbox"/> None	13
Other: _____		
What should pedestrian and bicycling planning efforts prioritize for MPO Transportation Planners	<input type="checkbox"/> Conventional and Separated Bike Lanes	16
	<input type="checkbox"/> Roadway Shoulder Design	4
	<input type="checkbox"/> Local sidewalks and bike boulevards	15
	<input type="checkbox"/> Regional Shared Use Paths/Trails	13
Do you plan on purchasing an electric vehicle in the future?	<input type="checkbox"/> I currently drive an electric vehicle	2
	<input type="checkbox"/> I currently drive a plug-in/hybrid vehicle	1
	<input type="checkbox"/> Would like to eventually buy an electric vehicle	4
	<input type="checkbox"/> Would like to eventually buy a plug-in/hybrid vehicle	1
	<input type="checkbox"/> Not sure yet on electric vehicle options	12
	<input type="checkbox"/> Would not consider any electric vehicle options	19
Please feel free to add any additional comments you would like the MPO to be aware of for our 2050 Long Range Transportation Plan:	Fill in answers here:	

Fix all roads in town (Port Clinton) make smooth transitions to each street. Dents in the rim is not good. Stop paying for fancy designed sidewalks and make people fix up their properties!

Regional Collaboration will be vital to creating a plan that meets the needs in all areas of Not every lane needs to be a 4-lane, but US 6 could see improvements. Car drivers don't know rules - Different rules by jurisdictions. Pedestrian bicycle planning efforts based on if space allows.

, "we can always work to optimize public trnasit", "Active transportation improveing, but more can be done - complete planned projects." On outlying areas, "Some areas are, others are not." "east west routes more restricted than north/south locally"

I do not believe in eminent domain and taking owners property.

Flying Cars with anti gravity technology

Additional access to limited access multi-lane highways would be advantageous to travelers north and south in the center of the state.

As it has been forever, I believe that the areas closest to the lake will continue to grow and sprawl outward. However, my goal is to keep the growth out of Bay Township.
Connect bike trail from downtown Sandusky to Huron

farmground along rt 4 and continuing along 250
Not sure
Sandusky
South of Perkins Ave
State Route 4 Corridor, US Route 250 Corridor
Unknown
Waterfront, Bayview to Huron
Lake Front for City Port Clinton Interest (Not Private Interest)
Should be the Gardens (*neighborhood Port Clinton*) and fix the rest of streets - gosh!

Rural Areas between Huron Milan and Castalia
Travel along Route 2 between Sandusky and Port Clinton and between Port Clinton and Western Ottawa County along St Route 163
Port Clinton
Port Clinton/Oak harbor Area
Port Clinton to Oak Harbor

Downtown Port Clinton along Lakeshores and Parks
Port Clinton town along the lake shoreline
Route 6 between Sandusky & Huron/ In huron (electric prices)/ Perkins Township
Condos on Marblehead are expanding a lot.
Heart of Sandusky and South Rt 250
Route 4
Route 53
Would be nice to have a bus service
Along Already established paths
Port Clinton Waterfront
Route 4

ERPC 2050 – A ROAD TO OUR FUTURE

Your Input is Needed!



The Erie Regional Planning Commission (ERPC) has been working to develop our 2025-2050 Long Range Transportation Plan (L RTP) cooperatively with local, state, federal and private stakeholders. The plan updates our 2020 L RTP for the region and helps guide in the development of a well-maintained, integrated, and accessible transportation system that efficiently moves people and goods throughout our area. The plan is a key part in promoting our region's economic vitality by prioritizing projects and policies for business competitiveness, interconnected communities, and quality of life efforts for those of us who call Erie and Ottawa counties home.

Purpose of Long Range Plan

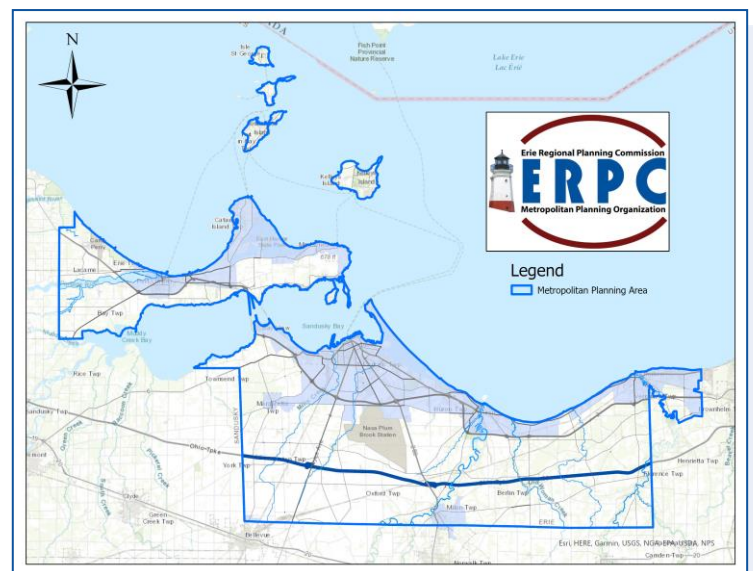
The 2025-2050 ERPC Long Range Transportation Plan will help us organize local and regional infrastructure projects, including safety, multimodal, freight, and transit considerations, into strategic recommendations. The projects will be in the short term, midterm, and long term efforts, and help to identify funding sources for future implementation.

Why your input matters

A key component of any planning process is public outreach and participation. With your input, we can effectively identify the interests of our local communities, and help ensure the plans align with the priorities for the region's future growth and development. Participation can range from identifying specific roadway concerns to broad strategies for increased active transportation efforts across the counties. Early input will help us understand what assets currently exist and where shortcomings and opportunities exist for improved infrastructure considerations. All public involvement will help frame the long-term goals for ERPC as we work over the upcoming months to develop the Long Range Transportation Plan to reflect the needs of our dynamic region.

About the ERPC MPO

The Erie Regional Planning Commission (ERPC) is the Metropolitan Planning Organization (MPO) responsible for carrying out the metropolitan transportation planning process for the Sandusky-Port Clinton urbanized area. While ERPC previously covered all of Erie County, determinations from the 2020 US Census led the MPO to expand its boundaries to include the eastern portion of Ottawa County. Your MPO assists in local planning studies and distributes over \$1 million annually in federal funding for transportation projects impacting over 100,000 individuals here in north central Ohio.



ERPC MPO: 2050 Long Range Transportation Plan



ERPC METROPOLITAN PLANNING ORGANIZATION

What is an MPO



Sandusky-Port Clinton UZA

Covering 61,743 people

Includes Ottawa, Erie, Lorain County

The figure displays a map of the Sandusky-Port Clinton, OH, area, highlighting the UZA boundary in blue. The map includes major roads, water bodies, and surrounding municipalities. An inset table provides key statistics for the UZA.

Sandusky-Port Clinton, OH	
2020 Name	Sandusky-Port Clinton, OH
2020 UACB	78774
2020 UZA Rank	441
2010 NTU2 UZA Code	
2020 Population	41,743
2020 Population Density	1,740
2020 Land Area in Sq Miles	139,336,529
2020 Water Area in Sq Miles	13,775,525
2010 Population	0
Legislative UZA1	
2020 GEOID	78774
Shape_Area	272919324.001563
Shape_Length	371761.56284

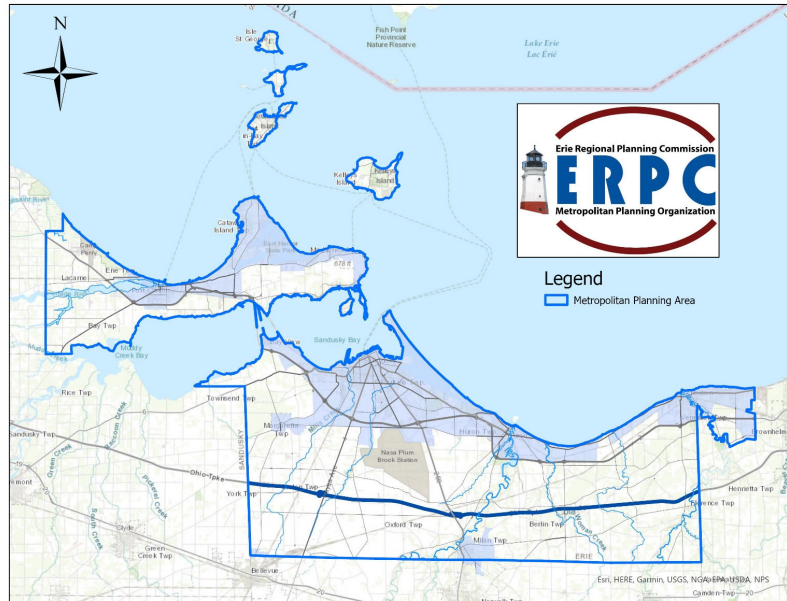
The New “ERPC MPO”

Covers 100,000 individuals in Erie, Ottawa, and Lorain County

Ongoing process of formalizing expansion efforts

Original Census Area covered Sandusky, and only included Erie County and city of Vermilion in Lorain County

Expanded MPO now contains portions of Ottawa County, with local stakeholders being brought on board to help guide transportation policy for region



The 3-C Process

Our MPO planning process must be...

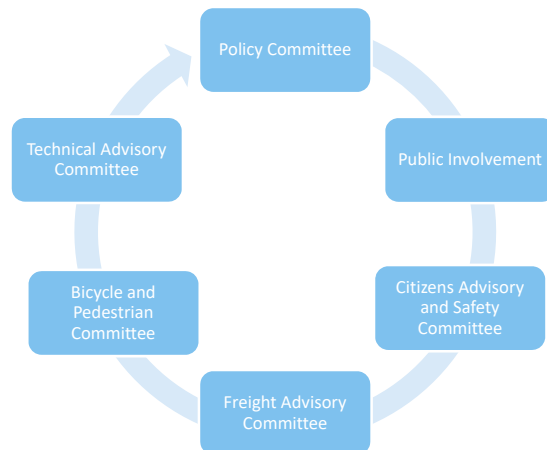
Continuing

Cooperative

Comprehensive



MPO Structure



3 Key Products

1. Unified Planning Work Program (UPWP)
Annual report of the MPO for the year including funding and completion dates
2. Transportation Improvement Program (TIP)
Four year prioritized project listing in the MPO updated biannually
3. Long Range Transportation Plan (LRTP)
25 year short and long term strategy plan for the regional transportation system investment



Additional Products

Project Programming

Yearly Crash Report Analysis

Annual Environmental Justice

Biannual Traffic Counts

Active Transportation Month



Project Programming

FUND SOURCES:

STBG – Surface Transportation Block Grant

FHWA Capital Funding

Maintenance, operational and new construction infrastructure projects

TA – Transportation Alternative

Non-motorized transportation projects

10% of annual STBG funds

MPO COMPLETED PROJECTS

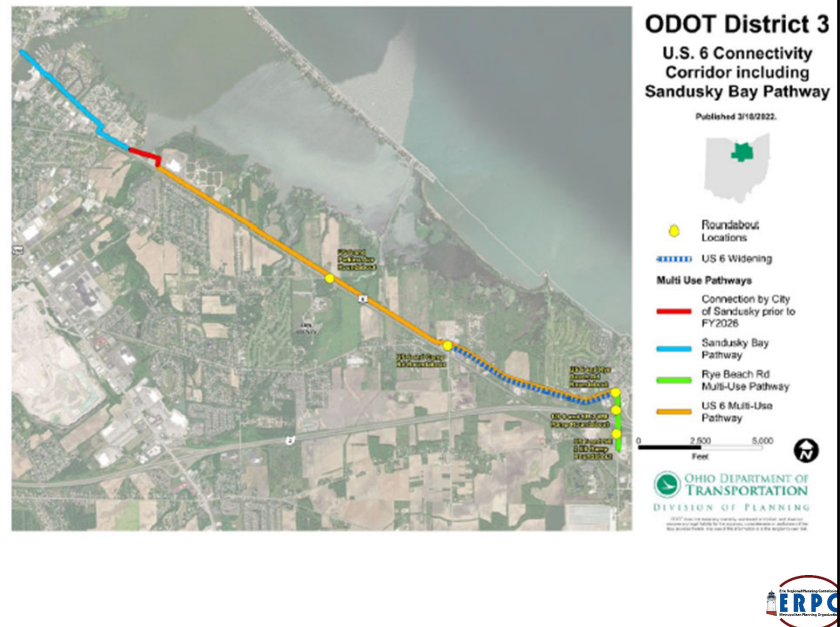


Project Programming Example:

US 6 Connectivity Corridor

- \$52 Million project*
- Begins construction 2026
- Construction completion in 2028

*Following figures are all estimates



US 6 Connectivity Corridor

Conversion of 6 intersections into single lane roundabouts

Installation of new multi-use path from Sandusky to Huron

Area widening of US 6 for dedicated turn lanes

Funding Sources include:

ODOT Safety	ORDC
Erie County	Cedar Fair
City of Huron	Lake Erie Shores and Islands
City of Sandusky	ERPC MPO



Grants for Route 6

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program

- \$24.5 Million grant from USDOT
- Awarded in 2022
- Federal Funding

Transportation Review Advisory Council (TRAC) Grant

- \$7.5 Million grant
- Awarded in 2023
- Major New Capacity Program
- State Funding



"Buttigieg stops in Sandusky to announce \$24 million Route 6 Project", Toledo Blade, 8/25/22



ERPC MPO 2050 Long Range Transportation Plan (LRTP)

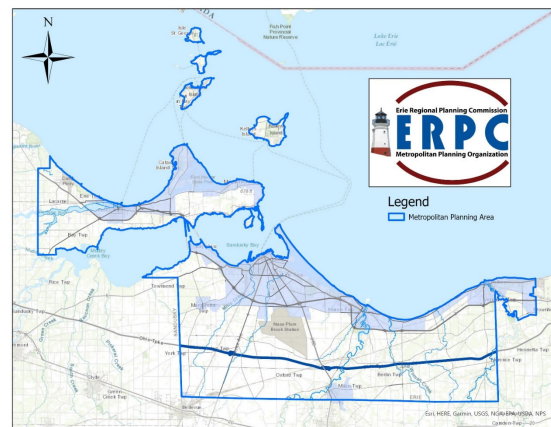
A ROAD TO OUR FUTURE

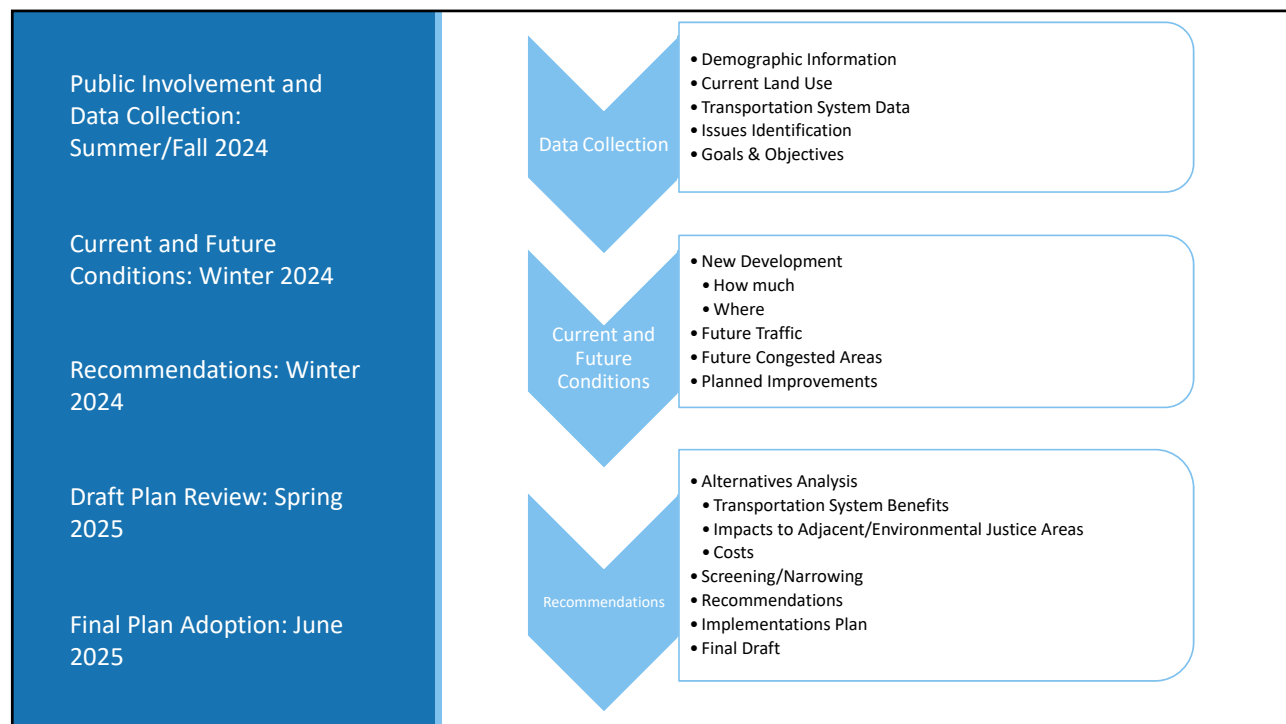
Long Range Transportation Plan updated every 5 years

- This will be first plan to include expanded planning area

Helps to organize local and regional infrastructure projects into priorities to ensure needs of area remain met

Helps identify strengths and weaknesses of transportation system, including roads, transit and bicycle pedestrian movements





What Will the LRTP Include?

- Roadway Improvements for Major and some Minor Routes
 - Expansion/Preservation/Access
 - County Transportation Improvement Plan
 - City Transportation/Capital Improvements
- Transportation Improvements over multiple time periods
 - Short (0-5 Years)
 - Mid (6-15 Years)
 - Long Term (16-25 Years)
- Multimodal Trail and Pedestrian Plans
- Transit Changes/Improvements
- Tourism Considerations
- Port/Freight
- Intelligent Transportation System

Public Participation

WHY YOUR INPUT MATTERS

Helps to identify interests of our local community

Ensure plans align with priorities for region's growth and development

Helps us understand what assets currently exists, and what shortcomings and opportunities are out there for improved infrastructure conditions

Provides you an opportunity to weigh in on your community

ERPC SURVEY (5 MINUTES)

In front of you are the surveys to help gather early input on plan development

ERPC kindly requests you complete the survey and turn it in to us at the end of today's meeting

Future opportunities to review the draft plan and provide future input will occur this upcoming spring

For more information, visit:

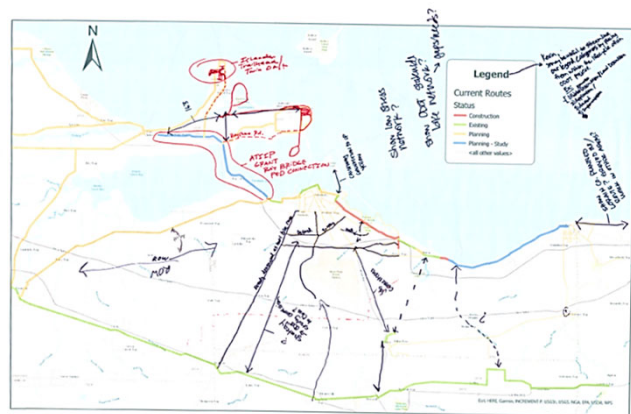
<https://www.eriecounty.oh.gov/MPO.aspx>

Interactive Maps

Blank Maps of the planning area are available to denote planning issues and concerns

- Using a sticky note or sharpie, feel free to draw on the map to highlight areas of concern/consideration

Includes Projects and Considerations from 2045 Long Range Transportation Plan



Thank you!

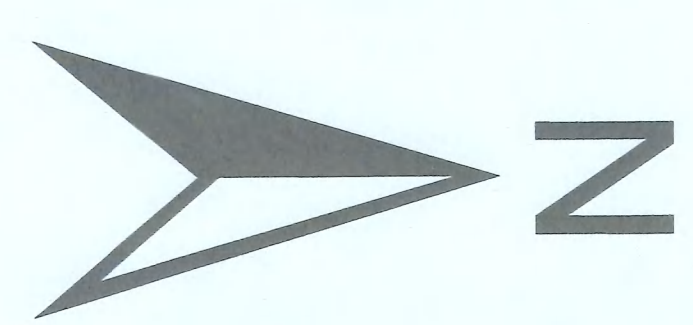
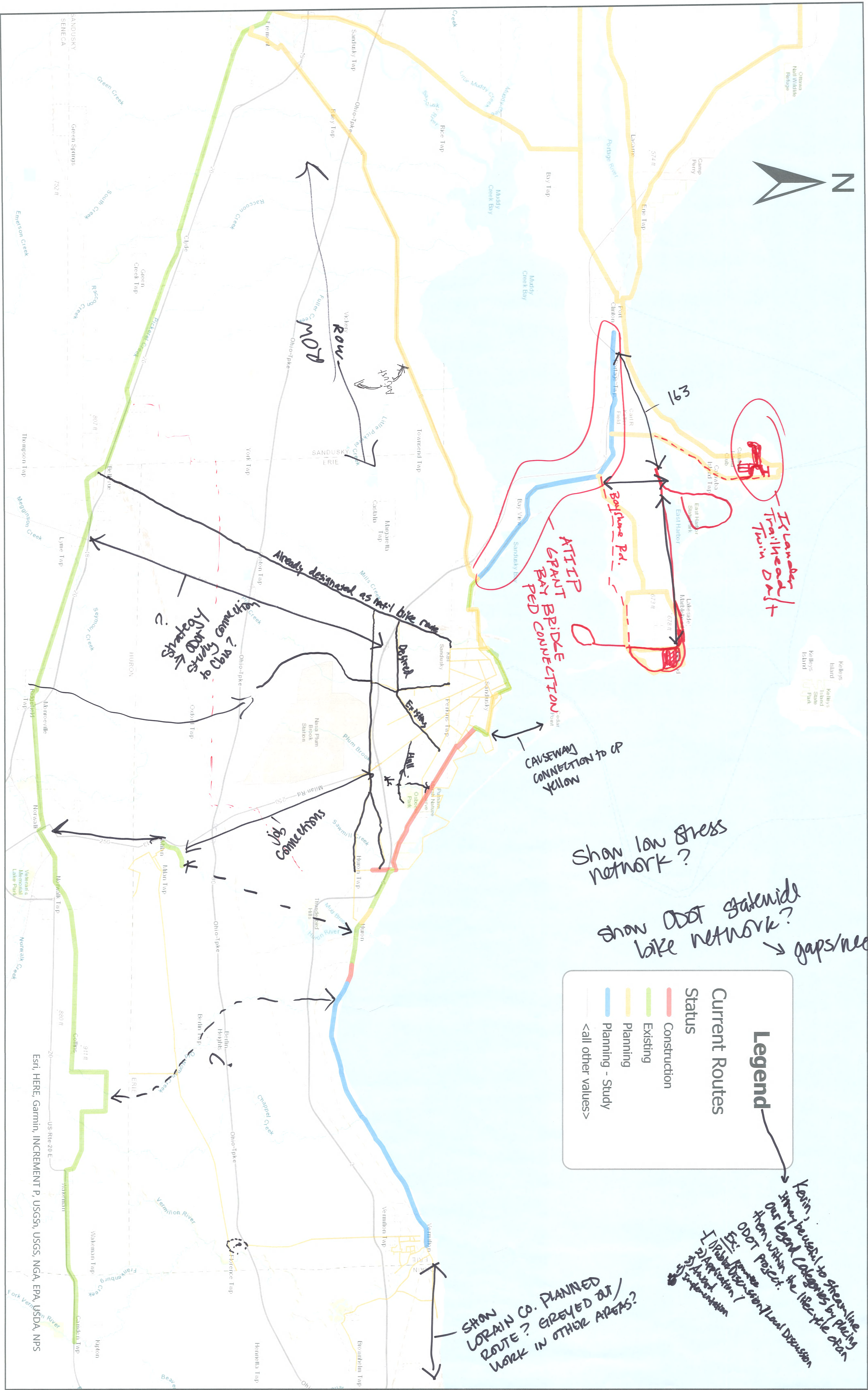


Tim King
Director
Erie County Regional Planning
419-627-7792

Kevin Cannon
Transportation Planner
Erie County Regional Planning
(419) 627-7652

For access to our mobile
survey, use the QR Code
below:





Legend

Current Routes	
Status	
Construction	Red line
Existing	Green line
Planning	Yellow line
Planning - Study	Blue line
<all other values>	

Show low stress network?

show ODOT statewide bike network? → gaps/needs?

SHOW LORAIN CO. PLANNED ROUTE? GREYED OUT WORK IN OTHER AREAS?

Not too much to showline our legend categories by placing them within the lifecycle of an ODOT project.
[Publication/Lead Division] Application / [Publication/Lead Division] Information

Strategy study connection to Clev?

Already designated as trail bike route

ATIIP BRIDGE CONNECTION CAUSEWAY CONNECTION TO CP YELLOW

Trunkhead + Twin D&H

Bayshore Pk.

Row NOT

Kevin Cannon

From: Kevin Cannon
Sent: Monday, June 16, 2025 3:37 PM
To: 'mark.strohm@dot.ohio.gov'; Matt Old; Stephen Shoffner; 'ablair@ci.sandusky.oh.us'; 'Charles.Cyrill@ohioturnpike.org'; 'aklein@ci.sandusky.oh.us'; 'Nathaniel.Vogt@dot.ohio.gov'; 'Chris Howard'; 'dfoster250@aol.com'; 'dmurray@ci.sandusky.oh.us'; Eric Dodrill; 'lawrence.hall1@dot.gov'; 'Gary Boyle'; Hank Solowiej; 'jimforthofer@vermilion.net'; 'jorzech@ci.sandusky.oh.us'; 'Josh Snyder'; 'jstacey@ci.sandusky.oh.us'; 'kstreng@dlz.com'; 'Matt Lasko'; Matt Rogers; 'mstookey@ci.sandusky.oh.us'; 'Katsaros, Niketas'; Pat Shenigo; Paul Sigsworth; 'rbrady@ci.sandusky.oh.us'; 'sam.artino@huronohio.us'; 'Scott.Ockunzzi@dot.ohio.gov'; 'Timothy Coleman'; 'Tony Valerius'; 'rengland@echdohio.org'; 'Mindy Birkholz'; 'James A. Oliver'; 'mprice@eriemetroparks.org'; 'Stuart Hamilton'; 'Jeff Kerr'; 'Mark Messa'; 'cmconahay@co.ottawa.oh.us'; 'pcssd@portclinton-oh.gov'; 'pcadmin@portclinton-oh.gov'; 'Jannah Wilson'; 'mcoppeler@co.ottawa.oh.us'; 'mstahl@co.ottawa.oh.us'; 'ddouglas@co.ottawa.oh.us'; 'Craig Miller'; 'Ben.Cordes@dot.ohio.gov'; 'Lance.Dasher@dot.ohio.gov'; 'villageadmin@villageofpib.com'; 'Marblehead Village Administrator'; 'Doug Nusser'
Cc: Tim King; Ellen Schirg
Subject: ERPC MPO Long Range Transportation Plan - Open for Comment
Attachments: ERPC MPO 2025 LRTP Open House Invite.pdf

Good Afternoon,

ERPC MPO has posted the draft chapters of the 2050 Long Range Transportation Plan (LRTP) on our website for your comments and review. Appendices and plan development materials are to follow later on the same webpage. The link to the draft chapters of the plan is below:

<https://www.eriecounty.oh.gov/MPO.aspx>

In addition, ERPC will be hosting a public Open House to review the LRTP and solicit feedback on the LRTP and its development. An invite is attached. Please feel free to forward to any interested parties, and we will be meeting at the following date and time:

4PM – 6PM

June 26, 2025

3rd Floor Chambers

Erie County Office Building

247 Columbus Avenue

Sandusky, OH 44870

Please forward any comments or questions you have on the LRTP to this e-mail address and we will be sure to respond and incorporate them into the plan. Comments will be accepted between now and Friday, July 11th, 2025.

Our next MPO meeting is scheduled for June 26th at 2PM at our regular meeting location. We will be reviewing the LRTP and soliciting feedback at this meeting as well. The meeting packet is to follow later this week.

Thank you,

Kevin Cannon

Transportation Planner
Erie County Regional Planning
2900 Columbus Avenue, Sandusky, OH 44870
KCannon@eriecounty.oh.gov
(419) 627-7652

ERPC 2050 – A ROAD TO OUR FUTURE

2025-2050 Long Range Transportation Plan



The Erie Regional Planning Commission Metropolitan Planning Organization (ERPC MPO) has been wrapping up the development of our 2025-2050 Long Range Transportation Plan (LRTP). The plan is an update of the 2020 LRTP for the region and helps guide in the development of a well-maintained, integrated, and accessible transportation system that efficiently moves people and goods throughout our area. The plan is a key part in promoting our region's economic vitality by prioritizing projects and policies for business competitiveness, interconnected communities, and quality of life efforts for those of us who call Erie and Ottawa Counties' home.

Purpose of Long Range Plan

The 2025-2050 ERPC Long Range Transportation Plan helps us organize local and regional infrastructure projects, including safety, multimodal, freight, and transit considerations, into strategic recommendations. The projects are categorized in short-term, mid-term, and long-term phases, and helps to identify funding sources for future implementation.

Open House

ERPC MPO invites you to join us for an Open House to review the Long Range Transportation Plan before adoption. This will be an opportunity for questions or comments on the plan development, and to learn more about the regional outlook of transportation locally. The meeting will be held at the following:

4PM-6PM,

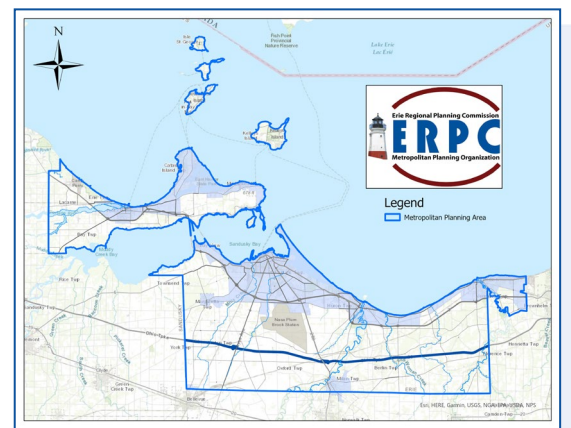
June 26, 2025

3rd Floor Chambers, Erie County Office Building

247 Columbus Avenue, Sandusky, OH 44870

About the ERPC MPO

The Erie Regional Planning Commission (ERPC) is the Metropolitan Planning Organization (MPO) responsible for carrying out the metropolitan transportation planning process for the Sandusky-Port Clinton urbanized area. While ERPC previously covered all of Erie County, determinations from the 2020 US Census led the MPO to expand its boundaries to include the eastern portion of Ottawa County. Your MPO assists in local planning studies and distributes over \$1 million annually in federal funding for transportation projects impacting over 100,000 individuals here in north central Ohio.





INTERIM AD DRAFT

This is the proof of your ad scheduled to run in **Sandusky Register** on the dates indicated below. If changes are needed, please contact us prior to deadline at **(419) 625-5500**.

Notice ID: 2oB8VAOU9RszMEdgnXfb | **Proof Updated: Jun. 16, 2025 at 03:17pm EDT**
Notice Name: MPO Long Range Plan

This is not an invoice. Below is an estimated price, and it is subject to change. You will receive an invoice with the final price upon invoice creation by the publisher.

FILER

Zachary Rospert
zrospert@eriecounty.oh.gov
(419) 627-7616

FILING FOR

Sandusky Register

Columns Wide: 1 **Ad Class:** Legals

Total Column Inches: 5.35

Number of Lines: 43

06/18/2025: Other	47.30
Affidavit Fee	12.00

Subtotal	\$59.30
Tax	\$0.00
Processing Fee	\$5.93
Total	\$65.23

See Proof on Next Page

The Erie Regional Planning Commission (ERPC) is requesting public comment on the draft 2050 Long Range Transportation Plan (LRTP). ERPC is hosting an Open House for presentation of the plan on June 26th at 4PM till 6PM at the Erie County Office Building, 247 Columbus Ave., Sandusky, OH 44870. Draft sections of the plan have been posted for public review to the following website: <https://www.eriecounty.oh.gov/MPO.aspx>

To ensure that Erie County's quality of life, economic viability, and mobility are preserved and protected, the plan includes:

- Roadway, Transit, Bicycle and Pedestrian Transportation Improvement Alternatives.
- Alternative evaluation criteria.
- Other Long Range Transportation Plan issues.

Local officials consider public involvement a critical step in developing a successful transportation plan. Please forward questions or comments to ERPC via email at planning@eriecounty.oh.gov, regular mail at 2900 Columbus Avenue, Sandusky, Ohio 44870, phone (419) 627-7792, or fax (419) 627-7692. ERPC will ensure timely responses to all submitted questions or comments. Comments and questions on any of the plan elements will be accepted through July 11th, 2025.
June 18, 2025

2025-2050 Long Range Transportation Plan

ERIE REGIONAL PLANNING COMMISSION METROPOLITAN PLANNING ORGANIZATION

KEVIN CANNON – TRANSPORTATION PLANNER



Overview

Long Range Planning Process

Existing System

Population Overlook

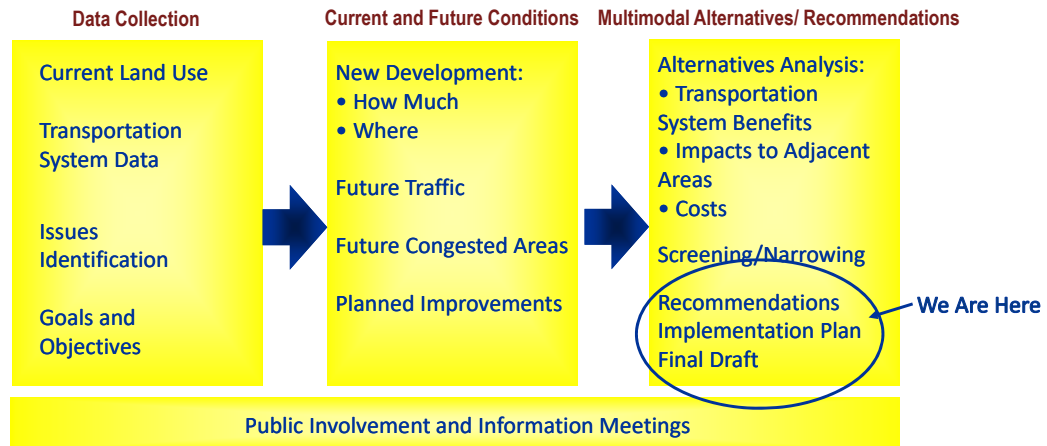
Public Involvement

Recommended Transportation Plan Projects

Project Schedule and Next Steps

Questions

Long Range Transportation Plan Process



Plans Goals and Objectives

	Goal	Goal Statement
1	Safety	In the ERPC's transportation network achieve a reduction in fatalities & serious roadway injuries for motorized and non-motorized users
2	Infrastructure Condition	Maintain the existing transportation infrastructure assets in a state of good repair
3	System Reliability	Improve the efficiency of the local surface transportation system
4	Freight Movement & Economic Vitality	Improve the local freight network & support the economic vitality of the MPO area
5	Environmental Sustainability	Protect the environment in the MPO system & enhance the transportation system's performance simultaneously
6	Reduced Project Delivery Times	Reduce project costs, promote jobs & the economy, & expedite the movement of people & goods by accelerating local project completion through the elimination of delays in the process
7	Congestion Reduction	Reduce congestion in the MPO area

L RTP – What's Included

Transportation Improvements over multiple time periods

Roadway Improvements

- Expansion/Preservation/Access Plans
- Transportation Improvement Plan
- Capital Improvements Plans

Bicycle and Pedestrian Plans

Transit Changes and Improvements

Tourism

Port/Freight

Intelligent Transportation System (ITS) & EV

Period	Time Frame
Short	0-10 years
Mid	10-15 years
Mid/Long	15-20 years
Long	20-25 years

Existing System

1480 Miles of Roadway across both counties

1 urban transit (STS) and 1 rural transit provider (OCTA)

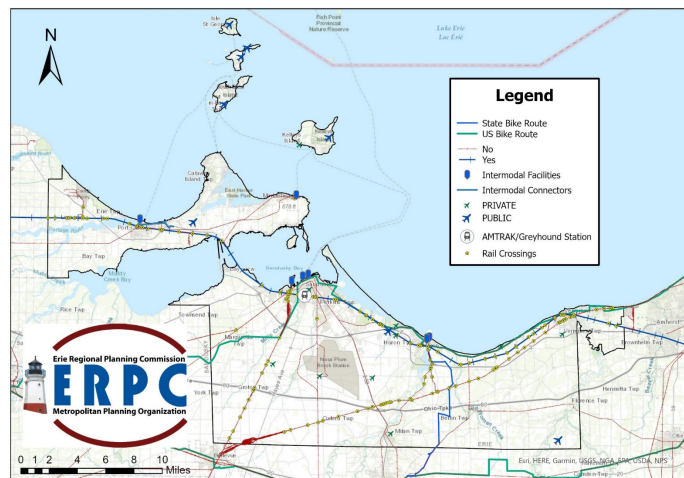
1 AMTRAK Station with 2 national lines

Erie-Ottawa International Airport along with 8 public airfields

5 Active Intermodal Facilities

7 Ports (6 Legislatively Approved)

14 EV Charging Stations Locations



Map prepared by Erie Regional Planning Commission, and is intended for illustrative purposes only. Erie County, Ohio assumes no responsibility or liabilities for any errors or omissions contained here in.

Figure 5-5.6: Multi-Modal Facilities
ERPC MPO 2050 Long Range Transportation Plan

Population Overview

DOD sees continued trends down for both counties currently

Challenge to reflect true population compared to summertime residences

Political Jurisdiction	County	2000	2010	2020	ACS (2022)	Change	
						2010-2020	Percent
Erie County*	ERIE	85468	82929	81640	81624	-1289	-1.6%
Ottawa County	Ottawa	40985	41428	40364	40367	-1064	-2.6%
Ottawa County in MPO	Ottawa	19218	19563	18979	18978	-584	-3.0%
City of Sandusky	ERIE	27844	25793	25095	24964	-698	-2.7%
City of Huron	ERIE	7958	7149	6922	6882	-227	-3.2%
City of Vermilion**	ERIE	10868	10594	10659	10459	65	0.6%
City of Port Clinton	Ottawa	6346	6056	6025	6024	-31	-0.5%
Perkins Township	ERIE	12578	12202	12390	12348	188	1.5%
Total	ERPC MPO	104686	102492	100619	100602	-1873	-1.8%

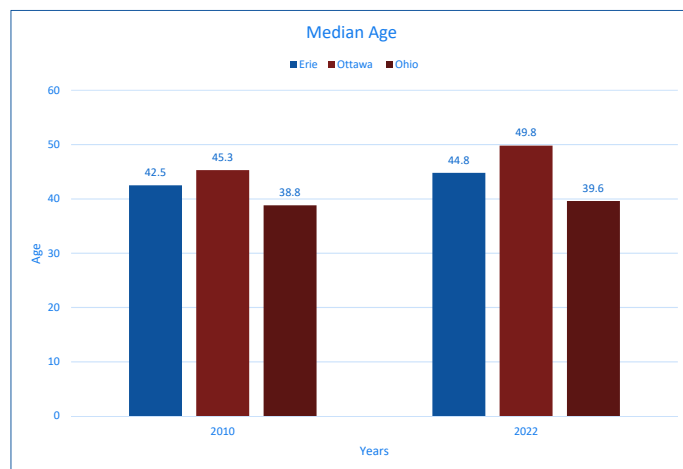
Political Jurisdiction	2030	2040	2050
Erie County	70426	64814	60049
Ottawa County	37724	34548	31371

Population Shift

Continues to trend older

Limited new housing stock

Increased impact of retirees moving to area



Public Involvement



Development of Forces and Issues and Goals and Objectives

Public Meetings

- MPO Subcommittees
- Targeted public outreach

Stakeholder Interview/Surveys

Online Public Surveys

Review of Past Studies

Review of Current Projects

Public/Stakeholder Surveys

Stakeholder Surveys with public officials beginning in 2024

- 1-on-1 Interviews with local engineers and planners
- Request for existing plans

Hosted two Open Houses – 3 total respondents

- Shores and Islands Visitor Center in Port Clinton
- Erie County downtown Chambers in Sandusky

Targeted e-mail of 160 stakeholders with 9 survey responses

Attended two local community events

- Pumpkins in the Park in Port Clinton
- Osborn MetroPark parkrun in Perkins Township

Launched an online survey with 42 respondents

Public Involvement Feedback (2024)

Transportation planners should focus on:

1. Improving Roadway Reliability
2. Protecting the natural environment
3. Reducing costs and promoting job growth and the economy

Typically, travel in our region in all directions is generally adequate

Respondents largely feel US 250 experiences most congestion

- Columbus Avenue remains a favorite alternate route for locals
- SR 4 was second, followed by Perkins Avenue, SR 53, and US 6.

Development is expected to continue largely along waterfront locations north of SR 2

- Numerous respondents highlighting waterfront growth in Port Clinton and Marblehead

Public Involvement Feedback (2024)

Respondents largely believe public transit should be expanded in area (68%),

- Also consider transit affordable and stops reasonably located (45%)
 - 30% of respondents had no opinion

46% of respondents believe Active Transportation is not meeting the needs of our citizens

- 41% believe it is meeting the need
- 12% no opinion

49% of respondents would never consider an electric vehicle options, with 31% responding not sure

Public/Stakeholder Surveys

Congestion and Safety remain a top priority of respondents

- Consistent with previous plans, with improved roadway reliability and protecting the natural environment as specific focus areas.

Bicycle/Pedestrian Improvements:

- Desire for continued growth in regional trails and bicycle/pedestrian infrastructure, but simultaneous concern on ROW

Concern on future developments:

- Balancing lakefront development with rural areas and corridors that are already experiencing congestion in the region

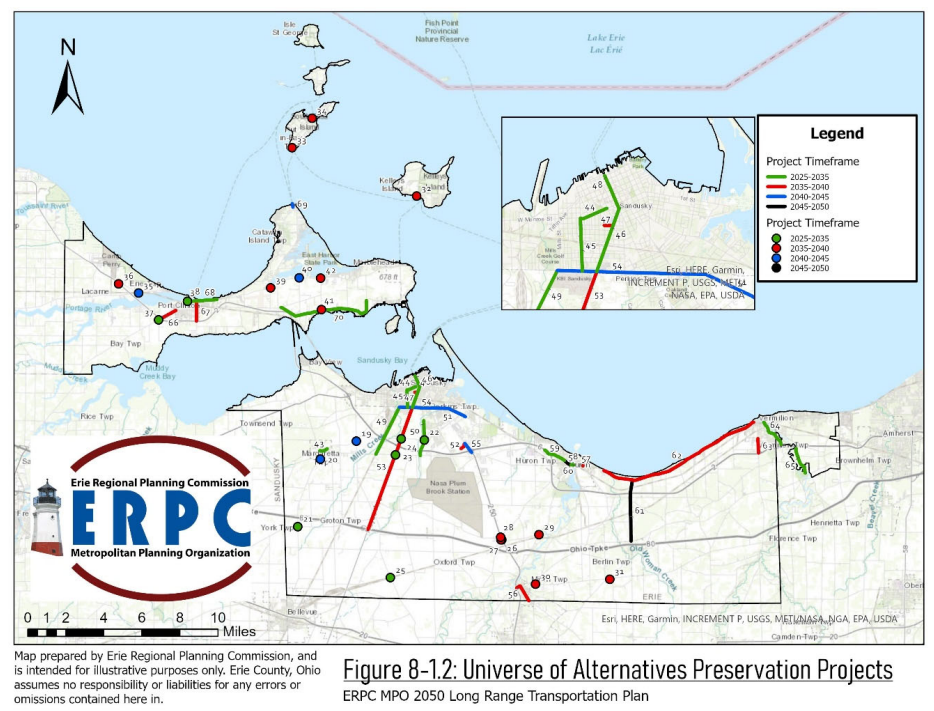
Transit was highlighted as improving:

- Still a public desire for expansion, availability and reduction of fares

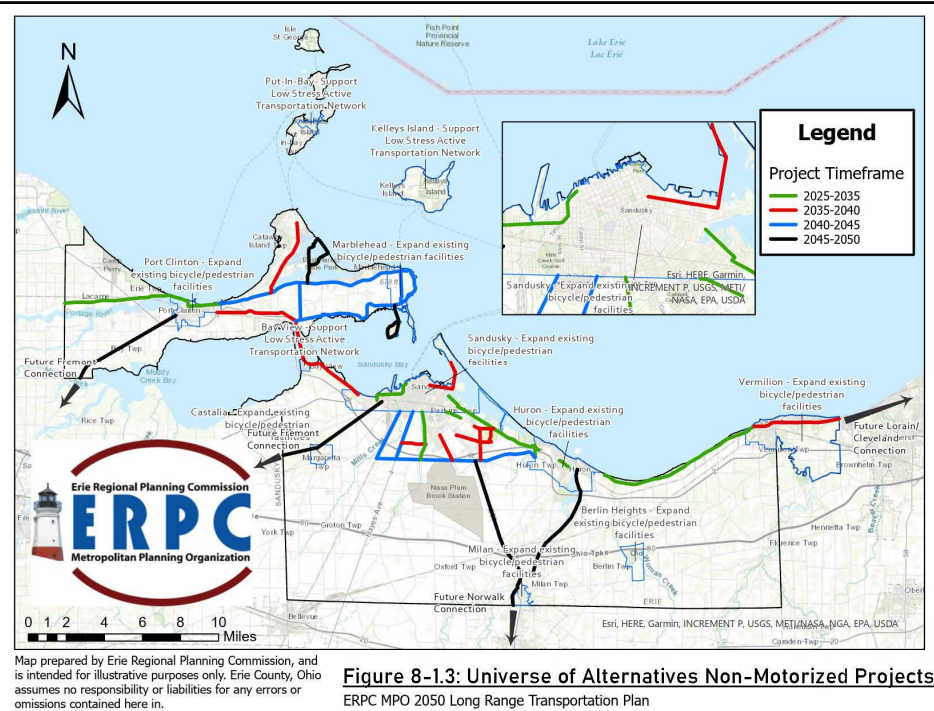
Reducing costs and promoting job growth a challenge:

- Lack of coordination and cooperation between governments and private interests an issue raised by stakeholders and citizens

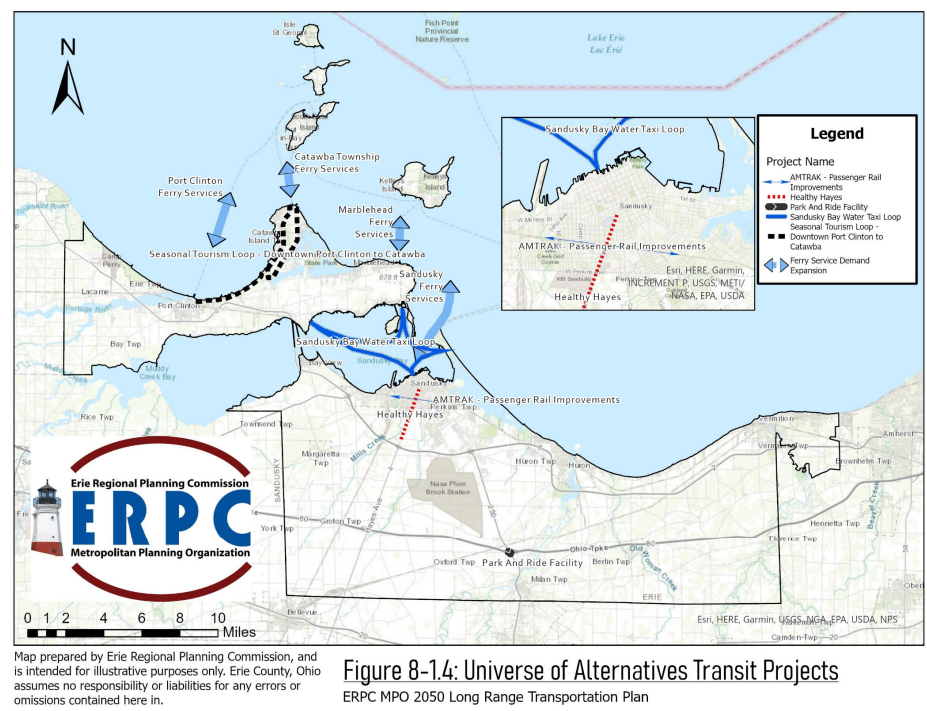
Universe of Alternatives Preservation



Universe of Alternatives Non-Motorized



Universe of Alternatives Transit



Recommended Transportation Plan Projects

Funding/Implementation

- Projects must be fiscally constrained
- Forecast of funds developed between now and 2050

Improvement funding through the MPO:

- Surface Transportation Block Grant Program
- Transportation Alternative Funding (TA)
- Carbon Reduction Program (CRP)

Additional funds:

- ODOT District 2 and District 3, Transportation Review Advisory Council (TRAC), County STP, Safety Funding, Safe Routes to School (SRTS), County Highway, Local Bridge, Municipal Bridge

Funding Source	Total Forecasted Amount for ERPC's Fair Share for Short-Term Period (2026-2035)	Total Forecasted Amount for ERPC's Fair Share for Mid-Term Period (2036-2040)	Total Forecasted Amount for ERPC's Fair Share for Mid/Long-Term Period (2041-2045)	Total Forecasted Amount for ERPC's Fair Share for Long-Term Period (2046-2050)
ERPC Allocation Funding	\$20,857,270	\$8,182,810	\$8,182,810	\$8,182,810
ODOT District Funding	\$99,022,685	\$57,172,918	\$63,123,522	\$69,693,468
STP-C Funding	\$1,196,161	\$598,081	\$598,081	\$598,081
TRAC Funding	\$12,655,386	\$6,327,693	\$6,327,693	\$6,327,693
Safety Funding	\$15,806,417	\$7,903,209	\$7,903,209	\$7,903,209
Safe Routes To Schools Funding	\$427,200	\$213,600	\$213,600	\$213,600
County Highway Safety Funding	\$1,794,242	\$897,121	\$897,121	\$897,121
County Local Bridge Funding	\$2,904,963	\$1,452,482	\$1,452,482	\$1,452,482
Municipal Bridge Funding	\$982,561	\$491,281	\$491,281	\$491,281
Transit Funding	\$4,577,516	\$2,654,327	\$2,930,591	\$3,235,610
TOTAL (general transportation funds)	\$160,224,402	\$85,893,521	\$92,120,389	\$98,995,354

Recommended Expansion Projects

Total of 11 Roadway Expansion Projects

Cost estimate of \$158,431,320

- In 2026, estimated \$15,564,689 available annually for roadway/non-motorized improvements
- \$19,151,949 annually estimated for 2050

Implementation Schedule	Planning Level Estimate
Short-term (within 10 years)	\$55,951,666
Mid-term (10 to 15 years)	\$19,500,429
Mid/Long-term (15 to 20 years)	\$31,916,825
Long-term (25+ years)	\$51,062,398

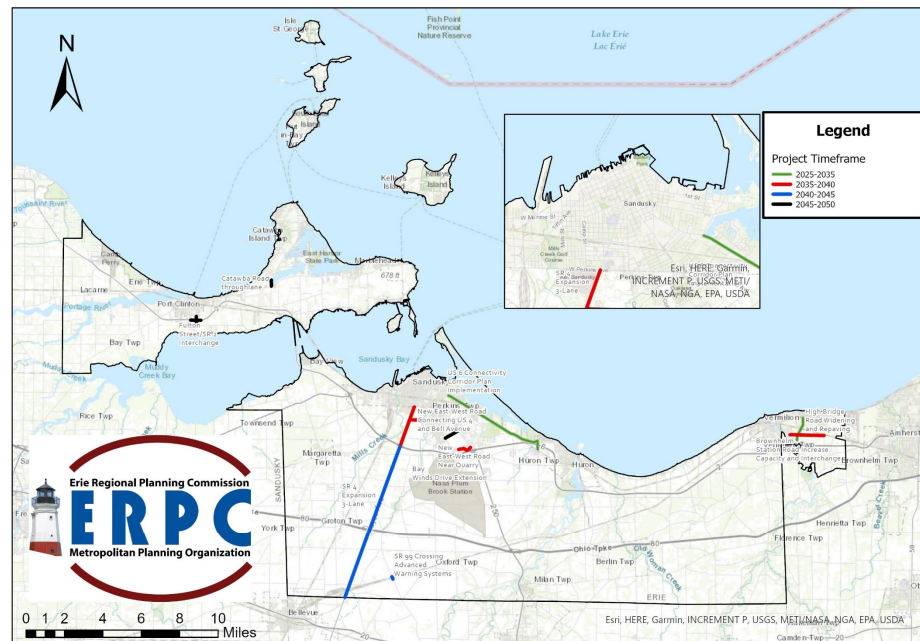


Figure 9-4.1: Recommended Expansion Projects
ERPC MPO 2050 Long Range Transportation Plan

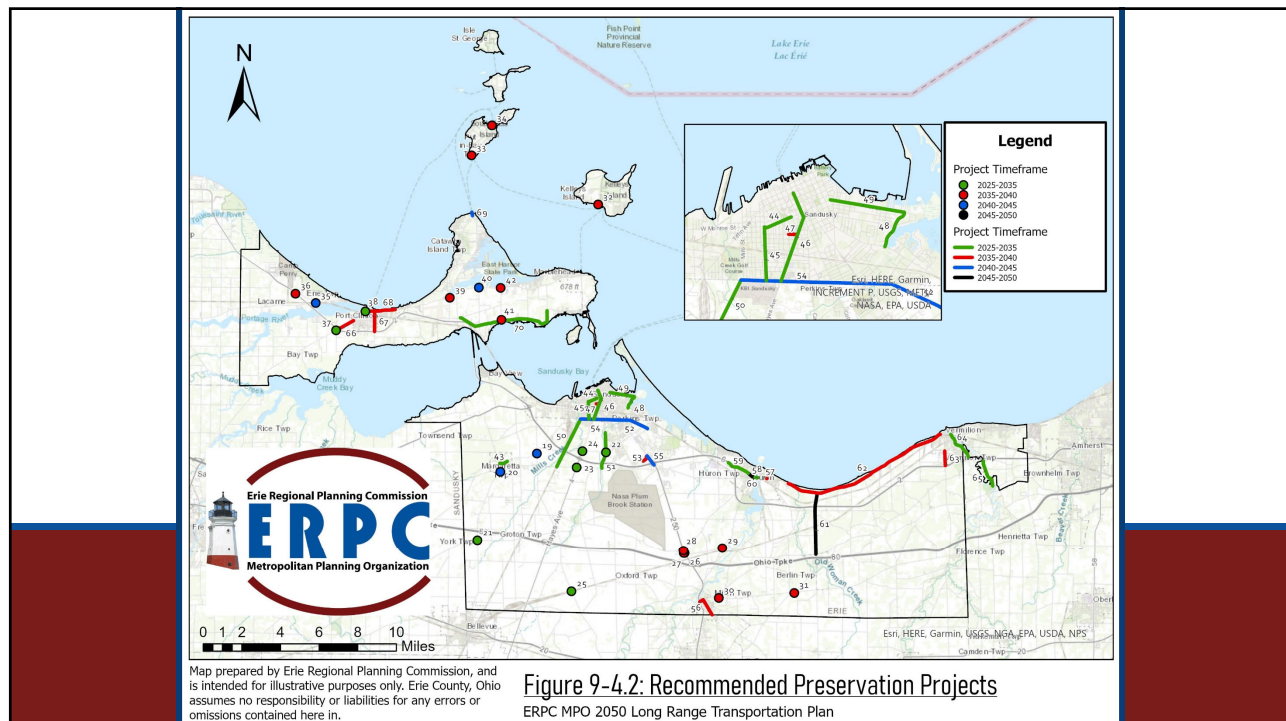
Recommended Preservation Projects

Total of 52 Roadway Preservation Projects

Cost estimate of \$166,010,789

- In 2026, estimated \$15,564,689 available annually for roadway/non-motorized improvements
- \$19,151,949 annually estimated for 2050

Implementation Schedule	Planning Level Estimate
Short-term (within 10 years)	\$87,733,581
Mid-term (10 to 15 years)	\$39,976,477
Mid/Long-term (15 to 20 years)	\$33,843,942
Long-term (25+ years)	\$4,456,787



Recommended Non-Motorized Projects

Total of 37 Non-Motorized Projects

Cost estimate of \$87,726,627

Includes overlap in costs on existing roadway preservations

- In 2026, estimated \$15,564,689 available annually for roadway/non-motorized improvements
- \$19,151,949 annually estimated for 2050

Implementation Schedule	Planning Level Estimate
Short-term (within 10 years)	\$9,371,675
Mid-term (10 to 15 years)	\$23,703,591
Mid/Long-term (15 to 20 years)	\$18,178,064
Long-term (25+ years)	\$36,473,296

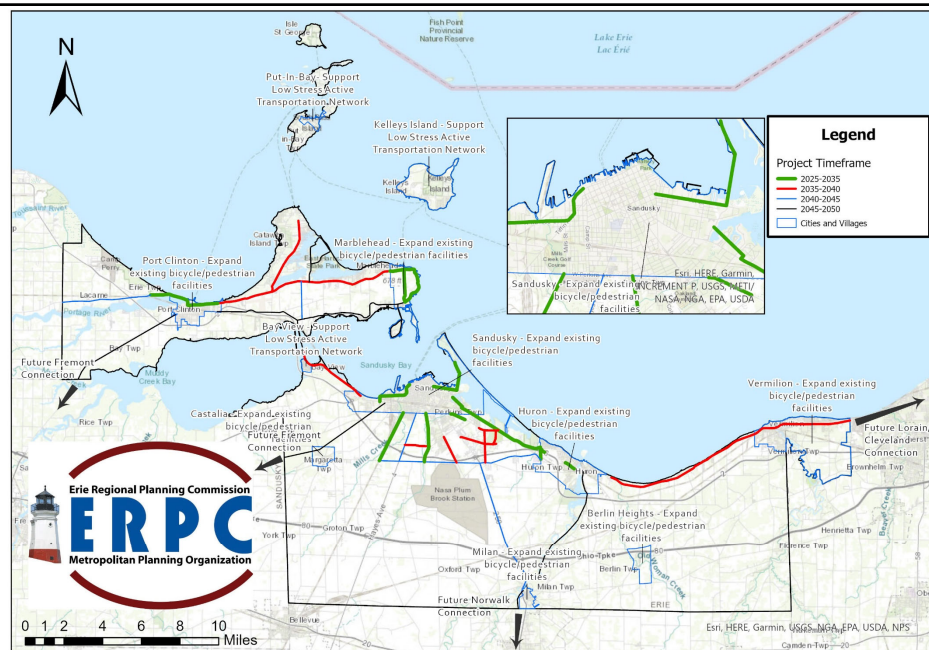


Figure 9-4.3: Recommended Non-Motorized Projects
ERPC MPO 2050 Long Range Transportation Plan

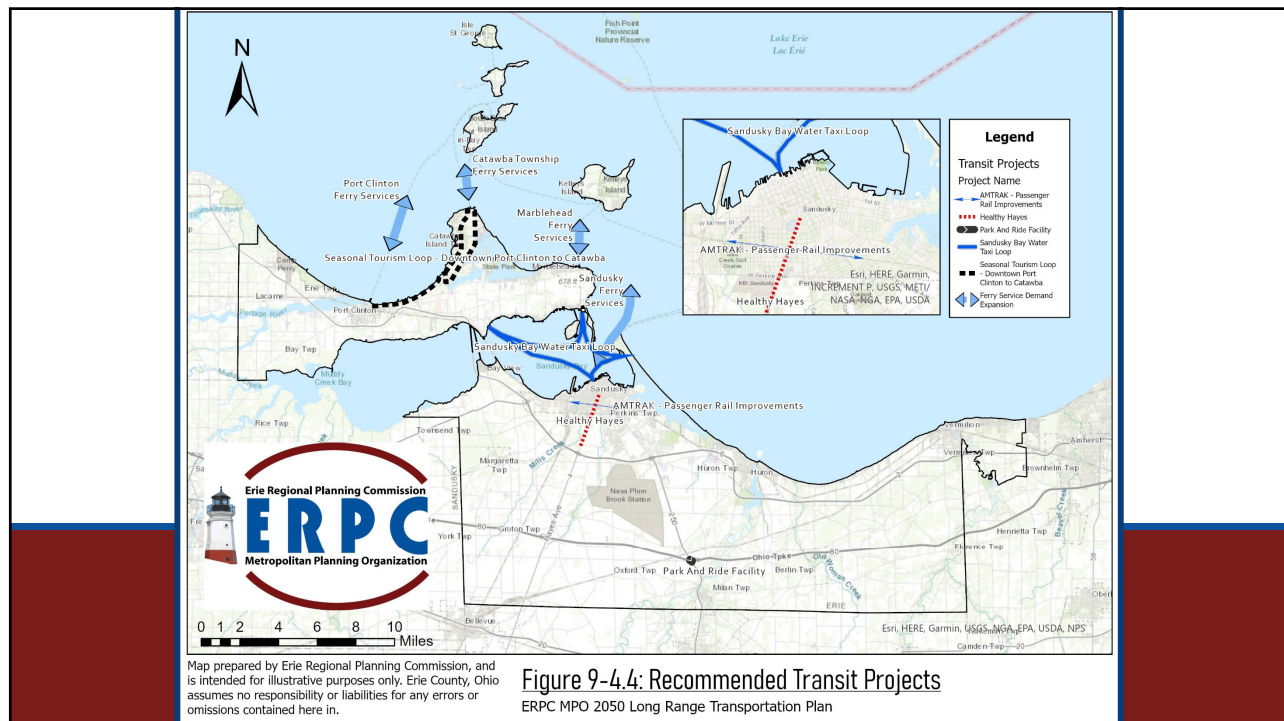
Recommended Transit Projects

Total of 7 Transit Related Projects

Annual operation transit funds available of \$2,196,990

- In 2026, estimated \$414,358 transit maintenance costs
- By 2050, an estimated \$673,002 available for transit maintenance

Implementation Schedule	Planning Level Estimate
Intermodal Transfer Facilities	\$150,000
Fixed Route Service Projects	\$1,800,000
Mobility Coordination	-



Next Steps

Transportation Alternatives analysis completed in April

Evaluation of alternatives and recommended transportation improvements in May

Finalizing plan and appendices with ongoing public involvement

- Long Range Plan available for comment between now and July 11th
- Final Open House available tonight for additional comments

Adoption on July 24th

To Learn More and see draft chapters, visit our website at:

Eriecounty.oh.gov/MPO.aspx

Questions/Comments?





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Bill to
Erie County

Invoice number	B38B1FEE-0122
Notice ID	2oB8VAOU9RsZMEdgnXfb
Order Number	LC9194
Publisher	Sandusky Register
Date of issue	Jun 17, 2025
Date due	Jul 17, 2025
Amount due	\$65.23

Description	Qty	Unit price	Amount
06/18/2025: Other Notice	1	47.30	47.30
Affidavit Fee	1	12.00	12.00

=== Notes ===
Notice Name: MPO Long Range Plan
Order Number: LC9194

=== How to pay this invoice ===
Column Software PBC accepts online payment via credit or debit card, or ACH bank transfers. Please click here to pay online:
<https://www.column.us/invoices/GoN175iSxMW3lhsUErky/pay>

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Net Subtotal	\$59.30
Tax	0.00
Processing Fee	5.93
Amount due	\$65.23

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ERPC MTP Update – USDOT Comments

FHWA Planner: Lawrence Hall

FTA Planner: Mark Kane

Note 1: USDOT comments do not need to be included in the plan; they are provided as suggestions or points of clarity.

Specific Comments

- Please remove any references to the Bipartisan Infrastructure Law/BIL. Use the formal name or acronym of Infrastructure Investment and Jobs Act/IIJA.
- Chapter 1 page 2: replace FAST with IIJA.
- Chapter 1 page 2: please remove reference to Executive Order 12898, which has been rescinded.
- Chapter 1 page 2: Uses both AO 2045 and AO 2050. It seem like the 2045 should be changed.
- Chapter 2 page 1: replace FAST with IIJA and update the date.
- Chapter 2 page 5: This says that there are federal performance measures, and that there's an appendix with a system performance report. This appendix is unavailable for review. As not everyone will read an appendix, it may be worth noting briefly in this section what those required measures are. Please also ensure the appendix is up-to-date and available for viewing with the final plan, as this is an important way for the public to evaluate the effectiveness of how tax dollars are being spent.
- Chapter 3 page 2: The top is a little confusing because it says "three major public involvement techniques were planned..." and then there are nine bullet points, so you may wish to re-word this.
- Chapter 4 page 13: For the Minority Population section, consider reframing as "the analysis includes seeking out and considering the needs of low-income and minority households per 23 CFR 450.316".
- Chapter 4 page 14-15: Consider reframing environmental justice analysis as "demographic analysis". As mentioned, EO 12898 has been rescinded. The title of that EO was "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations". The ERPC analysis considers several factors beyond those two, meaning it is not a true EJ analysis, so "demographic analysis" is a more accurate description.

- Chapter 5 page 11: Consider moving Figure 5-3.4 ahead of the Safety Analysis. As it currently stands, the figure is on page 16 between several safety tables and maps, which may make it a little confusing for the reader.
- Chapter 5 page 59: Focus on Title VI requirements rather than environmental justice.
- Will the ODOT population projections be in Chapter 6? Population and demographics are described very well throughout the plan, but it's important to include this forecast in accordance with 23 CFR 450.324(e) so readers understand the basis for certain priorities and investment decisions.
- Chapter 8: When discussing the scoring system, it would be helpful to indicate who is giving the scores – staff, technical committee, etc. (not specific names, just the group of people doing the scoring). This will aid readers in understanding how they can participate in the planning process by knowing who they can interact with, direct comments to, etc.
- Chapter 9 page 6: the single largest project in any of these tables is a new interchange in Port Clinton. Although it's noted as a long-term project, it may be helpful to provide some details: the purpose and need, the required Interchange Justification Study, what other alternatives were considered to address the need, what would happen if the interchange is not built, etc. These types of projects are often complex due to NEPA, right of way/land takings, or other issues, and they have long time frames due to the level of analysis required. Addressing some of these now, even in a very high-level way since the project would be 20+ years away, will set the MPO up for success. This could possibly go in Chapter 7 – Future Transportation System.
- Chapter 9 page 19: Minor point, but the Additional Funding section at the bottom should say USDOT, not FHWA.
- Chapter 9 pages 19-21: tables 9-6.1 through 9-6.4 are described in the text, but they don't exist. However, it appears the text is actually describing tables 9-4.1 through 9-4.4. If so, those tables should be re-numbered and put in the correct section.
- Chapter 7 (Ferry) or Chapter 9 (Funding and Costs): It may be worth noting in one or both places that FHWA has a Ferry Boat Program that provides formula funding to ODOT for use on ferry boats and facilities. Put in Bay Boatline Company (Jet Express) is currently the only eligible entity in Ohio, so they occasionally use these funds. Info on the program can be found at: <https://www.fhwa.dot.gov/specialfunding/fbp/>

From: Nathaniel.Vogt@dot.ohio.gov
To: [Kevin Cannon](#)
Subject: Comments on the draft LRTP
Date: Friday, July 11, 2025 10:43:51 AM
Attachments: [image001.png](#)

Caution! This message was sent from outside your organization.

Hi Kevin,

I reviewed the draft LRTP available online. Here are my comments:

- First, I will say it does a great job incorporating the part of Ottawa County added to the planning area!
- There are some references to "Erie County MPO 2050 Long-Range Transportation Plan" in the footer for Chapters 1 and 8 and in the text on the first page of Chapter 3. Apparently these need to be updated, as elsewhere the document refers to the ERPC MPO.
- FHWA-Ohio Division has advised MPOs to refer to the current transportation authorization as IIJA only, not BIL.
- Executive Order 12898 regarding environmental justice has been revoked and should not be referenced as though it is in effect.
- Chapter 2.2 references an appendix for the system performance report. Is this appendix available for review?
- Chapter 6 was not available for review. Please note that the travel demand forecast will need to include at least one forecast based on population projections from the Ohio Department of Development.

A few minor things I noticed:

- Table 1:4.1 – Walk.Bike.Ohio was completed in 2021.
- Chapter 2.2 – First paragraph left the 2020 update out of the list.
- Chapter 7.6 – Amtrak is misspelled as "AMRTAK" in one instance.

USDOT comments are available in the ODOT Sharepoint folder. Thank you for the opportunity to comment on the draft LRTP. Please contact me if you have any questions.

Kind regards,
Nate

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**Department of
Transportation**